



DATE: December 14, 2011

TO: Honorable Mayor and City Councilmembers  
Chairman and Members of the Community Development Commission

FROM: Economic and Community Development Department

SUBJECT: **ADOPTION OF A RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION (MND) AND APPROVING GENERAL PLAN AMENDMENT (RGPA-11-00001) TO THE CIRCULATION ELEMENT FOR A RECLASSIFICATION OF MISSION AVENUE FROM MAJOR AND SECONDARY ARTERIAL (FOUR-LANES TWO-WAY) TO A COLLECTOR (TWO-LANES ONE-WAY WESTBOUND), FROM CLEMENTINE STREET TO CLEVELAND STREET AND COASTAL PERMIT (RRP-11-00002) FOR THE GENERAL PLAN AMENDMENT AND IMPROVEMENTS TO MISSION AVENUE, SEAGAZE DRIVE, CLEMENTINE AND CLEVELAND STREETS – APPLICANT: CITY OF OCEANSIDE**

**SYNOPSIS**

Staff recommends that the City Council adopt a resolution adopting a Mitigated Negative Declaration (MND) and approving General Plan Amendment (RGPA-11-00001) to the Circulation Element for a reclassification of Mission Avenue from a Major and Secondary Arterial (four-lanes two-way) to a Collector (two-lanes one-way westbound), from Clementine Street to Cleveland Street and Coastal Permit (RRP-11-00002) for the General Plan Amendment and improvements to Mission Avenue, Seagaze Drive, Clementine and Cleveland Streets.

**BACKGROUND**

In 2002, the City's Redevelopment Agency completed a pedestrian study called the "Walkable Communities" for the downtown area. One of the recommendations made was to slow down the traffic on Mission Avenue (from Home Street to Coast Highway) thereby increasing the downtown area pedestrian walk-ability and making pedestrian travel much safer. In order to accomplish this, street and infrastructure improvements are required such as landscaping, lighting, upgrading traffic signals, signage, street furniture, etc.

On November 19, 2008, the Community Development Commission (CDC) approved the issuance of a Request for Proposals for the conceptual design for improvements to Mission Avenue from Clementine to Cleveland Streets and on April 8, 2009, the CDC approved Kimley-Horn and Associates Inc. (KHA), as the design consultant.

Public input was very important to insure that the surrounding neighborhood and businesses were included in the process. City staff and the consultant conducted several meetings that were available and open to the public (see attachment).

On September 1, 2010, the Community Development Commission held a workshop and gave direction to staff to proceed with Alternative 3 for the final construction design for improvements to Mission Avenue from Clementine to Cleveland Streets with a modification to Seagaze Drive to accommodate buses for NCTD.

The proposed improvements to Mission Avenue included several different components; therefore, staff thought it would be prudent to create a working group. The "working group" committee included City staff as well as representatives from Planning, Arts, Economics, MainStreet, Transportation, and Bike commissions.

The working group committee met on November 30, 2010, and formed a consensus related to several issues. One of those issues was to create a Class III Bike Route to be located along the north side of Mission Avenue. This is also consistent with the 2008 City of Oceanside Bicycle Master Plan. In order to accommodate a Class III Bike Route, a wider than a standard outside bicycle lane (14-foot wide versus 12-foot wide) would be located within the vehicular right-of-way and delineated by directional signage. In addition, it was agreed that the reversed angled parking would be located on the north side of Mission Avenue and parallel parking on the south side of Mission Avenue.

On January 26, 2011, the CDC approved a PSA with KHA to provide for the General Plan Amendment for the Circulation Element update, environmental documentation and construction drawings for the improvements to Mission Avenue.

On March 2, 2011, staff and KHA met with NCTD staff to review the Mission Avenue Improvement conceptual plans and their affect on current bus routes and stops.

On October 6, 2011, staff and KHA met with the Oceanside Unified School District staff to review the Mission Avenue Improvement conceptual plans and their potential effect on school vehicular and pedestrian traffic.

On November 7, 2011, staff met with the working group to discuss the current improvement plans.

**Project Description:** The project application consists of a General Plan Amendment (GPA) to the Circulation Element and a Regular Coastal Permit.

**General Plan Amendment:** A GPA to the Circulation Element is required to change Mission Avenue street classification from a Major and Secondary Arterial (four-lane two-way) into a Collector (two-lanes one-way westbound) from Clementine to Cleveland Streets creating a one-way couplet system with Seagaze Drive (two-lanes one-way eastbound). The proposed project can be summarized as follows:

- Reconfigure Mission Avenue between Clementine and Cleveland Streets from an existing four-lane street to a proposed two-lane, one-way street for westbound traffic only;
- Replace existing parallel parking on the north side of Mission Avenue from Clementine to Cleveland Streets with reversed angled parking;
- Widen the sidewalk, expand landscaping, and install pedestrian improvements on Mission Avenue from Clementine to Cleveland Streets;
- Reconfiguration of Seagaze Drive from Coast Highway to Clementine Streets to provide two one-way eastbound lanes;
- Between Mission Avenue and Seagaze Drive, reconfiguration of Cleveland Street to provide two one-way southbound lanes and reconfiguration of Clementine Street to provide two one-way northbound lanes. This reconfiguration of Clementine Street is to provide direct vehicular access to I-5; in addition to avoiding potential traffic and pedestrian conflicts on Home Street;
- Addition of a northbound left-turn lane at the intersection of Mission Avenue and North Coast Highway; and
- Implementation of various traffic control and transit stop changes to accommodate the proposed changes in traffic circulation.

As noted, portions of three other streets will also be affected by the proposed circulation changes to Mission Avenue (Clementine, Seagaze and Cleveland Streets), however, these streets are not Circulation Element streets and therefore the GPA addresses only the proposed changes to Mission Avenue.

Regular Coastal Permit: *Section III. Project Permit Category Determination, D. Projects Requiring a Regular Coastal Permit 1.*, of the Local Coastal Plan, states that a Regular Coastal Permit is necessary when processing a GPA for projects located within the coastal zone and for the proposed street improvements.

**Environmental Determination:** A Mitigated Negative Declaration has been prepared for the project stating that if the conditions of approval are implemented, there will not be a significant adverse impact on the environment (see attached Mitigated Negative Declaration). Under the provisions of the California Environmental Quality Act, the Community Development Commission will consider the Mitigated Negative Declaration during its hearing on the project.

## **ANALYSIS**

The Commission gave direction to staff for the City's consultant to prepare the General Plan Amendment, environmental documentation and construction drawings for the street improvements to Mission Avenue. The proposed street improvements will result in the reclassification of Mission Avenue from a Major and Secondary Arterial (four-lane two-way) into a Collector (two-lanes one-way westbound) from Clementine to Cleveland Streets. The benefits of the reclassification of this portion of Mission Avenue and subsequent improvements include but are not limited to the following:

- Enhanced traffic circulation;
- Improved pedestrian safety;
- Lower greenhouse gases;
- Improved aesthetics;
- Accommodates the needs of all road users regardless of their mobility;
- Elimination of storm runoff water pollution;
- Increased business activity;
- Improved bus stop locations;
- Gives people choices; and
- Increased health benefits.

The proposed reclassification of this portion of Mission Avenue and subsequent street improvements will result in substantial benefits to the Downtown Redevelopment Project Area in addition to the surrounding neighborhoods.

The proposed street improvements would include pedestrian enhancement, improved drainage, bus turnout design, street improvements such as curb and gutter, storm water improvements, pop-outs, new traffic signals, design modifications to existing traffic signals, street lights, bio-swales, landscape, canopy trees, increased pedestrian safety and amenities (street furniture). The proposed landscape palette will utilize California native drought tolerant plants and trees, low-flow drip irrigation, bubblers and smart controllers to reduce water consumption. In addition, the reclassification and subsequent street improvements will also improve traffic circulation including increasing the vehicular capacity of Mission Avenue at the street intersections as well as improving the public transportation routes. It should also be noted that the proposed improvements to Mission Avenue (located west of I-5), was ranked as the second highest priority pedestrian project as stipulated in the 2009 Pedestrian Master Plan.

An added benefit to the reclassification of this portion of Mission Avenue and ensuing street improvements will be that Mission Avenue will be considered a "Complete Street". In January 2011, Assembly Bill 1358 (Complete Street Act) took effect. The Complete Streets Act made California the first state in the nation to ensure that all local streets and roads accommodate the needs of bicyclists, pedestrians (including people with disabilities and children) and transit riders, as well as motorists. The new law requires cities and counties, upon revision of the circulation element of the general plan, to ensure that local streets and roads meet the needs of all users. Subsequently, the City's draft Circulation Element addresses AB 1358 under Appendix C (Complete Streets Checklist for Oceanside).

The Mission Avenue street improvements would also result in a safer road which enables more people to gain the health benefits of choosing an active form of transportation and benefit everyone by reducing traffic congestion, auto-related air pollution and the production of climate-changing greenhouse gases. Streets that provide travel choices give people the option to avoid traffic jams and increase the overall capacity of the transportation network. Public health experts are encouraging walking and bicycling as

a response to the obesity epidemic. One study found that 43 percent of people with a safe place to walk within 10 minutes of home met recommended physical activity levels.

The passage of AB 32 (Global Warming Solutions Act) in 2006 made California a world leader in the reduction of greenhouse gas emissions. More than half of commute trips, and three out of four shopping trips, are less than 5 miles in length. These short trips are the most polluting and least efficient in terms of fuel consumption, but many of these trips could be made by bicycling and walking.

Redevelopment Plan: Section 301(4) of the Redevelopment Plan states that the Agency proposes to eliminate and prevent the spread of blight and a deterioration of the Downtown Project Area by, among other things, providing for the reconstruction of streets, utilities and other infrastructure improvements that benefit the public. The proposed project is consistent with and advances the goals and objectives of the Redevelopment Plan in that it provides public infrastructure improvements by reconstructing streets and utilities.

Circulation Element: Appendix C of the amended Circulation Element, Complete Streets Checklist for Oceanside, states that the design of intersections and public right-of-ways should include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities. Currently, this portion of Mission Avenue (west of Interstate 5) is designed only for motor vehicles. The proposed reclassification of Mission Avenue and subsequent street improvements will bring this portion of Mission Avenue in compliance with the amended Circulation Element Complete Street in addition to AB 1385.

Local Coastal Plan: Staff's review of the project examined the consistency of the development with the underlying zoning regulations and policies of the Local Coastal Program. The project is located outside of the "appealable area" which is defined as the first 300 feet east of The Strand. Staff evaluated the proposed project and its effect on public coastal views. The proposed project will not substantially alter or impact the existing coastal views through the Mission Avenue public view corridor because the project proposes only street improvements such as lighting, landscaping and street furniture within the existing public right-of-way. No structures are proposed within Mission Avenue public view corridor. In addition, the project proposes to filter the storm water through bio-swales which is consistent with *Section III.C. 2. of the Local Coastal Plan*, which requires the City to minimize pollutants into the urban run-off.

2009 Pedestrian Master Plan: The proposed street improvements to that portion of Mission Avenue are consistent with the 2009 Pedestrian Master Plan. This portion of Mission Avenue is ranked as the second highest priority pedestrian project as stipulated in the 2009 Pedestrian Master Plan.

Providing community residents with options that get them out of their cars is a proven strategy for improving communities, reducing air pollution and generating local businesses. The reclassification of this portion of Mission Avenue and subsequent street improvements

gives Oceanside residents as well as visitors better and healthier lives by accommodating all users of the roadway.

Upon receiving approval of the GPA from City Council the anticipated timeline is as follows:

- Spring 2012 - Construction drawings completed;
- Summer 2012 – Project goes out to bid;
- Fall 2012 – Award of bid;
- Winter 2012 – Construction commences; and
- Summer 2013 – Construction is completed.

### **COMMISSION OR COMMITTEE REPORTS**

The Redevelopment Advisory Committee (RAC) reviewed the General Plan Amendment and Regular Coastal Permit at its November 9, 2011 meeting.

### **FISCAL IMPACT**

Classifying Mission Avenue as a “Complete Street” also makes it available for future state and federal funding including but not limited to Sustainable Communities, Safe Routes to School, HSIP, Livable Communities, Tiger and EECBG. Staff will be pursuing these grants to offset the proposed project’s construction costs.

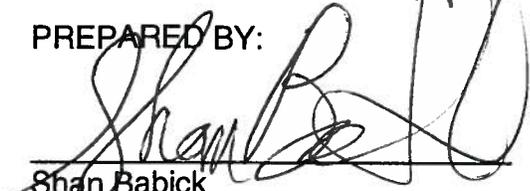
### **CITY ATTORNEY'S ANALYSIS**

Pursuant to the Oceanside Zoning Ordinance Article 45, Section 4504 B. and Government Code Section 65090, the City Council is authorized to hold a public hearing on this General Plan Amendment. Consideration of the General Plan Amendment should be based on the evidence presented at the public hearing. After conducting the public hearing, the Commission shall approve, conditionally approve, or disapprove the General Plan Amendment. The referenced documents have been reviewed and approved as to form by the City Attorney.

**RECOMMENDATION**

Staff recommends that the City Council adopt a resolution adopting a Mitigated Negative Declaration (MND) and approving General Plan Amendment (RGPA-11-00001) to the Circulation Element for a reclassification of Mission Avenue from a Major and Secondary Arterial (four-lanes two-way) to a Collector (two-lanes one-way westbound), from Clementine Street to Cleveland Street and Coastal Permit (RRP-11-00002) for the General Plan Amendment and improvements to Mission Avenue, Seagaze Drive, Clementine and Cleveland Streets.

PREPARED BY:

  
Shan Babick  
Associate Planner

SUBMITTED BY:

  
Peter A. Weiss  
Executive Director

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager  
Kathy Baker, Redevelopment Manager  
David DiPierro, City Traffic Engineer

  
J.D.D.

**EXHIBITS/ATTACHMENTS**

- 1. Public Meeting and Public Outreach
- 2. Resolution
- 3. Mission Avenue Improvement Plan
- 4. Negative Declaration



# Mission Avenue Project Meetings & Public Outreach

- 4/2009** Project Kickoff
- 4/2009** Landscape AD HOC Committee meeting
- 1/2010** Public Community workshop #1 (public)
- 5/2010** Public Community workshop #2 (public)
- 5/2010** Transportation Commission meeting (public)
- 6/2010** Bicycle Committee meeting (public)
- 7/2010** Economic Development Commission meeting (public)
- 8/2010** Art Commission meeting (public)
- 8/2010** Redevelopment Advisory Committee meeting (public)
- 9/2010** Community Development Commission workshop (public)
- 11/2010** Mission Avenue Working Group meeting
- 1/2011** CDC approves KHA contract for phase 2 (public)
- 3/2011** North County Transit District meeting
- 10/2011** Oceanside Unified School District meeting
- 11/2011** Mission Avenue Working Group meeting
- 12/2011** Community Development Commission (public)



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RESOLUTION NO. 11-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ADOPTING A MITIGATED NEGATIVE DECLARATION (MND) AND APPROVING A GENERAL PLAN AMENDMENT TO THE CIRCULATION ELEMENT FOR THE RECLASSIFICATION OF MISSION AVENUE FROM A MAJOR AND SECONDARY ARTERIAL (FOUR-LANES TWO-WAY) TO A COLLECTOR (TWO-LANES ONE-WAY WESTBOUND) FROM CLEMENTINE TO CLEVELAND STREETS-MISSION AVENUE IMPROVEMENTS-APPLICANT: CITY OF OCEANSIDE

WHEREAS, on December 14, 2011, the City Council of the City of Oceanside held its duly noticed public hearing and considered an application for adoption of a Mitigated Negative Declaration (MND) and a General Plan Amendment (RGPA-11-00001) to the Circulation Element for the reclassification of Mission Avenue from a Major and Secondary Arterial (four-lanes two-way) to a Collector (two-lanes, one-way westbound) from Clementine to Cleveland Streets;

WHEREAS, the Redevelopment Advisory Committee (RAC) of the City of Oceanside did, on November 9, 2011 review and recommend approval of General Plan Amendment (RGPA-11-00001) on a 7-0 vote;

WHEREAS, a Mitigated Negative Declaration (MND) has been prepared for the project stating that if the conditions of approval are implemented there will not be a significant adverse impact upon the environment;

NOW, THEREFORE, the City Council of the City of Oceanside does resolve as follows:

**FINDINGS:**

**For the Mitigated Negative Declaration:**

1. The Mitigated Negative Declaration has been completed in compliance with the provisions of the California Quality Act (CEQA).
2. The Mitigated Negative Declaration was presented to the City Council and the City Council reviewed and considered the information contained in the Mitigated Negative Declaration prior to making a decision on the project.

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1 **For the General Plan Amendment:**

2 1. The propose reclassification of Mission Avenue from a Major and Secondary  
3 Arterial (four-lanes two-way) to a Collector (two-lanes one-way westbound) from Clementine  
4 Street to Cleveland Street is compatible with the surrounding land uses and traffic circulation.  
5 The proposed project will slow down traffic on this portion of Mission Avenue to create  
6 “Walkable Communities” along the main east-west commercial corridor in the Oceanside  
7 Downtown Redevelopment Project Area.

8 2. The proposed reclassification is appropriate and consistent with the Circulation  
9 Element, General Plan, Redevelopment Plan and Local Coastal Plan.

10 3. The proposed reclassification is consistent with all entitled project improvements  
11 located on and/or adjacent to Mission Avenue between Pacific and Home Streets. The proposed  
12 reclassification and ensuing street improvements on this portion of Mission Avenue will increase  
13 vehicular capacity at the affected street intersections.

14 4. The reclassification of Mission Avenue between Clementine and Cleveland  
15 Streets will not disturb the City’s jobs-to-housing balance, nor degrade the City’s economic  
16 health because it does not negatively affect entitled projects or traffic circulation. The proposed  
17 street improvements will increase pedestrian activity and safety, minimize urban runoff, create a  
18 “Complete Street” for this portion of Mission Avenue in accordance with AB 1358, and will  
19 encourage new restaurants and cafes by providing outdoor dining space within the City’s  
20 existing right-of-way.

21 SECTION 1. The Mitigated Negative Declaration is hereby adopted subject to all  
22 mitigation measures contained in the mitigation, monitoring and reporting program as depicted  
23 in the Mitigated Negative Declaration.

24 SECTION 2. General Plan Amendment (RGPA-11-00001) is hereby approved subject to  
25 the following conditions:

26 **Economic/Redevelopment:**

27 1. This General Plan Amendment to the Circulation Element approves only the  
28 reclassification of Mission avenue from a Major and Secondary Arterial (four-lanes two-way) to  
a Collector (two-lanes one-way westbound) from Clementine to Cleveland Streets as shown on  
the plans and exhibits presented to the City Council of the City of Oceanside for review and  
approval.

1           2.     Failure to meet any conditions of approval for this amendment shall constitute a  
2 violation of the General Plan Amendment (RGPA-11-00001).

3           3.     No deviation from these approved plans and exhibits shall occur without  
4 Economic and Community Development Department approval. Substantial deviations shall  
5 require a revision to the General Plan Amendment or a new General Plan Amendment.

6           PASSED AND ADOPTED by the Oceanside City Council of the City of Oceanside this  
7 \_\_\_\_\_ day of \_\_\_\_\_ 2011 by the following vote:

8 AYES:

9 NAYS:

10 ABSENT:

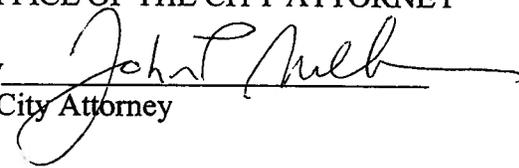
11 ABSTAIN:

12 \_\_\_\_\_  
Mayor

13 ATTEST:

14 \_\_\_\_\_  
15 City Clerk

16 APPROVED AS TO FORM:  
17 OFFICE OF THE CITY ATTORNEY

18 by   
19 City Attorney



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RESOLUTION NO. 11-

A RESOLUTION OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF OCEANSIDE APPROVING REGULAR COASTAL PERMIT (RRP-11-00002) FOR AN AMENDMENT TO THE CIRCULATION ELEMENT OF THE GENERAL PLAN TO RECLASSIFY MISSION AVENUE FROM A MAJOR AND SECONDARY ARTERIAL TO A COLLECTOR AND TO AUTHORIZE IMPROVEMENTS TO MISSION AVENUE, SEAGAZE DRIVE, CLEMENTINE AND CLEVELAND STREETS - APPLICANT: CITY OF OCEANSIDE

WHEREAS, on December 14, 2011, the Community Development Commission held its duly noticed public hearing and considered an application for a Regular Coastal Permit (RRP-11-00002) for the construction of improvements to Mission Avenue, Seagaze Drive, Clementine and Cleveland Streets;

WHEREAS, the Project would reconfigure portions of these four streets and construct streetscape improvements and pedestrian amenities on Mission Avenue from Cleveland Street to Clementine Street as more specifically described in Section 8 of the Initial Study/Environmental Checklist; and

WHEREAS, the City Council of the City of Oceanside conducted a duly noticed public hearing for consideration of an amendment to the Circulation Element of the General Plan to allow the proposed reconfiguration and reclassification of Mission Avenue from a Major and Secondary Arterial (four-lanes two-way) to a Collector (two-lanes one-way westbound from Clementine Street to Cleveland Street);

WHEREAS, the Redevelopment Advisory Committee (RAC) of the City of Oceanside did, on November 9, 2011 review and recommend approval of Regular Coastal Permit (RRP-11-00002) on a 7-0 vote;

WHEREAS, a Mitigated Negative Declaration has been prepared for the project stating that if the conditions of approval are implemented there will not be a significant adverse impact upon the environment;

NOW, THEREFORE, the Community Development Commission of the City of Oceanside does resolve as follows:

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1 FINDINGS:

2 For the Regular Coastal Permit for the General Plan Amendment:

3 1. The granting of the Regular Coastal Permit is consistent with the purposes of the  
4 California Coastal Act of 1976. The proposed reclassification of Mission Avenue from a Major  
5 and Secondary Arterial to a Collector from Clementine to Cleveland Streets is consistent with the  
6 General Commercial Land Use as depicted in the Local Coastal Program Land Use Map.

7 2. The proposed project is consistent with the policies of the Local Coastal Program  
8 as implemented through the City Zoning Ordinance. The proposed reclassification of Mission  
9 Avenue from Clementine to Cleveland Streets is consistent with the General Commercial Land  
10 Use as depicted in the Local Coastal Program Land Use Map. The proposed General Plan  
11 Amendment will not affect the existing public coastal views nor will it impede existing or  
12 proposed public beach access. In fact, the subsequent improvements to Mission Avenue will  
13 provide people with easier access to the beach area regardless of their abilities. Currently, it is  
difficult to access the beach area via Mission Avenue other than from a motor vehicle.

14 3. The proposed project will not obstruct any existing or planned public beach  
15 access; therefore, the project is in conformance with the policies of Chapter 3 of the Coastal Act.  
16 The propose General Plan Amendment will not obstruct any existing or future public beach  
17 pedestrian access in fact it will provide easier access to the beach via Mission Avenue

18 For the Regular Coastal Permit for the Street Improvements:

19 1. The granting of the Regular Coastal Permit is consistent with the purposes of the  
20 California Coastal Act of 1976. The proposed reclassification of Mission Avenue from a Major  
21 and Secondary Arterial to a Collector from Clementine to Cleveland Streets is consistent with the  
22 General Commercial Land Use as depicted in the Local Coastal Program Land Use Map.

23 2. The proposed project is consistent with the policies of the Local Coastal Program  
24 as implemented through the City Zoning Ordinance. The proposed reclassification of Mission  
25 Avenue from Clementine to Cleveland Streets is consistent with the General Commercial Land  
26 Use as depicted in the Local Coastal Program Land Use Map. The project will not substantially  
27 alter or impact the existing public coastal views through the Mission Avenue public view  
28 corridors because the project proposes only street improvements such as landscaping, lighting  
and street furniture. No structures are proposed for this project; therefore, the public view  
corridors will not be compromised. In addition, the project proposes to filter the storm water

1 through bio-swales which is consistent with Section III.C. 2. of the Local Coastal Plan, which  
2 requires the City to minimize pollutants into the urban run-off.

3 3, The proposed project will not obstruct any existing or planned public beach access  
4 therefore, the project is in conformance with the policies of Chapter 3 of the Coastal Act. The  
5 project proposes only street improvements to Mission Avenue such as landscaping, bulb-outs,  
6 lighting, street furniture, etc. and does not propose any structures and therefore, will not obstruct  
7 any existing or future public beach pedestrian access.

8 SECTION 1. That Regular Coastal Permit (RRP-11-00002) is hereby approved subject  
9 to the following conditions:

10 **Economic/Redevelopment:**

11 1. This Regular Coastal Permit (RRP-11-00002) shall expire on December 14, 2013,  
12 unless implemented as required by the Zoning Ordinance.

13 2. This Regular Coastal Permit for the construction of improvements to Mission  
14 Avenue, Seagaze Drive, Clementine and Cleveland Streets as depicted on the plans and exhibits  
15 presented to the Community Development Commission for review and approval.

16 3. Failure to meet any conditions of approval for this amendment shall constitute a  
17 violation of the Regular Coastal Permit (RRP-11-00002).

18 4. No deviation from these approved plans and exhibits shall occur without  
19 Economic and Community Development Department approval. Substantial deviations shall  
20 require a revision to the Regular Coastal Permit or a new Regular Coastal Permit.

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1 Environmental:

2 5. The project shall be subject to all mitigation measures contained in the mitigation,  
3 monitoring and reporting program as depicted in the Mitigated Negative Declaration.

4  
5 PASSED AND ADOPTED by the Oceanside Community Development Commission of  
6 the City of Oceanside this \_\_\_day of \_\_\_\_\_ 2011 by the following vote:

7 AYES:

8 NAYS:

9 ABSENT:

10 ABSTAIN:

11 \_\_\_\_\_  
Chairman

12 ATTEST:

13 \_\_\_\_\_  
14 Secretary

15 APPROVED AS TO FORM:  
16 OFFICE OF THE CITY ATTORNEY

17 by John P. Mel  
18 General Counsel



NOT TO SCALE

PROPOSED LAYOUT

10/12/2011

CITY OF OCEANSIDE

MISSION AVENUE IMPROVEMENTS







# MISSION AVENUE



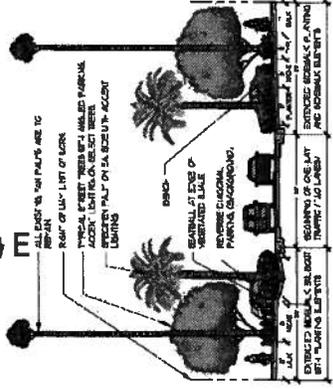
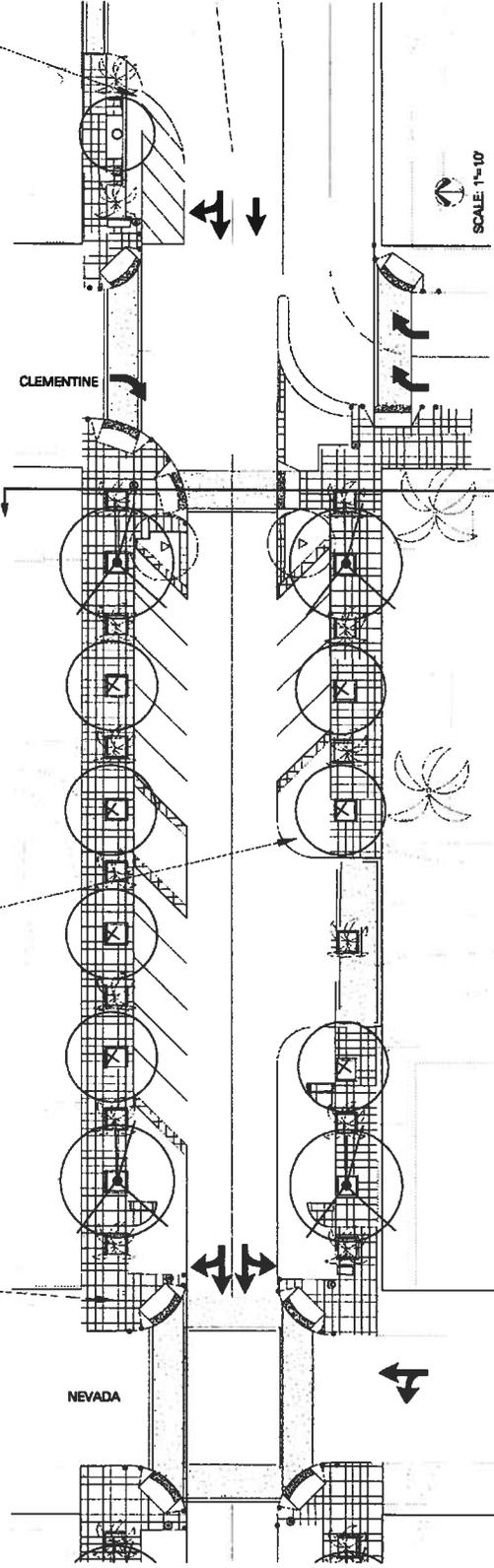
2' X 2' SCORIED CONCRETE



VEGETATED STORMWATER MANAGEMENT PLANTER



VEGETATED STORMWATER MANAGEMENT PLANTER



# STREETSCAPE ENLARGEMENTS

SECTION - MISSION AVENUE AT CLEMENTINE (LOOKING EAST) SCALE: 1\"/>





DATE POSTED: <mo/day/year>  
REMOVE POST: <mo/day/year>  
 20 days; or,  
 30 day for SCH review



## MITIGATED NEGATIVE DECLARATION

City of Oceanside, California

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1. **APPLICANT:** CITY OF OCEANSIDE
2. **ADDRESS:** 300 North Coast Highway
3. **PHONE NUMBER:** (760) 435-3354
4. **LEAD AGENCY:** City of Oceanside, 300 N. Coast Hwy., 92054
5. **PROJECT MGR.:** Jerry Hittleman
6. **PROJECT TITLE:** Mission Avenue Improvements
7. **DESCRIPTION:** General Plan Amendment to the Circulation Element for the reclassification of Mission Avenue from Major and Secondary Arterial (four-lanes two-lane) to a Collector Street (two-lanes one-way westbound) from Clementine to Cleveland Streets. In addition, the project calls for street improvements to that portion of Mission Avenue including but not limited to; bulb outs, landscaping, traffic signals, lighting, signage and street furniture

**CITY PLANNER DETERMINATION:** This project has been evaluated by the City Planner of the City of Oceanside in accordance with the Section 21080(c) of the California Environmental Quality Act (CEQA). On August 29, 2011, the City Planner determined that this project will not have a potentially significant adverse effect on the environment and issued a Mitigated Negative Declaration (MND). The basis for the City Planner's determination is the Initial Study prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Copies may be reviewed or obtained from the Planning Division in City Hall located at 300 N. Coast Hwy. South Building. All public comments on the negative declaration must be provided in writing to the Planning Division on or before the "Posting Removal Date" cited above.

  
Jerry Hittleman, City Planner

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cc: County Clerk  
Project file (project manager)  
CEQA file  
Project Applicant  
Posting:  Civic Center;  Public Library;





## INITIAL STUDY

### City of Oceanside California

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1. **PROJECT: Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street**
2. **LEAD AGENCY: City of Oceanside**
3. **CONTACT PERSON & PHONE: Jerry Hittleman, City Planner: 760-435-3535**
4. **PROJECT LOCATION:**

#### 4.1. Project Site

This Initial Study identifies and evaluates potential environmental impacts that may result from implementation of the proposed *Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street* Project. The Project would reconfigure portions of these four streets and construct streetscape improvements and pedestrian amenities on Mission Avenue, from Cleveland Street to Clementine Street. The improvements comprising the proposed Project evaluated herein are summarized as follows:

- ❖ Reconfigure Mission Avenue between Clementine Street and Cleveland Street from an existing four-lane street to a proposed two-lane, one-way street for westbound traffic only;
- ❖ Replace existing parallel parking on the north side of Mission Avenue from Clementine Street to Cleveland Street with reverse angled<sup>1</sup> parking;
- ❖ Widen the sidewalk, expand landscaping, and install of pedestrian improvements on Mission Avenue, between Clementine Street and Cleveland Street;
- ❖ Reconfiguration of Seagaze Drive from Cleveland Street to Clementine Street to provide two eastbound lanes<sup>2</sup>;
- ❖ Between Mission Avenue and Seagaze Drive, reconfiguration of Cleveland Street to provide two southbound lanes and reconfiguration of Clementine Street to provide two northbound lanes;
- ❖ Addition of a northbound left-turn lane at the intersection of Mission Avenue and North Coast Highway; and
- ❖ Implementation of various traffic control and transit stop changes to accommodate the proposed changes in traffic circulation.

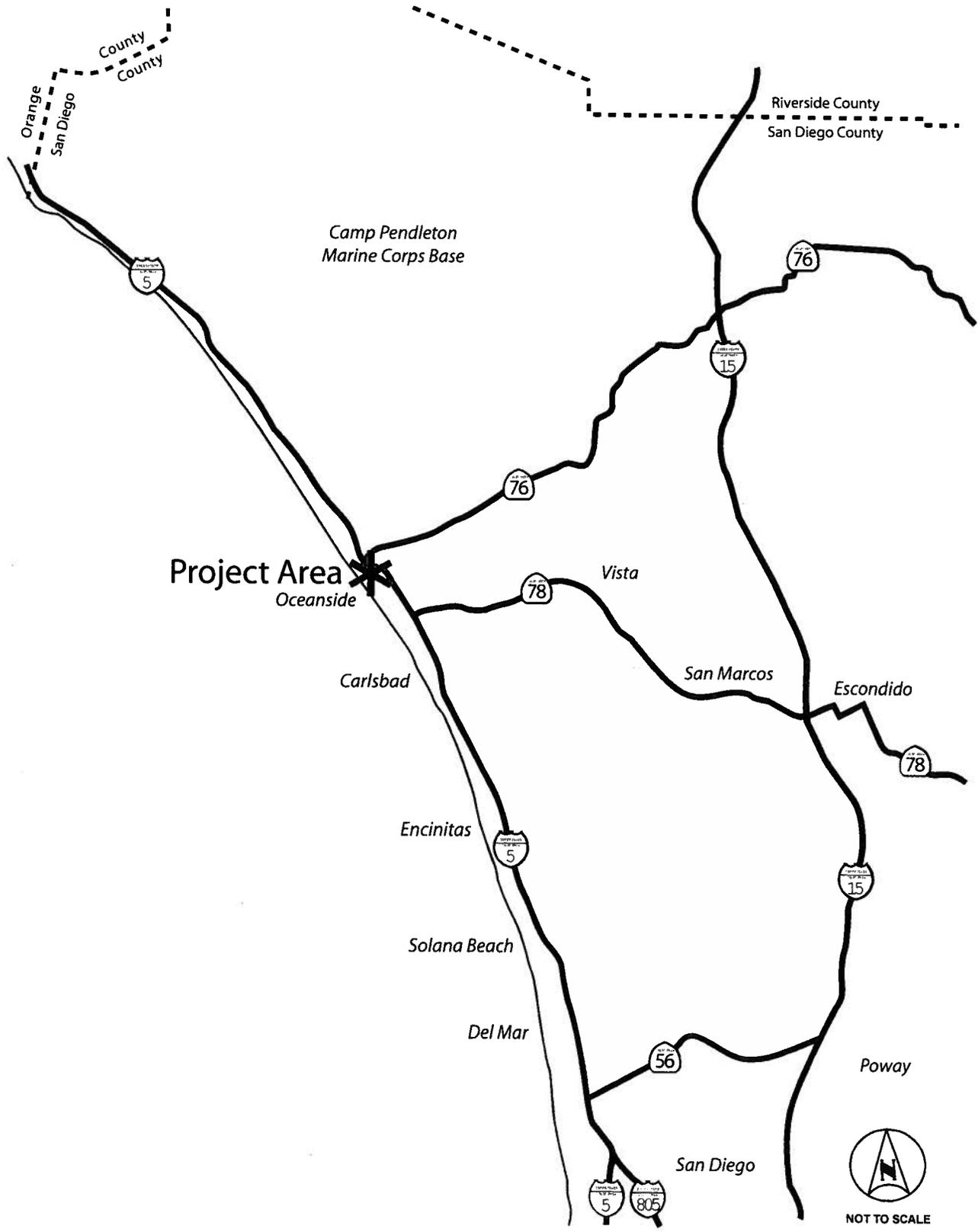
The proposed Project is in the western portion of the City of Oceanside. Figure 1 presents the location of the proposed Project in a regional context, while Figure 2 depicts the proposed circulation changes. Mission Avenue is an east/west arterial that extends approximately six miles through the City of Oceanside, originating at Pacific Street, near the Oceanside Pier, and terminating at Frazee Road, to the west of the SR-78/College Boulevard interchange. The City of Oceanside General Plan Circulation Element designates Mission Avenue as a four lane major arterial street from Home Street to Coast Highway. This street classification is defined in the General Plan as a major arterial providing access to and from activity centers within the City and surrounding communities. From Coast Highway to Cleveland Street, Mission Avenue is designated as a four lane secondary arterial. According to the Circulation Element, this street classification is designed to provide access to and from activity centers within the City and to provide a link between the network of collector streets and major and prime arterials. Seagaze Drive, Clementine Street, and Cleveland Street are not designated roadways in the Circulation Element.

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<sup>1</sup> Reverse angled parking allows vehicles to back into spaces

<sup>2</sup> Plus one westbound lane between North Cleveland Street and Coast Highway to facilitate access to and from the North County Transit District's Oceanside Transit Center

Initial Study - Improvements to Mission Avenue, Seagaze Drive, Clementine Street and Cleveland Street



## 8.2. Proposed Improvements

Between Clementine Street and Cleveland Street, Mission Avenue (i.e., two eastbound lanes and two westbound lanes, with on-street parallel parking) would be reconfigured to provide two westbound travel lanes. Angled and parallel on-street parking (including reverse angled<sup>3</sup> parking on the north side and parallel parking on the south side), expanded sidewalks (from 12 feet to 15.5 feet), new street furniture (including seatwalls and benches), and additional landscaping would be provided on both the north and south sides of the roadway. Large landscaping planters and swales will be designed and integrated into the proposed Project to receive and treat stormwater runoff prior to release into the existing municipal stormwater system. The planters and swales would be constructed at various locations along both the north and south sides of Mission Avenue, between Cleveland Street and Clementine Street. New traffic signals would be installed at the Mission Avenue intersections with Cleveland Street and Tremont Street. Existing signals at the Mission Avenue Coast Highway, and Ditmar Street intersections would be modified to control traffic moving in the westbound direction only. In addition, the Mission Avenue/Coast Highway will be modified to accommodate a northbound left-turn lane. Eastbound bus stops for North County Transit District (NCTD) BREEZE route 303 would be removed from this segment of Mission Avenue and relocated to Seagaze Drive. Also, a westbound bus stop located at the far side of Cleveland Street would be relocated to the far side of Ditmar Street. Mission Avenue west of Cleveland Street and east of Horne Street would remain a two-way street in its current lane configuration. The proposed improvements on Mission Avenue would be constructed entirely within the existing public right-of-way; no widening or property acquisition is required.

To accommodate eastbound traffic no longer able to use Mission Avenue, Seagaze Drive (located one block south of Mission Avenue) would be reconfigured between Coast Highway and Clementine Street to serve eastbound traffic only. The existing lane configuration would be modified to accommodate two eastbound lanes with angled parking provided on both sides of the roadway.

In addition, between Cleveland Street and Coast Highway only, a single westbound lane would be provided in addition to the two eastbound lanes to provide access to and from the NCTD Oceanside Transit Center. Within this segment only, existing angled parking would be converted to parallel parking along the north side and the existing parallel parking along the south side would be removed.

A new traffic signal would be installed at the Seagaze Drive/Cleveland Street intersection; the existing signal at Seagaze Drive and Coast Highway would be upgraded to meet the latest Manual of Uniform Traffic Control Device (MUTCD) guidelines. The existing stop-sign-controlled intersection at Seagaze Drive and Tremont Street would be changed to accommodate northbound right turn movements only, except for buses, which would be able to turn left and access the transit-only lane. Westbound bus stops for NCTD BREEZE route 313 would be removed from the one-way segment of Seagaze Drive, and two existing bus stops would be consolidated at a single location on the far side of Ditmar Street. All improvements to Seagaze Drive would be constructed within the existing street right-of-way. No widening or property acquisition would be required.

Between Mission Avenue and Seagaze Drive, Cleveland Street would be changed from one lane in each direction to provide two southbound lanes only. Similarly, Clementine Street would be converted from a two-lane, two-way roadway between Mission Avenue and Seagaze Drive to a two lane one-way northbound roadway. The existing two-way, stop-controlled intersection at the Seagaze Drive/Clementine Street intersection would be changed to an all-way stop-controlled

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<sup>3</sup> Reverse angled parking allows vehicles to back into spaces

intersection with the eastbound left-turn movement operating as a "free"<sup>4</sup> movement. Signage would be provided on both Coast Highway and Seagaze Drive directing motorists to I-5.

The proposed Project would result in the 44 fewer on-street parking spaces. The net change in parking is summarized below:

- ❖ Mission Avenue: +1 space
- ❖ Seagaze Drive: - 16 spaces
- ❖ Cleveland Street: + 6 spaces
- ❖ Coast Highway: - 14 spaces
- ❖ Clementine Street: - 15 spaces
- ❖ Horne Street: - 6 spaces

Because the area of landscaping would be increased relative to existing conditions, the proposed Project would result in a net reduction in impervious surfaces (i.e., more than 11,000 square feet, or approximately 0.25 acres). The physical improvements associated with the Project are shown in Figure 3, Proposed Project. Figure 4, Mission Avenue Typical Street Cross Section, depicts the proposed configuration of Mission Avenue with implementation of the proposed Project.

The City of Oceanside General Plan Circulation Element currently designates Mission Avenue as a four lane major arterial from Horne Street to Coast Highway. The City is currently proposing an update to the General Plan Circulation Element that would designate Mission Avenue a Collector (commercial fronting, 2-lanes with 2-way left turn lane). As part of the proposed Project, an amendment to the existing General Plan Circulation Element is proposed to designate Mission Avenue a Collector (commercial fronting, 2-lanes with 2-way left turn lane) to ensure the project would be consistent with the existing Circulation Element and proposed Circulation Element Update.

#### **8.2.1. Construction**

Construction of the proposed Project is expected to commence in December, 2011 and is anticipated to be complete by August, 2012. Initial construction activities would involve restriping Seagaze Drive to accommodate eastbound traffic only, and replacing existing street, gutter, curb, sidewalk and landscaping on the south side of Mission Avenue with the improvements described above. Following completion of improvements on the south side, construction would then shift to the north side of Mission Avenue. One westbound lane would be open on Mission Avenue during construction. If required, excavation would be limited to proposed westbound travel lanes on Mission Avenue, between Cleveland Street and Clementine Street. The maximum depth of excavation would be two feet. Construction associated with new parking spaces and other improvements adjacent to the travel lanes is not expected to disturb native soils. No excavation would take place on Seagaze Drive, Cleveland Street, Clementine Street, or any other roadway.

Construction equipment and materials would be staged on existing disturbed or paved areas most likely on the existing vacant lot on the east side of Clementine Street, between Mission Avenue and Seagaze Drive.

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<sup>4</sup> That is, because there would be no conflicting traffic movements, this movement can make the turn without having to stop or yield the right-of-way



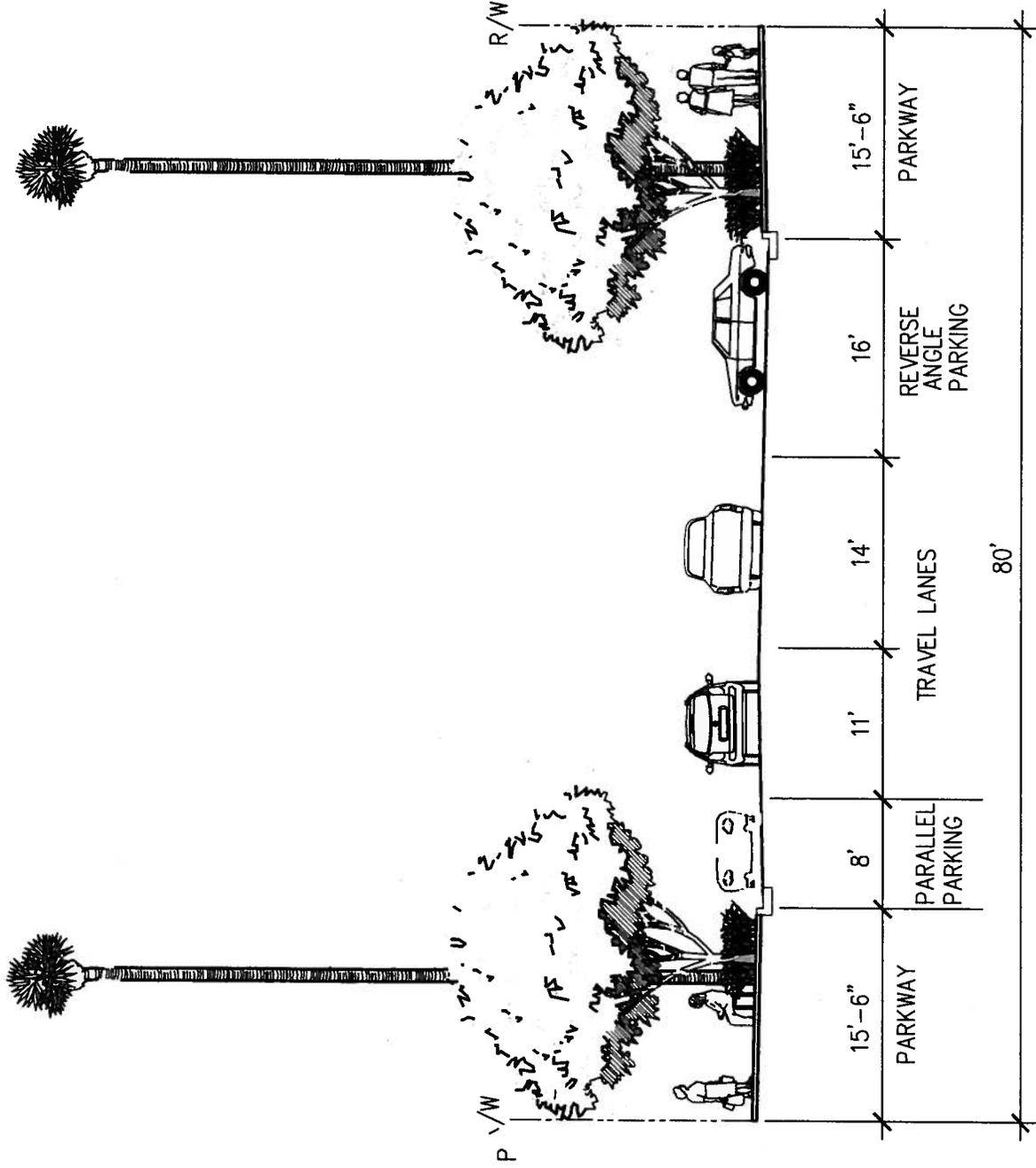


FIGURE 4  
Mission Avenue Typical Street Cross-Section

### 8.2.2. Operations

Because the proposed Project would convert existing two-way streets into one-way streets, some existing traffic would shift to parallel streets. For example, eastbound traffic on Mission Avenue is expected to shift to Seagaze Drive, and westbound traffic on Seagaze Drive is expected to divert to Mission Avenue. The greatest volume reduction would be on Mission Avenue, between Clementine Street and Nevada Street, which would be decreased by more than 500 vehicles during the afternoon peak hour<sup>5</sup>. The greatest increase would be on Seagaze Drive, which would accommodate approximately 600 more vehicles in the afternoon peak hour. As a consequence of the proposed reconfiguration, eastbound NCTD BREEZE route 303 would be shifted from Mission Avenue to Seagaze Drive, while westbound BREEZE route 313 would be relocated from Seagaze Drive to Mission Avenue. Further, because of the street reconfiguration, emergency vehicle access would also change to follow the revised street network.

### 8.3. Summary of Findings

The proposed Project would lead to changes in the existing environmental conditions at the site and the surrounding area. Based on the findings of the environmental analysis in Section 14.0 of this Initial Study, the implementation of the proposed Project could result in the potential for significant adverse biological and cultural resource impacts during construction. Mitigation measures are recommended to reduce potentially significant environmental impacts; thus, allowing for preparation and adoption of an MND. Mitigation measures required to be implemented as part of the proposed Project are below. Impacts on all other issues addressed in this Initial Study were not found to be significant.

#### 8.3.1. Summary of Mitigation Measures

The environmental analysis in Section 14.0 of this document indicates that implementation of the proposed Project would have the potential to generate significant adverse biological resources and cultural resources impacts during construction. For the remaining environmental issues, the Project will either have no impact or a less than significant impact. The following mitigation measures are incorporated into the IS/MND to minimize potential impacts associated with Project implementation to a less than significant level.

#### Biological Resources

Implementation of the following mitigation measure during the construction phase of the proposed Project would ensure that environmental impacts to biological resources are less than significant. Enforcement responsibilities are defined in the MMRP.

- B 1. Grading or removal of nesting trees should be conducted outside the nesting season, which occurs between approximately March 1 and August 15. If grading must occur within the nesting season, a pre-construction nesting bird survey of the landscaped trees to be impacted by the proposed Project shall be performed by a qualified biologist within seven days of ground breaking. If no nesting birds are observed, then no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.

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<sup>5</sup> Typically, the hour between 4:00 pm and 6:00 pm when the volume of traffic on the street network is the highest

**Cultural Resources**

Implementation of the following mitigation measures during the construction phase of the proposed Project would ensure that environmental impacts to cultural resources are less than significant. Enforcement responsibilities are defined in the MMRP.

- C 1. In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find must stop until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under Section 106, additional work such as testing or data recovery may be warranted. Specific methods would be defined in an Archaeological Treatment Plan (ATP) to be prepared and approved by the City of Oceanside prior to beginning any testing and/or data recovery activities.
- C 2. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

The City has determined that the Project would not have significant adverse impacts on the environment after implementation of the recommended mitigation measures above, and no additional environmental analysis is warranted. The City will consider adoption of a MND for the proposed Project, with incorporation of the recommended mitigation measures.

**9. SURROUNDING LAND USE(S) & PROJECT SETTING:****9.1. Regional Setting**

The City of Oceanside is located along the northern boundary of San Diego County, approximately 35 miles to the north of the downtown San Diego (see Figure 1, Regional Map). Regional access to and from the Project area is provided by Interstate 5 (I-5), State Route (SR) 76, and SR-78. All three facilities are under California Department of Transportation (Caltrans) jurisdiction.

**San Diego County**

The County of San Diego includes 18 incorporated cities and 17 unincorporated communities. Portions of the County are located along the Pacific Ocean and bordered by Orange County and Riverside County to the north, by Imperial County to the east, and by Mexico to the south. The total population in 2010 was estimated to be 3,095,313; of the total 486,604 live in unincorporated areas of the County (San Diego Association of Governments, 2010). As of January 2009, there were an estimated 1,142,245 housing units with an average household size of 2.73 residents (US Census Bureau, 2010).

**City of Oceanside**

The City of Oceanside has a population of 167,086 and encompasses about 42.2 square miles (San Diego Association of Governments, 2010). The City of Oceanside is ranked 3rd among the 18 cities in San Diego County in terms of population (US Census Bureau, 2010). The estimated total number of housing units in 2010 was 64,758. Within the City of Oceanside, there is an estimated average of 2.96 residents per household (San Diego Association of Governments, 2010).

**10. OTHER REQUIRED AGENCY APPROVALS:**

- ❖ **Coastal Development Permit** - the Project is not located within California Coastal Commission (CCC) jurisdiction, but is within the City of Oceanside Local Coastal Program (LCP), which has been approved by the CCC. The Coastal Development Permit (CDP) would be processed and issued by the City.
- ❖ **General Plan Circulation Element Update** – an amendment to the Circulation Element of the General Plan will be processed to reflect the proposed reconfiguration and reclassification of Mission Avenue.
- ❖ In addition, the proposed development may need to obtain the following non-discretionary permits or approvals as part of project implementation:
- ❖ **Plan Review** – Prior to commencing with the proposed improvements, plan/design review and approval would be required from the City of Oceanside.
- ❖ **Temporary Construction Easements** – Prior to commencing with the proposed improvements, temporary easements to accommodate construction activities will be necessary.

**11. PREVIOUS ENVIRONMENTAL DOCUMENTATION: No previous CEQA documentation has been prepared for the proposed Project.****12. CONSULTATION: (INSERT ALL APPLICABLE PERSONS/AGENCIES CONSULTED IN THE DOCUMENTS PREPARATION)**

- ❖ Fire Marshall Mike Margot, Division Chief/Fire Prevention, Oceanside Fire Department
- ❖ Sgt. Kenneth Gow, Field Operations Division – Traffic Services Unit, Oceanside Police Department

**13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The project would not affect any environmental factors resulting in a Potentially Significant Impact. A summary of the environmental factors potentially affected by this project, consisting of Potentially Significant Impact Unless Mitigated, include:**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural                  | <input type="checkbox"/> Air Quality          |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geological           |
| <input type="checkbox"/> Hazards                         | <input type="checkbox"/> Water                         | <input type="checkbox"/> Land Use & Planning  |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                    | <input type="checkbox"/> Transportation       |
| <input type="checkbox"/> Utilities Systems               |  |   |

**14. ENVIRONMENTAL CHECKLIST**

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the checklist below are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

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

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
<b>14.1 AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project area consists of existing roadways and adjacent on-street parking areas, sidewalks, and landscaping. All portions of the Project area have been paved or landscaped. Adjacent development includes commercial, residential, religious, and institutional land uses, with a block of vacant, undeveloped land located along the east side Clementine Street, between Mission Avenue and Seagaze Drive. There are views of the Pacific Ocean on both Mission Avenue and Seagaze Drive within the Project area. Existing fan palm trees located on the north and south sides of Mission Avenue are on average between 40 and 50 feet in height, and create a distinctive and memorable visual characteristic within the Project area.

- a) *Have a substantial adverse effect on a scenic vista?* **Less than Significant Impact.** The Project would not involve the construction of any building or other large structure that would block views to the Pacific Ocean. However, improvements to Mission Avenue would involve the expansion of existing sidewalks and the planting of new street trees along both sides of the roadway. Tree canopies may partially obstruct ocean views for pedestrians, depending on their location. In addition, the installation of new traffic signals at the Mission Avenue intersections with Cleveland Street and Tremont Street would result in a partial obstruction of ocean views for westbound motorists in the eastern portion of the Project area. Similarly, the construction of a new traffic signal at the Seagaze Drive/Horne Street intersection may result in a partial view obstruction for pedestrians on Seagaze Drive.

The new street trees and other landscaping proposed on Mission Avenue are expected to enhance the visual experience for both motorists and pedestrians. For this reason, the partial view obstruction created by the new street trees would be a less than significant impact. In addition, the partial view obstruction created by new traffic signal mast arms at the Mission Avenue intersections with Cleveland Street and Tremont Street would be visible to westbound motorists briefly, before passing out of view as the drivers continue westbound on Mission Avenue. This temporary and partial obstruction would be less than significant. Finally, the new signal mast arm at the Seagaze Drive intersection with Horne Street may also result in a partial and temporary obstruction of views for pedestrians on Seagaze Drive. This impact is less than significant.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **No Impact.** All portions of the Project area are within areas that have previously been paved or landscaped, and are actively used for transportation purposes. The Project would retain the existing fan palms described above. Existing street trees would be removed, but they would be replaced with a greater number of new street trees that would enhance the aesthetics of Mission Avenue by providing a consistent landscaping theme. The proposed Project would not damage or alter any existing buildings. Segments of both I-5 and SR-76 are eligible for designation as scenic highways; however, neither are officially designated (California Scenic Highway Mapping System, 2007). The nearest designated state scenic highway is a segment of SR-75 (i.e., Silver Strand Boulevard), located approximately 37 miles to the south of the proposed Project area. Thus, the Project would not substantially damage scenic resources including trees, rock outcroppings, or historic buildings within a state scenic highway.
- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **No Impact.** The proposed improvements would result in increased landscaping along Mission Avenue, and would not remove any landscaping on Seagaze Drive, Cleveland Street, or Clementine Street. The proposed improvements would improve the existing visual character or quality of the site and its surroundings by increasing landscaping in accordance with a consistent streetscape plan. Therefore, no impacts would result.
- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **No Impact.** The proposed Project would not involve the installation of new sources of substantial light or glare, such as beacons or illuminated signs. The proposed Project would be constructed during daytime hours; therefore, no construction lighting would be required. The new source of illumination from the proposed Project would be limited to new traffic signal heads mounted on traffic signal mast arms at the Mission Avenue intersections with Cleveland Street and Tremont Street, and the Seagaze Drive intersection with Horne Street. These signal heads would not introduce a new source of substantial light or glare; therefore, the proposed Project would have no impact with respect to this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.2 AGRICULTURE AND FORESTRY RESOURCES.</b> Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* **No Impact.** According to the 2008 San Diego County farmland designation (California Department of Conservation, 2010), the Project area and surrounding land uses are classified as "Urban and Built Up Land." No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be converted to non-agricultural use by the proposed Project; and therefore, there would be no impact with respect to this threshold.
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **No Impact.** The Williamson Act is California State legislation that allows the creation of agricultural preserves. According to the City of Oceanside General Plan Land Use Map, land uses within and adjacent to the proposed Project are classified as Commercial Retail and Office/Residential Possible as well as Financial Center/Office Professional. No land is designated for agricultural use, or identified as being within an existing Agricultural Preserve or under a Williamson Act Contract. Accordingly, the proposed Project would have no impact with respect to this threshold.
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* **No Impact.** As discussed, the proposed Project is located within an urbanized area. No portion of the study area or land adjacent to the Project is zoned/designated forest land.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?* **No Impact.** Existing land uses consist of paved roadways and adjacent curb, gutter, sidewalk, landscaping and urban infrastructure (such as pole-mounted electric utilities). No forest land is present in the Project site or adjacent properties; thus, no impact to these resources would occur.
- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?* **No Impact.** The proposed improvements would be constructed within the existing public right-of-way, and would not involve the construction of new housing, businesses, or other development that would stimulate population growth. Moreover, no land within the City of Oceanside is designated in the General Plan for forestry or timberlands. Therefore, there would be no impact relative to this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.3 AIR QUALITY.</b> Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the following technical study:

- ❖ Air Quality and Global Climate Change Assessment for the Reconfiguration of Mission Avenue, Seagaze Drive, Cleveland Street, and Clementine Street, City of Oceanside (Scientific Resources Associated, May 2011). This document is contained in **Appendix A**.

The proposed Project area is in the City of Oceanside, in San Diego County, California, and lies within the San Diego Air Basin (SDAB). The weather of San Diego County, as in most of Southern California, is profoundly influenced by the Pacific Ocean and its semi permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average minimum temperature for January ranges from the mid-40s to the high-50s degrees Fahrenheit over the county. July maximum temperatures average in the mid-80s to the high-90s degrees. Most of the county's precipitation falls from November to April, with infrequent (approximately 10 percent) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains.

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

In conjunction with the two characteristic onshore/offshore wind patterns, there are two types of temperature inversions (reversals of the normal decrease of temperature with height) which occur within the region that act to degrade local air quality. In the summer, an inversion at about 1,100 to 2,500 feet is formed over the entire coastal plain when the warm air mass over land is undercut by a shallow layer of cool marine air flowing onshore. The prevailing sunny days in this region further exacerbate the smog problem by inducing additional adverse photochemical reactions. During the winter, a nightly shallow inversion layer (usually at about 800 feet) forms between the cooled air at the ground and the warmer air above, which can trap vehicular pollutants. The days of highest carbon monoxide concentrations occur during the winter months.

The predominant onshore/offshore wind pattern is sometimes interrupted by so-called Santa Ana conditions, when high pressure over the Nevada-Utah area overcomes the prevailing westerlies, sending strong, steady, hot, and dry winds from the east over the mountains and out to sea. Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or breakdown of these conditions or if the Santa Ana is weak, prevailing northwesterly winds reassert themselves and send a cloud of contamination from the Los Angeles basin ashore in the SDAB. "Smog transport from the South Coast Air Basin (the metropolitan areas of Los Angeles, Orange, San Bernardino, and Riverside Counties) is a key factor on more than half the days San Diego exceeds clean air standards"(San Diego Air Pollution Control District, 2010).

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS, as presented below in **Table 1**. The nearest ambient monitoring station to the project site is the monitoring station located at Camp Pendleton, which measures O<sub>3</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub>; however, complete data are not available for PM<sub>2.5</sub> from the Camp Pendleton monitoring station. The nearest monitoring station that measures PM<sub>10</sub> and CO in the project area is located in Escondido.

The federal 8-hour ozone standard was exceeded at the Camp Pendleton monitoring station twice in 2008 and once in 2009. The 8-hour state standard was exceeded four times in 2007, three times in 2008, and five times in 2009. The Escondido monitoring station also measured exceedances of the state PM<sub>10</sub>, and PM<sub>2.5</sub> standards during the period from 2007 to 2009; however, the highest values occurred during the southern California fire events in 2007. The data from the monitoring stations indicate that air quality is in attainment of all other NAAQS and CAAQS.

**Table 1**  
**National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	---	Motor vehicles.
	8 hours	0.07 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.03 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
	1 hour	0.18 ppm	--	
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>	1 hour	0.25 ppm	--	Large industrial plants that burn sulfur containing fuels such as coal and oil.
	24 hours	0.04 ppm	0.14 ppm	
<b>Suspended Particulate Matter (PM<sub>10</sub> PM<sub>2.5</sub>)</b>	Annual Arithmetic Mean	20 ug/m <sup>3</sup> (PM <sub>10</sub> ) 12 ug/m <sup>3</sup> (PM <sub>2.5</sub> )	150 ug/m <sup>3</sup> (PM <sub>10</sub> ) 15 ug/m <sup>3</sup> (PM <sub>2.5</sub> )	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	50 ug/m <sup>3</sup> (PM <sub>10</sub> )	150 ug/m <sup>3</sup> (PM <sub>10</sub> ) 35 ug/m <sup>3</sup> (PM <sub>2.5</sub> )	

Ppm= parts per million; ug/m<sup>3</sup>= micrograms per cubic meter; mg/m<sup>3</sup>=milligrams per cubic meter

Source: California Air Resources Board, 2010.

The San Diego Air Pollution Control District (SDAPCD) sets and enforces regulations for stationary sources in the basin and develops and implements Transportation Control Measures (TCM). The California Air Resources Board (CARB) is charged with controlling motor vehicle emissions. CARB establishes legal emission rates for new vehicles and is responsible for the vehicle inspection program. Other important air quality management agencies for the basin include the U.S. Environmental Protection Agency (EPA) and the San Diego Association of Governments (SANDAG). The EPA implements the provisions of the federal Clean Air Act, which establishes ambient air quality standards that are applicable nationwide. In areas that are not achieving the standards, the Clean Air Act requires that plans be developed and implemented to meet the standards. The EPA oversees the efforts in this air basin and ensures that appropriate plans are developed and implemented. The primary agencies responsible for writing the plan are SANDAG and the SDAPCD.

#### **San Diego Regional Air Quality Strategy and State Implementation Plan**

The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in 2009 (SDAPCD 2009). The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for O<sub>3</sub>. The RAQS does not address the state air quality standards for PM<sub>10</sub> or PM<sub>2.5</sub>. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP includes the SDAPCD's plans and control measures for attaining the O<sub>3</sub> NAAQS. The SIP is also updated on a triennial basis. The latest SIP update was submitted by the ARB to the EPA in 1998, and the SDAPCD is in the process of updating its SIP to reflect the new 8-hour O<sub>3</sub> NAAQS. To that end, the SDAPCD has developed its Eight-Hour Ozone Attainment Plan for San Diego County (hereinafter referred to as the Attainment Plan) (SDAPCD 2007). The Attainment Plan forms the basis for the SIP update, as it contains documentation on emission inventories and trends, the SDAPCD's emission control strategy, and an attainment demonstration that shows that

the SDAB will meet the NAAQS for O<sub>3</sub>. Emission inventories, projections, and trends in the Attainment Plan are based on the latest O<sub>3</sub> SIP planning emission projections compiled and maintained by CARB. Supporting data were developed jointly by stakeholder agencies, including CARB, the SDAPCD, the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and SANDAG. Each agency plays a role in collecting and reviewing data as necessary to generate comprehensive emission inventories. The supporting data include socio-economic projections, industrial and travel activity levels, emission factors, and emission speciation profiles. These projections are based on data submitted by stakeholder agencies including projections in municipal General Plans.

#### SDAPCD Regulations

The SDAPCD is responsible for monitoring air quality and planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs developed include air quality rules and regulations that regulate stationary source emissions, including area sources and point sources and certain mobile source emissions. The SDAPCD is also responsible for establishing permitting requirements for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emissions increases and, therefore, are consistent with the region's air quality goals.

- a) *Conflict with or obstruct implementation of the applicable air quality plan? **Less Than Significant Impact.*** The Project would result in emissions associated with construction, but these emissions will be temporary and less than significant. Construction emissions are accounted for within the RAQS and SIP emissions inventories. The current SIP inventory for 2010 estimated that there were 149.0 tons per day of ROG, 747.3 tons per day of CO, 153.1 tons per day of NO<sub>x</sub>, 116.1 tons per day of PM<sub>10</sub>, and 31.4 tons per day of PM<sub>2.5</sub> (ARB 2011). As discussed in the air quality technical report (Appendix A), the Project's contribution to overall construction emissions will be less than one percent of the emissions budget, and therefore Project construction will not conflict with or obstruct implementation of the RAQS and SIP for the SDAB.

Operational emissions are attributable to traffic in the Project vicinity. As discussed in Section 14.16 of this document, the proposed Project would not result in the generation of new traffic in the Project area. Rather, the Project would cause the redistribution of trips on Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street. Because regional traffic will not be increased by the Project, the Project will not conflict with or obstruct implementation of the RAQS and SIP for the SDAB.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **No Impact.*** Table 2 below describes the proposed Project's emissions of criteria pollutants during construction.

**Table 2**  
**Estimated Construction Emissions (with dust control measures)**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
lbs/day						
<b>2011</b>						
<b>Site Preparation</b>						
Offroad Diesel	10.17	85.67	34.75	0.09	4.06	4.06
Onroad Diesel	0.02	0.15	0.07	0.00	0.47	0.01
Worker Travel	0.39	0.16	1.61	0.00	0.27	0.01
<b>TOTAL</b>	<b>10.58</b>	<b>85.98</b>	<b>36.43</b>	<b>0.09</b>	<b>4.80</b>	<b>4.08</b>
Significance Criteria	75	100	550	150	150	55
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street

Emission Source	ROG	NOx	CO	SOx	PM10	PM2.5
<b>2012</b>						
<b>Site Preparation</b>						
Offroad Diesel	9.60	78.86	33.33	0.09	3.67	3.67
Onroad Diesel	0.02	0.14	0.07	0.00	0.47	0.01
Worker Travel	0.36	0.15	1.48	0.00	0.27	0.01
<b>TOTAL</b>	<b>9.98</b>	<b>79.15</b>	<b>34.88</b>	<b>0.09</b>	<b>4.41</b>	<b>3.69</b>
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
<b>Grading</b>						
Fugitive Dust	-	-	-	-	6.09	0.00
Offroad Diesel	6.76	51.98	31.88	0.05	3.00	3.00
Worker Travel	0.27	0.11	1.11	0.00	0.20	0.01
<b>TOTAL</b>	<b>7.03</b>	<b>52.09</b>	<b>32.99</b>	<b>0.05</b>	<b>9.29</b>	<b>3.01</b>
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
<b>Paving</b>						
Asphalt Offgassing	0.23	-	-	-	-	-
Asphalt Offroad Diesel	4.51	27.70	17.08	0.03	2.41	2.41
Asphalt Onroad Diesel	0.01	0.14	0.06	0.00	0.24	0.00
Asphalt Worker Travel	0.36	0.15	1.48	0.00	0.27	0.01
<b>TOTAL</b>	<b>5.11</b>	<b>27.99</b>	<b>18.62</b>	<b>0.03</b>	<b>2.92</b>	<b>2.42</b>
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
<b>Maximum Daily Emissions</b>						
<b>TOTAL</b>	<b>10.58</b>	<b>85.98</b>	<b>36.43</b>	<b>0.09</b>	<b>4.80</b>	<b>4.08</b>
Significance Criteria	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Air Quality Technical Report (Scientific Resources Associated, May 2011)

As shown in Table 2, Project construction emissions of all criteria pollutants would be below significance thresholds established by the SDAPCD during all phases of construction.

As discussed above, the Project would not increase traffic generation, but would redistribute traffic. This redistribution would result in reduced delays at some intersections, and increased delays at other locations. Where delay increases occur, they are less than significant. Further, as shown in Table 7, Section 14.16 of this document, the magnitude of delay reductions is greater than the magnitude of delay increases, resulting in combined reduction in intersection delay across all 16 intersections evaluated. Accordingly, the proposed Project would reduce intersection delay, which in turn would reduce vehicle emissions. Therefore, the proposed Project would not cause an air quality standard violation or contribute substantially to an existing or projected air quality violation. No impact would result.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* **No Impact.** As defined by the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the Project evaluated in the CEQA document together with other reasonably foreseeable projects causing related impacts. As discussed, the Project would cause a redistribution of traffic on Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street. This redistribution would result in delay reductions at some locations, and increased (but less than significant) delays at other locations. Because the Project would not increase traffic volumes, and because it would result in a net reduction in intersection delay, it would have no impact with respect to this threshold.
- d) *Expose sensitive receptors to substantial pollutant concentrations?* **Less Than Significant Impact.** A CO "hot spots" analysis was performed to assess the likelihood of increased concentrations of this pollutant near sensitive receptors as a consequence of the Project. Among the criteria pollutants, CO is of most concern because it is generated by vehicles idling, and has localized impacts. While vehicles emit other criteria pollutants, the emissions of these pollutants from vehicles do not generally lead to localized impacts that result in "hot spots". The CO "hot spots" analysis indicated that the proposed Project would not result in any significant impact.

With respect to Mobile Source Air Toxics (MSAT), the U.S. EPA and the Federal Highway Administration (FHWA) identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (<http://www.epa.gov/ttn/atw/nata1999/>). These pollutants are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority MSATs, the list is subject to change and may be adjusted in consideration of future U.S. EPA rules.

The U.S. EPA and FHWA have developed a tiered approach for analyzing MSATs. Projects that have no meaningful impacts on traffic volumes or vehicle mix would not have an impact from MSAT emissions. Furthermore, because the reconfiguration of Mission Avenue would result in a net decrease in intersection delay, emissions are anticipated to decrease, rather than increase, as a result of Project implementation. Thus, the Project would not result in exposure of sensitive receptors to substantial pollutants

- e) *Create objectionable odors affecting a substantial number of people?* **No Impact.** Implementation of the proposed Project would not involve the handling or use of odorous materials and would not involve uses that could create objectionable odors. During construction, diesel exhaust odor may be noticeable to people passing through the construction area. No adverse odor impacts are expected during construction or operation.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.4 BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS? **Potentially Significant Unless Mitigated.*** A search of the California Natural Diversity Database (California Department of Fish and Game, 2010) was performed in April 6, 2011 to identify documented locations of sensitive plant and animal species in the vicinity of the proposed improvements. The CNDDDB search (contained in **Appendix B**) identified eleven sensitive species and one candidate within a one-mile radius of the proposed Project. **Table 3** below identifies the species as well as associated habitat and potential to occur.

**Table 3  
Potential for Occurrence of Sensitive Plant and Animal Species**

<b>Species</b>	<b>Federal Listing Status</b>	<b>State Listing Status</b>	<b>Included in MSCP</b>	<b>Habitat</b>	<b>Potential to Occur</b>
<i>Astragalus tenervar. Titi</i> <b>(coastal dunes milk-vetch)</b>	Endangered	Endangered	Yes	Coastal Bluff scrub, coastal dunes	No suitable habitat (coastal bluffs or dunes) occurs in the proposed project area.
<i>Charadrius alexandrinus nivosus</i> <b>(western snowy plover)</b>	Threatened	None	Yes	Great Basin standing waters, Sand shore, Wetland	No suitable habitat (standing water, wetlands or sandy shores) occurs in the proposed project area.
<i>Empidonax traillii Extimus</i> <b>(southwestern willow flycatcher)</b>	Endangered	Endangered	Yes	Riparian woodland	No suitable habitat (riparian) occurs in the proposed project area.
<i>Eryngium aristulatum var. parishii</i> <b>(San Diego button-celery)</b>	Endangered	Endangered	Yes	Coastal scrub, Valley and foothill grassland, Vernal pool, Wetland	No suitable habitat (coastal scrub, grasslands, vernal pools or wetlands) occurs in the proposed project area.
<i>Eucyclogobius Newberryi</i> <b>(tidewater goby)</b>	Endangered	None	No	Aquatic, Klamath/North coast flowing waters   Sacramento/San Joaquin flowing waters, South coast flowing waters	No suitable habitat (flowing waters) occurs in the proposed project area.
<i>Perognathus longimembris pacificus</i> <b>(Pacific pocket mouse)</b>	Endangered	None	No	Coastal scrub	No suitable habitat (coastal scrub) occurs in the proposed project area.

Species	Federal Listing Status	State Listing Status	Included in MSCP	Habitat	Potential to Occur
<i>Phacelia stellaris</i> (Brand's star Phacelia)	Candidate	None	No	Coastal dunes, Coastal scrub	No suitable habitat (coastal scrub or dunes) occurs in the proposed project area.
<i>Poliioptila californica californica</i> (coastal California gnatcatcher)	Threatened	None	Yes	Coastal bluff scrub, Coastal scrub	No suitable habitat (coastal bluffs or scrub) occurs in the proposed project area.
<i>Rallus longirostris Levipes</i> (light-footed clapper rail)	Endangered	Endangered	Yes	Marsh and swamp  Salt marsh, Wetland	No suitable habitat (marsh or swamp) occurs in the proposed project area.
<i>Riparia riparia</i> (bank swallow)	None	Threatened	No	Riparian scrub, Riparian woodland	No suitable habitat (riparian scrub) occurs in the proposed project area.
<i>Sternula antillarum browni</i> (California least Tern)	Endangered	Endangered	No	Alkali playa, Wetland	No suitable habitat (alkali playas or wetlands) occurs in the proposed project area.
<i>Vireo bellii pusillus</i> (least Bell's vireo)	Endangered	Endangered	No	Riparian Scrub	No suitable habitat (riparian scrub) occurs in the proposed project area.

Note: Marginal habitat could support the associated species under the best of circumstances. However, the species is unlikely to existing within the APE due to habitat fragmentation caused by the amount of existing development throughout the Project corridor.

Source: Kimley Horn and Associates, Inc.

The proposed Project and surrounding land uses consist of paved or landscaped areas containing ornamental plant species and undeveloped but disturbed areas containing ruderal species. No habitat for any of the species described above is located within or adjacent to the Project area. Therefore, the proposed Project would have no direct or indirect impacts to sensitive plant or animal species.

However, there are landscaped trees that could provide suitable nesting habitat for several bird species. Most bird species are protected under the federal Migratory Bird Treaty Act (MBTA).

Individual birds potentially nesting in the landscaped trees to be removed by the Project could be impacted if construction occurs during the nesting season (March through August). Construction activities adjacent to or resulting in the removal of landscaped trees may result in the potential nest abandonment and mortality of young, resulting in "take" of individuals. Implementation of the following avoidance and minimization measure would prevent take of individual nesting birds during construction of the proposed Project.

**Mitigation Measure:**

- B 1. Grading or removal of nesting trees should be conducted outside the nesting season, which occurs between approximately March 1 and August 15. If grading must occur within the nesting season, a pre-construction nesting bird survey of the landscaped trees to be impacted by the proposed Project shall be performed by a qualified biologist within seven days of ground breaking. If no nesting birds are observed, then no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service?* **No Impact.** According to the Biological Resources Report the site does not contain any federal or State jurisdictional areas. The proposed project would have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wild Service. The project site is void of riparian corridors and sensitive habitat. Thus, no impacts to riparian habitat or sensitive natural communities are anticipated.
- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* **No Impact.** As discussed above, the proposed Project area and surrounding land uses consist exclusively of paved, landscaped, or disturbed areas. No wetlands or other waters as defined by Section 404 of the Clean Water Act are present; thus, no impact would occur.
- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* **No Impact.** The proposed Project would not impact any creeks, streams, lakes or other water bodies. There are no wildlife migratory corridors within the study area. Thus, the proposed Project will not substantially interfere with the movement of any native or resident migratory species or their corridors, or impede the use of known native wildlife nursery sites.
- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* **No Impact.** There are no biological resource policies or ordinances applicable to the Project area. Additionally, the proposed Project area has been previously developed and does not contain any sensitive biological resources.
- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* **No Impact.** The City of Oceanside Subarea Habitat Conservation Plan/Natural Communities

Conservation Plan (Oceanside Subarea Plan) is a comprehensive, citywide conservation program whose purpose is to identify and preserve sensitive biological resources within the City while allowing for additional development consistent with the City's General Plan and Growth Management Plan. Specific biological objectives of the Oceanside Subarea Plan are to conserve the full range of vegetation types remaining in the City, with a focus on protecting rare and sensitive habitats and species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991. The Oceanside Subarea Plan is the overarching conservation document used by the City to incorporate all aspects of these documents. The proposed Project is not located within any Oceanside Subarea Plan preserves, mitigation areas, or wildlife corridor planning zones, as illustrated in Figure 4-1 of the Final Oceanside Subarea Plan (City of Oceanside, 2009).

Further, the Oceanside Subarea Plan findings note that selected plants and animals are not located within the proposed Project area. The proposed Project and surrounding land uses consist of paved or landscaped areas containing ornamental plant species; therefore, no habitat for the species identified in the Oceanside Subarea Plan would be impacted by the proposed Project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.5 CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of CEQA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA?* **No Impact.** A records review was conducted at the South Coastal Information Center on April 7, 2011, to identify any previously-recorded historical resources located within or adjacent to the Project area. The database identified two historic structures located adjacent to Seagaze Drive. No recorded historic resources were identified along Mission Avenue, Clementine Street, or Cleveland Street. Because Project improvements to Seagaze Drive would be limited to restriping the roadway to accommodate eastbound-only traffic, no direct or indirect impacts to historic resources would occur. No federal, state or locally designated buildings are located on Mission Avenue, Clementine Street, or Cleveland Street. Therefore, no direct or indirect impacts would occur.
- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA?* **Potentially Significant Unless Mitigated.** Proposed Project improvements would occur on previously disturbed areas (paved and landscaped areas) within or adjacent Mission Avenue and Seagaze Drive between Clementine Street and Cleveland Street. The depth of excavation within this area would be a maximum of two feet. Given the relatively shallow depth of excavation within existing disturbed areas, the likelihood of the Project impacting subsurface resources is considered low. However, to avoid a potentially significant impact with respect to this threshold, the following mitigation measure is proposed:

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Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street

**Mitigation Measure:**

- C 1. In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find must stop until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under Section 106, additional work such as testing or data recovery may be warranted. Specific methods would be defined in an Archaeological Treatment Plan (ATP) to be prepared and approved by the City of Oceanside prior to beginning any testing and/or data recovery activities.

As discussed, the proposed Project involves an amendment to the City of Oceanside's General Plan Circulation Element. Therefore, in accordance with the provisions of Senate Bill 18 (SB 18), consultation with Native American representatives regarding the cultural significance of the Project site was conducted. **Appendix C** contains documentation of Native American outreach activities. No concerns relative to the proposed Project were expressed during the consultation process.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **Less than Significant Impact.** The proposed Project area has been disturbed through past grading activities associated with urban development and transportation uses. Because the Project area has been previously disturbed and further disturbances would be limited to a depth of two feet, no impact to paleontological resources is anticipated.
- d) *Disturb any human remains, including those interred outside of formal cemeteries?* **Potentially Significant Unless Mitigated** The Project site consists of roadways with abutting developed land uses. No cemeteries are known to have occurred within the proposed Project area. Thus, no impact on buried human remains is expected to occur with the proposed Project. If human remains are encountered Section 7050.5 of the California Health and Safety Code shall apply. The requirements are summarized in the Measure 3.5.D1. Implementation would reduce potential impacts to less than significant.

**Mitigation Measure:**

- C 2. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.6 GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the City of Oceanside General Plan, there are no proven active or potentially active faults within the City of Oceanside. However, the active Rose Canyon fault is located beneath the Pacific Ocean, approximately five miles offshore. Accordingly, the proposed Project is located within a seismically active area.

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. No Impact.* As noted in Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010 (California Department of Conservation, California Geological Survey, <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>, accessed June 2, 2011), the City of Oceanside is not located within any Alquist-Priolo Earthquake Fault Zones. Although the Project is in a seismically-active area, because there are no known active faults that pass through the proposed Project site, the possibility for a surface rupture is considered remote

- ii. *Strong seismic ground shaking?* **Less than Significant Impact.** As discussed above, the proposed Project is located in a seismically active area. No structures, such as buildings or retaining walls, are proposed. The installation of street lights and traffic signal foundations will be designed consistent with Caltrans standard drawings, which incorporate seismic criteria. Further, other proposed improvements will be constructed in accordance with the site-specific recommendations of the final geotechnical report. For these reasons, seismic impacts after construction are anticipated to be less than significant.
- iii. *Seismic-related ground failure, including liquefaction?* **No Impact.** A surface rupture is a break in the ground's surface and the associated deformation resulting from movement of a fault. Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. Liquefaction may occur in water-saturated sediment during moderate to great earthquakes. As shown on Figure PS-2 of the Public Safety Element of the City of Oceanside General Plan, the proposed Project is not located in any area identified as being potentially subject to liquefaction, lurch cracking, lateral spreading, or local subsidence. Thus, no project-related impacts resulting from ground failure or liquefaction are anticipated.
- iv. *Landslides?* **No Impact.** Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. The Project is located on level, graded terrain, and therefore the probability of a landslide is considered remote. Further, as shown in Figure PS-3 in the Public Safety Element of the General Plan, the proposed Project is in an area of the City having the lowest susceptibility to landslides.
- b) *Result in substantial soil erosion or the loss of topsoil?* **Less than Significant Impact.** The proposed Project site is relatively flat and would remain in this condition after implementation of the proposed Project. The majority of the area is covered with pavement or landscaping, which has minimized or prevented soil erosion. During Project construction, erosion hazards would be reduced through implementation of applicable measures for fugitive dust control.
- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* **Less than Significant Impact.** There are no substantial soil removals or additional loading proposed for the Project site; therefore, the possibility of creating an increase of the potential for land sliding, lateral spreading, subsidence, liquefaction, or collapse is considered remote.
- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?* **Less than Significant Impact.** Based on the preliminary results of the geotechnical report (Ms. Tracy Green, email communication, June 2, 2011), there is evidence of expansive soils in the Project area. The proposed Project would be required to comply with applicable Caltrans standard drawings and site-specific requirements identified in the final geotechnical report. Further, the proposed Project would not construct any new structures and, as discussed below, is not expected to induce population growth. Instead, the improvements would alter traffic circulation patterns and result in a more balanced distribution of traffic on Mission Avenue and Seagaze Drive. Given these considerations, the proposed Project is not anticipated to create substantial risks to life or property or be adversely affected by expansive soils. Thus, the impact is less than significant.
- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* **No Impact.** The proposed Project would not require the installation or use of septic tanks. No impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.7 GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the following technical study:

- ❖ Air Quality and Global Climate Change Assessment for the Reconfiguration of Mission Avenue, Seagaze Drive, Cleveland Street, and Clementine Street, City of Oceanside (Scientific Resources Associated, May 2011). This document is contained in Appendix A.

Global Climate Change (GCC) refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions from human activities, such as fossil fuel combustion related to electricity production and motor vehicle use, have contributed to elevated concentrations of these gases in the atmosphere.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Less Than Significant Impact.** As discussed in Section 14.3, Air Quality, the proposed Project would result in a net reduction in intersection delay, resulting in a commensurate reduction in tailpipe emissions from idling vehicles. Tailpipe emissions contain greenhouse gases constituents. Thus, operation of the proposed Project would not result in any increased emissions of greenhouse gases that may have a significant impact on the environment. With respect to construction emissions, the California Air Pollution Control Officers Association (CAPCOA) has identified a screening threshold of 900 metric tons of CO<sub>2</sub> equivalent emissions (CO<sub>2</sub>e) per year as a threshold below which proposed developments would not be required to quantify emissions. As indicated in **Table 4** below, the proposed Project would result in an amortized annual emission of 21 CO<sub>2</sub>e. Because the Project's construction emissions would be below the threshold requiring quantification of GHG emissions, the Project would result in a less than significant impact with respect to this threshold.

**Table 4**  
**Construction CHG Emissions**  
**Metric Tons/Year**

Source	CO <sub>2</sub> e Emissions, metric tons	CO <sub>2</sub> e Emissions, Amortized Over 30 Years, metric tons
<b>Construction</b>	<b>628</b>	<b>21</b>

Source: Air Quality Technical Report (Scientific Resources Associated, May 2011)

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- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **No Impact.** As discussed above, the proposed Project involves improvements that would reduce idling emissions of GHG's. Because the proposed Project would reduce emissions, it would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.8 HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A search of regulatory agency records with respect to hazardous materials and petroleum products in the vicinity of the proposed Projects was conducted by Environmental Data Resources (EDR) (see **Appendix D**). According to the EDR report, the localized groundwater flow direction in the vicinity of the proposed Project is from southeast to northwest. The EDR database search located 22 properties included in various hazardous materials databases that are located either on Mission Avenue, or hydrologically upgradient (i.e., to the south and east) of the proposed improvements on Mission Avenue. Of these 22 locations, only one had a database record that indicated a spill. This facility, located at 602 Mission Avenue (situated near the northeastern corner of Mission Avenue and Freeman Street), involved the release of 15-gallons of oil from an electrical transformer as the result of a vehicle collision. According to the record, the oil did not contain polychlorinated biphenyls (a

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toxic substance, banned in 1979, that is used in some transformers), and was discharged into the municipal storm drain system.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **No Impact.** The proposed Project would not facilitate the transport of hazardous materials nor would such materials be used by or disposed of on or in proximity to the Project site.
- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* **No Impact.** The Project would result in the redistribution of traffic, including truck traffic, between Mission Avenue, Seagaze Drive, Clementine Street and Cleveland Street. However, the Project would not increase traffic volumes, and therefore no change in the quantity of hazardous materials transport would result. Further, the Project would not induce any growth or development; therefore, no increase in the generation, storage or transport of hazardous materials would occur as the result of the Project. Given these considerations, the Project would not create conditions that could foreseeably cause or contribute to accidents or upset involving hazardous materials.
- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **No Impact.** Oceanside High School is located within 0.25 miles of the Project. The school fronts Mission Avenue east of Clementine Street. However, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or wastes.
- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* **Less than Significant Impact.** As discussed above, the Project is located on, or hydraulically downgradient from, 22 hazardous materials sites listed in several databases. However, only one of these sites was identified as having release of hazardous materials (i.e., 15 gallons of oil from a transformer into the municipal storm drain system). Because of the limited nature of the spill, and its discharge to the storm drain system, the release of oil from the transformer is not expected to create a significant hazard to the public or the environment.
- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?* **No Impact.** The proposed Project is not situated within any airport land use plan. The nearest airport, Oceanside Municipal Airport, is located 1.6 miles to the north and east of the proposed Project area.
- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?* **No Impact.** The proposed Project is not located within the vicinity of a private airstrip. Thus, the Project would not create a safety hazard for people working or residing near the Project area.
- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **No Impact.** Chapter 5.14 of the Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego, 2004) contains goals, objectives and actions that are recommended to mitigate natural and manmade hazards in the City. This document contains five priority action items, which include:

- ❖ Pursue vegetation management within river and creek channels
- ❖ Replacement of Oceanside Fire Stations #1 and #7 with a modern, hazard resistant, emergency self-supported, facilities
- ❖ Reduce the possibility of damage and losses of existing assets relating to the Oceanside Pier structure due to: severe weather, earthquakes, storm surge and salt-water corrosion
- ❖ Relocation of the Haymar Sewer Truck Main due to multiple exposed areas of the current pipeline being subjected to the possibility of being washed out during storms/landslides and releasing raw sewage into the environment
- ❖ To construct anti-obstruction flood devices for each of the 5 bridges (Coast Highway, Benet, Fousat, Douglas and College) that cross the San Luis Rey River to protect against potential debris obstruction against bridge support structures due to excessive debris flow.

The proposed Project would not interfere with the implementation of any of the above action items identified in adopted emergency response or evacuation plan, and therefore no impact would result.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* **No Impact.** The proposed Project site is located within a developed urban area. It is not located in proximity to a wildland area that may contain substantial forest fire risks and hazards.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.9 HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impervious surfaces such as rooftops and paved parking lots and roadways all contribute to surface water runoff. This type of runoff is classified as nonpoint source pollution because it flows across a surface in sheets rather than from a specific point. Rainstorms cause the oil, grease, and other chemicals which have accumulated on the paved surfaces to wash off into the surrounding soils or drainage system, similar to runoff from roadways and parking lots. This type of runoff can affect water quality by carrying sediment and chemical contaminants into nearby waterways. The proposed Project would replace existing paved areas with new landscaping and bioswales; thus, resulting in a net reduction in impervious surfaces.

Would the project:

- a) *Violate any water quality standards or waste discharge requirements?* **Less than Significant Impact.** If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system or surface water. During heavy rains, this could degrade stormwater quality at downstream locations. Because the Project would decrease impervious surfaces, stormwater runoff generation rates would also be reduced. The Project would not generate wastewater requiring off-site discharge and treatment. Because the disturbance area would be more than one acre, compliance with National Pollution Discharge Elimination System requirements would be required. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared in accordance with the Construction General Permit (2009-0009-DWQ), which will include construction Best Management Practices (BMPs) for stormwater/erosion control, and a Storm Water Management Plan (SWMP), which will include post-construction BMPs. With the implementation of these BMPs, water quality impacts are expected to be less than significant.
- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* **No Impact.** Implementation of the proposed Project would not increase demand for potable or irrigation water. The proposed Project's maximum depth of excavation would be two feet; thus, no de-watering is anticipated. No water wells are proposed as part of the Project. Thus, groundwater recharge occurring within the study area would not be affected.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* **Less than Significant Impact.** As noted, the proposed Project would result in a net reduction in impervious surface. The Project does not propose any ground disturbance that would alter or affect the existing drainage pattern in the area. Stormwater currently percolates through the soil and landscaping adjacent to the proposed improvements, and will continue to do so after implementation of the proposed Project. No erosion or siltation is anticipated to occur as a result of the proposed Project. As noted, construction and post-construction BMPs would be developed during design.
- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* **No Impact.** Development of the proposed Project would not alter existing drainage patterns or affect flows within downstream rivers, streams, or channels. The proposed Project would not increase the rate or amount of surface runoff which would cause or contribute to flooding on or off site.
- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* **No Impact.** As noted, the Project would reduce impervious surfaces; thus, stormwater runoff would be less than under existing conditions. The proposed Project would not impact stormwater drainage infrastructure.
- f) *Otherwise substantially degrade water quality?* **Less than Significant Impact.** As noted above, BMP's would be implemented to minimize construction related impacts to water quality. Accordingly, the proposed Project's impacts are expected to be less than significant.
- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?* **No Impact.** According to a review of the Flood Insurance Rate Map (FIRM) for San Diego County (06073C0753G and 06073CO734G, effective date January 19, 2001) the Project area is within Zone X. Zone X is outside the 0.2% (500-year) and 1% (100-year) annual chance floodplain. No housing is associated with the proposed Project.
- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?* **No Impact.** According to Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the Project is not located in any special flood hazard areas. Implementation of the proposed Project would not involve the construction of housing or other structures in a 100-year flood hazard area.
- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?* **No Impact.** No levees or dams are located in proximity to the Project area. The nearest dam is the Calavera Dam which is located approximately 5.4 miles southwest of the proposed Project and operated by the Carlsbad Municipal Water District for irrigation purposes.
- j) *Inundation by seiche, tsunami, or mudflow?* **No Impact.** A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. The Project would not increase traffic, construct new structures or induce growth. Given these considerations, the proposed Project would have no impact with respect to this threshold.

Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances. There are no large open water bodies in proximity to the Project area that may pose a seiche hazard. The Project area is also not located on or immediately adjacent to hillside areas that may present mudflow hazards. Implementation of the proposed Project would not expose users or the public to the risk of significant loss, injury, or death involving flooding, as a result of seiche or mudflow.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.10 LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Land use decisions regarding the proposed Project are subject to the comprehensive plan and zoning ordinance of the City of Oceanside. These documents are summarized below. A portion of the proposed Project is located within the City of Oceanside Local Coastal Program boundary.

#### City of Oceanside General Plan

The City of Oceanside General Plan Circulation Element designates Mission Avenue as a four lane major arterial street from Horne Street to Coast Highway. This street classification is defined in the General Plan as a major arterial providing access to and from activity centers within the City and surrounding communities. From Coast Highway to Cleveland Street, Mission Avenue is designated as a four lane secondary arterial. According to the Circulation Element, this street classification is designed to provide access to and from activity centers within the City and to provide a link between the network of collector streets and major and prime arterials. Seagaze Drive, Clementine Street, and Cleveland Street are not designated roadways in the Circulation Element.

#### City of Oceanside Zoning Ordinance

The City of Oceanside's Municipal Code contains the City's zoning code. The zoning code is the implementation tool for the General Plan. As shown on the City's zoning map, the Project area is zoned as Downtown. The Project area also includes a portion of Oceanside High School which is zoned as a Public and Semipublic Space. Additionally, there is a portion of the Project area at the intersection of Mission Avenue and Horne Street which is zoned as Special Commercial Highway Oriented.

### City of Oceanside Local Coastal Program Land Use Plan

Both Mission Avenue and Seagaze Drive between Coast Highway and Cleveland Street are within the boundaries of the Local Coastal Program Boundary per the City of Oceanside General Plan. The Local Coastal Plan designates this area as Neighborhood Commercial.

### City of Oceanside Redevelopment Plan

The Project area also lies within the boundaries of the City of Oceanside Redevelopment Project Area. The Redevelopment Plan designates the Project area as Commercial Retail and Office/Residential Possible as well as Financial Center/Office Professional.

- a) *Physically divide an established community?* **No Impact.** The proposed Project would convert existing two-way streets into one-way streets, and provide enhanced landscaping and pedestrian amenities on Mission Avenue. Project improvements would be confined to the existing public right-of-way; therefore, no established community would be divided by the proposed Project.
- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **No Impact.** The proposed Project would not alter the designated land uses within the proposed Project area. The proposed Project would reconfigure Mission Avenue between Clementine Street and Cleveland Street to provide two westbound travel lanes. Seagaze Drive would be reconfigured between Cleveland Street and Clementine Street to serve eastbound traffic only. As part of the Project, the General Plan will be amended to change the designation of Mission Avenue from a 4-lane arterial to Collector (commercial fronting, 2-lanes with 2-way left turn lane). This amendment would ensure consistency with the proposed designation in the General Plan Circulation Element Update currently being prepared. With the approval of the proposed General Plan Circulation Element Update, no conflict or inconsistency with the existing General Plan or Circulation Element Update would occur.

The portion of the Project located to the west of Coast Highway is located within the City of Oceanside's Local Coastal Program. The Project would not construct any new buildings, or alter any existing buildings. Although some existing streets would be removed and replaced, the Project would not remove or degrade public access to coastal areas. No beach parking spaces (i.e., those located to the west of the railroad line) would be removed by the Project. Existing visual corridors within the coastal zone would be enhanced by the additional landscaping along Mission Avenue, which would provide a consistent streetscape theme. Therefore, the Project would have no impact with respect to Local Coastal Program consistency.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* **No Impact.** The proposed Project would not conflict with the Oceanside Subarea MHCP program or any other local, regional, or state habitat conservation plan. The subarea plan identifies the proposed Project area as an urban developed area. The Subarea plan findings note that selected plants and animals are not located within the proposed Project area. As discussed in Section 14.4, the proposed Project and surrounding land uses consist of paved or landscaped areas containing ornamental plant species; therefore, no habitat for the species identified in the Oceanside Subarea MHCP would be impacted by the proposed Project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.11 MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Result in the loss of a availability of a known mineral resource that would be of value to the region and the residents of the state?* **No Impact.** The proposed Project site is not located within or adjacent to an area identified as having significant aggregate, oil, or mineral resources (City of Oceanside, 1986). There are no mining activities on or near the site. Thus, no impact to known regionally valuable mineral resources would occur as a result of the proposed Project.
- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?* **Less than Significant Impact.** The proposed Project site is not located within or adjacent to a locally important mineral resource recovery site. Resources required for the proposed Project would be limited to the use of concrete and roadway base fill material for Project construction. Anticipated consumption of concrete is not expected to represent a significant amount of mineral resources, when compared to available resources and the cumulative demand for these resources by construction activities in the region.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.12 NOISE.</b> Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the following technical study:

- ❖ Noise Study Report, Mission Avenue Improvements (Kimley-Horn and Associates, Inc., June 2011). This document is contained in **Appendix E**.

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound typically associated with human activity and that interferes with or disrupts normal activities. The human environment is characterized by a certain consistent noise level which varies with each area. This is called ambient noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting, time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz), whereas intensity describes the sound's loudness and is measured in decibels (dB). Decibels are measured using a logarithmic scale. A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB. The average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness; this relation holds true for sounds of any loudness. Sound levels of typical noise sources and environments are provided in **Table 5** below.

Because of the logarithmic nature of the decibel unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. A simple rule is useful, however, in dealing with sound levels. If a sound's intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example, 60 dB + 60 dB = 63 dB, and 80 dB + 80 dB = 83 dB.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

**Table 5  
Sound Levels of Typical Noise Sources and Noise Environments**

<b>Noise Environment</b>	<b>Noise Source (at Given Distance)</b>	<b>A- Weighted Sound Level</b>	<b>Human Judgment of Noise Loudness (Relative to Reference Loudness of 70 Decibels*)</b>
Carrier Flight Deck	Military Jet Takeoff with Afterburner (50 ft)	140 Decibels	128 times as loud
	Civil Defense Siren (100 ft)	130	64 times as loud
	Commercial Jet Take-off (200 ft)	120	32 times as loud <b>Threshold of Pain</b>
Rock Music Concert Inside Subway Station (New York)	Pile Driver (50 ft)	110	16 times as loud
	Ambulance Siren (100 ft) Newspaper Press (5 ft) Gas Lawn Mower (3 ft)	100	8 times as loud <b>Very Loud</b>
Boiler Room Printing Press Plant	Food Blender (3 ft) Propeller Plane Flyover (1,000 ft) Diesel Truck (150 ft)	90	4 times as loud
Noisy Urban Daytime	Garbage Disposal (3 ft)	80	2 times as loud
Commercial Areas	Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (10 ft)	70	Reference Loudness <b>Moderately Loud</b>
Data Processing Center Department Store	Normal Speech (5 ft) Air Conditioning Unit (100 ft)	60	1/2 as loud
Large Business Office Quiet Urban Daytime	Light Traffic (100 ft)	50	1/4 as loud
Quiet Urban Nighttime	Bird Calls (distant)	40	1/8 as loud <b>Quiet</b>
Library and Bedroom at Night Quiet Rural Nighttime	Soft Whisper (5 ft)	30	1/16 as loud
Broadcast and Recording Studio		20	1/32 as loud <b>Just Audible</b>
		0	1/64 as loud <b>Threshold of Hearing</b>

Source: Compiled by Kimley-Horn and Associates, Inc.

Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Less Than Significant Impact.** As discussed in Section 14.16 Transportation/Traffic, the proposed Project is not expected to induce growth or otherwise increase the volume of traffic on the overall transportation network. However, the redistribution of traffic would result in increases on certain street segments, most notably the segment of Seagaze Drive, from Ditmar Street to Clementine Street during the afternoon peak hour. Although sensitive receptors (such as residences and outdoor open space) are located proximate to some segments having volume increases, this additional traffic does not cause noise levels to exceed the 65dBA limit established by the City of Oceanside's General Plan for residential land uses. The Project's impact is less than significant.
- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* **No Impact.** The proposed Project would not induce groundborne noise or vibration because the Project would not require pile driving or similar activities that create ground vibration.
- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* **Less Than Significant Impact.** As discussed above under , the proposed Project's increase in ambient noise levels would be less than significant. Further, the Project would not lead to growth or an increase in vehicle trips that would contribute to a substantial, temporary, or periodic increase in noise levels in the area.
- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* **Less than Significant Impact.** Construction of the proposed Project would be short-term and would comply with the City of Oceanside Noise Ordinance (Code of Ordinances, Chapter 38: Noise Control) and the Construction Noise provisions of the Noise Element of the Oceanside General Plan. Therefore, while construction of the Project may result in audible noise, it is not expected to result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity.
- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* **No Impact.** The Project site is not located within an airport land use plan; however, a public use airport is located within 1.6 miles. The proposed Project would not construct residences or otherwise induce population growth. Therefore, there would be no increase in the number of people exposed to ambient noise levels. Accordingly, there would be no impact.
- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?* **No Impact.** The Project site is not located within the vicinity of a private airstrip. Thus, the proposed Project would not expose people residing in the Project area to excessive noise levels associated with a private airstrip.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.13 POPULATION &amp; HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Table 6** below provides a brief overview of current demographics for the City of Oceanside and San Diego County. According to the State of California Department of Finance, the population of Oceanside in 2009 was 180,376, the population increased to 183,095 in 2010. This growth is generally consistent with the County of San Diego population growth during the same period.

**Table 6  
Population Growth**

	January 2009	January 2010	Percent Change
<b>Population - Oceanside</b>	180,376	183,095	1.5%
<b>Population – San Diego County</b>	3,185,462	3,224,432	1.22%

Sources: State of California, Department of Finance, *E-4 Population Estimates for Cities, Counties and the State, 2001-2010*, Sacramento, California, May 2010.

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2001 Benchmark*. Sacramento, California, May 2010.

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **No Impact.** The proposed Project involves improvements within or adjacent to Mission Avenue, and changes to lane and parking striping on Seagaze Drive, Clementine Street, and Cleveland Street. The proposed Project does not include the development of new housing, businesses or related infrastructure that would induce growth.
- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **No Impact.** The proposed Project would not remove or otherwise displace housing or require the construction of replacement housing. Accordingly, no population or housing impacts would occur as a result of the proposed Project.
- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **No Impact.** The proposed Project would not result in the displacement of people. Accordingly, no population or housing impacts would occur as a result of the proposed Project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.14 PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Fire protection? Less than Significant Impact.* Fire protection and emergency services within the Project area are provided by the City of Oceanside Fire Department. Completion of the proposed Project is not expected to have a significant adverse effect on the provision of fire and other emergency services. The proposed Project would install emergency vehicle preemption equipment on all traffic signals which would enable emergency services personnel to interrupt the signal cycle and trigger a green light in their direction of travel. Further, all intersections and affected streets would remain open to traffic during construction.
- b) *Police services? Less than Significant Impact.* The City of Oceanside Police Department provides law enforcement services for the Project area. As discussed above, the intersections and affected streets would remain open to traffic during construction, and implementation of the proposed improvements is not expected to have a significant adverse impact on police service in the area. As discussed above, the proposed Project would shift traffic from Mission Avenue to Seagaze Drive. As a result, eastbound traffic on Mission Avenue west of the BNSF railroad tracks would have to turn right onto Cleveland Street and then left onto Seagaze Drive in order to travel toward the I-5 freeway. Accordingly, the proposed Project would coordinate the operation of traffic signals at the Cleveland Street intersections with Mission Avenue and Seagaze Drive. Eastbound-to-southbound movements at Mission Avenue/Cleveland Street intersection and southbound to eastbound movements at Seagaze Drive/Cleveland Street would provide concurrent green time to facilitate this flow of traffic. Although traffic volumes do not currently warrant the installation of a traffic signal at Seagaze Drive/Ditmar Street, future volumes at this location will be monitored by the City, and a signal will be installed when volumes increase to the point that a signal is warranted. Signal control at this location would facilitate pedestrian crossings of Seagaze Drive. The proposed Project would not induce population growth; thus, no additional law enforcement personnel would be necessary as a result of proposed Project improvements.

- c) *Schools?* **No Impact.** The proposed Project would not increase or contribute to an increase in the existing student population in the Project area. Thus, the expansion of existing schools or the construction of new schools within the study area would not be necessary.
- d) *Parks?* **No Impact.** Development of the proposed Project would not change demand for park services or impact existing park resources within the proposed Project area.
- e) *Other public facilities?* **No Impact.** Development of the proposed Project would not increase the population within the area. As proposed, the Project would not create direct physical impacts to public facilities or require the construction of new facilities that may impact the environment.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.15 RECREATION.</b> Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no neighborhood parks, private neighborhood parks, regional parks, or community centers located within or adjacent to the Project study area. The nearest park is Rotary Park located 0.15 miles to the south and west of the proposed Project area.

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* **No Impact.** All improvements would occur within disturbed areas or paved areas within existing public right-of-way. The Project as planned would not directly impact park or recreation facilities. Further, the Project is not expected to induce population growth within the vicinity. Thus, demand for existing recreation facilities in the area would not be affected.
- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* **No Impact.** No recreational facilities are associated with the proposed Project nor would the Project affect demand for recreational facilities.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.16 TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the following technical studies, all of which are located in **Appendix F**:

- ❖ Mission Avenue Corridor Study (Kimley-Horn and Associates, Inc., August 2010)
- ❖ Mission Avenue – Supplemental Analysis (One Mission Avenue Project) (Kimley-Horn and Associates, Inc., August 2010)
- ❖ Mission Avenue – Supplemental Analysis (Seagaze Drive Changes) (Kimley-Horn and Associates, Inc., June 2011)

- a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?* **Less Than Significant Impact.** The proposed Project would alter the street classification identified for Mission Avenue in the Circulation Element of the City of

Oceanside's General Plan. As discussed above, a General Plan Circulation Element Update is being processed in support of the proposed change in classification from Major Four Lanes to Collector (commercial fronting, 2-lanes with 2-way left turn lane)<sup>6</sup>. Because the City of Oceanside would adopt the General Plan Circulation Element Update concurrently with this IS/MND, no conflict with the Circulation Element of the General Plan would occur.

As discussed on page 12 of the City of Oceanside's General Plan Circulation Element, the City's minimum performance standard for intersections during peak commuting hours is Level of Service<sup>7</sup> (LOS) D. Table 7 below presents LOS with and without the project, and identifies the significance of the Project's traffic impacts. As shown in this table, the Project would not result in the deterioration of LOS or in a significant increase in intersection delay. In fact, the redistribution of traffic would result in a net reduction in intersection delay throughout the network.

**Table 7**  
**Significance of Project Traffic Impacts**

Intersection	Peak Hour	Existing Delay (a)	Existing LOS (b)	Existing Plus Project Delay (a)	Existing Plus Project LOS (b)	Change in Delay (A)	Significance
Mission Ave & Cleveland St	AM	5.9	A	5.5	A	-0.4	No
	PM	8.7	A	8.3	A	-0.4	No
Mission Ave & Tremont St	AM	7.2	A	9.2	A	2.0	No
	PM	8.7	A	5.5	A	-3.2	No
Mission Ave & Coast Hwy	AM	8.0	A	7.1	A	-0.9	No
	PM	12.3	B	8.9	A	-3.4	No
Mission Ave & Freeman St	AM	13.4	B	11.7	B	-1.7	No
	PM	17.3	C	13.7	B	-3.6	No
Mission Ave & Ditmar St	AM	6.1	A	6.0	A	-0.1	No
	PM	7.5	A	7.4	A	-0.1	No
Mission Ave & Nevada St	AM	14.4	B	13.6	B	-0.8	No
	PM	30.5	D	14.9	C	-15.6	No
Mission Ave & Clementine St	AM	21.7	C	9.1	A	-12.6	No
	PM	37.5	E	10.1	B	-27.4	No
Mission Ave & Horne St	AM	18.5	B	20.2	B	1.7	No
	PM	35.1	D	39.2	C	4.1	No
Pier View Wy & Cleveland St	AM	7.4	A	7.4	A	0.0	No
	PM	8.4	A	8.6	A	0.2	No
Pier View Wy & Coast Hwy	AM	5.8	A	5.3	A	-0.5	No

<sup>6</sup> This classification is footnoted to indicate that the capacity for the Collector (commercial fronting, 2-lanes with 2-way left turn lane) is the same as for a two-lane, one-way collector.

<sup>7</sup> LOS is a method used to rate the performance of streets, intersections, and other highway facilities. Developed by the Transportation Research Board, and documented in various editions of the Highway Capacity Manual (HCM) (TRB, 2000) since 1950, LOS rates performance on a scale of A to F, with LOS A reflecting free flowing conditions and LOS F representing heavily congested conditions.

Intersection	Peak Hour	Existing Delay (a)	Existing LOS (b)	Existing Plus Project Delay (a)	Existing Plus Project LOS (b)	Change in Delay (A)	Significance
	PM	8.0	A	5.9	A	-2.1	No
Pier View Wy & Horne St	AM	19.4	C	8.9	A	-10.5	No
	PM	55.7	F	12.6	B	-43.1	No
Seagaze Dr & Cleveland St	AM	7.6	A	8.3	A	0.7	No
	PM	8.2	A	9.9	A	1.7	No
Seagaze Dr & Coast Hwy	AM	14.5	B	12.6	B	-1.9	No
	PM	15.5	B	15.8	B	0.3	No
Seagaze Dr & Ditmar St	AM	8.2	A	12.4	B	4.2	No
	PM	9.1	A	33.3	D	24.2	No
Seagaze Dr & Clementine St	AM	15.9	C	7.7	A	-8.2	No
	PM	11.7	B	9.1	A	-2.6	No
Seagaze Dr & Horne St	AM	9.0	A	9.3	A	0.3	No
	PM	9.6	A	12.3	B	2.7	No
<b>Total Change in Delay</b>						<b>-97.0</b>	

Notes: **Bold values indicate intersections operating at LOS E or F.**

(a) For signalized and all-way stop-controlled intersections, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

(c) Intersection delay obtained using Sim Traffic 6 software. Intersection has too many stop-controlled lanes for Synchro analysis.

Source: Traffic Technical Study: Mission Avenue -- Supplemental Analysis (Seagaze Drive Changes) (Kimley Horn and Associates, Inc., June 2011)

- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?* **No Impact.** The traffic redistribution will be limited to Mission Avenue, Seagaze Drive, Clementine Street or Cleveland Street. None of these roadways are designated by the San Diego Association of Governments (SANDAG) as part of the Congestion Management Program (CMP) network of arterials. Therefore, there will be no impact to a CMP facility.
- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?* **No Impact.** The proposed Project would involve local surface transportation improvements. No changes to air traffic patterns would occur as a result of project implementation.
- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **No Impact.** The proposed Project would maintain the existing alignment for each road segment and is intended to improve circulation within the study area. The proposed Project would not introduce any design features that would create any hazards to traffic.

- e) *Result in inadequate emergency access?* **No Impact.** Construction of the proposed Project is not expected to require road closures or otherwise affect emergency access through the affected intersections. As a standard practice; however, if road closures (complete or partial) were necessary, the police and fire departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response.
  
- f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, of otherwise decrease the performance or safety of such facilities?* **Less Than Significant Impact.** Existing transit service along Mission Avenue and Seagaze Drive would be re-routed to follow the proposed circulation changes. Although transit users may be required to walk an additional city block depending on the origin and destination of their trip, existing service would be retained. In addition, between Cleveland Street and Coast Highway only, a single westbound lane would be provided in addition to the two eastbound lanes to provide convenient access to and from the NCTD Oceanside Transit Center, which is located along the south side of Seagaze Drive, to the west of Tremont Street.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.17 UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* **No Impact.** The proposed Project would not construct, operate or require the use of facilities that generate wastewater. Thus, wastewater treatment requirements of the San Diego Regional Water Quality Control Board would not be exceeded.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* **Less than Significant Impact.** The proposed Project would not require potable water or wastewater treatment. Thus, no new or expanded water or wastewater facilities would be required.
- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* **No Impact.** The proposed Project would reduce impervious surface area; thus, storm water runoff quantities would be less than what occurs under existing conditions. No new or expanded stormwater drainage facilities would be required.
- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* **Less than Significant Impact.** The proposed Project would not require the use of potable water. Thus, no new or expanded entitlements would be required.
- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* **No Impact.** As discussed above, the proposed Project would not create demand for wastewater treatment; thus, an assessment by the City of Oceanside regarding available capacity within the existing system is not necessary.
- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* **Less than Significant Impact.** The proposed Project would not generate waste in addition to construction debris (i.e., existing curb, gutter, sidewalk and landscaping). Construction debris would be recycled as practicable or disposed of in a manner that complies with federal, state, and local statutes and regulations related to solid waste. Operation of the proposed Project would not generate waste requiring disposal.
- g) *Comply with federal, state, and local statutes and regulations related to solid waste?* **Less than Significant Impact.** As discussed, solid waste generated by the proposed Project would be limited to construction debris. Construction debris will be recycled as practicable and disposed of in a manner that complies with federal, state, and local statutes and regulations related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.18 MANDATORY FINDINGS OF SIGNIFICANCE.</b> Would the project:				
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* **No Impact.** As discussed herein, the proposed Project would not have any impact on biological or cultural resources on or adjacent to the proposed improvements.
- b) *Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)* **No Impact.** As discussed herein, the proposed Project would not cumulatively contribute to any adverse environmental impacts.
- c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* **Less than Significant Impact with Mitigation Incorporated.** As discussed herein, with the implementation of mitigation measures, the proposed Project would not cause substantial adverse direct or indirect affects to human beings or environmental resources on or adjacent to the proposed improvements.

**15. PREPARATION. The initial study for the subject project was prepared by:**

\_\_\_\_\_  
Ryan Birdseye, Project Manager

**16. DETERMINATION. (To be completed by lead agency) Based on this initial evaluation:**

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

**17. DE MINIMIS FEE DETERMINATION (Chapter 1706, Statutes of 1990-AB 3158)**

It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.

It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the County Clerk in accordance with Section 711.4(d) of the Fish and Game Code.

**18. ENVIRONMENTAL DETERMINATION:** The initial study for this project has been reviewed and the environmental determination, contained in Section V. preceding, is hereby approved:

\_\_\_\_\_  
Jerry Hittleman, Environmental Coordinator

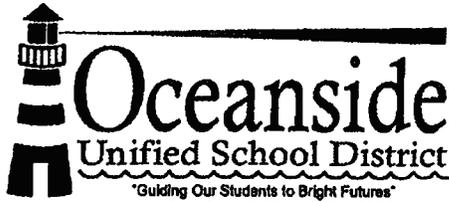
**19. PROPERTY OWNER/APPLICANT CONCURRENCE:** Section 15070(b)(1) of the California Environmental Quality Act (CEQA) Guidelines provides that Lead Agencies may issue a Mitigated Negative Declaration where *the initial study identifies potentially significant effects, but, revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.* The property owner/applicant signifies by their signature below their concurrence with all mitigation measures contained within this environmental document. However, the applicants concurrence with the Draft Mitigated Negative Declaration is not intended to restrict the legal rights of the applicant to seek potential revisions to the mitigation measures during the public review process.

\_\_\_\_\_  
Kathy Baker, City of Oceanside Economic and Community Development Department

**REFERENCES**

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- Kimley-Horn and Associates, Inc., Traffic Technical Study: Mission Avenue – Supplemental Analysis (One Mission Avenue Project), August 2010.
- Kimley-Horn and Associates, Inc., Traffic Technical Study: Mission Avenue Corridor Study, July 2009.

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Board of Education  
Lillian V. Adams  
Mike Blessing  
Adrienne Hakes, Ed.D.  
Janet Bledsoe Lacy  
Emily Ortiz Wichmann

Larry Perondi, Superintendent

September 2, 2011

Jerry Hittleman, City Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

**RE: MITIGATED NEGATIVE DECLARATION – IMPROVEMENTS TO MISSION AVENUE, SEAGAZE DRIVE, CLEMENTINE STREET AND CLEVELAND STREET**

Dear Mr. Hittleman:

The district would like to discuss with you the impact this project may have on the Oceanside High School site, specifically at Horne Street during student arrival and dismissal times.

Please contact me at 760.966.4047.

Sincerely,

Luis Ibarra, Ed. D.  
Associate Superintendent of Business

Oceanside Unified School District

1. Comment noted. A meeting between the Oceanside Unified School District and City of Oceanside staff was held on October 5, 2011, to address concerns related to Oceanside High School traffic circulation west of campus along Horne Street south of Mission Avenue. The City of Oceanside agreed to evaluate options to address specific concerns related to school bus queuing and congestion associated with morning/afternoon student drop off/pick up on Horne Street between Mission Avenue and Seagaze Avenue. Resolution of this issue is pending the identification and evaluation of circulation options that would alleviate concerns and support overall project objectives addressed in the Initial Study.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

August 30, 2011

Jerry Hittleman  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Subject: Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street  
SCH#: 2011071088

Dear Jerry Hittleman:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 29, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2011071088  
**Project Title** Improvements to Mission Avenue, Seagaze Drive, Clementine Street, and Cleveland Street  
**Lead Agency** Oceanside, City of

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**Type** Neg Negative Declaration  
**Description** The proposed project would reconfigure portions of Mission Avenue and Seagaze Drive generally between Cleveland Street to the west and Clementine Street to the east and construct streetscape improvements and pedestrian amenities on Mission Avenue, from Cleveland Street to Clementine Street.

---

**Lead Agency Contact**

**Name** Jerry Hittleman  
**Agency** City of Oceanside  
**Phone** 760 435 3535 **Fax**  
**email**  
**Address** 300 North Coast Highway  
**City** Oceanside **State** CA **Zip** 92054

---

**Project Location**

**County** San Diego  
**City** Oceanside  
**Region**  
**Lat / Long**  
**Cross Streets** Mission Avenue/Cleveland Street  
**Parcel No.**  
**Township**

**Proximity to:**

**Highways** I-5/SR 101  
**Airports**  
**Railways** Los Angeles San Diego Corridor  
**Waterways** San Luis Rey River  
**Schools**  
**Land Use** OS

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Flood Plain/Flooding; Landuse

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**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 07/29/2011 **Start of Review** 07/29/2011 **End of Review** 08/29/2011

Office of Planning and Research

1. Comment noted.

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 384  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
de\_nahc@pacbell.net



cl/200  
8/29/11  
e

August 24, 2011



Mr. Jerry Hittleman, City Planner

**City of Oceanside**  
300 North Coast Highway  
Oceanside, CA 92054

Re: SCH#2011071088 CEQA Notice of Completion; proposed Negative Declaration for the "Improvements to Mission Avenue, Seagaze Drive, Clementine Street and Cleveland Street Project;" located in the City of Oceanside; San Diego County, California.

Dear Mr. Hittleman:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified within one-half mile of the 'area of potential effect (APE)'. However, the area is known to the NAHC as being culturally sensitive; therefore, the NAHC urges careful and sensitive project planning.**

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

2

Furthermore, the NAHC is of the opinion that the current project remains under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq*. and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

3

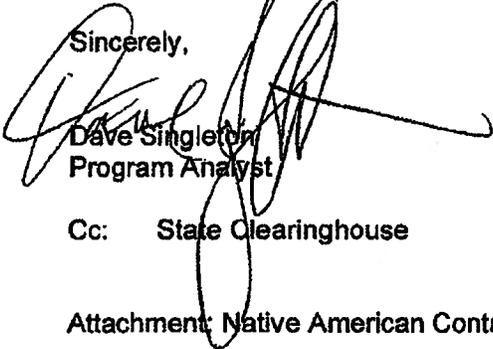
Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", is written over the typed name and extends upwards into the "Sincerely," line.

Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**California Native American Contact List**  
San Diego County  
August 24, 2011

**Pala Band of Mission Indians**  
Tribal Historic Preservation Office/Shasta Gaugher  
35008 Pala Temecula Rd, PMB Luiseno  
Pala, CA 92059 Cupeno  
sgaughen@palatribe.com  
(760) 891-3515  
(760) 742-3189 Fax

**Pauma Valley Band of Luiseño Indians**  
Bennae Calac, Tribal Council Member  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
bennaecalac@aol.com  
(760) 617-2872  
(760) 742-3422 - FAX

**Pauma & Yuima Reservation**  
Randall Majel, Chairperson  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
paumareservation@aol.com  
(760) 742-1289  
(760) 742-3422 Fax

**Rincon Band of Mission Indians**  
Bo Mazzetti, Chairperson  
P.O. Box 68 Luiseno  
Valley Center, CA 92082  
bomazzetti@aol.com  
(760) 749-1051  
(760) 749-8901 Fax

**Pechanga Band of Mission Indians**  
Paul Macarro, Cultural Resource Center  
P.O. Box 1477 Luiseno  
Temecula, CA 92593  
(951) 770-8100  
pmacarro@pechanga-nsn.gov  
(951) 506-9491 Fax

**San Luis Rey Band of Mission Indians**  
Tribal Council  
1889 Sunset Drive Luiseno  
Vista, CA 92081  
760-724-8505  
760-724-2172 - fax

**Rincon Band of Mission Indians**  
Tiffany Wolfe, Cultural & Environmental  
P.O. Box 68 Luiseno  
Valley Center, CA 92082  
twolfe@rincontribe.org  
(760) 297-2632  
(760) 297-2639 Fax

**San Luis Rey Band of Mission Indians**  
Cultural Department  
1889 Sunset Drive Luiseno  
Vista, CA 92081 Cupeno  
760-724-8505  
760-724-2172 - fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011071088; CEQA Notice of Completion; proposed Negative Declaration for the improvements to Mission Avenue, Seagaze Drive, Clementine Street and Cleveland Street Project; located in the City of Oceanside; San Diego County, California.

**California Native American Contact List**  
**San Diego County**  
**August 24, 2011**

La Jolla Band of Mission Indians  
ATTN: Rob Roy, Environmental Director  
22000 Highway 76 Luiseno  
Pauma Valley CA 92061  
rob.roy@lajolla-nsn.gov  
(760) 742-3796  
(760) 742-1704 Fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011071088; CEQA Notice of Completion; proposed Negative Declaration for the improvements to Mission Avenue, Seagaze Drive, Clementine Street and Cleveland Street Project; located in the City of Oceanside; San Diego County, California .**

#### Native American Heritage Commission

1. Comment noted. Because the proposed Project includes an Amendment to the City of Oceanside General Plan Circulation Element, Senate Bill 18 requires consultation with Native American Tribes regarding cultural resource issues within the project area. Documentation of the process is provided in Appendix C of the Initial Study. No concerns relative to the proposed Project were expressed during the consultation process.
2. Comment noted. No federal funding, permits or approvals are required for the proposed Project; thus, it is not subject to review per the National Environmental Policy Act (NEPA); 42 U.S.C. 4321-43351).
3. Comment noted. See response to Native American Heritage Commission Comment 1 above.

To: Jerry Hittleman  
Subject: RE: Impr to Mission Ave Neg Dec Comments

Mr. Hittleman,

Thank you for the opportunity to comment on the Mitigated Negative Declaration for the Improvements to Mission Ave, Seagaze Dr., Clementine St and Cleveland St.

I concur that the project meets the minimum requirements but it is clear that certain key items were overlooked in the analysis. Each topic is discussed below and numbered for convenience.

Regards,  
Joan Bockman  
Seaside Neighborhood Resident

1. Section 9 Surrounding Land Uses does not refer to the neighborhood adjacent to the project on the south side. The description stops at the identification of the city as a whole. This neighborhood has requested that all future projects contain traffic calming in the connecting neighborhood streets. Specifically, ideas such as alternating one way streets from South Horne to South Freeman were considered. The Belvedere project approval included a requirement for traffic calming structures and landscaping/trees to be installed on the corner of S. Horne and Michigan before issuance of permits. This project must contain traffic calming solutions for the neighborhood. (Specific request is below.)

2. The document mentioned "rear angled" parking but does not say why these would be considered. Please explain.

It is worthwhile to note that the project objectives mention reducing traffic congestion but do not state that the goal is to quickly move cars down Mission Ave. The reduced speeds that will result from enhanced canopy treescape, more retail/restaurant activity, and a narrower road will also make front-in parking more attractive.

3. Section 14.4 Biological Resources says that the project does not conflict with any local tree preservation policies. This is true because Oceanside does not have one. This has caused a crisis for our trees. The result is that trees removed for any reason are usually not replaced or are only replaced with palm trees. The downtown area of Oceanside is rapidly approaching 100% palm trees. The effect is that the "tree lined streets" that are usually highlighted by real estate and tourism professionals have disappeared. The result is a lowering of property values and a less desirable community. Palms are not native to the coast of California. There are no coastal cities with palm in the name. However, there are many desert cities with names such as Palm Springs, Twentynine Palms, Palm Desert, etc. One type of palm is native to the California desert. To have close to 100% of a specific non-native tree of any kind is surely a "taking" of our sense of place and results in an

unacceptable environment. A tree preservation and management policy has been proposed by Seaside Preservation Movement and a version of this policy must be part of this project approval.

4. Section 14.9 Hydrology and Water Quality contains a the great ideas of removing impervious surfaces and creating bioswales. The proposed design does not take advantage of the knowledge gained in the Coast Highway Study. A key component of that was that continuous retail merely results in very long strip malls. Retail should be concentrated and sections of the roadway should be devoted to office/residential uses. The design shows the landscaping near the retail/restaurant type uses and the parking in the remainder. A better approach would be to put parking in front of high use areas such as retail/restaurant and expand the parkway in front of office/residential uses. 5

Applying the Coast Highway Project learning means that retail/restaurant should be limited to the blocks west of Ditmar. The blocks east of Ditmar to Horne should be office/residential as they are now (with the exception of one shop on the NW corner of Horne and Mission). The parkways in front of these blocks should be widened and enhanced with canopy trees. The areas in front of the blocks west of Ditmar could retain the palms and have more sidewalk area.

In any case, the "bioswales" should be vegetated with San Diego County native grasses. Non native grasses are usually invasive even if the horticulture community has not recognized it yet. The bioswale at Vine St and Oceanside Blvd is now polluted with invasive Mexican Feather grass that will transfer directly into Loma Alta Creek. These requirements should be part of the project approval.

5. The interface with Oceanside High School is not fully discussed. As with the neighborhood request for traffic calming, certain design elements would enhance flow around the school. Horne Street should be one way northbound from Center Street to Mission Avenue. This enables traffic calming for the neighborhood (see Clementine St improvements below). In addition, angled street parking and tree enhanced parkways can be accommodated for the historically underparked residential units on S. Horne as well as for the high school. The school busses line up facing north. They must go to Michigan St or Center St to approach the bus loading area anyway. Angled parking on the east side of Horne between Seagaze and Mission would add parking, landscaping opportunities while removing any need to cross the street since the vast majority of those parking would be going to the school. These requirements should be part of the project approval. 6

6. The design described in the paragraph above would put southbound traffic on to Clementine. The traffic calming for Clementine would need to occur on or near Topeka St since there is already a jog at Michigan St. Eventually, the neighborhood of predominantly single family homes to the south needs traffic calming that eliminates any straight-through, higher-speed route. This type of route currently exists on Ditmar with shorter stretches on Horne, Clementine, Nevada and Freeman. This requirement should be part of the project approval. 7

7. A document like this Negative Declaration is problematic because the City of Oceanside has been working on the downtown area for many years without an effective vision of what downtown should be. First "downtown" should be defined as those blocks between Seagaze and Pierview Way from I-5 to the beach. This area should include the highest density, tallest blocks. The vision should also include the concept of "skyline." Views from the top of the hill should be framed by buildings rather than blocked by 2, 3 or 7 story "walls." The "skyline" approach should be used for Coast Highway and other areas more dense than the RS zone. The area bounded by I-5, Seagaze, Oceanside Blvd and Coast Highway should be considered to be predominantly single family homes. Another word for this is "the suburbs." A similar situation occurs to a lesser extent on the north side of Pier View Way. West of Coast Highway, the densities are higher than the "suburbs" but the height must conform to the "skyline" ideal. These areas should reflect lower densities and heights than "downtown." Nodes of taller buildings should be placed from Pier View Way to Seagaze, at Wisconsin, at Oceanside Blvd and so on as described in the Coast Highway Plan. While some would say the current general plan is the "vision," implementation has resulted in a disjointed area that has lost more of the local charm than enhanced it. Reduction of rules would continue this pattern while more stable rules would enhance the area and make development easier. While this topic may be beyond this particular project, direction should be given to staff to solve this problem.

8. Street trees should not block retail signage. It often seems like a good idea to limit the height and size of trees for the purposes of "human scale" and view retention. The actual effect is that the store sign is blocked as are second and third story residential views. A better approach is to designate "Landmark" canopy trees that will tower over a section (Oak, Torrey Pine, etc). These frame the view from any angle. There should be one "Landmark" tree on every city block west of I-5. A "Landmark" tree is one that actually or is soon capable of reaching over 50 ft tall with a canopy of at least 30 feet. The requirement to at least provide space for "landmark" trees should be part of this project.

Joan Bockman – E-mail received September 2, 2011

1. Comment noted. The land use discussion in Section 9, Surrounding Land Uses, was focused on the area located adjacent to the proposed improvements. Traffic calming within adjacent neighborhoods is not part of the proposed project; and therefore, was not addressed in the Initial Study.
2. Comment noted. Rear angled or back-in/head-out diagonal parking uses a standard angled parking space but rather than pull in with the front of the vehicle towards the curb, vehicles are backed in with the front facing the street. Back-in/headout parking was selected for Mission Avenue because it provides better visibility, is safer for drivers, passengers and pedestrians and reduces delay relative to the more common back-out parking. This is particularly beneficial on busy streets or where drivers find their views blocked by large vehicles or tinted windows in adjacent vehicles. Drivers can pull forward, check for oncoming traffic and then proceed when clear rather than back blindly into an active traffic lane. Furthermore, with back-in/head-out parking, the open doors of the vehicle block pedestrian access to the travel lane and instead guide pedestrians to the sidewalk, which is a safety benefit, particularly for children. Additionally, back-in/headout parking puts most cargo loading (into trunks, tailgates) on the curb, rather than in the street.
3. Comment noted. As stated, the project objectives provided in the Initial Study are focused on improving the pedestrian experience on Mission Avenue which would be achieved in part by shifting eastbound traffic to Seagaze Avenue; thus, reducing traffic congestion on Mission Avenue. The proposed Project would expand the existing sidewalks on Mission Avenue by 3.5 feet, install benches and seatwalls, increase landscaping, and enhance pedestrian safety by providing sidewalk bulbouts and reducing the number of traffic lanes that pedestrians would have to cross on Mission Avenue. These improvements are not focused on quickly moving vehicles along Mission Avenue but rather, are expected to make Mission Avenue more attractive to pedestrians and to encourage increased pedestrian activity in the vicinity. Comments regarding front-in versus back-in parking is addressed in the response to Comment 2 above.
4. Comment noted. The proposed project was evaluated for consistency with applicable regulations in effect at the time the Initial Study was prepared. Currently, there is no tree preservation policy in place and adoption of a tree preservation policy is not part of the proposed project. However, many of the existing mature palms have been integrated into the design and would be maintained. Various other species are being considered as part of the overall landscape theme to be reviewed and approved by the City.
5. Comment noted. The City of Oceanside is not proposing to modify the scope of the proposed project at this time. The bioswale surfaces would be in part covered with rocks and vegetated with native drought tolerant plants. The exact location of the bioswales and design features will be determined upon completion of the water quality study being prepared to identify sources of runoff and treatment requirements.

6. Comment noted. At the request of the Oceanside Unified School District, a meeting between District and City staff was held subsequent to the release of the Initial Study to address circulation in proximity to Oceanside High School.
7. Comment noted. Clementine Street would be used to move northbound traffic between eastbound Seagaze Drive and Mission Avenue. All project-related improvements would be confined to Mission Avenue, Cleveland Street, Seagaze Drive and Clementine Street.
8. Comment noted. The Initial Study evaluated potential environmental impacts associated with construction and operation of the proposed improvements as defined in Section 8 of the Initial Study document. The issues raised within the comment are beyond the scope of the proposed project.
9. Comment noted. As discussed within Section 14.1 of the Initial Study, proposed improvements to Mission Avenue would involve the expansion of existing sidewalks and planting new street trees along both sides of the roadway. Tree canopies may partially obstruct ocean views for pedestrians, depending on their size and location. However, the new street trees and other landscaping is expected to enhance the visual experience for both motorists and pedestrians. For this reason, the partial view obstruction created by the new street trees was considered in the Initial Study to be a less than significant impact. The "landmark" tree concept raised in the comment is not part of the proposed project.

**MISSION AVENUE MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure		Monitoring Phase	Monitoring Method	Enforcement Agency & Responsible Agency	Initials	Verification of Compliance Date	Remarks
<b>3.4 - Biological Resources</b>							
<b>B.1</b>	Grading or removal of nesting trees should be conducted outside the nesting season, which occurs between approximately March 1 and August 15. If grading must occur within the nesting season, a pre-construction nesting bird survey of the landscaped trees to be impacted by the proposed Project shall be performed by a qualified biologist within seven days of ground breaking. If no nesting birds are observed, then no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.	Preconstruction	Field verification	City of Oceanside			
<b>3.5 - Cultural Resources</b>							
<b>C.1</b>	In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find must stop until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under Section 106, additional work such as testing or data recovery may be warranted. Specific methods would be defined in an Archaeological Treatment Plan (ATP) to be prepared and approved by the City of Oceanside prior to beginning any testing and/or data recovery activities.	Construction	Field verification	City of Oceanside			
<b>C.2</b>	If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Construction	Field verification	City of Oceanside			



December 1, 2011

■  
401 B Street  
Suite 600  
San Diego, California  
92101

Ms. Kathy Baker  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Re: Phased Implementation of Mission Avenue Improvements

Dear Kathy:

This letter summarizes our findings regarding the proposal to phase implementation of the Mission Avenue Improvement Project. The City of Oceanside (City) is considering the option of constructing proposed improvements between Clementine Street and Coast Highway as the initial phase of the overall project and constructing subsequent improvements between Coast Highway and Cleveland Street in the future. The City requested that Kimley-Horn and Associates, Inc., (KHA) evaluate traffic operation implications and whether this approach would impact California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND) findings and recommendations.

To evaluate potential changes to traffic operations, traffic volumes for intersections affected were adjusted, and intersection performance was reevaluated for near-term (which includes traffic from known development projects in the area) and horizon year (Year 2030) conditions. The attached table summarizes the results of our analysis. Based on our review, we have reached the following conclusions:

- All unsignalized intersections will operate at acceptable conditions for the near-term.
- Unsignalized intersections will operate at acceptable conditions for the horizon year with the exception of the intersection of Mission Avenue/Cleveland Street, which will operate at Level-of-Service (LOS) E conditions during the afternoon peak hour. Construction of the subsequent improvements or installation of a traffic signal (which is a component of the proposed improvements west of Coast Highway) at this intersection would restore performance to an acceptable LOS.
- At the signalized intersections of Coast Highway, Mission Avenue and Seagaze Drive, minor changes to the signal configuration and timing will be included as part of the initial improvements. With these changes, the



intersections will operate at an acceptable LOS for both the near-term and horizon year conditions.

- Modifications to the schedule of improvements would not change the scope of the project, result in new information, require substantial revisions or cause significant impacts that were not disclosed during the IS/MND public review process. Thus, conditions would not meet the recirculation prior to adoption criteria identified in Section 15075.5 of the CEQA Guidelines.

In summary, the phased project would achieve acceptable traffic operating conditions and be consistent with the scope of improvements evaluated within the IS/MND. Thus, no changes to the IS/MND or CEQA review process would be required prior to adoption of the Notice of Determination.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

David Sorenson, TE  
Senior Traffic Engineer

Ryan Birdseye  
Senior Environmental Planner

Cc: David DiPierro, City of Oceanside  
Matt Capuzzi, KHA

**MISSION AVENUE IMPROVEMENT  
PHASED IMPLEMENTATION (ONE-WAY COUPLET FROM CLEMENTINE STREET TO COAST HIGHWAY)  
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY**

INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	NEAR TERM		HORIZON YEAR	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1 Mission Ave & Cleveland St	All-Way Stop	AM	13.4	B	15.6	C
		PM	26.5	D	41.1	E (d)
2 Mission Ave & Tremont St	All-Way Stop	AM	8.5	A	8.8	A
		PM	12.7	B	14.5	B
3 Mission Ave & Coast Hwy	Signal	AM	20.5	C	21.2	C
		PM	21.2	C	22.7	C
12 Seagaze Dr & Cleveland St	All-Way Stop	AM	8.5	A	9.0	A
		PM	10.8	B	11.8	B
13 Seagaze Dr & Coast Hwy	Signal (c)	AM	18.1	B	20.1	C
		PM	26.1	C	28.2	C

**Notes:**

- (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement
- (b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 7.0
- (c) Assumes split phase operation for NB and SB approaches
- (d) Operates at acceptable LOS with completion of the Mission Avenue Improvements or with a traffic signal



**NORTH COUNTY  
TRANSIT DISTRICT**



810 Mission Avenue  
Oceanside, CA 92054

(760) 966-6500  
(760) 967-2001 (fax)  
www.gonctd.com

December 5, 2011

Ms. Kathy Baker  
Redevelopment Manager  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Subject: Mission Avenue Improvements

Dear Ms. Baker:

On behalf of North County Transit District, I wish to express our enthusiastic support of the planned Mission Avenue improvements. The project creates a more walkable environment that encourages transit use and discourages dependence on the automobile, thereby benefiting both the City and NCTD as we work together to achieve our shared mission of a vibrant, livable community.

From the start of this project, the City has worked cooperatively with NCTD and has been very responsive to our concerns. City staff have provided ample opportunity to review design drawings and comment. NCTD is very appreciative for the chance to be involved early on in the review process and we look forward to working together on similar projects in the future.

Please let me know if you require any further support from NCTD for your project.

Sincerely,

Tim McCormick  
Director of Service Planning

CC: L. Fernandes

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