

STAFF REPORT*CITY OF OCEANSIDE*

DATE: September 19, 2012

TO: Honorable Mayor and City Councilmembers

FROM: Development Services Department

SUBJECT: **CONSIDERATION OF A GENERAL PLAN AMENDMENT (GPA10-00001) FOR THE UPDATE TO THE CITY OF OCEANSIDE CIRCULATION ELEMENT OF THE GENERAL PLAN AND CERTIFICATION OF THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE MODIFIED 1995 CIRCULATION ELEMENT ALTERNATIVE AND APPROVAL OF AMENDMENT 4 IN THE AMOUNT OF \$23,259 TO THE PROFESSIONAL SERVICES AGREEMENT WITH THE IBI GROUP**

SYNOPSIS

Staff recommends that the City Council: adopt a resolution certifying the Final Program Environmental Impact Report (PEIR) for the Circulation Element Update Modified 1995 Circulation Element Alternative and adopting the Mitigation Monitoring and Reporting Program (MMRP) and a Statement of Overriding Considerations; adopt a resolution approving General Plan Amendment (GPA10-00001) for an update to the Circulation Element of the General Plan; and approve Amendment 4 in the amount of \$23,259 to the professional services agreement with IBI Group for the Circulation Element, to develop CEQA Findings, the Mitigation, Monitoring and Reporting Program (MMRP), and to revise the Draft Circulation Element document for the Modified 1995 Circulation Element alternative, and authorize the City Manager to execute the Amendment.

BACKGROUND

On June 20, 2012, the City Council considered the proposed Circulation Element update document and associated PEIR for Alternative 1. The City Council directed staff to bring back resolutions in order to adopt the Modified 1995 Circulation Element alternative, updated transportation policies and Final Program EIR. A Local Coastal Plan Amendment (LCPA) was originally included with staff's recommendation, but was determined to not be required. The associated CEQA findings and MMRP are attached as Exhibits A and B, respectively. This resulted in additional work for the City's consultant, The IBI Group. Amendment 4 to the Professional Services Agreement to include this additional work is attached as Attachment 7 and correspondence detailing the associated scope of work is attached at Exhibit C.

ANALYSIS

Program EIR Overview

The Program Environmental Impact Report (PEIR) evaluates the following direct and cumulative impacts: Land Use, Geology/Soils, Aesthetics, Agricultural Resources, Hazardous Materials, Hydrology/Water Quality, Air Quality, Traffic, Greenhouse Gas, Paleontological Resources, Noise, Cultural Resources, and Biological Resources. All of the significant impacts of the Circulation Element Update were identified in the Final PEIR. Under the provisions of the California Environmental Quality Act, in order to approve this project, the City Council must adopt a resolution to certify the Environmental Impact Report, adopt a Mitigation Monitoring and Report Program (MMRP), and the Statement of Overriding Considerations. A summary of findings of the PEIR is provided below.

The Circulation Element PEIR analyzed three future roadway network alternatives, at equal levels of detail. On June 20, 2012, the City Council identified the Modified 1995 Circulation Element 2030 network as the preferred alternative or "Project" as outlined in Table 2 below.

**Table 2
Future Roadway Network Alternatives**

Roadway	Mod '95 CE Alternative
State Route 76	6 Lanes
Rancho del Oro Drive/SR-78 Interchange	Included
College Boulevard	6 Lanes
Melrose Drive: N. River Road to SR-76	Extension Included
Melrose Drive: Spur Ave. to N. Santa Fe Avenue	Extension Included
Pala Road Extension	Connection Included for Modeling Purposes Only
Mission Avenue	**One-Way Couplet between Cleveland Street and Clementine Street
Coast Highway	4-Lane Secondary Collector
Old Ranch Road	Connection Not Included
Jeffries Ranch Road*	Connection Not Included

Notes: **Bold text** above indicates a change from the adopted 1995 Circulation Element future network.
 *The closure of Jeffries Ranch Road has been reviewed under a separate study and potentially could provide right-in/out access to SR-76 should a funding source be identified.
 ** The Mission Avenue One-Way Couplet was adopted by City Council on December 14, 2011, and is included with the Modified 1995 C.E. Alternative.

Source: IBI Group, 2011.

It must be noted that a Mitigated Negative Declaration (MND) and General Plan Amendment to the Circulation Element to include the Mission Avenue One-Way Couplet was approved by the City Council on December 14, 2011, (Resolution No. 11-R0789-1 and 11-R0790-3). The Mission Avenue Couplet was subsequently analyzed in the PEIR for the Circulation Element Update. It is recommended that the Mission Avenue One-Way Couplet be included with the Modified 1995 Circulation Element Alternative as shown in Table 2 above. The Mitigation, Monitoring and Reporting Program (MMRP) and CEQA findings attached with this report include the Mission Avenue One-Way Couplet. Moreover, the final Circulation Element document will also include the Mission Avenue One-Way Couplet, as described in Attachment 3, memo from IBI Group dated August 31, 2012.

Staff determined, based on the threshold criteria for significance presented in the Final PEIR, that the following environmental effects of the Project will not manifest at levels which have been determined by the City to be significant or, if significant, feasible mitigation measures identified in the Final PEIR will result in avoidance or substantial reduction of those effects. An Errata sheet is attached as Attachment 6 which lists minor corrections to the text of a recurring subsection entitled "Summary of Environmental Impacts by Criterion and Alternative" in several sections of Chapter 4 of the Final PEIR.

Less Than Significant Environmental Effects

Some of the environmental effects related to the Project were found to be less than significant, which include air quality, noise (in some locations), mineral resources, population/housing, public services and utilities, and recreation. Effects related to land use, traffic (at some locations), hazardous materials, noise (at some locations), biological resources, cultural resources, geology/soils, aesthetics, hydrology/water quality, and paleontological resources, while potentially significant, would be mitigated to below a level of significance.

Significant Environmental Effects

The Final EIR identifies four subject areas in which the Project would cause significant and unmitigable impacts.

1. Traffic (at some locations):

The traffic impact of the Modified 1995 Circulation Element alternative results in unacceptable levels of service (LOS) at E or F at 8 intersections and on 12 road segments.

2. Greenhouse Gases (GHGs) emissions:

Vehicular emissions associated with the Project would exceed approximately 35 Million Metric Tons (MMT) per year, thus the Project increase in GHG emission would be approximately 4.4 MMT of CO_{2e} per year, compared to 2010 emissions. Potential mitigation measures are identified in the PEIR, but it is not expected that they could reduce the emissions to a level less than significant. The City

may not be able to reduce Oceanside's vehicular emissions to the extent required by Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375). This impact would be cumulatively significant and unmitigable for all alternatives.

3. Noise (at some locations):

For noise impacts, five roadway segments would result in a dBA increase of more than 7.8 dBA (A-weighted decibel), compared to existing conditions. Full mitigation of such impacts may well be infeasible, depending on the ultimate specifics of the actual site conditions adjacent to the affected roadway segments. Three of these locations would involve roadway extensions under the modified 1995 Circulation Element Alternative where no road currently exists: Melrose Drive Northern extension (featuring a projected increase of 17.6-27.6 dBA), Melrose Drive Southern extension (feature a projected increase of 20.6-25.6 dBA), and the Pala Road extension (featuring a projected increase of 10.5-15.5 dBA). A fourth location would be along North Santa Fe Avenue from Melrose Drive to the eastern City limits, where sound levels there are projected to increase approximately 11 dBA. A fifth location would be along North River Road from Stallion Drive to Melrose Drive, with a projected increase of 7.8 dBA. Noise impacts and the potential of noise mitigation feasibility would need to be addressed in any subsequent facility-specific environmental studies at these locations.

4. Agricultural Resources, which all have significant environmental effects, even after the application of all feasible mitigation measures identified in the Final EIR.

Agricultural impacts from Circulation Element roadways would cross or border existing agricultural lands in Oceanside at two locations: the Melrose Drive Northern extension and the Melrose Drive Southern extension. Both of these proposed facilities are part of the Modified 1995 Circulation Element Alternative. These significant impacts can be reduced by implementing the mitigation measures identified in the PEIR, but would remain cumulatively significant.

Mitigation Monitoring

CEQA requires the lead agency approving a project to adopt a Mitigation Monitoring and Reporting Program (MMRP) for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The MMRP included with the Final PEIR, as certified by the City serves that function. The MMRP includes all of the mitigation measures identified in the Final PEIR and has been designed to ensure compliance during implementation of the approved roadway network alternative. In accordance with CEQA, the MMRP provides the measures to ensure that the mitigation measures are fully enforceable.

Environmental Preferred Alternative

Based on the summary comparison of alternatives described in the Final PEIR, Alternative 2 is considered the environmentally preferable alternative. It is rated best relative to eight of the environmental topics addressed (land use, noise, biological resources, cultural resources, agriculture, aesthetics, hydrology/water quality, and paleontology). The Modified 1995 Circulation Element Alternative is only preferred over the other two alternatives relative to traffic and GHGs. Alternative 1 received only one environmental preference, for cultural resources, for which it is tied with Alternative 2. The preference results for Alternative 2 are due, in general, to its deletion of facilities proposed under other alternatives that are located in sensitive areas of Oceanside, such as the Melrose Drive extensions, the Pala Road extension, and the Rancho del Oro interchange. Potential impacts at those locations would be avoided by Alternative 2, rather than needing to be mitigated, as is the case with the other alternatives.

As stated above, the Circulation Element is much more than a roadway plan designed to efficiently accommodate motor vehicles, but rather, a plan that addresses all modes of transportation. While the roadway network alternatives and environmental analysis focuses primarily on privately operated motor vehicles, each alternative is complemented by a robust combination of policies that includes, but is not limited to, Complete Streets policies, public transit, pedestrian and bicycle policies and Intelligent Transportation Technologies (ITS). The Executive Summary and Summary of Significant Impacts and Mitigation Measures of the Final PEIR have been revised to represent the Modified 1995 Circulation Element Alternative and are included in this report as Attachments 4 and 5.

FISCAL IMPACT

Budget in the amount of \$74,000 for Professional Services was approved in the Citywide Transportation Circulation Update (425414561.5305) for FY 12-13. Therefore, sufficient funds are available for Amendment 4 to the Professional Services Agreement with IBI Group.

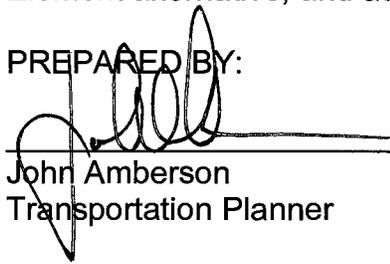
CITY ATTORNEY'S ANALYSIS

The City Council is authorized to hold a public hearing in this matter. Consideration of the matter should be based on the testimony and evidence presented at the hearing. After conducting the public hearing, the Council shall affirm, modify or deny the project. The supporting documents have been reviewed and approved as to form by the City Attorney.

RECOMMENDATIONS

Staff recommends that the City Council: adopt a resolution certifying the Final Program Environmental Impact Report (PEIR) for the Circulation Element Update Modified 1995 Circulation Element Alternative and adopting the Mitigation Monitoring and Reporting Program (MMRP) and a Statement of Overriding Considerations; adopt a resolution approving General Plan Amendment (GPA10-00001) for an update to the Circulation Element of the General Plan; and approve Amendment 4 in the amount of \$23,259 to the professional services agreement with IBI Group for the Circulation Element, to develop CEQA Findings, the Mitigation, Monitoring and Reporting Program (MMRP), and to revise the Draft Circulation Element document for the Modified 1995 Circulation Element alternative, and authorize the City Manager to execute the Amendment.

PREPARED BY:



John Amberson
Transportation Planner

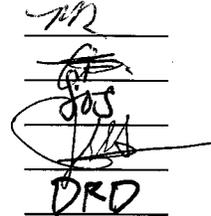
SUBMITTED BY:



Peter A. Weiss
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
George Buell, Development Services Director
Scott O. Smith, City Engineer
John Helmer, Interim City Planner
David DiPierro, City Traffic Engineer



DRD

Attachments:

1. City Council Program EIR Resolution
Exhibit A. Environmental Findings and Statement of Overriding Considerations
Exhibit B. Mitigation Monitoring and Reporting Program
2. City Council General Plan Amendment Resolution
3. Memo from IBI Group
4. Executive Summary
5. Summary of Significant Impacts and Mitigation Measures
6. Errata
7. Amendment No. 4 with IBI Group
Exhibit C. Scope of work
8. Amendment No. 3 with IBI Group
9. Amendment No. 2 with IBI Group
10. Amendment No. 1 with IBI Group
11. Professional Services Agreement with IBI Group

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN CIRCULATION ELEMENT UPDATE**(City of Oceanside - Applicant)**

WHEREAS, The City Council adopted a Mitigated Negative Declaration (MND) and General Plan Amendment (GPA) (RGPA 11-R0789-1) and a Regular Coastal Permit to reclassify Mission Avenue from a Secondary Major arterial to a one-way couplet between Clementine Street and Cleveland Streets; and

WHEREAS, a Final Program Environmental Impact Report was prepared and circulated for public and agency review and proper notification was given in accordance with the California Environmental Quality Act; and

WHEREAS, on May 21, 2012, the Planning Commission of the City of Oceanside, after giving the required notice, conducted a duly-advertised public hearing as prescribed by law to consider the Circulation Element Update Final Program Environmental Impact Report (PEIR); and on May 21, 2012, adopted Planning Commission Resolution No. 2012-P22, recommending approval of certification of the PEIR, with its Mitigation and Monitoring and Reporting Program, and Findings of Fact and Statement of Overriding Considerations; and

WHEREAS, the City Council considered Alternative 1 on June 20, 2012, and directed staff to develop California Environmental Quality Act (CEQA) Findings and Mitigation Monitoring and Reporting Program (MMRP) for the Modified 1995 Circulation Element alternative; and

WHEREAS, the City Council, on the 19th day of September, 2012, did conduct a duly-advertised public hearing to certify the Final Program Environmental Impact Report (PEIR), Mitigation and Monitoring and Reporting Program, and Findings of Fact and Statement of Overriding Considerations; and

1 WHEREAS, studies and investigations made by this Council and in its behalf
2 reveal the following facts:

3 For the Final Environmental Impact Report:

4 1. The Final Environmental Impact Report and Mitigation and Monitoring and
5 Reporting Program were completed in compliance with the provisions of the California
6 Environmental Quality Act (CEQA).

7 2. There are certain significant environmental effects detailed in the Environmental
8 Impact Report which have been avoided or substantially lessened by the
9 establishment of measures which are detailed in Exhibit "A" Environmental
10 Findings and Statement of Overriding Considerations and Exhibit "B" Mitigation
11 Monitoring and Reporting Program for the Circulation Element Update.

12 3. The Final Environmental Impact Report and Mitigation and Monitoring and
13 Reporting Program and Statement of Overriding Considerations for the arterial
14 roadway segment (included in the Final EIR) were presented to the City Council,
15 and the City Council reviewed and considered the information contained in these
16 documents prior to making a decision on selecting The Modified 1995 Circulation
17 Element Alternative with the Mission Avenue One-Way Couplet (per Resolutions
18 No. 11-R0790-3 and 11-R0789-1) as the preferred project. The Final
19 Environmental Impact Report and Mitigation and Monitoring and Reporting
20 Program and Statement of Overriding Considerations for the Circulation Element
21 Update have been determined to be accurate and adequate documents, which
22 reflect the independent judgment of the City.
23

24 NOW, THEREFORE, the City Council of the City of Oceanside does resolve as
25 follows:
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28 //

- 1 1. The City Council does hereby certify the Final Program Environmental Impact
2 Report for the Circulation Element Update with The Modified 1995 Circulation
3 Element Alternative and the Mission Avenue One-Way Couplet (per Resolutions
4 No. 11-R0790-3 and 11-R0789-1) selected as the approved project.
- 5 2. Pursuant to Public Resources Code Section 21081.6, the City Council adopts the
6 Mitigation Monitoring and Reporting Program (MMRP) attached as Exhibit "B"
7 for The Modified 1995 Circulation Element Alternative of the Circulation Element
8 Update, and finds and determines that said program is designed to ensure
9 compliance with the mitigation measures during implementation of various projects
10 analyzed in the PEIR.
- 11 3. Pursuant to Public Resources Code Section 21081, the City Council hereby adopts
12 the Environmental Findings and Statement of Overriding Considerations attached
13 as Exhibit "A" for The Modified 1995 Circulation Element Alternative and
14 Mission Avenue One-Way Couplet of the Circulation Element Update.
- 15 4. Notice is HEREBY GIVEN that the time within which judicial review must be
16 sought on this decision is governed by the provisions of the California
17 Environmental Quality Act.

18
19 PASSED and ADOPTED by the City Council of the City of Oceanside,
20 California this 19th day of September, 2012, by the following vote:

21 AYES:

22 NAYES:

23 ABSENT:

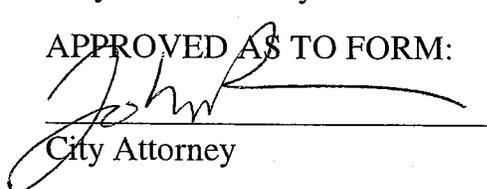
24 ABSTAIN:

25
26
27 ATTEST:

28 _____
City Clerk

Mayor of the City of Oceanside

APPROVED AS TO FORM:



City Attorney

Exhibit "A"

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CITY OF OCEANSIDE CIRCULATION ELEMENT UPDATE PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH NO. 2009121020)

1.0 INTRODUCTION

1.1 Findings of Fact and Statement of Overriding Considerations

California Environmental Quality Act, Public Resources Code Sections 21000-21178 ("CEQA"), State CEQA Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs. tit. 14 §§ 15000-15387 ("CEQA Guidelines") are "intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid or substantially lessen* such significant effects." Cal. Pub. Res. Code § 21002 (emphasis added). CEQA's mandate and principles are implemented, in part, through the requirement that agencies adopt findings before approving projects for which EIRs are required. (See Pub. Res. Code § 21081 (a)). For each significant environmental effect identified in any EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

The first permissible finding is that "[c]hanges or alterations have been required in, or incorporated into, the projects which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines § 15091 (a)(1).) The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines § 15091 (a)(2).) The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines § 15091 (a)(3).) Section 21061.1 of CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." Section 15364 of the CEQA Guidelines adds another factor: "legal" considerations. See also *Citizens of Goleta Valley v. Board of Supervisors* ("Goleta II"), 52 Cal.3d 553, 565, 276 Cal.Rptr. 419 (1990).

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego*,

133 Cal.App.3d 410, 417, 183 Cal.Rptr. 898 (1982).) "[F]easibility under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, social and technological factors." (*Id.*; see also *Sequoyah Hills Homeowners Ass'n v. City of Oakland*, 23 Cal.App.4th 704, 715, 29 Cal.Rptr.2d 182 (1993).)

The CEQA Guidelines do not define the difference between "avoiding" a significant environmental effect and "substantially lessening" such an effect. The City of Oceanside (the "City") must therefore glean the meaning of these terms from the other contexts in which the terms are used. Section 21081 of CEQA, on which CEQA Guidelines Section 15091 is based, uses the term "mitigate" rather than "substantially lessen." The CEQA Guidelines therefore equate "mitigating" with "substantially lessening." Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which will substantially lessen the significant environmental effects of such projects." (Pub. Res. Code § 21002.)

For purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measures to substantially reduce the severity of a significant effect, but not to reduce the effect to a less than significant level. These interpretations are consistent with the holding in *Laurel Hills Homeowners Ass'n v. City Council*, 83 Cal.App.3d 515, 519-527, 147 Cal.Rptr. 842 (1978), in which the Court of Appeals held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question (e.g., the loss of biological resources") less than significant. Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is "avoid[ed] or substantially lessen[ed]," these Findings, for purpose of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level, or has simply been substantially lessened but remains significant.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmental superior alternatives, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (14 Cal. Code Regs. §§ 10593, 15043(b); see also Pub. Res. Code § 21081(b).) The California Supreme Court has stated that, "[t]he wisdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II*, 52 Cal, 3d 553, 576.)

The following Findings of Fact ("Findings") are made relative to the conclusions of the Final Program Environmental Impact Report for the City of Oceanside Circulation Element Update (SCH 2009121020) ("Final PEIR").

1.2 Document Format

These findings have been organized into the following sections:

- (1) Section 1 provides an introduction to these Findings.
- (2) Section 2 provides a summary of the City of Oceanside Circulation Element Update (the "Project") and overview of the discretionary actions required for approval of the Project, and a statement of the Project's objectives.
- (3) Section 3 provides a summary of public participation in the environmental review, an overview of the administrative record that has been developed for the Project, as well as findings regarding the Mitigation, Monitoring and Reporting Program (MMRP) and general findings regarding the Project and CEQA compliance.
- (4) Section 4 sets forth findings regarding those environmental impacts which were determined during the notice of preparation period either not to be relevant to the Project or which were determined to clearly not manifest at levels which were deemed to be significant for consideration at the Project-specific level.
- (5) Section 5 sets forth findings regarding significant or potentially significant environmental impacts identified in the Final PEIR which the City has determined are either not significant or can be lessened or reduced to a less-than-significant level through the imposition of mitigation measures included in the MMRP for the Project.
- (6) Section 6 sets forth findings regarding significant environmental impacts identified in the Final PEIR, which the City has adopted mitigation measures that will substantially lessen or reduce significant impacts, but the City has determined will remain significant and unavoidable after mitigation.
- (7) Section 7 sets forth findings regarding alternatives to the Project, which were determined not to be implemented by the City.
- (8) Section 8 consists of a Statement of Overriding Considerations, which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental effects.

2.0 Project Summary

2.1 Project Background and Modified 1995 Circulation Element Alternative Description

The project analyzed within the PEIR is the update of the City of Oceanside's General Plan Circulation Element. Pursuant to California Government Code 65302(b), a Circulation Element is a required component in all County and City General Plans. The Circulation Element provides goals, objectives and

policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space.

There were many potential 2030 network alternatives reviewed for the updated Circulation Element analysis. In developing the potential network alternatives, a review of the existing (present day) network and the adopted 1995 Circulation Element network was conducted. A total of 18 potential alternatives to the 1995 Circulation Element version of the model network were created. These alternatives were run using the Series 11 North County Sub-Area Model and were presented to City staff where the impacts of each alternative were reviewed and narrowed down to five alternatives. The five alternatives were then presented at three public outreach meetings in January and February 2010, and based on public input, narrowed to three: the Modified 1995 Circulation Element (Mod '95 CE) Alternative; Alternative 1; and Alternative 2. Key characteristics of each of these alternatives are provided in the following table.

TABLE 1
Network Alternatives Key Assumptions

Roadway	Mod '95 CE Alternative	Alternative 1	Alternative 2
State Route 76	6 Lanes	6 Lanes	6 Lanes
Rancho Del Oro Rd/ SR-78 Interchange	Included	Included	Not Included
College Boulevard	6 Lanes	4 and 6 Lane Hybrid	4 and 6 Lane Hybrid
Melrose Drive: N. River Rd to SR-76	Extension Included	Extension Not Included	Extension Not Included
Melrose Drive: Spur Ave. to N. Santa Fe Ave	Extension Included	Extension Included	Extension Not Included
Pala Road Extension	Connection Included	Connection Included	Connection Not Included
Mission Avenue	One-Way Couplet between Cleveland St & Clementine St	One-Way Couplet between Cleveland St & Clementine St	4 Lane Secondary Collector
Coast Highway	Four-Lane Secondary Collector	4 Lane Second. Collector	2 Lanes with Roundabouts
Old Ranch Road	Connection Not Included	Connection Not Included	Connection Not Included
Jeffries Ranch Road*	Connection Not Included	Connection Not Included	Connection Not Included

Notes: Bold text under alternatives columns indicates a change from the adopted 1995 Circulation Element future network.
 *The closure of Jeffries Ranch Road has been reviewed under a separate study & potentially could provide right-in/out access to SR-76 should a funding source be identified.

Source: IBI Group, 2011.

The Mod '95 CE Alternative is most similar to the No Project Alternative and contains the roadway network assumptions as provided in the 1995 adopted Circulation Element, with two minor modifications to Jeffries Ranch Road and Old Ranch Road. The Mod '95 CE Alternative assumes SR-76 is a 6-lane highway; the Pala Road extension is included; College Boulevard is a 6-lane roadway; the Rancho Del Oro Interchange at SR-78 is included; Melrose Drive Northern extension and Melrose Drive Southern extension are included; Mission Avenue is a four-lane major roadway; Coast Highway is a four-lane secondary collector; Jeffries Ranch Road is not connected to SR-76; and, Old Ranch Road is not connected to SR-76.

Subsequent to preparation of the Draft PEIR, the City approved and adopted an amendment to the existing 1995 Circulation Element to add the Mission Avenue One-Way Couplet to the element and adopt the Mitigated Negative Declaration (Resolution No. 11-R0789-1 and Resolution No. 11-R0790-3). The Mission Avenue Couplet would be a two-lane one-way street between Cleveland Street and Clementine Street with Seagaze Drive. This improvement was included in Alternative 1. The Mod '95 CE alternative retains this recent Circulation Element amendment as a component of the updated Circulation Element, and it is addressed in these Findings as part of the Mod '95 CE alternative. The analysis from Alternative 1 for the Mission Avenue Couplet can be applied to the Modified 1995 CE Alternative analysis because there are no other proposed network changes that would affect the traffic circulation near or surrounding the Mission Avenue Couplet study area. Likewise, the Mission Avenue Couplet would not affect traffic circulation beyond the immediate area of the couplet. Therefore, the analysis for the Mission Avenue Couplet from Alternative 1 can be applied to the Modified 1995 CE Alternative as it was applied to Alternative 1. This analysis is further detailed in the August 31, 2012 Memorandum from IBI Group regarding **Mission Avenue Couplet – Modified 1995 CE Analysis, and is hereby incorporated by this reference.**

The recommended Project is the Modified '95 Circulation Element Alternative.. Table 1 shows the differences between the Mod '95 CE alternative and Alternatives 1 and 2.

2.2 Discretionary Actions

The single discretionary action necessary for the Project, which was addressed in the Final PEIR, is a General Plan Amendment to the Circulation Element of the General Plan.

2.3 Statement of Project Objectives

The draft Circulation Element Update (IBI, February 2011), provides the detailed objectives for the proposed Circulation Element Update for which each of the alternatives was analyzed in the Draft PEIR. The overall goal for the Circulation Element is to provide goals, objectives, and policies to maintain and improve the City's transportation system and enhance travel choices for current and future residents, visitors and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space. Recognizing the relationship between transportation and these related topics is critical to improving mobility and accessibility within the City.

Specific objectives included in the Circulation Element Update, that reflect the present challenges, opportunities, and transportation issues of interest to the City include:

- Enhancing the City's corridors for all modes of transportation;
- Increasing bicycle and pedestrian connections, routes and facilities;
- Refining the City's traffic calming program to promote safer streets for motorists, pedestrians and bicyclists;
- Identifying and incorporating ITS technology for the City;
- Developing circulation element roadways consistent with the applicable conservation measures of the regional Multiple Habitat Conservation Plan as well as the City of Oceanside Subarea Plan, once adopted;
- Increasing support of Transportation Demand Management programs; and
- Improving the efficiency of the existing transportation system.

3.0 PUBLIC PARTICIPATION AND RECORD OF PROCEEDINGS

3.1 Public Input

There have been opportunities for public review and comment, including but not limited to the public forums set forth below:

Draft PEIR Notice of Preparation (NOP) December 9, 2009 – January 25, 2010

Reissued Draft PEIR NOP January 26, 2010 – February 24, 2010

NOP Scoping Meetings January 12, January 14, and February 8, 2010

Draft PEIR Public Review, June 9, 2011 – August 12, 2011

Revised Draft PEIR recirculated for Public Review January 31, 2012 – March 16, 2012

3.2 Record of Proceedings

For purposes of CEQA compliance and these Findings and Statement of Overriding Considerations, the Record of Proceedings for the Project consists of the following documents and other evidence at a minimum:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the Project;
- The Draft PEIR;
- The Revised Draft PEIR;

- The Final PEIR;
- All written comments and verbal public testimony presented during the public comment period on the Draft PEIR and the Revised Draft PEIR or during a noticed public hearing for the Project at which such testimony was taken;
- The MMRP;
- All findings, ordinances, and resolutions recommended by the Planning Commission and adopted by the City Council in connection with the Project, and all documents incorporated by reference therein;
- All final reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, through the close of the public hearing;
- Any transcript or minutes of the proceedings at which the decision-making body of the City heard testimony on, or considered any environmental document on the Project, and any transcript or minutes of proceedings before any advisory body to the City that were presented to the decision-making body prior to action on the environmental document or on the Project.
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- The City's General Plan and Municipal Code;
- Any documents expressly cited in these findings in addition to those cited above; and,

Any other materials required to be in the record of proceedings by Section 21167.6 (e) of CEQA.

The custodian of the documents comprising the record of proceedings is the City Clerk, whose office is located at 300 North Coast Highway, Oceanside, CA 92054. Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are and at all relevant times have been available upon request at the offices of the City.

The Planning Commission and City Council have relied on all of the documents listed above in reaching its decision on the Project. Without exception, any documents set forth above not found in the Project files fall into two categories. First, many of them reflect prior planning or legislative decisions of which the Planning Commission or City Council were aware in approving the Project. (See *City of Santa Cruz v. Local Agency Formation Commission* 76 Cal.App.3d 381, 391-392, 42 Cal.Rptr. 873 (1978); *Dominey v. Department of Personnel Administration*, 205 Cal.App.3d 729, 738, n.6, 252 Cal.Rptr. 620 (1988).) Second, other such documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City. For that reason, such documents form part of the underlying factual basis for the City's

decisions relating to the adoption of the Project. (See Pub. Res. Code § 21167.6 (e)(10); *Browning-Ferris Industries v. City Council of San Jose*, 181 Cal.App.3d 852, 226, Cal.Rptr 575 (1986; *Stanislaus Audubon Society, Inc. v. County of Stanislaus*, 33 Cal.App.4th 144, 153, 155, 39 Cal.Rptr.2d 54 (1985).)

The Final PEIR was completed in compliance with CEQA, and reflects the City's independent judgment. The City Council believes that its decision on the Project is one which must be made after a hearing required by law at which evidence is required and discretion in the determination of facts is vested in the City. As a result, any judicial review of the City's decision will be governed by Section 21168 of CEQA and Code of Civil Procedure Section 1094.5. Regardless of the standard of review that is applicable, the City Council has considered evidence and arguments presented to the City prior to or at the hearings on this matter. In determining whether the Project has a significant impact on the environment, and in adopting Findings pursuant to Section 21080 of CEQA, the City Council has complied with CEQA Sections 21081.5 and 21082.2.

3.3 Mitigation, Monitoring, and Reporting Program (MMRP)

CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project that it had adopted or made a condition of project approval in order to ensure compliance with project implementation. A MMRP has been defined and serves that function for the Final PEIR. The MMRP designates responsibility and anticipated timing for the implementation of mitigation for the Mod '95 CE alternative. The City will serve as the overall MMRP Coordinator. A MMRP has been prepared for the Project and has been adopted concurrently with these Findings. (See Pub. Res. Code §21081.6 (a)(1).) The City will use the MMRP to track compliance with Project mitigation measures.

3.4 General Findings

The City Hereby finds as follows:

- 3.4.1 The foregoing statements are true and correct;
- 3.4.2 The City is the "Lead Agency" for the Project evaluated in the Final PEIR and independently reviewed and analyzed the Draft PEIR and Final PEIR for the Project;
- 3.4.3 The Notice of Preparation of the Draft PEIR was circulated for public review between December 9, 2009 and January 25, 2010; and reissued on January 26, 2010, to February 24, 2010. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency's specific responsibilities;
- 3.4.4 The public review period for the Draft PEIR was for 45 days between June 9, 2011 – August 12, 2011. A Revised Draft PEIR was recirculated for a 45-day public review beginning January 31, 2012, and ending on March 16, 2012;
- 3.4.5 The Revised Draft PEIR was completed in compliance with CEQA;

- 3.4.6 The Final PEIR reflects the City's independent judgment;
- 3.4.7 The City evaluated comments on environmental issues received from persons who reviewed the Draft PEIR, as well as the Revised Draft PEIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final PEIR provides adequate, good faith, and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft PEIR including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final SEIR;
- 3.4.8 The City finds that the Final PEIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft PEIR, as well as the Revised Draft PEIR. The Final PEIR was prepared after the public review period ended and the City drafted responses to comments made during the public review period;
- 3.4.9 The Final PEIR evaluated the following direct and cumulative impacts: Land Use, Traffic/Circulation, Hazardous Materials and Hazards, Air Quality, Greenhouse Gas Emissions, Noise, Biological Resources, Cultural Resources, Geology/Soils, Agricultural Resources, Aesthetics, Hydrology/Water Quality, and Paleontological Resources. Additionally, the Final PEIR considered Growth Inducing Impacts of the Project, as well as a reasonable range of Project alternatives. All of the significant environmental impacts of the Project were identified in the Final PEIR;
- 3.4.10 CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project, which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The MMRP included in the Final PEIR as certified by the City serves that function. The MMRP includes all of the mitigation measures identified in the Final PEIR and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the MMRP provides the measures to ensure that the mitigation measures are fully enforceable;
- 3.4.11 The MMRP designates responsibility and anticipated timing for the implementation of mitigation; the City will serve as the MMRP Coordinator;
- 3.4.12 In determining whether the Project may have a significant impact on the environment, and in adopting Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21080.5 and 21082.2;
- 3.4.13 The impacts of the Project have been analyzed to the extent feasible at the time of certification of the Final PEIR;

- 3.4.14 The City made no decisions related to approval of the Project prior to the initial certification of the Final PEIR by the City Council. The City also did not commit to a definite course of action with respect to the Project prior to the initial certification of the Final PEIR by the City Council;
- 3.4.15 Copies of all the documents incorporated by reference in the Final PEIR are and have been available upon request during all regular business hours at the offices of the City Clerk and/or Planning Division, the custodians of record for such documents or other materials;
- 3.4.16 Minor revisions, including clarifications and corrections, were made to the Final PEIR. Where changes have been made to the Final EIR as a result of public comment, such revision is noted and detailed with ~~strikeout~~/underline in the text of the Final EIR, and where applicable, summarized in the response to comment;
- 3.4.17 The responses to comments on the Draft PEIR and Revised Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Revised Draft PEIR;
- 3.4.18 Having reviewed the information contained in the Draft PEIR, Revised Draft PEIR, Final PEIR, the administrative record, as well as the requirements of CEQA and the State CEQA Guidelines regarding re-circulation of Draft EIRs, and having analyzed the changes in the Revised Draft PEIR which have occurred since the close of the public review period, the City finds that there is no new significant information regarding adverse environmental impacts of the Project in the Final PEIR and finds that re-circulation of the Revised Draft PEIR is not required; and
- 3.4.19 Having received, reviewed, and considered all information and documents in the Final PEIR, as well as all other information in the record of proceedings on this matter, the following Findings and Statement of Overriding Considerations are hereby adopted by the City as the CEQA Lead Agency. These Findings set forth the Environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Project.

4.0 Environmental Issues Determined Not to be Potentially Affected by the Project

Based on the Public's responses to the Project's Notice of Preparation, the following environmental issues were determined by the City to be either inapplicable to the Project based upon the nature of the Project and/or the absence of any potential impact related to the issue or because the issue was potentially impacted to a degree deemed to be less than significant and, therefore, not warranting further consideration in the Final PEIR other than as set forth in Section 7.0 of the Revised Draft PEIR. No substantial evidence has been presented to or identified by the City which would modify or otherwise alter the City's less-than-significant determination for each of the following environmental issues: mineral resources, population/housing, public services and utilities, and recreation.

5.0 Findings Regarding Potentially Significant Environmental Effects Which Are Determined Not to Be Significant or Which Can Be Substantially Lessened or Avoided Through Feasible Mitigation Measures

The City has reviewed the follow subject areas to determine if significant environmental effects would occur as a result of the update to the Circulation Element under any of the proposed alternatives: land use, traffic/circulation, hazardous materials & hazards, air quality, greenhouse gas emissions, noise, biological resources, cultural resources, geology/soils, agricultural resources, aesthetics, hydrology/water quality, and paleontological resources. Among these subject areas, only air quality was determined to not result in a significant impact, and thus no mitigation was required. In accordance with CEQA Guidelines Section 15092(b)(2), the City shall not approve the Project unless it first finds under CEQA Section 21081 and CEQA Guidelines Section 15091(a) that one of the three following findings can be made:

- (1) Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

The City, having reviewed and considered the information contained in the EIR, finds pursuant to Public Resources Code §21081(a)(1) and Guidelines §15091(a)(1) that changes or alterations have been required in, or incorporated into, the Project under the Mod '95 CE Alternative which would mitigate, avoid, or substantially lessen to below a level of significance the following potential significant environmental effects identified in the EIR. Those impacts that are found to be significant and unmitigable are discussed below under Section 6 of the Findings.

5.1 Land Use

Environmental Impact: Mod '95 CE Alternative will result in significant, mitigable land use impacts. Under this alternative, plans for roadway extensions, widening at various locations, and a division of the community from Guajome Regional Park could occur at the Melrose Drive South extension. The proposed facilities could affect preserved areas recommended in the yet-unadopted Oceanside Subarea Plan. The

planned roadway extensions and widenings may result in the separation of Guajome Regional Park from the adjacent community, thus resulting in the potential to physically divide an established community. Since no significant impacts to adopt land use plans are anticipated, no mitigation measures are proposed.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact land use. However, it is possible that when those specific transportation facilities noted above are designed and implemented, some site-specific land use impacts may occur. The potentially significant land use impact would be mitigated to below a level of significance with implementation of Mitigation Measure L1, provided below from the Final PEIR (Section 4.1).

Mitigation Measures: The Project will be conditioned as follows:

- L1 Potential future land use impacts shall be assessed in a future facility-specific environmental document as required under CEQA, and project-specific mitigation measures shall be identified and included, as required, to reduce or avoid impacts.

Facts in Support of Findings: With implementation of Mitigation Measure L1 above, there would be no residual significant land use impact associated with the Circulation Element Update under Mod '95 CE Alternative.

5.2 Traffic/Circulation

Environmental Impact: Intersections

The following ten intersections would operate at LOS E or F in 2030 under the Mod '95 CE Alternative, but the recommended mitigation measures would improve operations to LOS D or better.

- (#17) El Camino Real & Vista Way (PM-LOS E)
- (#20) Vista Way & Jefferson St. (PM-LOS E)
- (#23) Douglas Dr. & Mission Ave. (AM/PM - LOS E)
- (#27) Rancho Del Oro Rd & Vista Del Oro Dr (AM/PM - LOS F)
- (#28) Rancho Del Oro Rd & Cameo Dr (AM/PM - LOS F)
- (#29) Rancho Del Oro Road & Trieste Way & Sicily Way (AM/PM - LOS F)
- (#33) College Boulevard & North River Road (PM - LOS F)
- (#34) College Boulevard & SR-76 (AM - LOS E; PM - LOS F)
- (#43) College Boulevard & Lake Boulevard (PM - LOS E)
- (#47) Melrose Drive & SR-76 (PM - LOS E)

The other Oceanside Circulation Element intersections addressed in the traffic analysis (FEIR Appendix E) would operate at an acceptable LOS D or better with no specific mitigation other than the Circulation Element plans. Thus, no mitigation would be required for the other intersections because they do not have any significant impacts.

Finding: The adoption of the update to the Circulation Element would not directly result in construction of roadway improvements. However, it is possible that when those specific transportation facilities noted above are designed and implemented, site-specific impacts to traffic and circulation may occur. The potentially significant traffic/circulation impact would be mitigated at the ten intersections listed above to below a level of significance with implementation of Mitigation Measures **T7-T8, T10-T15, T18, and T19**, provided below from the Final PEIR (Section 4.2).

Mitigation Measures: The Project will be conditioned as follows:

Provide additional turn and through lanes at the subject intersections, per mitigation measures **T7-T8, T10-T15, T18, and T19** in EIR Section 4.2.4.

- T7** El Camino Real/ Vista Way
Northbound – Provide 3 Dedicated Thru Lanes and 1 Dedicated Right Turn Lane

- T8** Vista Way/ Jefferson Street
Westbound – Provide 1 Thru and 1 Shared Thru-Right Turn Lane

- T10** Douglas Drive/ Mission Ave.
Westbound – Provide Dedicated Right-Turn Lane

- T11** Rancho del Oro Road/ Vista del Oro Drive
Provide a signal, if warrants are met

- T12** Rancho del Oro Road/ Trieste Way/ Sicily Way
Provide a signal, if signal warrants are met.

- T13** College Boulevard/ North River Road
Northbound – Provide 1 Left Turn Lane in addition to Shared Left-Thru Lane

- T14** College Boulevard/ North River Road
Northbound – Provide 1 Left Turn Lane in addition to Shared Left-Thru Lane

- T15** College Boulevard/SR-76
Northbound – Provide 3 Thru Lanes; 2 Right-Turn Lanes with Overlap; Southbound – Provide 3 Thru Lanes

- T18** College Boulevard/ Lake Boulevard
Northbound – Provide 2 Right Turn Lanes
- T19** Melrose Drive/ SR-76
Increase the cycle length/green times for SR-76 through movements.

Facts in Support of Findings: With implementation of Mitigation Measures **T7-T8, T10-T15, T18, and T19** above, there would be no residual significant traffic/circulation impact associated with the Circulation Element Update for the ten intersections listed above, under Mod '95 CE Alternative.

Environmental Impact: Road Segments

The following five roadway segments would operate at LOS E or F in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures would improve operations to LOS D or better.

- Coast Highway: Mission Avenue to Wisconsin Avenue (LOS D) (See Section ES.7 in the Executive Summary of the FEIR)
- Douglas Dr: N. River Rd to El Camino Real (LOS E) (2 segments)
- El Camino Real: Mesa Dr to Oceanside Blvd (LOS E)
- SR-76: Melrose Drive to eastern City Limits (LOS F)

The other Oceanside Circulation Element road segments addressed in the traffic analysis (FEIR Appendix E2) would operate at an acceptable level of LOS D or better in 2030 with no specific mitigation other than Circulation Element plans. Thus, no mitigation would be required for the other roadway segments because they do not have any significant impacts.

Also, based on the analysis in Appendix E2, no road segments outside the jurisdiction of Oceanside would incur significant traffic impacts as a result of the Modified 1995 CE Alternative.

Finding: The adoption of the update to the Circulation Element would not directly result in construction of roadway improvements. However, it is possible that when those specific transportation facilities noted above are designed and implemented, site-specific impacts to traffic and circulation may occur. The potentially significant traffic/circulation impact would be mitigated on the five-roadway segments listed above to below a level of significance with implementation of Mitigation Measures **T20, T29-T31, and T37**, provided below from the Final PEIR (Section 4.2).

Mitigation Measures: Widen the roadways along the subject segments, per mitigation measures **T20, T29-T31, and T37** in EIR Section 4.2.4.

- T20** Coast Highway: Mission Avenue to Wisconsin Avenue
Remove on-street parking and widen to a Secondary Collector 64/84 cross section.

- T29** Douglas Drive: North River Road to Pala Road
Widen to a 6-lane Major Arterial

- T30** Douglas Drive: Pala Road to El Camino Real
Widen to a 6-lane Major Arterial

- T31** El Camino Real: Mesa Drive to Oceanside Boulevard
Widen to a 6-lan Major Arterial

- T37** SR-76: Melrose Drive to Eastern City Limits
Widen to a 6-lane Expressway.

Facts in Support of Findings: With implementation of Mitigation Measures **T20, T29-T31, and T37** above, there would be no residual significant traffic/circulation impact associated with the Circulation Element Update for the five-roadway segments list above, under the Mod '95 CE Alternative.

5.3 Hazardous Materials and Hazards

Environmental Impact: Hazardous Materials

The Mod '95 CE Alternative will result in significant, mitigable hazardous materials impacts. If implementation of any specific projects under the Mod '95 CE Alternative occur within proximity to any known site where there had been prior release of hazardous materials, an impact related to the release of hazardous materials into the environment may occur. Furthermore, if implementation of future projects or improvements occurs in an area included on a hazardous materials site list, as defined by CEQA, this would be considered a significant impact. The Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to hazardous materials, as evaluated in Section 5.2.3.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact the environment from the release of hazardous materials. However, it is possible that when specific transportation facilities included in the Mod '95 CE Alternative are designed and implemented, some site-specific impacts from the release of hazardous materials may occur. Furthermore, any future projects or improvements occur in areas listed as a hazardous materials site under CEQA, would be significant. The potentially significant hazardous materials impacts noted above would be mitigated to below a level of significance with implementation of Mitigation Measures HM1, HM2, and HM3, provided below from the Final PEIR (Section 4.3).

Mitigation Measures: The Project will be conditioned as follows:

- HM1** Prior to the development of specific key network circulation elements, a Phase I Environmental Site Assessment (ESA) shall be performed. The Phase I ESA shall identify the potential for the site to contain hazardous materials (including asbestos and lead-based paints) and contaminated

soils. Recommendations of the Phase I ESA may range from no further action, to preparation of a Phase II ESA that identifies specific further action required in order to remediate the hazardous materials so that they do not pose a significant health risk.

HM2 During construction activities, it may be necessary to excavate existing soil at a specific project site, or to bring fill soils to the site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, appropriate sampling is required prior to disposal of excavated soil. Complete characterization of the soil shall be prepared prior to any excavation or removal activity. Contaminated soil shall be properly disposed at an off-site facility. Fill soils also shall be sampled to ensure that imported soil is free of contamination.

HM3 A risk assessment shall be performed at all facilities in the project area where contamination has been identified or is discovered during activities, and at which soil is to be disturbed, to address non-water quality risks posed by any residual contamination, and to establish appropriate mitigation measures (e.g., natural attenuation, active remediation, and engineering controls) that would be protective of human health and the environment. All assessment and remediation activities shall be conducted in accordance with a Work Plan, which is approved by the City of Oceanside having oversight of the activities.

Facts in Support of Findings: With implementation of Mitigation Measures HM1, HM2, and HM3 above, there would be no residual significant hazardous materials impact related to release of hazardous materials or construction of a project, or improvements adjacent to a site listed on a hazardous materials list as defined by CEQA, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Oceanside Municipal Airport

Mod '95 CE Alternative will result in a significant, mitigable hazard impact. Under this alternative, transportation facilities associated with SR-76 are located adjacent to Oceanside Municipal Airport. If improvement to these roadway facilities is not done in coordination with the airport and County Airport Land Use Commission, a significant impact could occur. The Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to hazards, specifically those associated with proximity to Oceanside Municipal Airport, as evaluated in Section 5.2.3.

According to Mr. Dennis Easto, Manager of the Oceanside Municipal Airport, there are no private airstrips located within five miles of the City of Oceanside (pers. comm., 1/17/2012). Therefore, there would be no significant private airstrip air safety impacts associated with implementation of Mod '95 CE Alternative.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact the environment. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, specifically related to SR-76, some site-specific impacts from the adjacency of these facilities to the Oceanside Municipal Airport, may occur. The potentially significant hazards impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measure HM4, provided below, from the Final PEIR (Section 4.3).

Mitigation Measures: The Project will be conditioned as follows:

- HM4** Design and expansion of SR-76 in the vicinity of Oceanside Municipal Airport shall proceed in consultation and coordination with Oceanside Municipal Airport and County Airport Land Use Commission personnel, in compliance with applicable Federal Aviation Administration regulations and procedures.

Facts in Support of Findings: With implementation of Mitigation Measure HM4 above, there would be no residual significant hazards impact related to a project or improvement within an airport land use plan associated with the Circulation Element Update under the Mod '95 CE Alternative.

5.4 Noise

Environmental Impact: 3.0 dBA CNEL or 7.8 dBA Screening Thresholds

The Mod '95 CE Alternative will result in significant, mitigatable noise impacts. Under this alternative, future development of the following twenty-five proposed roadway segments have the potential to result in noise related impacts expected to exceed the 3.0 dBA CNEL or 7.8 dBA increase screening thresholds, or exceed the 65 dBA CNEL City Standard limit:

- Cannon Road: Melrose Drive to Western City Limits (4.4 dBA increase)
- Canyon Drive: SR-76 to Mission Avenue (3.0 dBA increase)
- Douglas Drive: El Camino Real to Mission Avenue (4.9 dBA increase)
- Melrose Drive: North River Road to SR-76 (new) (17.6-27.6 dBA increase)
- Melrose Drive: SR-76 to Spur Avenue: (4.5 dBA increase)
- Melrose Drive: Spur Avenue to North Santa Fe Avenue (4.5 dBA CNEL increase)
- Melrose Drive: North Santa Fe Avenue to Oceanside Boulevard (4.0 dBA CNEL increase)
- Melrose Drive: Oceanside Blvd. to City Limits (3.5 dBA CNEL increase)
- Mesa Drive: Mission Avenue to Foussat Road (2.9 dBA CNEL increase)
- Mesa Drive: Foussat Road to El Camino Real (2.7 dBA CNEL increase)
- Mission Avenue: Coast Hwy to Horne Street (7.3 dBA CNEL increase)
- North River Road: Vandegriff Blvd. to Stallion Road (4.2 dBA increase)
- North River Road: Stallion Road to Melrose Drive (7.8 dBA increase)
- North River Road: Melrose Drive to Eastern City Limits (4.3 dBA increase)
- North Santa Fe Avenue: Melrose Drive to Eastern City Limits (11.2 dBA increase)
- Oceanside Blvd.: Pacific Street to Coast Highway (2.1 dBA increase)
- Oceanside Blvd.: I-5 to Crouch Street (4.7 dBA increase)
- Oceanside Blvd.: Crouch Street to Foussat Road (5.2 dBA increase)

- Oceanside Blvd.: Foussat Road to El Camino Real (5.5 dBA increase)
- Old Grove Road: Mesa Drive to College Blvd. (3.4 dBA increase)
- Pala Road: Foussat Road to Los Arbolitos Blvd. (10.5-15.5 dBA increase)
- Pala Road: Los Arbolitos Blvd. To Douglas Dr. (2.3 dBA increase)
- Rancho Del Oro Drive: Mesa Drive to Oceanside Blvd. (3.3 dBA increase)
- Rancho Del Oro Drive: Oceanside Blvd. to Cameo Drive (4.1 dBA increase)
- Rancho Del Oro Drive: Cameo Drive to SR-78 (3.5 dBA increase)

With implementation of Mitigation Measure N1, these impacts would be reduced to a level less than significant at the following twenty locations depending on the amount of increase projected, facility design, local topography, and the location of noise-sensitive land uses:

- Cannon Road: Melrose Drive to Western City Limits (4.4 dBA increase)
- Canyon Drive: SR-76 to Mission Avenue (3.0 dBA increase)
- Douglas Drive: El Camino Real to Mission Avenue (4.9 dBA increase)
- Melrose Drive: SR-76 to Spur Avenue: (4.5 dBA increase)
- Melrose Drive: North Santa Fe Avenue to Oceanside Boulevard (4.0 dBA CNEL increase)
- Melrose Drive: Oceanside Blvd. to City Limits (3.5 dBA CNEL increase)
- Mesa Drive: Mission Avenue to Foussat Road (2.9 dBA CNEL increase)
- Mesa Drive: Foussat Road to El Camino Real (2.7 dBA CNEL increase)
- Mission Avenue: Coast Hwy to Horne Street (7.3 dBA CNEL increase)
- North River Road: Vandegriff Blvd. to Stallion Road (4.2 dBA increase)
- North River Road: Melrose Drive to Eastern City Limits (4.3 dBA increase)
- Oceanside Blvd.: Pacific Street to Coast Highway (2.1 dBA increase)
- Oceanside Blvd.: I-5 to Crouch Street (4.7 dBA increase)
- Oceanside Blvd.: Crouch Street to Foussat Road (5.2 dBA increase)
- Oceanside Blvd.: Foussat Road to El Camino Real (5.5 dBA increase)
- Old Grove Road: Mesa Drive to College Blvd. (3.4 dBA increase)
- Pala Road: Los Arbolitos Blvd. To Douglas Dr. (2.3 dBA increase)
- Rancho Del Oro Drive: Mesa Drive to Oceanside Blvd. (3.3 dBA increase)
- Rancho Del Oro Drive: Oceanside Blvd. to Cameo Drive (4.1 dBA increase)
- Rancho Del Oro Drive: Cameo Drive to SR-78 (3.5 dBA increase)

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly result in noise impacts. However, with the future development of the roadway system under this alternative, noise levels from roadway operations may result in an increase of up to 7.8 dBA or 3.0 dBA CNEL. The potentially significant noise impacts to the twenty-roadway segments noted above would be mitigated to below a level of significance with implementation of Mitigation Measure N1; the remaining five-roadway segments will not be reduced to a level less than significant by the recommended mitigation measure, and therefore, will be discussed in the overriding considerations, as discussed in the Final PEIR (Section 4.6).

Mitigation Measures: The Project will be conditioned as follows:

- N1** At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, or where projected traffic noise would exceed 65 dBA CNEL, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and to mitigate any identified significant impact to the extent feasible. If the new significant impacts are caused by roadway changes undertaken in another jurisdiction, that jurisdiction shall be responsible for mitigating those project noise impacts to Oceanside residents.

Facts in Support of Findings: With implementation of Mitigation Measure N1 above, there would be no residual significant noise impact along the identified twenty-roadway segments, associated with the Circulation Element Update under Mod '95 CE Alternative.

5.5 Biological Resources

Environmental Impact: Vegetation

The Mod '95 CE Alternative will result in significant, mitigable biological resources impacts. Under this alternative, significant impacts to vegetation may occur with the development of specific projects under Mod '95 CE Alternative. Riparian habitat and other sensitive natural communities were determined to be located near the following transportation facilities proposed under Mod '95 CE Alternative: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Rancho del Oro Interchange; Melrose Drive Northern Extension; Melrose Drive Southern Extension and Coast Highway. Additionally, Mod '95 CE Alternative may have a substantial effect on federally protected wetlands through direct removal, filling, hydrological interruptions, or other means, in the vicinity of the roadway improvements listed above.

Future development of Mission Avenue would not result in significant impacts to vegetation communities. Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.

The proposed MHCP is designed to mitigate the loss of biological resources throughout the North County region by providing a comprehensive framework of interconnecting habitat and measures to ensure species diversity. Therefore, the cumulative impact would be less than significant if future projects both inside Oceanside and in nearby jurisdictions are required to conform with an adopted MHCP, the City of Oceanside MHCP Subarea Plan, and implementing ordinances. Until the MHCP and Oceanside Subarea Plan are adopted, however, both direct and cumulative biological impacts would be expected, from this project and other projects in the region, as evaluated in Section 4.7 and summarized in Section 5.2.7.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact biological resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to biological resources, specifically riparian habitat, federally protected wetlands, and other sensitive natural communities, may occur. The potentially significant biological resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures BR1, BR5, BR6, BR12 and BR13, provided below from the Final PEIR (Section 4.7).

Mitigation Measures: The Project will be conditioned as follows:

- BR1** Habitat-based mitigation for the permanent and temporary project impacts to wetlands (Habitat Group A), rare uplands (Habitat Group B), coastal sage scrub (Habitat Group C), annual grasslands (Habitat Group D), and other lands (Habitat Group F) shall be consistent with established ratios in the MCHP region and City of Oceanside, as provided in the table below. Mitigation shall be completed through: 1) on-site preservation; 2) off-site acquisition of mitigation land located within the region; 3) habitat restoration that increases the habitat quality and biological function of the site; or, 4) monetary compensation to acquire, maintain and administer the preservation of sensitive biological resources, in perpetuity.

MHCP Habitat-Based Mitigation Ratios

MCHP Habitat Group	Mitigation Ratio
Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*
Habitat Group B: Rare Upland	2:1 to 3:1
Habitat Group C: Coastal Sage Scrub	1:1 to 3:1
Habitat Group D: Chaparral	0.5:1 to 1:1
Habitat Group E: Annual Grasslands	0.5:1
Habitat Group F: Other Lands	None**

Source: Merkel & Associates, 2010

* Mitigation ratios for wetland habitat may vary depending upon quality of the resource and location within the City's NCCP Subarea Plan (SAP) zones once the SAP is adopted. Final mitigation ratios for wetlands shall be governed by the SAP and applicable state and federal regulatory approvals.

*** Group F habitat may be subject to a Habitat Development Fee in accordance with conditions of an adopted NCCP Subarea Plan.*

- BR5** When proposing landscape plans adjacent to wildlife areas, permittees shall avoid the use of invasive species for the portions of development that are adjacent to wildlife areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the wildlife areas, species considered in the planting plans, biological resources being protected within their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.
- BR6** Proposed transportation infrastructure modification in proximity to wildlife areas shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into wildlife areas. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.
- BR12** Any new road should be located in the least environmentally damaging location and designed to minimize fragmentation and edge effects;
- BR13** The following measures will be considered at the project level review of each circulation element project, with the exception of Mission Avenue, and shall be incorporated as appropriate to the specific project:
- A monitoring biologist shall be onsite during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology.
 - The project shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. Temporary construction fencing shall be removed upon project completion.
 - Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures.
 - Construct noise barriers for short sections of road that may impact wildlife breeding;
 - Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels;
 - Minimize any materials sidecasting during road construction;

- The biological monitor shall have the authority to halt construction as necessary to ensure compliance with the OSAP and associated documents. The biologist shall immediately bring to the attention of the City and the Wildlife Agencies any actions not in compliance with these documents.

Facts in Support of Findings: With implementation of Mitigation Measures BR1, BR5, BR6, BR12, and BR13 above, there would be no residual significant biological resources impact related to riparian habitat, federally protected wetlands, and other sensitive natural communities, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Special Status Species & Designated Critical Habitat

The Mod '95 CE Alternative will result in significant, mitigable biological resources impacts. Under this alternative, significant impacts to sensitive species may occur with the development of specific projects under Mod '95 CE Alternative. Those species include coastal California gnatcatcher, and light-footed clapper rail associated with the SR-78/I-5 Interchange; San Diego Ambrosia, Sticky Dudleya, coastal California gnatcatcher, yellow warbler, least Bell's vireo associated with the future improvements to SR-76; least Bell's vireo and South Coast Garter Snake associated with the Pala Road extension; coastal California gnatcatcher and least Bell's vireo associated with the Rancho del Oro Interchange; least Bell's vireo associated with the Melrose Drive Northern Extension; small-flowered morning glory, southwestern spiny rush, coastal California gnatcatcher, least Bell's vireo, arroyo toad, yellow warbler, and yellow-breasted chat associated with the improvements to Melrose Drive Southern Extension; southwestern willow flycatcher, least Bell's vireo, Nuttall's lotus and light-footed clapper rail associated with improvements to Coast Highway.

Future development of Mission Avenue would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species. Future development of Mission Avenue and College Boulevard would not result in significant impacts to federally designated critical habitat for arroyo toad, southwestern willow flycatcher, least Bell's vireo, or coastal California gnatcatcher.

Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.

The proposed MHCP is designed to mitigate the loss of biological resources throughout the North County region by providing a comprehensive framework of interconnecting habitat and measures to ensure species diversity. Therefore, the cumulative impact would be less than significant if future projects both inside Oceanside and in nearby jurisdictions are required to conform with an adopted MHCP, the City of Oceanside MHCP Subarea Plan, and implementing ordinances. Until the MHCP and Oceanside Subarea Plan are adopted, however, both direct and cumulative biological impacts would be expected, from this project and other projects in the region, as evaluated in Section 4.7 and summarized in Section 5.2.7.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact biological resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to biological resources, specifically sensitive species, may occur. The potentially significant biological resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures BR2, BR3, BR4, and BR14, provided below from the Final PEIR (Section 4.7).

Mitigation Measures: The Project will be conditioned as follows:

- BR2** Coordination with responsible listing agencies (USFWS and/or CDFG) shall be completed as early as possible and in conjunction with, or prior to, the CEQA process for actions, which may affect federal and/or state listed sensitive species and/or MHCP narrow endemic species. Specific actions necessary to protect sensitive species shall be determined on a case-by-case basis. Planning policies shall include a requirement to make use of project designs, engineering and construction practices that minimize impacts to sensitive habitats and species. The City will coordinate the designs of roads and roadway improvements within or adjacent to wildlife movement linkages and corridors (inclusive of their buffers) with the Wildlife Agencies to ensure viability of the SAP Preserve. This coordination shall occur early enough in the planning process to influence the location, alignment, and design of roads and road improvements.
- BR3** Night lighting shall be directed away from wildlife areas to protect species from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MHCP Conservation Areas is not increased.
- BR4** Proposed noise-generating activities during construction and post-construction shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.
- BR14** Proposed project activities should occur outside of the avian breeding season, generally from February 15 to September 15 (as early as January 1 for raptors) to avoid take of birds or their eggs. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted. If avoidance of the avian breeding season is not feasible, the Wildlife Agencies recommend that beginning 30 days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors or listed species). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor or listed species nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptors or listed species nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and

juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why to the City (and, upon request, the Wildlife Agencies, if they so request) will determine whether to allow a narrower buffer. The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint and that the flagging/staking/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the City and shall notify the City immediately if project activities damage active avian nests.

Facts in Support of Findings: With implementation of Mitigation Measures BR2, BR3, BR4, and BR14 above, there would be no residual significant biological resources impact related to sensitive species, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Wildlife Movement and Nursery Sites

Mod '95 CE Alternative will result in significant, mitigable biological resources impacts. Under this alternative, significant impacts to migratory species or wildlife corridors may occur with the development of specific projects under Mod '95 CE Alternative. Development of the following transportation facilities proposed under Mod '95 CE Alternative could interfere substantially with wildlife species movement: SR-78/I-5 interchange; SR-76; Pala Road; Rancho del Oro Interchange; Melrose Drive Northern Extension; Melrose Drive Southern Extension; and Coast Highway. Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to migratory species or wildlife corridors, as evaluated in Section 4.7 and summarized in Section 5.2.7.

Proposed transportation developments may result in significant impacts to birds covered by the Migratory Bird Treaty Act (MBTA). Future development of Mission Avenue would not result in significant impacts to designated critical habitat for the USFWS/CNDDB special status species. Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact biological resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to biological resources, specifically migratory species and wildlife corridors, may occur. The potentially significant biological resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures BR2 through BR6, BR8 through BR14, provided below from the Final PEIR (Section 4.7).

Mitigation Measures: As required above, the Project will be conditioned to implement Mitigation Measures BR2, BR3, BR4, and BR14 (sensitive species); and, BR5, BR6, BR12 and BR13 (riparian habitat, federally protected wetlands, and other sensitive natural communities). Additional Mitigation Measures not previously identified for any of the above impacts, but which must be implemented to address migratory species and wildlife corridors, include BR8 through BR11. The Project will be conditioned to implement these additional measures as follows:

- BR8** Potential biological impacts to preserve areas (existing and proposed) and/or WCPZ/Regional Corridor and/or Agricultural Exclusion Zone identified in the Oceanside Subarea Plan (subsequently adopted) or habitat management plans of adjacent jurisdictions will require specific environmental studies associated with the proposed facilities, and subsequently mitigated to a level of less than significant.
- BR9** New roads or improvements to existing roads must include wildlife crossing improvements designed for species of concern in the area, and may include bridges, vegetated over-crossings, enlarged culverts, or other structures shown to be effective for wildlife movement, along with appropriate fencing to keep animals off of roads and funnel them to safe crossing points. The placement and design of such crossings, fences, and associated improvements (e.g., vegetation restoration) will be based on site-specific wildlife movement surveys and biological criteria included as part of the CEQA process or other appropriate implementing ordinances. Within or adjacent to the MHCP Preserve and/or WCPZ/Regional Corridor, the City will coordinate the design of the road improvements with the Wildlife Agencies to account for wildlife movement. This coordination needs to occur early enough in the planning process to influence the location, alignment, and design of the road improvements.
- BR10** Noise within underpasses should be less than 60 dBA (decibels, A-weighted scale) during the time of day at which the animals use it.
- BR11** Use skylight openings within the underpass to allow for vegetation cover within the underpass.

Facts in Support of Findings: With implementation of Mitigation Measures BR2 through BR6, BR8 through BR14, above, there would be no residual significant biological resources impact related to migratory species and wildlife corridors, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Jurisdictional Waters

Mod '95 CE Alternative will result in significant, mitigable biological resources impacts. Under this alternative, significant impacts to jurisdictional resources may occur with the development of specific projects under Mod '95 CE Alternative. Those jurisdictional resources include the Buena Vista Lagoon at the SR-78/I-5 and Rancho Del Oro interchange improvements; San Luis Rey River at the SR-76, Pala Road extension, Melrose Drive Northern Extension, and Coast Highway improvements; Loma Alta Creek at College Boulevard and Coast Highway; and the Melrose Drive southern extension BSA at the Melrose Drive Southern Extension improvements.

Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage. Future development of Mission Avenue and Melrose Drive Southern Extension would not result in significant impacts to jurisdictional waters.

The proposed MHCP is designed to mitigate the loss of biological resources throughout the North County region by providing a comprehensive framework of interconnecting habitat and measures to ensure species diversity. Therefore, the cumulative impact would be less than significant if future projects both inside Oceanside and in nearby jurisdictions are required to conform with an adopted MHCP, the City of Oceanside MHCP Subarea Plan, and implementing ordinances. Until the MHCP and Oceanside Subarea Plan are adopted, however, both direct and cumulative biological impacts would be expected, from this project and other projects in the region, as evaluated in Section 4.7 and summarized in Section 5.2.7.

Finding: The adoption of the update to the Circulation Element would result in construction that would directly impact biological resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to biological resources, specifically sensitive species, may occur. The potentially significant biological resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures BR1, BR6, BR7 and BR13, provided below from the Final PEIR (Section 4.7).

Mitigation Measures: The Project will be conditioned according to BR1, BR6, BR13 stated above as well as BR7 as follows:

- BR7** Project impacts to jurisdictional waterways would require issuance of the following permits by regulatory federal and state agencies: 1) Army Corps of Engineers (ACOE), CWA Section 404 permit for placement of dredged or fill material within waters of the U.S.; 2) Regional Water Quality Control Board (RWQCB), CWA Section 401 state water quality certification/waiver for an action that may result in degradation of waters of the State; and, 3) CDFG, California Fish and Game Code, Section 1602 agreement for alteration of a streambed. Mitigation for unavoidable and/or minimized impacts to jurisdictional waterways would be required as part of the permitting process to ensure a no-net-loss of wetland habitat functions and values.

Facts in Support of Findings: With implementation of Mitigation Measures BR1, BR6, BR7 and BR13, there would be no residual significant biological resources impact related to sensitive species, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: MHCP and Oceanside Subarea Plan

Mod '95 CE Alternative will result in significant, mitigable biological resources impacts. Under this alternative, significant impacts to the MHCP/Subarea Plan may occur with the development of specific projects under Mod '95 CE Alternative. The MHCP/Subarea Plan impacts may occur within the unadopted Oceanside preserve or the Carlsbad "Hardline" Conservation Area due to the SR-78/I-5 improvements and Rancho Del Oro interchange improvements; along Oceanside's "Hardline" Preserve and/or WCPZ/Regional Corridor due to the SR-76 improvements, Pala Road Extension improvements, College

Boulevard improvements, Melrose Drive Northern Extension improvements, Melrose Drive Southern Extension improvements, Coast Highway improvements, Inland Rail Trail and portions of the Hi-Hope Ranch Trails.

No significant biological impact is anticipated at Mission Avenue as a result of the proposed project at those locations; therefore, no mitigation measures are proposed. Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.

The proposed MHCP is designed to mitigate the loss of biological resources throughout the North County region by providing a comprehensive framework of interconnecting habitat and measures to ensure species diversity. Therefore, the cumulative impact would be less than significant if future projects both inside Oceanside and in nearby jurisdictions are required to conform with an adopted MHCP, the City of Oceanside MHCP Subarea Plan, and implementing ordinances. Until the MHCP and Oceanside Subarea Plan are adopted, however, both direct and cumulative biological impacts would be expected, from this project and other projects in the region, as evaluated in Section 4.7 and summarized in Section 5.2.7.

Finding: The adoption of the update to the Circulation Element would result in construction that would directly impact biological resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to biological resources, specifically sensitive species, may occur. The potentially significant biological resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measure BR8, provided below from the Final PEIR (Section 4.7).

Mitigation Measure: The Project will be conditioned as Mitigation Measure BR8 is described above.

Facts in Support of Findings: With implementation of Mitigation Measures BR8 above, there would be no residual significant biological resources impact related to sensitive species, associated with the Circulation Element Update under Mod '95 CE Alternative.

5.6 Cultural Resources

Environmental Impact: Historic

The Mod '95 CE Alternative will result in significant, mitigable cultural resources impacts. Under this alternative, significant impacts to historical resources may occur with the development of specific projects under the Mod '95 CE Alternative. Historic resources are located near the following transportation facilities proposed under the Mod '95 CE Alternative and could incur significant impacts: SR-78/I-5 interchange; SR-76; Mission Avenue; Pala Road; and Rancho del Oro Interchange. In addition implementation of Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to historical resources, as evaluated in Section 5.2.8.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact cultural resources. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to cultural resources,

specifically historical resources as defined in Section 15064.5, may occur. The potentially significant cultural resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures CR2, provided below from the Final PEIR (Section 4.8).

Mitigation Measures: The Project will be conditioned as follows:

- CR2** Prior to issuance of any permit that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure meets any of the following criteria: (1) California Register-Listed or formally determined eligible, (2) San Diego Register-Listed or formally determined eligible, or (3) meets the CEQA criteria for a historic resource. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness or structural integrity.

Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historic resource.

A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historic resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

Facts in Support of Findings: With implementation of Mitigation Measures CR2 above, there would be no residual significant cultural resources impact related to historical resources, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Archaeological

Mod '95 CE Alternative will result in significant, mitigable cultural resources impacts. Under this alternative, significant impacts to archaeological resources may occur with the development of specific projects under Mod '95 CE Alternative. Archaeological resources are located near the following transportation facilities proposed under Mod '95 CE Alternative and could incur significant impacts: SR-78/I-5 interchange; SR-76; Coast Highway; Pala Road; Rancho del Oro Interchange; and Melrose Drive North extension.. Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to archaeological resources, as evaluated in Section 5.2.8.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact cultural resources. However, it is possible that when specific transportation facilities included

in Mod '95 CE Alternative are designed and implemented, site-specific impacts to cultural resources, specifically archaeological resources as defined in Section 15064.5, may occur. The potentially significant cultural resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures CR1, provided below from the Final PEIR (Section 4.8).

Mitigation Measures: The Project will be conditioned as follows:

CR1 As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historic or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

1. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. A Native American monitor shall be present during any field reconnaissance surveys for cultural resources. A cultural resource inventory of the project Area of Potential Effect (APE) is required to identify previously unrecorded cultural resources. Before actual field reconnaissance would occur, background research is required which includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. The project archaeologist will determine the likelihood for the project site to contain cultural resources by reviewing site photographs and existing historic information and conducting a site visit. A Native American monitor shall be present during any field reconnaissance surveys for cultural resources. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable.
2. Cultural resource significance evaluations are required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and if there is a likelihood that the resource still exists. Significance evaluations will not be required if the resource has been evaluated for CEQA significance or for National Register eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be re-evaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources.

3. An archaeological testing program will be required, which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features and research potential. It should be noted, that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). Prior to any excavations at the project site, a pre-excavation agreement will be implemented by the City with the applicable Native American organization(s).
4. If significant cultural resources are identified within the APE, the site may be eligible for designation. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.
5. Preferred mitigation for cultural resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design for a data recovery program shall be prepared. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as but not limited to, existing development or dense vegetation. Prior to construction monitoring a Cultural Resource Mitigation Monitoring Plan will be prepared by the Project Archaeologist. Tribal representatives will be provided with a copy of the CRMMP once completed, and any other reports generated as a result of the CRMMP.
6. A Native American observer must be retained for all ground disturbing activities, including all clearing, excavation, grading and trenching, whenever a Native American Traditional Cultural Property or archaeological site within the APE of a City project would be impacted. If cultural resources are discovered during construction, all earth moving activity within and around the immediate discovery area shall be diverted until the nature and significance of the resource can be assessed. Both the archaeological monitor and Native American monitor will have the authority to halt ground disturbance in the event of a potentially significant discovery. In the event that human remains are encountered

during data recovery and/or monitoring program, the provisions of Public Resources Code Section 5097 must be followed. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. The return of artifacts of cultural importance to the Luiseño, recovered during cultural resource evaluation, data recovery, or mitigation monitoring, shall be negotiated between the Tribe and the City of Oceanside, Caltrans, or the private landowner, as applicable.

Facts in Support of Findings: With implementation of Mitigation Measure CR1 above, there would be no residual significant cultural resources impact related to archaeological resources, associated with the Circulation Element Update under the Mod '95 CE Alternative.

Environmental Impact: Human Remains

The Mod '95 CE Alternative will result in significant, mitigable cultural resources impacts. Under this alternative, significant impacts associated with the disturbance of human remains, may occur with the development of specific projects under Mod '95 CE Alternative. While there are no known burial sites in the vicinity of the proposed roadway system improvement proposed under the Mod '95 CE Alternative, there is a potential for encountering previously undiscovered human remains. This would be considered a significant impact. The Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to the disturbance of human remains, as evaluated in Section 5.2.8.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact cultural resources. However, it is possible that when specific transportation facilities included in the Mod '95 CE Alternative are designed and implemented, site-specific impacts to cultural resources, specifically previously undiscovered human remains, may occur. The potentially significant cultural resources impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measures CR3, provided below from the Final PEIR (Section 4.8).

Mitigation Measures: The Project will be conditioned as follows:

- CR3** When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
- The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
- If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission within 24 hours.
- The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
- The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Facts in Support of Findings: With implementation of Mitigation Measure CR3 above, there would be no residual significant cultural resources impact related to the disturbance of human remains, associated with the Circulation Element Update under the Mod '95 CE Alternative.

5.7 Geology/Soils

Environmental Impact: Unstable Geologic Unit/Soil

The Mod '95 CE Alternative will result in significant, mitigable geology/soils impacts. Under this alternative, significant impacts resultant from being located on a geologic unit or soil that is unstable may occur with the development of specific projects under the Mod '95 CE Alternative. Based on the County of San Diego Map of Landslide Susceptibility Areas, there are areas within the City of Oceanside that have a moderate susceptibility to landslides. These areas are generally located east of I-5, south of SR-76, and north of SR-78. The potential for landslide and slope stability on proposed key network circulation improvements is considered a significant impact. Furthermore, soils typically found within the City of Oceanside are considered moderately to highly expansive. The Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to geology and soils, as evaluated in Section 5.2.9.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact geology and soils. However, it is possible that when specific transportation facilities included in the Mod '95 CE Alternative are designed and implemented, site-specific impacts associated with soil instability, including landslides and otherwise expansive soils, may occur. The potentially significant geology/soils impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measure GS1, provided below from the Final PEIR (Section 4.9).

Mitigation Measures: The Project will be conditioned as follows:

- GS1** A comprehensive geotechnical evaluation, including development-specific surface exploration and laboratory testing, shall be conducted prior to design and construction of any Circulation Element facility improvement within the project area. The purpose of the subsurface evaluation would be to: 1) further evaluate the subsurface conditions in the area of future infrastructure or improvements; and, 2) provide information pertaining to the engineering characteristics of earth materials associated with each development. From these data, recommendations for grading, earthwork, surface and subsurface drainage, foundations, pavement structural sections, sedimentation mitigation, and other pertinent geotechnical design considerations may be formulated.

The Rose Canyon fault has been mapped west of the project area. Accordingly, the project area has a potential for moderate ground motions due to an earthquake on the active Rose Canyon fault. Therefore, the potential for moderate seismic accelerations will need to be considered in the design of future structures or improvements. The level of risk associated with these seismic accelerations is the level of risk assumed by the UBC minimum design requirements.

The presence of potentially expansive soils shall be evaluated as part of the geotechnical design phase of any improvement. Measures may include removal of these soils and replacement with compacted fill.

Facts in Support of Findings: With implementation of Mitigation Measure GS1 above, there would be no residual significant geology/soils impact related to soil instability (e.g., landslides, expansive soils), associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact: Seismically Active Region

The Mod '95 CE Alternative will result in significant, mitigable geology/soils impacts. Under this alternative, significant impacts result from being located in a seismically active region. Potential seismic related impacts related to the Mod '95 CE Alternative include liquefaction in the area located along the San Luis Rey River with the development of the Melrose Drive North extension, and SR-76 with the development of the Pala Road extension and the potential for liquefaction on proposed key network circulation improvements is considered a significant impact.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact geology and soils. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts associated with seismicity, including liquefaction, may occur. The potentially significant geology/soils impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measure GS1, provided below from the Final PEIR (Section 4.9).

Mitigation Measures: The Project will be mitigated using Mitigation Measure GS 1, as described above.

Facts in Support of Findings: With implementation of Mitigation Measure GS1 above, there would be no residual significant geology/soils impact related to seismicity (e.g., liquefaction) or groundwater associated with the Circulation Element Update under the Mod '95 CE Alternative.

Environmental Impact: Expansive Soils and Groundwater

As identified in Table 4.9-1, the soils generally expected to occur in the City are considered moderately to highly expansive. As such, the potential for expansive soils to affect the site of proposed key network circulation improvements is considered a significant impact. A site-specific geotechnical evaluation will be required to assess the severity of expansive soils on the sites of future key network circulation element improvements and proper mitigation required to offset potential significant impacts. In addition, Groundwater is likely to be at or near the surface in the bottom of the San Luis Rey River and Loma Alta Creek. Any future improvements in or near these areas would need to account for the potential for groundwater. Future improvements in or near these areas would need to account for the potential for groundwater. Future improvements near these areas include the Pala Road Extension and the Melrose Drive North Extension (San Luis Rey River), as well as College Boulevard (Loma Alta Creek). As such, the potential presence of groundwater is considered a significant impact. Mod '95 CE Alternative is not anticipated to contribute to significant cumulative impacts related to geology and soils as evaluated in Section 5.2.9.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact geology and soils. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts associated with expansive soils and ground water may occur. The potentially significant geology/soils impact noted above would be mitigated to below a level of significance with implementation of Mitigation Measure GS1, provided below from the Final PEIR (Section 4.9)_

Mitigation Measures: The Project will be mitigated using Mitigation Measure GS 1, as described above.

Facts in Support of Findings: With implementation of Mitigation Measure GS 1 above, there would be no residual significant geology/soils impact related to expansive soils or ground water, associated with the Circulation Element Update under the Mod '95 CE Alternative.

5.8 Aesthetics

Environmental Impact: Future improvements to transportation facilities within the project area may result in significant aesthetic impacts. Oceanside scenic areas that may be affected by Mod '95 CE Alternative facilities include:

- San Luis Rey River: Melrose Drive Northern Extension, Pala Road Extension SR-76, Coast Blvd.
- Buena Vista Lagoon: I-5/SR-78 interchange, Coast Blvd.
- Mission San Luis Rey Historic District: Mission Ave.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact aesthetics. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts to scenic vistas, existing visual character, and as a result of a new source of light or glare, may occur. The potentially significant aesthetic impacts noted above would be mitigated to below a level of significance with implementation of Mitigation Measure A1, provided below from the Final PEIR (Section 4.11).

Mitigation Measures: The Project will be conditioned as follows:

- A1** Potential future visual/aesthetic impacts shall be assessed in future facility-specific environmental document(s) as required under CEQA, and appropriate mitigation measures identified, if required at that time, to reduce or avoid significant impacts.

Facts in Support of Findings: With implementation of Mitigation Measure A1 above, there would be no residual significant aesthetic impact to scenic vistas, existing visual character, or as a result of a new source of light or glare, associated with the Circulation Element Update under the Mod '95 CE Alternative.

5.9 Hydrology/Water Quality

Environmental Impact:

Hydrology/Drainage

Improvements to transportation facilities of the project area may require grading or alteration of the topography that could affect the hydrologic function of these drainages, altering localized drainage patterns and runoff. This issue is considered a significant impact.

Flooding

Improvements to transportation facilities in the following areas, SR-76, Pala Drive Extension, and the Melrose Drive Northern Extension Coast Highway improvements, College Avenue improvements, and the SR-78 interchanges at I-5 and at Rancho del Oro, have the potential to impede or redirect flood flows. Each project would need to be evaluated to ensure it does not adversely impact flooding. This issue is considered a significant impact.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact hydrology or water quality. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts related to the violation of current water quality standards or waste discharge requirements, may occur. The potentially significant hydrology/water quality impacts noted above would be mitigated to below a level of significance with implementation of Mitigation Measures HWQ1, provided below from the Final PEIR (Section 4.12).

Mitigation Measures: The Project will be conditioned as follows:

HWQ1 A detailed hydrology study shall be prepared for each specific improvement/development that addresses the onsite and offsite hydrological and drainage characteristics of each proposed roadway improvement. For proposed improvements located within or adjacent to the 100-year floodplain, additional consideration shall be given to the design of the project. An appropriate drainage control plan that controls runoff and drainage in a manner acceptable to City Engineering Standards for the specific improvement shall be implemented. The drainage control plan shall be implemented in accordance with the recommendations of the hydrology study and shall address on-site and off-site drainage requirements to ensure on-site runoff will not adversely affect off-site areas or alter the existing drainage pattern of the site or off-site areas.

Facts in Support of Findings: With implementation of Mitigation Measures HWQ1 above, there would be no residual significant hydrology/water quality impact related to the violation of current water quality standards or waste discharge requirements, associated with the Circulation Element Update under Mod '95 CE Alternative.

Environmental Impact:

Water Quality – Short-Term:

Future Improvements to transportation facilities have the potential to result in a violation of water quality standards through sedimentation/siltation or emissions from construction related activities to local surface waters and ground waters. Such impacts to water quality are considered a significant impact.

Water Quality – Long-Term:

Given the current status of the Buena Vista Creek, Buena Vista Lagoon, Loma Alta Creek, and San Luis Rey River on the 303(d) list of impaired waters and the potential for future non-compliance with the water quality regulations. Such impacts to water quality are considered a significant impact.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact hydrology or water quality. However, it is possible that when specific transportation facilities included in Mod '95 CE Alternative are designed and implemented, site-specific impacts resultant from the alteration of existing drainage or creation/contribution to runoff may occur. The potentially significant hydrology/water quality impacts noted above would be mitigated to below a level of significance with implementation of Mitigation Measure HWQ2 and HWQ3, provided below from the Final PEIR (Section 4.12).

Mitigation Measures: The Project will be conditioned as follows:

HWQ2 Prior to commencement of construction activities for future development/improvement activities, in compliance approval documentation with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit

No. CAS000002)) and the Regional Municipal Stormwater Permit (Order No. R9-2007-0001, NPDES No. CAS0108758) shall be obtained. Under the General Construction Stormwater Permit, the following components are required, a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and a Monitoring Program and Reporting Requirements. Required elements of SWPPP include:

- Site description addressing the elements and characteristics specific to the site;
- Description of Best Management Practices (BMPs) and Low Impact Design (LID) concepts for erosion and sediment controls;
- BMPs for construction waste handling and disposal;
- Implementation of approved local plans;
- Proposed post-construction controls, including description of local post-construction erosion and sediment control requirements as well as requirements for regular maintenance;
- Non-storm water management;
- Identify a sampling and analysis strategy and sampling schedule for discharges from construction activity which discharges into water bodies listed on the 303(d) list of impaired water bodies; and,
- For all construction activity, identify a sampling and analysis strategy and sampling schedule for pollutants, which are not visually detectable in stormwater dischargers, which are known to occur on the construction site, and which could cause or contribute to an exceedance of water quality objectives in receiving waters.

Some of the BMPs that shall be used during construction for compliance with the City of Oceanside Municipal Code, General Construction Stormwater Permit, and Regional Municipal Stormwater Permit include, but are not limited to:

- Silt fence, fiber rolls, or gravel bag berms
- Street Sweeping
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseed, soil binders, or straw mulch

HWQ3 All future development/improvement projects shall obtain comply with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002) and the Regional Municipal Stormwater Permit (Order No. R9-

2007-0001, NPDES No. CAS0108758), including the City's SUSMP requirements. Components of future development/improvement project design that will help achieve compliance with these long-term water quality regulations shall include, but are not limited to:

- Infiltration basins
- Retention/detention basins
- Biofilters
- Structural controls
- Low Impact Design (LID) concepts

Facts in Support of Findings: With implementation of Mitigation Measure HWQ2 and HWQ3 above, there would be no residual significant hydrology/water quality impact related to the violation of current water quality standards or waste discharge requirements, associated with the Circulation Element Update under Mod '95 CE Alternative.

5.10 Paleontological Resources

Environmental Impact:

Future development of the following transportation facilities have the potential to result in the excavation of potential fossil-bearing geologic formations and the impact is considered significant:

- SR-78/I-5 Interchange
- SR-76 Six Lanes
- College Boulevard
- Rancho del Oro Interchange
- Melrose Drive Southern Extension
- Mission Avenue
- Coast Highway

Future development of the Pala Road Extension or the Melrose Drive Northern Extension would not result in significant impacts to paleontological resources.

Potential paleontological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.

Finding: The adoption of the update to the Circulation Element would not result in construction that would directly impact paleontological resources. However, it is possible that when specific transportation facilities included in the Mod '95 CE Alternative are designed and implemented, site-specific impacts may occur.

The potentially significant impacts noted above would be mitigated to below a level of significance with implementation of Mitigation Measure PR1, provided below from the Final PEIR (Section 4.13).

Mitigation Measures: The Project will be conditioned as follows:

- PR1** Prior to project site grading at site locations with potential fossil-bearing formations, a qualified paleontologist shall be retained to carry out an appropriate mitigation program. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontology procedures and techniques.
- The qualified paleontologist shall be present at the pre-construction meeting to consult with grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.
 - A paleontological monitor shall be onsite on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Pleistocene Terrace Deposits and Santiago Formation) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist.
 - When fossils are discovered the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.
 - Fossil remains collected during the monitoring and salvage portion of the paleontological mitigation program shall be cleaned, repaired, sorted, and cataloged.
 - Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support for initial specimen storage.
 - A final paleontological monitoring and recovery (if applicable) summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

Facts in Support of Findings: With implementation of Mitigation Measure PR1 above, there would be no residual significant impact to paleontological resources associated with the Circulation Element Update under the Mod '95 CE Alternative.

6.0 Findings Regarding Significant Environmental Effects Which Remain Significant and Unavoidable after Mitigation

The Final PEIR identifies four subject areas in which the Project will result in an impact on the environment, which will have significant environmental effects, even after the application of all feasible mitigation measures identified in the Final PEIR: traffic/circulation, greenhouse gas emissions, noise, and agricultural resources. In accordance with CEQA Guidelines Section 15092(b)(2), the City shall not approve the Project unless it first finds under CEQA Section 21081(a) and CEQA Guidelines Section 15091(a) that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final PEIR, and also finds under CEQA Guidelines 15092(b)(2)(B) that the remaining significant effects are acceptable due to overriding considerations as described in CEQA Section 15093.

6.1 Traffic/Circulation

Environmental Impact: Intersections

The following eight intersections would operate at LOS E in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures to improve the operation to LOS D or better would not be feasible.

- (#7) Mission Avenue & I-5 SB Ramps (PM - LOS E)
- (#10) Oceanside Blvd & I-5 SB Ramps (PM - LOS F)
- (#11) Oceanside Blvd & I-5 NB Ramps (PM -LOS E)
- (#12) Oceanside Blvd & Crouch St. (PM-LOS E)
- (#13) SR-76 & Foussat Road (AM - LOS E)
- (#16) El Camino Real & Oceanside Blvd (AM-LOS E)
- (#22) Douglas Dr. & El Camino Real (AM-LOS F; PM-LOS E)
- (#38) College Boulevard & Oceanside Boulevard (PM - LOS E)

Finding: The adoption of the update to the Circulation Element would not directly result in construction of roadway improvements. However, it is possible that when those specific transportation facilities noted above are designed and implemented, site-specific impacts to traffic and circulation may occur. The potentially significant traffic/circulation impact would not be mitigated on the eight intersections listed above to below a level of significance with implementation of Mitigation Measures T1-T6, T9 and T17, provided below from the Final PEIR (Section 4.2).

Mitigation Measures: The Project will be conditioned as follows:

Provide additional turn and through lanes at the subject intersections, per mitigation measures T1-T6, T9 and T17 in EIR Section 4.2.4.

- T1** Mission Avenue/I-5 SB Ramps
Eastbound-Provide 3 Thru Lanes; Westbound-Provide 2 Left-Turn Lanes, 3 Thru Lanes
- T2** Oceanside Boulevard/I-5 SB Ramps
Eastbound – Provide 2 Left Turn Lanes; 3 Thru Lanes and Westbound – Provide 3 Thru Lanes
- T3** Oceanside Boulevard/ I-5 NB Ramps
Provide 3 Westbound and Eastbound Thru Lanes
- T4** Oceanside Boulevard/Crouch Street
- T5** SR-76/Foussat Road
The AM impacts cannot be fully mitigated, but peak hour conditions can be improved to LOS E by: Northbound – Provide 2 Right Turn Lanes and Southbound – Provide 3 Thru Lanes
- T6** El Camino Real/ Oceanside Boulevard
Provide 3 Westbound and Eastbound Thru Lanes
- T9** Douglas Drive/ El Camino Real
Westbound – Provide Dedicated Left and Thru Lane; Southbound – Provide 3 Thru Lanes; Northbound – Provide 2 Thru Lanes with 1 Dedicated Right Turn Lane
- T17** College Boulevard/ Oceanside Boulevard
Eastbound – Provide 2 Right Turn Lanes

Facts in Support of Findings: With implementation of Mitigation Measures T1-T6, T9 and T17 above, there would be residual significant traffic/circulation impacts associated with the Circulation Element Update for the eight intersections listed above, under Mod '95 CE Alternative.

Environmental Impact: Road Segments

The following twelve road segments would operate at LOS E or F in 2030 under the Mod '95 CE Alternative and recommended mitigation measures to improve the operations to LOS D or better would not be feasible; thus, the following road segment improvements would have significant and unmitigable impacts.

- Coast Highway: Wisconsin Avenue to Oceanside Blvd (LOS E)
- College Blvd: SR-76 to Mesa Drive (LOS E) (2 segments)
- College Blvd: Oceanside Blvd to Olive Drive (LOS F)

- College Blvd: Waring Rd to Plaza Dr (LOS E) (3 segments)
- College Blvd: Lake Blvd to southern City Limits (LOS F)
- El Camino Real: Vista Way to SR-78 (LOS E)
- Mesa Drive: Mission Avenue to Foussat Road (LOS F)
- Oceanside Blvd: Crouch Street to Foussat Road (LOS E)
- Vista Way: College Blvd. to SR-78 WB Ramps (LOS F)

Finding: The adoption of the update to the Circulation Element would not directly result in construction of roadway improvements. However, it is possible that when those specific transportation facilities noted above are designed and implemented, site-specific impacts to traffic and circulation may occur. The potentially significant traffic/circulation impact would not be mitigated on the twelve-roadway segments listed above to below a level of significance with implementation of Mitigation Measures T21-T28, T32, T34, T35 and T36, provided below from the Final PEIR (Section 4.2).

Mitigation Measures: If feasible, widen the roadways along the subject segments, per mitigation measures T21-T28, T32, T34, T35 and T36 in EIR Section 4.2.4.

- T21** Coast Highway: Wisconsin Ave. to Oceanside Boulevard
Remove on-street parking and widen to a Secondary Collector 64/84 cross section
- T22** College Boulevard: SR-76 to Frazee Road
Widen to a 6-lane Major Arterial
- T23** College Boulevard: Frazee Road to Mesa Drive
Widen to a 6-lane Major Arterial
- T24** College Boulevard: Oceanside Boulevard to Olive Drive
Widen to a 6-lane Prime Arterial
- T25** College Boulevard: Waring Road to Vista Way
Widen to a 6-lane Prime Arterial
- T26** College Boulevard: Vista Way to SR-78
Widen to a 6-lane Prime Arterial
- T27** College Boulevard: SR-78 to Plaza Drive
Widen to a 6-lane Prime Arterial
- T28** College Boulevard: Lake Boulevard to Southern City Limits
Widen to a 6-lane Major Arterial

- T32** El Camino Real: Vista Way to SR-78
Widen to 8-lanes

- T34** Mesa Drive: Mission Ave. to Fousat Road
Widen to a 50/70 Collector

- T35** Oceanside Boulevard: Crouch Street to Fousat Road
Widen to a 6-lane Major Arterial

- T36** Vista Way: College Boulevard to SR-78 Ramps
Provide WB Dedicated Right-Turn lane and Lengthen the WB left-turn lane at the College Boulevard/ Vista Way Intersection

Facts in Support of Findings: With implementation of Mitigation Measures T21-T28, T32, T34, T35 and T36 above, there would be residual significant traffic/circulation impacts associated with the Circulation Element Update for the twelve-roadway segments listed above, under Mod '95 CE Alternative.

The proposed project is the update of the City of Oceanside's General Plan Circulation Element. Pursuant to California Government Code 65302(b), a Circulation Element is a required component in all County and City General Plans. The purpose of the Circulation Element is to present a guide to the future development of the City's transportation system, which provides for the efficient movement of people and goods. The most recent amendment to the City's Circulation Element occurred in 1995. As a general rule, it is required by the state to update components of the General Plan every 10 years. This is necessary to maintain a set of policies and goals that are representative of the current and future needs of the community.

The City of Oceanside standard for the LOS on Circulation Element roads is LOS D. An objective of the Circulation Element Update is to improve the efficiency of the existing transportation system and to improve the network for future demand. The Mod '95 CE Alternative road network balances the benefits of an acceptable LOS with constraints that limit the City's ability to provide improvements, including road widening or traffic signals. Constraints encountered when balancing such improvements include environmental and existing land development. Where construction of some roads would significantly impact important biological habitats, destroy archaeological sites, impact waterways, or require the demolition of historic landmarks, the preservation of such resources may outweigh the benefits of road improvements. Thus, a lower LOS may be acceptable as a tradeoff for avoiding environmental impacts. In addition, the effort to avoid or mitigate these environmental impacts may result in a significant increase in construction costs due to engineering or purchase of mitigation credits offsite. While adopting the update to the Circulation Element under Mod '95 CE Alternative would not result in direct impacts to the environment, future design and implementation of site-specific projects may.

When roadway improvements are in conflict with existing development, including commercial and office buildings, historic buildings, established neighborhoods, those improvements could negatively affect

existing structures or communities. Wider roads may divide a town and change its character. Costs to widen a road are substantially increased by the acquisition of right-of-way and the relocation of existing land uses. If costly construction or widening of roads substantially disrupts the vitality of a neighborhood or community, a lower LOS may be preferable. In some instances, road improvements may also increase dangers to pedestrians, in which case a lower LOS may be preferable.

Finding the balance between the roadway improvements and existing constraints results in the need to consider the road operations and sometimes consider that the more preferable choice is a minimal deficiency in performance versus the impacts to the environment or existing land use. The City seeks to minimize environmental impacts and minimize road construction costs associated with the proposed update to the Circulation Element. The nature of the constraints, the impact of needed improvements, potential effects on sensitive habitat/species, the availability of alternate routes, the cost of construction, and the need for better traffic circulation are carefully considered by staff before making a recommendation to accept a failing LOS. Acceptance of a lower LOS is particularly appropriate when underutilized, alternate routes are available.

The Modified '95 CE Alternative would reduce impacts to below significant on more roadway intersections than Alternative 1; however, this alternative still would result in traffic/circulation impacts that are not mitigated to a level below significant on twelve roadway intersections. Furthermore, The Modified '95 CE Alternative would result in greater environmental effects to biological and cultural resources than Alternative 1, as detailed in the PEIR. Therefore, Alternative 1, while it would not include all of the roadway improvements identified for the Modified '95 CE Alternative, it would include the completion of many of the roadway improvements previously adopted by the City (e.g., Melrose Drive extension, Mission Avenue, and College Boulevard), while omitting those that would result in the greatest environmental impact.

Conclusion: As discussed above, the new or expanded twelve-roadway segments and eight intersections would be infeasible because application of all feasible mitigation and project design measures would not achieve a level of less than significant. There are no feasible project alternatives that would achieve a level of less than significant at all roadway segments and intersections while still meeting the most basic objectives for the project; impacts associated with traffic/circulation would remain significant and unavoidable.

6.2 Greenhouse Gas Emissions

Environmental Impact:

CO₂ Emissions

The proposed project would result in the production of vehicular emissions of approximately 34.93 million metric tons (MMT) of CO_{2e} per year, an increase of 4.4 MMT from existing conditions, which exceeds the recommended CAPCOA/CARB significance criterion of 900 metric tons of CO_{2e} per year. This increase is identified as a cumulative significant greenhouse gas emissions impact.

Assembly Bill 32 (AB 32)

The increased GHG emissions associated with the proposed project would conflict with the California state goal under AB 32 of a reduction in GHG emissions from 2005 emission levels, which is a significant cumulative impact.

Finding: The adoption of the update to the Circulation Element would not result in direct impacts to greenhouse gas emissions. However, with the buildout of the roadway system as proposed under the Mod '95 CE Alternative, there would be a cumulatively considerable significant impact associated with greenhouse gas emissions. While implementation of Mitigation Measures GHG1 through GHG3 would help reduce cumulative project-related GHG emissions, they will not be able to reduce the City's projected additional 4.4 MMT per year of CO_{2e} emissions to less than 900 MT per year (the CAPCOA/CARB screening criterion), and it is not anticipated that the measures will be able to reduce existing GHG emission levels by 25 percent, to a City-wide total of 22.9 MMT per year, as required by state law. The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make other mitigation measures or Project alternatives identified in the Final PEIR infeasible.

Mitigation Measures: Mitigation measures necessary to mitigate impacts resultant from the Circulation Element Update under the Mod '95 CE Alternative have been identified within the Final PEIR. The following three measures are the only feasible mitigation measures that would reduce impacts associated with the Mod '95 CE Alternative, but would not fully mitigate impacts associated with greenhouse gas emissions to below a level of significance.

GHG1 Prior to issuance of a grading permit, or if no grading permit is required, prior to commencing grading for any of the proposed improvements, the contractor shall demonstrate to the satisfaction of the City Engineer that the following greenhouse gas offset measures have been implemented or will be implemented during construction activities:

1. The Diesel Equipment (Compression Ignition) offset Strategies (40% to 60% Reduction):
 - a. Electricity from power poles shall be used rather than temporary diesel power generators.
 - b. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard on precombustion chamber engines.
2. Scraper equipment shall meet the "Blue Sky Series" equivalent standard (reference Mitigation Measure AQ-2 in Section 5.3-Air Quality.)
3. Other construction equipment used for the project shall utilize EPA Tier 2 or better engine technology.
4. Vehicular Trip (Spark Ignition) Offset Strategies (30% to 70% Reduction):
 - a. Commute alternatives shall be encouraged by informing construction employees about transportation options for reaching the construction site.
 - b. Construction vehicles shall be kept well maintained to prevent leaks and minimize emissions.

GHG2 Where feasible, Applicants shall consider compliance with the following measures. These measures shall be shown on the building plans for each component of the project to ensure that the features shall be incorporated into the project. Verification of compliance shall be accomplished as part of City inspection of buildings prior to issuance of certificate of occupancy.

Onsite Energy Offset Strategies (50% to 70% reduction):

1. All new structures shall meet California Code of Regulations Title 24 part 6: California's Energy Efficiency Standards.
2. All new structures shall use compact fluorescent lights.
3. Dimmable ballasts to dim lights to take advantage of daylight shall be installed.
4. A programmable thermostat shall be installed in all habitable units to control heating and air conditioning.
5. All major hot water pipes shall be insulated.
6. Refrigeration cold suction lines shall be insulated.
7. Weather stripping shall be used to close air gaps around doors and windows.
8. Electrical equipment, including all appliances shall be Energy Star compliant.
9. Ceiling fans shall be installed in the cottages and affordable housing units.

GHG3 Implement the following operational mitigation measures EIR for future projects in Oceanside, where feasible, especially projects relating to larger employers.

1. Reduce vehicular emissions by implementing Transportation Demand Management (TDM) strategies, including shuttle service from major activity centers to public transit stops and stations; provide sidewalks along all future project roadways, connecting to transit stops; provide bike lanes on all major project internal roadways; develop and maintain a bikeway plan; and promote TDM principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and use of public transportation or other measures, as appropriate.
2. Identify activity centers that would benefit from increased transit access, and work with North County Transit District (NCTD) to enhance service to these centers.
3. Establish a carpool/vanpool program, including preferential parking for carpools and vanpools.
4. Implement a parking fee program or a parking cash-out program for non-driving employees.
5. Orient future building entrances near transit stops, to the maximum extent practicable.

6. As public transit providers expand services in the future, the City shall ensure that bus stops and other improvements for those services are available.
7. [Project developers to] plant shade trees in parking lots.
8. [Project developers to] reduce standard paving area by 20 percent.
9. [Project developers to] use energy-efficient and automated controls for air conditioning. Additionally, use lighting controls and energy-efficient interior lighting and built-in appliances.
10. [Project developers to] use double-paned windows and low-emission water heaters.

The Project will be conditioned to implement the above measures; however, facts in support of the findings and a statement of overriding considerations has been prepared to detail how the Project benefits associated with the selection of the Mod '95 CE Alternative are substantial and outweigh the unavoidable adverse environmental effects related to greenhouse gas emissions.

Facts in Support of Findings: Transportation is the largest source of GHG emissions in California and represents approximately 60% of annual CO₂ emissions generated in the state (CEC 2006). Because the Circulation Element Update addresses the mobility of the residents and visitors of the City of Oceanside, mobile sources (vehicle trips) would be the primary emission source of greenhouse gas emissions associated with the project. As detailed in the Combined Impact Analysis for Acoustical/Air Quality/Greenhouse Gas (ISE, 2011), the greenhouse gas levels are similar for Mod '95 CE Alternative and Alternative 1, with GHG levels predicted to be slightly higher for Alternative 1. A greater increase would occur with the adoption of Alternative 2.

It is important to consider the context of greenhouse gas emissions, as they are dispersed throughout the atmosphere worldwide, and the effects of climate change are borne globally. The extent to which local or regional emissions contribute and affect the environment is not fully understood. The legislation dealing with climate change in California (as well as international treaties and agreements on the subject) identifies goals for the rate of emissions of GHGs, relative to specific benchmark years. In the case of California, AB 32 requires 1990 GHG emission levels to be achieved by the year 2020, or about a 25% reduction from current emissions levels (ARB 2006). Neither State legislation nor executive order suggests that California intends to limit population growth in order to reduce the state's GHG emission levels. Therefore, the intent is to accommodate population growth in California, but achieve a lower rate of GHGs despite this larger population. The statewide average per-capita rate of GHGs would need to be reduced substantially to comply with the targets established by AB 32. Generally, the level of mass emissions of GHGs generated by any single project is nominal when compared to the global inventory, or even the state inventory of emissions of GHGs.

Although the mitigation measures GHG1 through GHG3 listed above would help reduce cumulative project-related GHG emissions, they will not be able to reduce the City's projected additional 4.4 MMT per year of CO₂e emissions to less than 900 MT per year (the CAPCOA/CARB screening criterion), and it is not

anticipated that the measures will be able to reduce existing GHG emission levels by 25 percent, to a City-wide total of 22.9 MMT per year, as required by state law.

None of the project alternatives would reduce impacts associated with the increase in greenhouse gas emissions to below significant. However, the Modified '95 CE Alternative would produce the least amount of CO_{2e} emissions, making it the environmentally preferred alternative for GHG impacts.

Conclusion: Because application of all feasible mitigation and project design measures would not achieve a level of less than significant; and because there are no feasible project alternatives that would achieve a level of less than significant; impacts associated with greenhouse gas emissions would remain significant and unavoidable.

6.3 Noise

Environmental Impact: Mod '95 CE Alternative will result in significant, unavoidable noise impacts. Under this alternative, Along twenty-five of the road segments, within 50 feet of the road, sound level increases as a result of Circulation Element proposed improvements would be significant. It is anticipated that most of those impacts would be mitigable with implementation of Mitigation Measure N1. However, noise impacts for the remaining one to five-roadway segments, listed below, are expected to be significant and may be unmitigable, and thus would result in cumulative significant impacts at those locations. The following five-roadway improvements have the potential to result in noise related impacts associated with vehicular activity higher than 7.8 dBA:

- North River Road (Stallion Road to Melrose Drive) (Mod '95 CE Alternative) (7.8 dBA increase)
- North Santa Fe Avenue (Melrose Drive to eastern City limits) (all alternatives) (11.2 dBA increase)
- Melrose Drive (North River Road to SR-76) (Mod '95 CE Alternative) (17.6-27.6 dBA increase)
- Melrose Drive (Spur Ave. to North Santa Fe Avenue) (Mod '95 CE Alternative and Alternative 1) (20.6-25.6 dBA increase)
- Pala Road Extension (Foussat Road to Los Arbolitos Blvd.) (Mod '95 CE Alternative and Alternative 1) (10.5-15.5 dBA increase)

Mod '95 CE Alternative was determined to result in significant noise impacts for the remaining five-roadway segments, listed above, are expected to be significant and may be unmitigable, and thus would result in cumulative significant impacts at these locations, as evaluated in Section 4.6 and summarized in Section 5.2.6.

Finding: The adoption of the update to the Circulation Element would not result in direct impacts to noise. However, with the future development of the Melrose Drive Northern Extension, Pala Road Extension, and the portion of North Santa Fe Drive from Melrose Drive to the eastern City limits, this alternative's improvements could result in traffic noise levels that would exceed 7.8 dBA, or 3.0 dBA CNEL. Implementation of Mitigation Measure N1 provided below from the Final PEIR (Section 4.6) would reduce the impacts somewhat, though not to below a level of significance. The City finds that specific economic,

legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make other mitigation measures or Project alternatives identified in the Final PEIR, infeasible.

Mitigation Measures: Mitigation measures necessary to mitigate impacts resultant from the Circulation Element Update under Mod '95 CE Alternative have been identified within the Final PEIR. The following measure requires that during project design of improvement to any of the above three referenced roadways, methods to reduce or avoid noise impacts must be analyzed.

- N1** At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible. If the new significant impacts are caused by roadway changes undertaken in another jurisdiction, that jurisdiction shall be responsible for mitigating those project noise impacts to Oceanside residents.

As noted above, noise increases in excess of 7.8 dBA or 3.0 dBA CNEL, may not be able to be mitigated. Therefore, while the Project will be conditioned to implement the above measures, the impacts associated with traffic noise along Melrose Drive Northern Extension, Pala Road Extension widening of North Santa Fe Avenue from Melrose to the eastern City limits, and widening of North River Road, from Stallion Road to Melrose Drive, in excess of 7.8 dBA will be significant and unmitigable. Facts in support of the findings and a statement of overriding considerations has been prepared to detail how the Project benefits associated with the selection of the Mod '95 CE Alternative are substantial and outweigh the unavoidable adverse environmental effects related to noise.

Facts in Support of Findings: Traffic on new roadways or roadway improvements under the Circulation Element Update would result in potentially significant permanent increases in ambient noise levels from traffic noise in excess of 7.8 dBA or 3.0 dBA CNEL. Circulation Element Update policies and mitigation measures would reduce impacts associated with this permanent increase of ambient noise levels, but not to below a level of significance.

A measure prohibiting new roadways or roadway improvements that would result in a significant increase in the ambient noise level could reduce the above identified traffic noise impact to below a level of significance. However, this measure would prohibit the construction of the three roadway improvements referenced above, Melrose Drive Southern Extension, Pala Road Extension and North Santa Fe Drive, from Melrose Drive to the eastern City limits, which are integral to the proposed roadway network under the Mod '95 CE Alternative. Additionally, this mitigation measure would conflict with the overall goal for the update to the Circulation Element, as well as project objectives, specifically, the improvement of the efficiency of the existing transportation system.

None of the project alternatives would reduce impacts associated with the permanent increase in ambient noise levels resultant from traffic along all roadway segments to below significant. Alternative 2, which is the

environmentally superior alternative, would further reduce noise impacts because it does not include the Melrose Drive improvements or the Pala Road Extension, noted above for the Mod '95 CE Alternative. However, this alternative still allows roadway improvements that would result in impacts along North Santa Fe Drive, from Melrose to the eastern City limits that are not mitigated to a level below significant.

Conclusion: Because application of all feasible mitigation and project design measures would not achieve a level of less than significant; and because there are no project alternatives that would achieve a level less than significant while still meeting the most basic objectives for the project; impacts associated with the permanent increase in ambient noise levels resultant from traffic would remain significant and unavoidable.

6.4 Agricultural Resources

Environmental Impact: Implementation of proposed Melrose Drive Northern Extension and the Melrose Drive Southern Extension have the potential to result in significant impacts to agricultural resources.

Finding: The adoption of the update to the Circulation Element would not result in direct impacts to agricultural resources. However, it is possible that when those specific transportation facilities noted above are designed and implemented, site-specific impacts to agricultural resources associated with the fragmentation of farmlands and potential future conversion of adjacent farmland, may occur. Implementation of Mitigation Measures AR1, AR2, and AR3 provided below from the Final PEIR (Section 4.10) would reduce the impacts somewhat, though not to below a level of significance. The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make other mitigation measures or Project alternatives identified in the Final PEIR infeasible.

Mitigation Measures: Mitigation measures necessary to mitigate impacts resultant from the Circulation Element Update under the Mod '95 CE Alternative have been identified within the Final PEIR. The following three measures are the only feasible mitigation measures that would reduce agricultural resources impacts associated with the Mod '95 CE Alternative, but would not fully mitigate impacts to below a level of significance.

AR1 Site Assessment

As part of environmental review and project design for road extensions, possible locations of roadways that cross lands currently mapped as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance by the California Department of Conservation shall be evaluated using the Land Evaluation and Site Assessment (LESA) Model to determine the loss of agricultural land that could occur due to the proposed roadway extensions to Melrose Drive.

AR2 Design Refinement

If significant impacts to important agricultural lands would occur, as determined in MM AR1, identify in the design studies a facility design that would avoid, to the maximum extent possible, the important agricultural lands, and evaluate significance of its agricultural impact.

AR3 Mitigation

The mitigation of impact to agricultural lands shall be accomplished via one of the following as determined by the City of Oceanside:

Option 1: On-site preservation of agricultural lands.

Option 2: Purchase of off-site agricultural conservation easements.

The Project will be conditioned to implement the above measures; however, facts in support of the findings and a statement of overriding considerations has been prepared to detail how the Project benefits associated with the selection of the Mod '95 CE Alternative are substantial and outweigh the unavoidable adverse environmental effects related to agricultural resources.

Facts in Support of Findings: Implementation of the proposed Circulation Element Update under Mod 95' CE Alternative could result in impacts to agricultural resources associated with the fragmentation of farmlands and potential future conversion of adjacent farmland. Avoidance of this impact could not be accomplished under this alternative due to the inclusion of the proposed extension of Melrose Drive Northern Extension and Melrose Drive Southern Extension, as a key component of the Mod '95 CE Alternative. Mitigation measures (described above) have been identified that would reduce these impacts, but not to below a level of significance. No other feasible mitigation measures were identified to reduce impacts to below a level of significance.

Alternative 2 would reduce impacts associated with fragmentation and future conversion of farmland to below significant, due to the omission of the proposed Melrose Drive southern extension. However, while Alternative 2, the Environmentally Superior Alternative, would further reduce these agricultural resource impacts, Alternative 2 still allows development that would result in impacts that are not mitigated to a level below significant in other subject areas, including traffic/circulation, greenhouse gas emissions, and noise.

Conclusion: Because application of all feasible mitigation and project design measures would not achieve a level of less than significant; and because there are no project alternatives that would achieve a level less than significant while still meeting the most basic objectives for the project; impacts associated with the fragmentation and potential future conversion of farmland would remain significant and unavoidable.

7.0 FINDINGS REGARDING ALTERNATIVES

7.1 Environmental Impacts

Because the Project will cause significant environmental impacts, the City must consider the feasibility of any environmentally superior alternatives to the Project, evaluating whether these alternatives could avoid or substantially lessen the unavoidable significant effects while achieving most of the objectives of the Project. The Draft PEIR included a detailed analysis of four alternatives: No Project Alternative; Modified 1995 Circulation Element (Mod '95 CE); Alternative 1; and Alternative 2. A detailed analysis of the Modified '95 CE, Alternative 1 and Alternative 2, was included in this PEIR to provide a comparative review of the three 'build' alternatives.

The Project as recommended for the Mod '95 CE Alternative will have potentially significant unavoidable impacts with respect to traffic/circulation, greenhouse gas emissions, noise, and agricultural resources.

The City has examined the objectives of the Project and weighed the ability of the various alternatives to meet those objectives. The City believes that the Mod '95 CE Alternative best meets the Project objectives detailed above in Section 2.3 with the least environmental impact. The Mod '95 CE Alternative is the environmentally preferred alternative for Traffic/Circulation impacts while still implementing the majority of the improvements. Also, the Mod '95 CE Alternative "would produce the least amount of CO_{2e} emissions, making it the environmentally preferred alternative for GHG [Greenhouse Gas] impacts."

7.2 Description of the No Project Alternative

The No Project Alternative would maintain the current Circulation Element roadway network without any changes.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the No Project Alternative identified in the Final PEIR infeasible.

Facts in Support of Finding: While the No Project Alternative maintains the status quo for roadway network improvements under the existing Circulation Element, it is not necessarily environmentally superior. On a comparative basis, the No Project (Modified 1995 Circulation Element) Alternative would:

- Result in significant, mitigable land use impacts where new roadways are proposed;
 - Result in potential division of the community near the Melrose Drive South Extension;
 - Result in potential impacts to adjacent land uses due to road widening;
 - Result in potential impacts to existing medical offices at the Rancho del Oro interchange;
 - Result in potential impacts to MHCP preserve areas near Melrose Drive extensions;

- Result in potential, unmitigable, noise impacts where new roadways are proposed;
- Result in potential, mitigable biological resource impacts where new roads are proposed;
- Result in potential, mitigable impacts to archaeological and historic resources;
- Result in significant, unmitigable impacts to agricultural resources (Melrose Dr. extensions);
- Result in potential, mitigable visual impacts due to anticipated need for noise walls;
- Result in potential, mitigable impacts to hydrology and water quality;
- Result in potential, mitigable impacts to paleontological resources.

7.3 Description of Alternative 1

This alternative is most similar to the Mod '95 CE Alternative and contains the roadway network assumptions as provided in the 1995 adopted Circulation Element, with the following differences (shown in FEIR Figure 3-4): College Boulevard is a hybrid with 6 lanes between Avenida de la Plata and Olive Drive, and 4 lanes between Olive Drive and Waring Road; and, the Melrose Drive Northern extension is deleted.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make the Modified 1995 Circulation Element Alternative identified in the Final PEIR preferable to Alternative 1 for several of the subject areas analyzed under CEQA.

Facts in Support of the Finding: As noted above in the discussion of Alternative 1, although Alternative 1 would cause fewer impacts to sensitive biological resources, including wetlands, habitats, and wildlife corridors, and less significant cumulative agricultural impacts as a result of deleting the Melrose Drive Northern extension, more significant and unmitigable traffic/circulation impacts to City intersections and segments will occur with Alternative 1 than with the Mod '95 CE Alternative.

7.4 Description of Alternative 2

Circulation Element Alternative 2 compared to the Mod '95 CE Alternative (shown in FEIR Figure 3-6) assumes the Pala Road extension is not included; College Boulevard is a hybrid with six-lanes between Avenida de la Plata and Olive Drive and four-lanes between Olive Drive and Waring Road; Rancho Del Oro Interchange at SR-78 is not included; both the Melrose Drive Northern extension and Melrose Drive Southern extension are not included; Mission Avenue is maintained as a four-lane secondary collector; and, Coast Highway is a two-lane collector.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make Alternative 2 identified in the Final PEIR, while environmentally preferred, infeasible because it does not provide improvements to the City's roadway network that are critical to overall goal of improving the transportation system and enhancing travel choices.

Facts in Support of Finding: As noted above in the discussion of Alternative 2, this alternative would not result in the completion of improvements to the City's roadway network necessary to meet the overall Project goal and some of the objectives detailed in the PEIR and above in Section 2.3. This alternative would result in more roadway intersections and segments operating at a deficient LOS, with significant unmitigable circulation impacts.

8.0 OVERRIDING CONSIDERATIONS

As discussed in Section 6 of these Findings, the Final PEIR concludes that the Project, even with incorporation of all feasible mitigation measures and consideration of alternatives, will nonetheless have a significant and unmitigable cumulative impact with respect to traffic/circulation, greenhouse gas emissions, noise, and agricultural resources.

Under CEQA, before a project which is determined to have significant, unmitigable environmental effects can be approved, the public agency must consider and adopt a statement of overriding considerations pursuant to CEQA Guidelines 15043 and 15093. As the primary purpose of CEQA is to fully inform the decision makers and the public as to the environmental effects of a Project and to include feasible mitigation measures and alternatives to reduce any such adverse effects below a level of significance, CEQA nonetheless recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. However, the lead agency must explain and justify its conclusion to approve such a project through the statement of overriding considerations setting forth the recommended project alternative's general, social, economic, policy or other public benefits which support the agency's informed conclusion to approve that alternative over another.

The City finds that Mod '95 CE Alternative has the following substantial social, economic, policy and other public benefits justifying its approval and implementation, notwithstanding that not all environmental impacts were fully reduced below a level of significance:

- Mod '95 CE Alternative is the product of a comprehensive public planning effort driven by public input and testimony, and continual refinements that resulted in a thoughtful balance of community, business, and environmental interests.
- Mod '95 CE Alternative would provide an improved strategic framework for the City's traffic and circulation needs.
- Mod '95 CE Alternative would improve mobility options through the development of a multi-modal transportation network that enhances connectivity, supports community development patterns, limits traffic congestion, promotes public and alternative transportation methods, and supports the goals of adopted regional transportation plans.
- Mod '95 CE Alternative would address adverse environmental effects associated with global climate change by improving circulation within the City limits, promoting energy efficiency, and promoting transportation demand management (TDM) practices, that reduce per capita greenhouse gas emissions.

- Mod '95 CE Alternative would allow for continued improvement of the City's roadway network, while minimizing costs associated with land acquisition and environmental mitigation, thereby allowing public money to be spent more efficiently.
- Mod '95 CE Alternative would enhance the local economy and provides opportunities for future commercial development near existing businesses, transportation hubs and walkable residential areas.

After balancing the specific economic, legal, social, technological, and other benefits of the Mod '95 CE Alternative, it is recommended that the Oceanside City Council determine that the unavoidable adverse environmental impacts identified may be considered "acceptable" due to the specific considerations listed above which outweigh the unavoidable, adverse environmental impacts that may occur from the implementation of the roadway network improvement associated with the Mod '95 CE Alternative.

Based on the foregoing findings and the information contained in the record, the City Council hereby determines that:

- a) All significant effects on the environment due to implementation of the proposed update to the Circulation Element under the Mod '95 CE Alternative have been eliminated or substantially lessened where feasible;
- b) There are no feasible alternatives to the proposed update to the Circulation Element under the Mod '95 CE Alternative which would mitigate or substantially lessen the impacts, while still meeting most of the Project objectives; and
- c) Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.

Table D-1
 OCEANSIDE CIRCULATION ELEMENT UPDATE-Mod '95 CE ALTERNATIVE - MITIGATION MONITORING CHECKLIST

MITIGATION MEASURE		TYPE	MONITOR	SCHEDULE
LAND USE				
L1	Potential future land use impacts shall be assessed in a future facility-specific environmental document as required under CEQA, and project-specific mitigation measures shall be identified and included, as required, to reduce or avoid impacts.	CM, OM	City Planner, City Engineer	Prior to facility construction.
TRAFFIC / CIRCULATION				
	Provide additional turn and through lanes at the subject intersections, per mitigation measures T7, T-8, T10-T15, T18, and T19 in PEIR Section 4.2.4.	CM, OM	City Engineer	Prior to facility construction.
	Implement mitigation measures T1-16, T9, and T17 that, while such measures would reduce impacts to intersection, would not fully mitigate impacts to below a level of significance.	CM, OM	City Engineer	Prior to facility construction.
	Widen the roadways along the subject segments, per mitigation measures T20, T29-T31 and T37 in PEIR Section 4.2.4.	CM, OM	City Engineer, City Planner	Prior to facility construction.
	Implement mitigation measures T21-T28, T32, T34, T35, and T36 that, while such measures would reduce impacts to a roadway segment, would not fully mitigate impacts to below a level of significance.	CM, OM	City Engineer	Prior to facility construction.
HAZARDOUS MATERIALS AND HAZARDS				
HM1	Prior to the development of specific key network circulation elements, a Phase I Environmental Site Assessment (ESA) shall be performed. The Phase I ESA shall identify the potential for the site to contain hazardous materials (including asbestos and lead-based paints) and contaminated soils. Recommendations of the Phase I ESA may range from no further action, to preparation of a Phase II ESA that identifies specific further action required in order to remediate the hazardous materials so that they do not pose a significant health risk.	CM	City Engineer, City Planner	Prior to facility construction.
HM2	During construction activities, it may be necessary to excavate existing soil at a specific project site, or to bring fill soils to the site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, appropriate sampling is required prior to disposal of excavated soil. Complete characterization of the soil shall be prepared prior to any excavation or	CM	City Engineer, City Planner	During construction.

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>removal activity. Contaminated soil shall be properly disposed at an off-site facility. Fill soils also shall be sampled to ensure that imported soil is free of contamination.</p>			
<p>HM3 A risk assessment shall be performed at all facilities in the project area where contamination has been identified or is discovered during activities, and at which soil is to be disturbed, to address non-water quality risks posed by any residual contamination, and to establish appropriate mitigation measures (e.g., natural attenuation, active remediation, and engineering controls) that would be protective of human health and the environment. All assessment and remediation activities shall be conducted in accordance with a Work Plan, which is approved by the City of Oceanside having oversight of the activities.</p>	CM	City Engineer, City Planner	During construction.
<p>HM4 Design and expansion of SR-76 in the vicinity of Oceanside Municipal Airport shall proceed in consultation and coordination with Oceanside Municipal Airport and County Airport Land Use Commission personnel, in compliance with applicable Federal Aviation Administration regulations and procedures.</p>	CM	City Planner, City Engineer	Prior to facility construction.
<p>GREENHOUSE GAS EMISSIONS</p>			
<p>GHG1 Prior to issuance of a grading permit, or if no grading permit is required, prior to commencing grading for any of the proposed improvements, the contractor shall demonstrate to the satisfaction of the City Engineer that the following greenhouse gas offset measures have been implemented or will be implemented during construction activities:</p> <ol style="list-style-type: none"> 1. The Diesel Equipment (Compression Ignition) offset Strategies (40% to 60% Reduction): <ol style="list-style-type: none"> a. Electricity from power poles shall be used rather than temporary diesel power generators. b. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard on precombustion chamber engines. 2. Scraper equipment shall meet the "Blue Sky Series" equivalent standard (reference Mitigation Measure AQ-2 in Section 5.3-Air Quality.) 3. Other construction equipment used for the project shall utilize EPA Tier 2 or better engine technology. 	CM	City Engineer, City Planner	Prior to issuance of a grading permit, or if no grading permit is required, prior to commencing grading for any of the proposed improvements.

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>4. Vehicular Trip (Spark Ignition) Offset Strategies (30% to 70% Reduction):</p> <ul style="list-style-type: none"> a. Commute alternatives shall be encouraged by informing construction employees about transportation options for reaching the construction site. b. Construction vehicles shall be kept well maintained to prevent leaks and minimize emissions. 			
<p>GHG2 Where feasible, Applicants shall consider compliance with the following measures. These measures shall be shown on the building plans for each component of the project to ensure that the features shall be incorporated into the project. Verification of compliance shall be accomplished as part of City inspection of buildings prior to issuance of certificate of occupancy.</p> <p>Onsite Energy Offset Strategies (50% to 70% reduction):</p> <ol style="list-style-type: none"> 1. All new structures shall meet California Code of Regulations Title 24 part 6: California's Energy Efficiency Standards. 2. All new structures shall use compact fluorescent lights. 3. Dimmable ballasts to dim lights to take advantage of daylight shall be installed. 4. A programmable thermostat shall be installed in all habitable units to control heating and air conditioning. 5. All major hot water pipes shall be insulated. 6. Refrigeration cold suction lines shall be insulated. 7. Weather stripping shall be used to close air gaps around doors and windows. 8. Electrical equipment, including all appliances shall be Energy Star compliant. 9. Ceiling fans shall be installed in the cottages and affordable housing units. 	CM, OM	City Planner, City Engineer	Prior to issuance of construction permits.
<p>GHG3 Implement the following operational mitigation measures EIR for future projects in Oceanside, where feasible, especially projects relating to larger employers.</p> <ol style="list-style-type: none"> 1. Reduce vehicular emissions by implementing Transportation Demand Management (TDM) strategies, including shuttle service from major activity centers to public transit stops and stations; provide sidewalks along all future project roadways, connecting to transit stops; provide bike lanes on all major project internal roadways; develop and maintain a bikeway plan; and 	OM	City Planner, City Engineer	Prior to project operation.

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>promote IDM principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and use of public transportation or other measures, as appropriate.</p> <ol style="list-style-type: none"> 2. Identify activity centers that would benefit from increased transit access, and work with North County Transit District (NCTD) to enhance service to these centers. 3. Establish a carpool/vanpool program, including preferential parking for carpools and vanpools. 4. Implement a parking fee program or a parking cash-out program for non-driving employees. 5. Orient future building entrances near transit stops, to the maximum extent practicable. 6. As public transit providers expand services in the future, the City shall ensure that bus stops and other improvements for those services are available. 7. [Project developers to] plant shade trees in parking lots. 8. [Project developers to] reduce standard paving area by 20 percent. 9. [Project developers to] use energy-efficient and automated controls for air conditioning. Additionally, use lighting controls and energy-efficient interior lighting and built-in appliances. 10. [Project developers to] use double-paned windows and low-emission water heaters. 			
<p>NOISE</p> <p>NT At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible. If the new significant impacts are caused by roadway changes undertaken in another jurisdiction, that jurisdiction shall be responsible for mitigating those project noise impacts to Oceanside residents.</p>	OM	City Planner, City Engineer	Prior to facility construction.

MITIGATION MEASURE		TYPE	MONITOR	SCHEDULE														
BIOLOGICAL RESOURCES																		
BR1	<p>Habitat-based mitigation for the permanent and temporary project impacts to wetlands (Habitat Group A), rare uplands (Habitat Group B), coastal sage scrub (Habitat Group C), annual grasslands (Habitat Group D), and other lands (Habitat Group F) shall be consistent with established ratios in the MCHP region and City of Oceanside, as provided in the table below. Mitigation shall be completed through: 1) on-site preservation; 2) off-site acquisition of mitigation land located within the region; 3) habitat restoration that increases the habitat quality and biological function of the site; or, 4) monetary compensation to acquire, maintain and administer the preservation of sensitive biological resources, in perpetuity.</p> <table border="1" data-bbox="613 1058 917 1864"> <thead> <tr> <th>MCHP Habitat Group</th> <th>Mitigation Ratio</th> </tr> </thead> <tbody> <tr> <td>Habitat Group A: Wetland & Riparian</td> <td>1:1 or 4:1, depending on the habitat type and location within the Subarea*</td> </tr> <tr> <td>Habitat Group B: Rare Upland</td> <td>2:1 to 3:1</td> </tr> <tr> <td>Habitat Group C: Coastal Sage Scrub</td> <td>1:1 to 3:1</td> </tr> <tr> <td>Habitat Group D: Chaparral</td> <td>0.5:1 to 1:1</td> </tr> <tr> <td>Habitat Group E: Annual Grasslands</td> <td>0.5:1</td> </tr> <tr> <td>Habitat Group F: Other Lands</td> <td>None**</td> </tr> </tbody> </table> <p style="text-align: center;">Source: Merkel & Associates, 2010.</p> <p>* Mitigation ratios for wetland habitat may vary depending upon quality of the resource and location within the City's NCCP Subarea Plan(SAP) zones once the SAP is adopted. Final mitigation ratios for wetlands shall be governed by the SAP and applicable state and federal regulatory approvals. ** Group F habitat may be subject to a Habitat Development Fee in accordance with conditions of an adopted NCCP Subarea Plan.</p>	MCHP Habitat Group	Mitigation Ratio	Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*	Habitat Group B: Rare Upland	2:1 to 3:1	Habitat Group C: Coastal Sage Scrub	1:1 to 3:1	Habitat Group D: Chaparral	0.5:1 to 1:1	Habitat Group E: Annual Grasslands	0.5:1	Habitat Group F: Other Lands	None**	CM	City Planner; City Engineer; Wildlife Agencies;	Plans to be approved prior to initiation of project grading; Implementation of plans to be verified prior to completion of facility construction.
MCHP Habitat Group	Mitigation Ratio																	
Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*																	
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Habitat Group D: Chaparral	0.5:1 to 1:1																	
Habitat Group E: Annual Grasslands	0.5:1																	
Habitat Group F: Other Lands	None**																	
BR2	<p>Coordination with responsible listing agencies (USFWS and/or CDFG) shall be completed as early as possible and in conjunction with, or prior to, the CEQA process for actions, which may affect federal and/or state listed sensitive species and/or MCHP narrow endemic species. Specific actions necessary to protect sensitive species shall be determined on a case-by-case basis. Planning policies shall include a requirement to make use of project designs, engineering and construction practices that minimize impacts to sensitive habitats and species. The City will coordinate the design of roads and road improvements within or adjacent</p>	CM	City Planner; City Engineer; Wildlife Agencies;	Plans to be approved prior to initiation of project grading; Implementation of plans to be verified prior to completion of facility construction.														

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>to wildlife movement linkages and corridors (inclusive of their buffers) with the Wildlife Agencies to ensure viability of the SubArea Plan preserve. This coordination shall occur early enough in the planning process to influence the location, alignment, and design of roads and road improvements.</p>			
<p>BR3 Night lighting shall be directed away from wildlife areas to protect species from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MHCP Conservation Areas is not increased.</p>	CM	City Planner; City Engineer; Wildlife Agencies; Biological Monitor	Plans to be approved prior to initiation of project grading; Implementation of plans to be verified prior to completion of facility construction.
<p>BR4 Proposed noise-generating activities during construction and post-construction shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.</p>	CM, OM	City Planner; City Engineer; Wildlife Agencies; Biological Monitor	Plans to be approved prior to initiation of project grading; Implementation of plans to be verified at the start and prior to completion of facility construction.
<p>BR5 When proposing landscape plans adjacent to wildlife areas, permittees shall avoid the use of invasive species for the portions of development that are adjacent to wildlife areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the wildlife areas, species considered in the planting plans, biological resources being protected within their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.</p>	CM	City Planner; City Engineer; Wildlife Agencies;	Plans to be approved prior to initiation of project grading; Implementation of plans to be verified prior to completion of facility construction.

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>BR6 Proposed transportation infrastructure modification in proximity to wildlife areas shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into wildlife areas. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.</p>	<p>CM, OM</p>	<p>City Planner; City Engineer; Wildlife Agencies; Biological Monitor</p>	<p>Plans to be approved prior to initiation of project grading; Implementation of plans to be verified prior to completion of facility construction.</p>
<p>BR7 Project impacts to jurisdictional waterways would require issuance of the following permits by regulatory federal and state agencies: 1) Army Corps of Engineers (ACOE), CWA Section 404 permit for placement of dredged or fill material within waters of the U.S.; 2) Regional Water Quality Control Board (RWQCB), CWA Section 401 state water quality certification/waiver for an action that may result in degradation of waters of the State; and, 3) CDFG, California Fish and Game Code, Section 1602 agreement for alteration of a streambed. Mitigation for unavoidable and/or minimized impacts to jurisdictional waterways would be required as part of the permitting process to ensure a no-net-loss of wetland habitat functions and values.</p>	<p>CM</p>	<p>City Planner; City Engineer; Wildlife Agencies; ACOE, RWQCB,</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>
<p>BR8 Potential biological impacts to preserve areas (existing and proposed) and/or WCPZ/Regional Corridor and/or Agricultural Exclusion Zone identified in the Oceanside Subarea Plan (subsequently adopted) or habitat management plans of adjacent jurisdictions will require specific environmental studies associated with the proposed facilities, and subsequently mitigated to a level of less than significant.</p>	<p>CM</p>	<p>City Planner; City Engineer; Wildlife Agencies;</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>
<p>BR9 New roads or improvements to existing roads must include wildlife crossing improvements designed for species of concern in the area, and may include bridges, vegetated over-crossings, enlarged culverts, or other structures shown to be effective for wildlife movement, along with appropriate fencing to keep animals off of roads and funnel them to safe crossing points. The placement and design of such crossings, fences, and associated improvements (e.g., vegetation restoration)</p>	<p>CM</p>	<p>City Planner; City Engineer; Wildlife Agencies;</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>

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<p>will be based on site-specific wildlife movement surveys and biological criteria included as part of the CEQA process or other appropriate implementing ordinances. Within or adjacent to the MSCP Preserve and/or WCPZ/Regional Corridor, the City will coordinate the design of the road improvements with the Wildlife Agencies to account for wildlife movement. This coordination needs to occur early enough in the planning process to influence the location, alignment, and design of the road improvements.</p>			
<p>BR10 Noise within underpasses should be less than 60 dBA (decibels, A-weighted scale) during the time of day at which the animals use it;</p>	<p>CM, OM</p>	<p>City Planner; City Engineer;</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>
<p>BR11 Use skylight openings within the underpass to allow for vegetation cover within the underpass;</p>	<p>CM</p>	<p>City Planner; City Engineer;</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>
<p>BR12 Any new road should be located in the least environmentally damaging location and designed to minimize fragmentation and edge effects;</p>	<p>CM</p>	<p>City Planner; City Engineer; Wildlife Agencies;</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>
<p>BR13 The following measures will be considered at the project level review of each circulation element project, with the exception of Mission Avenue, and shall be incorporated as appropriate to the specific project:</p> <ul style="list-style-type: none"> • A monitoring biologist shall be onsite during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology. • The project shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. Temporary construction fencing shall be removed upon project completion. • Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures. 	<p>CM</p>	<p>City Planner; City Engineer; Wildlife Agencies; Biological Monitor</p>	<p>Plans and proposed mitigation to be approved prior to initiation of project grading;</p>

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<ul style="list-style-type: none"> • Construct noise barriers for short sections of road that may impact wildlife breeding; • Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels; • Minimize any materials sidecasting during road construction. • The biological monitor shall have the authority to halt construction as necessary to ensure compliance with the OSAP and associated documents. The biologist shall immediately bring to the attention of the City and the Wildlife Agencies any actions not in compliance with these documents. 			
<p>BR14 Proposed project activities should occur outside of the avian breeding season, generally from February 15 to September 15 (as early as January 1 for raptors) to avoid take of birds or their eggs. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted. If avoidance of the avian breeding season is not feasible, the Wildlife Agencies recommend that beginning 30 days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors or listed species). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor or listed species nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptors or listed species nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why to the City (and, upon request, the Wildlife Agencies, if they so request) will determine whether to allow a narrower buffer. The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint and that the flagging/staking/fencing is being maintained, and to minimize the likelihood that active nests are</p>	CM	City Planner; City Engineer; Wildlife Agencies; Biological Monitor	Plans and proposed mitigation to be approved prior to initiation of project grading;

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the City and shall notify the City immediately if project activities damage active avian nests.</p>			
<p>CULTURAL RESOURCES</p>			
<p>CR-1 As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historic or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.</p> <p>1. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. A Native American monitor shall be present during any field reconnaissance surveys for cultural resources. A cultural resource inventory of the project Area of Potential Effect (APE) is required to identify previously unrecorded cultural resources. Before actual field reconnaissance would occur, background research is required which includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. A Native American monitor shall be present during any field reconnaissance surveys for cultural resources. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable.</p>	CM	City Planner; City Engineer; Cultural Resource Consultant; Native American Monitor(s)	Prior to finalization of facility plans.
<p>2. Cultural resource significance evaluations are required when new resources</p>			

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and if there is a likelihood that the resource still exists. Significance evaluations will not be required if the resource has been evaluated for CEQA significance or for National Register eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be re-evaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources.</p> <p>3. An archaeological testing program will be required, which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features and research potential. It should be noted, that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). Prior to any excavations at the project site, a pre-excavation agreement will be implemented by the City with the applicable Native American organization(s).</p> <p>4. If significant cultural resources are identified within the APE, the site may be eligible for designation. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.</p> <p>5. Preferred mitigation for cultural resources is to avoid the resource through</p>			<p>Prior to facility construction.</p> <p>Prior to facility construction.</p> <p>Prior to facility construction.</p>
		City Planner;	Prior to facility construction.

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design for a data recovery program shall be prepared. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as but not limited to, existing development or dense vegetation. Prior to construction monitoring a Cultural Resource Mitigation Monitoring Plan will be prepared by the Project Archaeologist. Tribal representatives will be provided with a copy of the CRMMP once completed and any other reports generated as a result of the CRMMP.</p> <p>6. A Native American observer must be retained for all ground disturbing activities, including all clearing, excavation, grading and trenching, whenever a Native American Traditional Cultural Property or archaeological site within the APE of a City project would be impacted. If cultural resources are discovered during construction, all earth moving activity within and around the immediate discovery area shall be diverted until the nature and significance of the resource can be assessed. Both the archaeological monitor and Native American monitor will have the authority to halt ground disturbance in the event of a potentially significant discovery. In the event that human remains are encountered during data recovery and/or monitoring program, the provisions of Public Resources Code Section 5097 must be followed. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. The return of artifacts of cultural importance to the Luiseño, recovered during cultural resource evaluation, data recovery, or mitigation monitoring, shall be negotiated between the Tribe and the City of Oceanside, Caltrans, or the private landowner, as applicable .</p>		City Engineer; Cultural Resource Consultant; Native American Monitor(s)	Prior to facility construction.
CR-2 . Historic Resources	CM	City Planner;	Prior to issuance of any permit

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>Prior to issuance of any permit that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure meets any of the following criteria: (1) California Register-Listed or formally determined eligible, (2) San Diego Register-Listed or formally determined eligible, or (3) meets the CEQA criteria for a historical resource. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness or structural integrity.</p> <p>Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.</p> <p>Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historic resource.</p> <p>A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historic resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.</p>		<p>City Engineer; Cultural Resource Consultant;</p>	<p>that would directly or indirectly affect a building/structure in excess of 45 years of age,</p>
<p>CR-3 When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from the general prohibition on disinterment, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).</p> <p>In the event of the accidental discovery or recognition of any human remains in</p>	<p>CM</p>	<p>City Planner; City Engineer; Cultural Resource Consultant; Native American Heritage Commission.</p>	<p>Prior to disturbance of any human remains other than from a dedicated cemetery.</p>

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>any location other than a dedicated cemetery, the following steps should be taken:</p> <ul style="list-style-type: none"> There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. 			
<p>GEOLOGY / SOILS</p> <p>GSI A comprehensive geotechnical evaluation, including development-specific surface exploration and laboratory testing, shall be conducted prior to design and construction of any Circulation Element facility improvement within the project area. The purpose of the subsurface evaluation would be to: 1) further evaluate the subsurface conditions in the area of future infrastructure or improvements; and, 2) provide information pertaining to the engineering characteristics of earth materials associated with each development. From these data, recommendations for grading, earthwork, surface and subsurface drainage, foundations, pavement structural sections, sedimentation mitigation, and other pertinent geotechnical design considerations may be formulated.</p> <p>The Rose Canyon fault has been mapped west of the project area. Accordingly, the project area has a potential for moderate ground motions due to an earthquake on the active Rose Canyon fault. Therefore, the potential for moderate seismic accelerations will need to be considered in the design of future structures or improvements. The level of risk associated with these seismic accelerations is the level of risk assumed by the UBC minimum design</p>	CM	City Engineer; Geotechnical Consultant.	Prior to design and construction of any Circulation Element facility improvement within the City of Oceanside.

MITIGATION MEASURE		TYPE	MONITOR	SCHEDULE
<p>requirements.</p> <p>The presence of potentially expansive soils shall be evaluated as part of the geotechnical design phase of any improvement. Measures may include removal of these soils and replacement with compacted fill.</p>				
AGRICULTURAL RESOURCES				
AR1	<p>Site Assessment As part of environmental review and project design for road extensions, possible locations of roadways that cross lands currently mapped as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance by the California Department of Conservation shall be evaluated using the Land Evaluation and Site Assessment (LESA) Model to determine the loss of agricultural land that could occur due to the proposed roadway extensions to Melrose Drive.</p>	CM	City Planner	Prior to completion of facility design.
AR2	<p>Design Refinement If significant impacts to important agricultural lands would occur, as determined in MM AR1, identify in the design studies a facility design that would avoid, to the maximum extent possible, the important agricultural lands, and evaluate significance of its agricultural impact.</p>	CM	City Planner	Prior to completion of facility design.
AR3	<p>Mitigation The mitigation of impact to agricultural lands shall be accomplished via one of the following as determined by the City of Oceanside: Option 1: On-site preservation of agricultural lands. Option 2: Purchase of off-site agricultural conservation easements.</p>	CM	City Planner	Prior to initiation of facility construction.
AESTHETICS				
A1	<p>Potential future visual/aesthetic impacts shall be assessed in future facility-specific environmental document(s) as required under CEQA, and appropriate mitigation measures identified, if required at that time, to reduce or avoid significant impacts.</p>	CM	City Planner	Prior to initiation of facility construction.
HYDROLOGY / WATER QUALITY				

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>HWQ1 A detailed hydrology study shall be prepared for each specific improvement/development that addresses the onsite and offsite hydrological and drainage characteristics of each proposed roadway improvement. For proposed improvements located within or adjacent to the 100-year floodplain, additional consideration shall be given to the design of the project. An appropriate drainage control plan that controls runoff and drainage in a manner acceptable to City Engineering Standards for the specific improvement shall be implemented. The drainage control plan shall be implemented in accordance with the recommendations of the hydrology study and shall address on-site and off-site drainage requirements to ensure on-site runoff will not adversely affect off-site areas or alter the existing drainage pattern of the site or off-site areas.</p>	CM	City Engineer, City Planner, Hydrological Consultant.	Prior to initiation of facility design.
<p>HWQ2 Prior to commencement of construction activities for future development/improvement activities, in compliance approval documentation with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002)) and the Regional Municipal Stormwater Permit (Order No. R9-2007-0001, NPDES No. CAS0108758) shall be obtained. Under the General Construction Stormwater Permit, the following components are required, a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and a Monitoring Program and Reporting Requirements. Required elements of SWPPP include:</p> <ul style="list-style-type: none"> • Site description addressing the elements and characteristics specific to the site; • Description of Best Management Practices (BMPs) and Low Impact Design (LID) concepts for erosion and sediment controls; • BMPs for construction waste handling and disposal; • Implementation of approved local plans; • Proposed post-construction controls, including description of local post-construction erosion and sediment control requirements, as well as requirements for regular maintenance; • Non-storm water management; • Identify a sampling and analysis strategy and sampling schedule for discharges from construction activity which discharges into water bodies listed on the 303(d) list of impaired water bodies; and, 	CM	City Engineer, City Planner, Hydrological Consultant.	Prior to initiation of facility construction.

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<ul style="list-style-type: none"> • For all construction activity, identify a sampling and analysis strategy and sampling schedule for pollutants, which are not visually detectable in stormwater dischargers, which are known to occur on the construction site, and which could cause or contribute to an exceedance of water quality objectives in receiving waters. Some of the BMPs that shall be used during construction for compliance with the City of Oceanside Municipal Code, General Construction Stormwater Permit, and Regional Municipal Stormwater Permit include, but are not limited to: <ul style="list-style-type: none"> • Silt fence, fiber rolls, or gravel bag berms • Street Sweeping • Storm drain inlet protection • Stabilized construction entrance/exit • Vehicle and equipment maintenance, cleaning, and fueling • Hydroseed, soil binders, or straw mulch 			
<p>HWQ3 All future development/improvement projects shall obtain comply with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002) and the Regional Municipal Stormwater Permit (Order No. R9-2007-0001, NPDES No. CAS0108758), including the City's SUSMP requirements. Components of future development/improvement project design that will help achieve compliance with these long-term water quality regulations shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Infiltration basins • Retention/detention basins • Biofilters • Structural controls • Low Impact Design (LID) concepts 	CM	City Engineer, City Planner, Hydrological Consultant.	Prior to initiation of facility construction.

MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<p>PALEONTOLOGICAL RESOURCES</p> <p>PR1 Prior to project site grading at site locations with potential fossil-bearing formations, a qualified paleontologist shall be retained to carry out an appropriate mitigation program. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontology procedures and techniques.</p> <ul style="list-style-type: none"> The qualified paleontologist shall be present at the pre-construction meeting to consult with grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A paleontological monitor shall be onsite on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Pleistocene Terrace Deposits and Santiago Formation) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist. When fossils are discovered the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site. Fossil remains collected during the monitoring and salvage portion of the paleontological mitigation program shall be cleaned, repaired, sorted, and cataloged. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support for initial specimen storage. 	<p>CM</p>	<p>City Engineer, City Planner, Paleontological Consultant.</p>	<p>Prior to initiation of facility construction.</p>

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MITIGATION MEASURE	TYPE	MONITOR	SCHEDULE
<ul style="list-style-type: none"> A final paleontological monitoring and recovery (if applicable) summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. 			

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE APPROVING A GENERAL PLAN AMENDMENT TO UPDATE THE CIRCULATION ELEMENT OF THE GENERAL PLAN – CIRCULATION ELEMENT UPDATE

(Applicant: City of Oceanside)

WHEREAS, a request for approval of a General Plan Amendment (GPA10-00001) for an update to the City of Oceanside Circulation Element of the General Plan.

WHEREAS, The Circulation Element Update includes the goals, objectives, and policies relative to the maintenance and improvement of the City’s transportation system.

WHEREAS, on May 21, 2012, the Planning Commission conducted a duly-noticed public hearing to consider whether to recommend that the City Council adopt the proposed amendment and to certify the Final Environmental Impact Report;

WHEREAS, the Planning Commission’s recommendation is summarized in the staff report of the Development Services Department; and

WHEREAS, on June 6, 2012; June 20, 2012; and September 19, 2012, the City Council held duly-noticed public hearings and heard and considered written evidence and oral testimony by all interested parties on the above identified General Plan Amendment;

WHEREAS, the Planning Division has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the Environmental Impact Report was prepared in accordance with CEQA.

WHEREAS, based on such evidence and testimony, including but not limited to the report of the Development Services Department, the City Council finds as follows:

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1 For the General Plan Amendment:

- 2 1. The Modified 1995 Circulation Element Alternative with the Mission Avenue One-Way
3 Couplet (per Resolutions No. 11-R0790-3 and 11-R0789-1) of the update to the
4 Circulation Element will be beneficial to the overall functioning of the City's
5 transportation systems including roadways, bike trails and pedestrian circulation. The
6 Modified 1995 Circulation Element Alternative with the Mission Avenue One-Way
7 Couplet (per Resolutions No. 11-R0790-3 and 11-R0789-1) would be compatible to other
8 elements of the General Plan such as the Land Use Element and Housing Element.
- 9 2. Future improvements associated with the Modified 1995 Circulation Element
10 Alternative with the Mission Avenue One-Way Couplet (per Resolutions No. 11-R0790-3
11 and 11-R0789-1), would need to conform to this element of the General Plan and would
12 undergo further discretionary and environmental review as appropriate.

13 NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby approve
14 The Modified 1995 Circulation Element Alternative with the Mission Avenue One-Way Couplet
15 (per Resolutions No. 11-R0790-3 and 11-R0789-1) as an amendment to the General Plan subject
16 to the following conditions:

- 17 1. All mitigation measures in the Final Program Environmental Impact Report for the
18 General Plan Circulation Element Update dated April 2012 shall be implemented in accordance
19 with the Mitigation Monitoring and Reporting Program.
- 20 2. The City Council expressly finds that the Modified 1995 Circulation Element
21 Alternative with the Mission Avenue One-Way Couplet (per Resolutions No. 11-R0790-3 and
22 11-R0789-1) is adopted in its entirety. Should a court of competent jurisdiction find that the
23 amendment to the Circulation Element should be set aside in whole or part, the City Council
24 finds that the existing Circulation Element prior to adoption of The Modified 1995 Circulation
25 Element Alternative with the Mission Avenue One-Way Couplet (per Resolutions No.
26 11-R0790-3 and 11-R0789-1) shall remain in full force and effect.

27 //

1 Notice is hereby given that the time within which judicial review must be sought on this
2 decision is governed by Govt. Code Section 65009 (C).

3 PASSED AND ADOPTED by the City Council of the City of Oceanside, California,
4 this _____ day of _____ 2012, by the following vote:

5
6 AYES:

7 NAYS:

8 ABSENT:

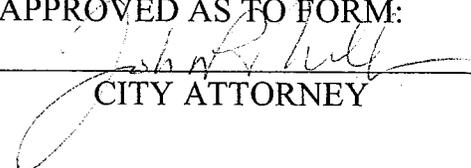
9 ABSTAIN:

10
11
12 ATTEST:

13 _____
14 CITY CLERK

MAYOR OF THE CITY OF OCEANSIDE

APPROVED AS TO FORM:



CITY ATTORNEY

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21 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE APPROVING A GENERAL PLAN
22 AMENDMENT TO UPDATE THE CIRCULATION ELEMENT OF THE GENERAL PLAN - CIRCULATION
23 ELEMENT UPDATE
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25
26
27
28



IBI Group
 701 B Street–Suite 1810
 San Diego CA 92101 USA
 tel 619 234 4110
 fax 619 234 4109

Memorandum

To/Attention	John Amberson	Date	August 31, 2012
From	IBI Group	Project No	15395
cc	David DiPierro	Steno	t
Subject	Mission Avenue Couplet Analysis - Modified 1995 CE Alternative		

The Mission Avenue couplet is a two-lane one-way street between Cleveland Street and Clementine Street with Seagaze Drive. This type of Collector Street is a two-lane one-way street generally with parking on both sides of the street.

The Mission Avenue couplet between Cleveland Street and Clementine Street with Seagaze Drive was previously included in the staff recommended Alternative 1 shown in the Circulation Element document and Program EIR. Due to the General Plan Amendment for the Mission Avenue couplet, the couplet will continue to be included in the Circulation Element document which has been approved by City Council as the Modified 1995 CE Alternative. The analysis from Alternative 1 for the Mission Avenue couplet can be applied to the Modified 1995 CE Alternative analysis as shown in the Circulation Element document, Traffic Impact Study and Program EIR. The study area which is affected by the Mission Avenue couplet included the following intersections and street segments:

- Mission Avenue and Horne Street
- Mission Avenue and Coast Highway
- Mission Avenue between Pacific Street and Coast Highway
- Mission Avenue between Coast Highway and Horne Street
- Coast Highway between Mission Avenue and Wisconsin Avenue

In both the Modified 1995 CE Alternative and Alternative 1, there are no other proposed network changes that would affect the traffic circulation near or surrounding the Mission Avenue couplet study area. Therefore, the analysis for the Mission Avenue couplet from Alternative 1 can be applied to the Modified 1995 CE Alternative as it was applied to Alternative 1.

Under existing conditions, both Mission Avenue/Horne Street and Mission Avenue/Coast Highway operate at LOS C or better for the AM and PM peak hours. The segments on Mission Avenue between Pacific Street and Horne Street operate at LOS A. The segment on Coast Highway between Mission Avenue and Wisconsin Avenue operates at LOS D under existing conditions. These intersections and segments are expected to continue to operate at an acceptable LOS D or better with the inclusion of the Mission Avenue Couplet under 2030 conditions (*as shown in Alternative 1 of the PEIR*).

The inclusion of the Mission Avenue couplet analysis to the Modified 1995 CE Alternative resulted in one less significant impact on Coast Highway between Mission Avenue and Wisconsin Avenue which is now expected to operate at an acceptable LOS D. This segment without the Mission Avenue couplet would operate at an unacceptable LOS E. The change in level of service is a result of a shift in traffic volumes on Coast Highway from the couplet

John Amberson – **Error! Reference source not found.**

reducing volumes on this segment of Coast Highway. The Mission Avenue/Horne Street and Mission Avenue/Coast Highway intersections and Mission Avenue between Pacific and Horne Street segments continue to operate at an acceptable LOS D or better under the Modified 1995 CE Alternative with the addition of the Mission Avenue couplet. Because the inclusion of the Mission Avenue couplet to the Modified 1995 CE Alternative does not degrade traffic operations on any of the affected intersections or segments, there is no new mitigation measures proposed.

The detailed analysis for the Modified 1995 CE Alternative and the Mission Avenue Couplet (included in Alternative 1) are included in the Program EIR, Appendix E Traffic Impact Analysis Report (April 2012). In addition, a separate analysis of the Mission Avenue couplet was completed in August 2010.

ES EXECUTIVE SUMMARY

ES.1 Project Description

The proposed project is the update of the City of Oceanside's General Plan Circulation Element. Pursuant to California Government Code 65302(b), a Circulation Element is a required component in all County and City General Plans. The purpose of the Circulation Element is to present a guide to the future development of the City's transportation system, which provides for the efficient movement of people and goods. The most recent amendment to the City's Circulation Element occurred in 1995. As a general rule, the State requires updating components of the General Plan every 10 years. This is necessary to maintain a set of policies and goals that are representative of the current and future needs of the community.

The Circulation Element provides goals, objectives and policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space. Recognizing the relationship between transportation and these related topics is critical to improving mobility and accessibility within the City.

The present challenges, opportunities and transportation issues of interest to the City are addressed in this Element. These include but are not limited to:

- Enhancing the City's corridors for all modes of transportation;
- Increasing bicycle and pedestrian connections, routes and facilities;
- Refining the City's traffic calming program to promote safer streets for motorists, pedestrians and bicyclists;
- Identifying and incorporating Intelligent Transportation System (ITS) technology for the City;
- Developing circulation element roadways consistent with the applicable conservation measures of the regional Multiple Habitat Conservation Plan as well as the City of Oceanside Subarea Plan, once adopted;
- Increasing support of Transportation Demand Management programs; and
- Improving the efficiency of the existing transportation system.

ES.2 Project Alternatives

There were many potential 2030 network alternatives reviewed for the updated Circulation Element analysis. In developing the potential network alternatives, a review of the existing (present day) network and the adopted 1995 Circulation Element network was conducted. A total of 18 potential alternatives to the 1995 Circulation Element version of the model network were created. The 18 potential model alternatives were formed based on future potential projects, discussions with City staff, and input received at public outreach meetings. The 18 potential model alternatives contained variations to the following network elements:

- State Route 78 (SR-78) / Interstate-5 (I-5) Interchange: Caltrans Improvements
- State Route 76 (SR-76): Either 4 or 6 Lanes to Melrose Drive
- Rancho Del Oro Road / State Route 78 Interchange: Included or Not Included
- College Boulevard: Either 4 or 6 Lanes or Hybrid of both 4 and 6 Lanes
- Melrose Drive: North River Road to SR-76 Either Included or Not Included
- Melrose Drive: Spur Avenue to North Santa Fe Avenue Either Included or Not Included
- Pala Road: Connection to Fousat Road Either Included or Not Included
- Old Ranch Road: Connection Not Included
- Jeffries Ranch Road: Connection to SR-76 Not Included
- Mission Avenue: One-way Couplet or Four Lane Major or Four-Lane Secondary Collector

The 18 potential network alternatives were run using the Series 11 North County Sub-Area Model. Table 6-1 in Chapter 6.0, contains a matrix that shows the details for all 18 model alternatives key network assumptions and combinations. The 18 alternatives were presented to City staff and the impacts of each alternative were reviewed. The 18 alternatives were narrowed down to five alternatives based on the input received from meeting with City staff. These five alternatives were also presented at three public outreach meetings in January and February 2010. Subsequent to the meetings, the five alternatives under consideration were narrowed to three: the Modified 1995 Circulation Element (Mod '95 CE) Alternative; Alternative 1; and Alternative 2. Key characteristics of each of these alternatives are provided in Table ES-1:

TABLE ES-1
Network Alternatives Key Assumptions

Roadway	Mod '95 CE Alternative	Alternative 1	Alternative 2
State Route 76	6 Lanes	6 Lanes	6 Lanes
Rancho Del Oro Rd/ SR-78 Interchange	Included	Included	Not Included
College Boulevard	6 Lanes	4 and 6 Lane Hybrid	4 and 6 Lane Hybrid
Melrose Drive: N. River Rd to SR-76	Extension Included	Extension Not Included	Extension Not Included
Melrose Drive: Spur Ave. to N. Santa Fe Ave	Extension Included	Extension Included	Extension Not Included
Pala Road Extension	Connection Included	Connection Included	Connection Not Included
Mission Avenue	One-Way Couplet between Cleveland St & Clementine St	One-Way Couplet between Cleveland St & Clementine St	4 Lane Secondary Collector
Coast Highway	Four-Lane Secondary Collector	4 Lane Second. Collector	2 Lanes with Roundabouts
Old Ranch Road	Connection Not Included	Connection Not Included	Connection Not Included
Jeffries Ranch Road*	Connection Not Included	Connection Not Included	Connection Not Included

Notes: **Bold text** under alternatives columns indicates a change from the adopted 1995 Circulation Element future network.
 *The closure of Jeffries Ranch Road has been reviewed under a separate study & potentially could provide right-in/out access to SR-76 should a funding source be identified.

Source: IBI Group, 2011.

ES.3 Potential Environmental Impacts

The following discussion addresses anticipated project environmental impacts relative to whether they would be significant and unmitigable; significant and mitigable; or less than significant.

ES.3.1 Significant Unmitigable Impacts

Potential project impacts to the following environmental topics were found, either generally, or in some specific locations, to be significant and unmitigable:

Traffic (some locations) - At the present time, five Oceanside intersections (out of 50 studied in the traffic report, Appendix E) and 11 Oceanside road segments (out of 120) perform at unacceptable Level of Service (LOS) E or F during traffic peak hours (AM or PM). Despite the many improvements proposed to the Oceanside circulation system under the Mod '95 CE Alternative, eight intersections and twelve road segments are expected to operate at LOS E or F during peak hours in 2030, even with recommended mitigation measures. This is due, in large part, to the projected increase in population in Oceanside and in surrounding jurisdictions during the intervening years, and the projected increases in traffic on key roadways in the City. Another factor is that, in many locations, traffic mitigation measures that could conceivably result in LOS D or better are not considered feasible, either because of limited right-of-way (ROW) availability, or other environmental constraints. Alternatives 1 and 2 would result in unacceptable LOS at greater numbers of intersections and road segments than the Mod '95 CE Alternative. Alternative 1 would have LOS E or F at 10 intersections and 17 road segments, while Alternative 2 would have such conditions at 16 intersections and 26 road segments. These impacts would be cumulatively significant and unmitigable for all alternatives.

Greenhouse Gases (GHGs) - Because of increased vehicular traffic projected for Oceanside in 2030, emissions of vehicle-related greenhouse gases are projected to increase as well. Current emissions of GHGs from vehicles in Oceanside are estimated at approximately 30.5 million metric tons (MMT) of CO_{2e} (CO₂ equivalent) per year. Under the Mod '95 CE Alternative, that value is projected to increase more than 15.14 percent to nearly 35 MMT per year, while Alternative 1 would exceed 35 MMT per year, and Alternative 2 would reach nearly 36 MMT per year. Thus, the project increase in GHG emission would be five to six MMT of CO_{2e} per year, depending on the alternative. Although some potential mitigation measures are identified in Section 4.5.4 of this EIR, it is not expected that they could reduce the emissions by 5 to 6 MMT of CO_{2e} per year. Furthermore, the City may not be able to reduce Oceanside's vehicular emissions to the extent required by Assembly Bill 32 (AB 32) and Senate Bill 735 (SB 375). This impact would be cumulatively significant and unmitigable for all alternatives.

Noise (some locations) - Of the 120 road segments analyzed in this EIR, one to five segments (depending on the alternative), would result in increases in sound levels of 3.0 dBA (decibel) CNEL or 7.8 dBA. Full mitigation of such impacts may well be infeasible, depending on the ultimate specifics of the actual site conditions adjacent to these affected roadways. Three of these locations would involve roadway extensions under the Mod '95 CE Alternative where there is no road now: Melrose Drive Northern Extension, Melrose Drive Southern Extension, and the Pala Road Extension. A fourth location would be along North Santa Fe Avenue, from Melrose Drive to the eastern City limits. Sound levels there are projected to increase

approximately 11.2 dBA. And a fifth location would be along North River Road, from Stallion Road to Melrose Drive (+7.8 dBA). Of course, noise impacts, and the potential of noise mitigation feasibility would need to be addressed in any subsequent facility-specific environmental studies at these locations.

Alternative 1 would avoid noise increases associated with the proposed Melrose Drive Northern Extension, but not those of the four other unmitigable locations listed under the Mod '95 CE Alternative. Finally, the only likely unmitigable road segment for Alternative 2 would be along North Santa Fe Avenue, from Melrose Drive to the eastern City limits.

Agriculture - Proposed Circulation Element roadways would only cross or border existing agricultural lands in Oceanside at two locations: the Melrose Drive Northern Extension and the Melrose Drive Southern Extension. Both of these proposed facilities are part of the Mod '95 CE Alternative, while the Melrose Drive Southern Extension is included in Alternative 1. Agricultural impacts associated with the Melrose Drive Southern Extension have been evaluated in the FEIR prepared for that facility, and found to be significant and unmitigable. That may be the case for the Melrose Drive Northern Extension as well, although the specifics of that proposed extension have not been evaluated as yet. In addition, if there is a significant impacts to farm operations or farm lands, it is unclear if there is any mitigation that could be effective to reduce the cumulative loss of farmlands.

ES.3.2 Significant, Mitigable Impacts

Potential project impacts to the following environmental topics were found to be significant, but mitigable.

Land Use – Land use impacts associated with the Mod '95 CE Alternative include potential impacts to existing land uses where roadway extensions are proposed, such as Melrose Drive North, Melrose Drive South, and Pala Road. Also, the proposed interchange at Rancho del Oro Road and SR-78 could impact existing medical offices at that location. Adjacent land uses could incur impacts from proposed road widening at various locations. The Melrose Drive Southern Extension could tend to separate part of the community from Guajome Regional Park. Finally, proposed facilities could affect preserve areas recommended in the yet-unadopted Oceanside Subarea Plan. Such impacts could be mitigated to a level less than significant through application of mitigation measure L1. This conclusion also applies to Alternatives 1 and 2, although they include fewer proposed facilities. Alternative 2, through its removal of several facilities proposed in the Mod '95 CE Alternative, could result in circulation element inconsistencies relative to adjacent jurisdictions. Such potential impacts need to be studied in facility-specific environmental documents, and mitigated through measure L2.

Traffic (some locations) - At the present time, five Oceanside intersections (out of 50) and 11 Oceanside road segments (out of 120) perform at unacceptable LOS E or F during traffic peak hours (AM or PM). Most of the anticipated significant traffic impacts from the Mod '95 CE Alternative are mitigable. Based on the improvements proposed to the Oceanside circulation system under the Mod '95 CE Alternative, with additional mitigation measures described in EIR Sec. 4.2.4, 42 of the intersections and 108 road segments are projected to operate at LOS D or better during peak hours in 2030, despite projected population and traffic increases in Oceanside and surrounding jurisdictions.

Alternatives 1 and 2 would result in unacceptable, unmitigable LOS at greater numbers of intersections and road segments than the Mod '95 CE Alternative. Alternative 1 would have LOS E or F at 10 intersections and 17 road segments, compared to Mod '95 CE Alternative values of eight intersections and 12 road segments, while Alternative 2 would have such conditions at 16 intersections and 26 road segments. The other anticipated traffic impacts of these alternatives would be reduced to a level less than significant through application of mitigation measures shown in Section 4.2.4 of this EIR.

Hazardous Materials and Hazards – Hazardous materials and/or wastes may be encountered or disturbed during the proposed development of transportation facilities contained in any of the Circulation Element alternatives. Specifically, a known contaminated site is located near the proposed Coast Highway facilities. And, according to the Oceanside Municipal Airport Compatibility Plan (2010), a 500-foot portion of the existing SR-78 is located within the boundaries of the Airport Safety Zone. These potential impacts would be reduced to a level less than significant through application of mitigation measures HR1 through HR4.

Noise (some locations) - Of the 120 road segments analyzed in this EIR, 18 to 21 segments (depending on the alternative) would result in traffic noise increases of 3.0 dBA CNEL or 7.8 dBA. Such increases in traffic noise would occur over a period of many years, between now and 2030. While specific mitigation would depend on factors such as local topography and the location of any future proposed noise-sensitive land uses relative to the roadway, in general it is possible to mitigate such noise impacts to a level less than significant through measures such as road surface treatments, noise walls, or landscaped berms between the roadway and the land use. Of course, noise impacts, and noise mitigation feasibility would need to be addressed in any subsequent facility-specific environmental studies.

Biological Resources – New or expanded Circulation Element facilities proposed under the Mod '95 CE Alternative have the potential to impact the following sensitive habitats at eight of the nine key network facilities (all except along Mission Avenue, where no sensitive biological resources exist): coastal and valley freshwater marsh; wetlands; open water; non-vegetated channel; non-native grassland/annual grassland; rare uplands; coastal sage scrub; and farmland/agricultural land (that provides biological function).

Implementation of the Mod '95 CE Alternative could also affect special status flora, such as San Diego ambrosia, sticky Dudleya, Small-flowering Morning Glory, and Southwestern Spiny Rush; as well as the following special status wildlife: Arroyo toad, South Coast garter snake, coastal California gnatcatcher, Light-footed clapper rail, California least tern, yellow warbler, southwestern willow flycatcher, Nuttall's Lotus, Yellow-breasted Chat, and least Bell's vireo. The proposed facilities could affect wildlife movement in some areas, while the facilities may also impact wetlands and other jurisdictional resources located nearby. Finally, areas identified for planned MHCP preserves are located near the following proposed facilities, and could incur impacts: SR-78/I-5 Interchange; SR-76 Six Lanes; Pala Road Extension; College Boulevard (Loma Alta Creek); Rancho del Oro Interchange; Melrose Drive Northern Extension; and Melrose Drive Southern Extension; and Coast Highway.

Implementation of mitigation measures BR1 through BR14 listed in Sec. 4.7.4 would ensure consistency with the Multiple Habitat Conservation Program (MHCP), and reduce anticipated biological resource impacts

to a level less than significant; however, since the City of Oceanside has not adopted their sub-regional MHCP Subarea Plan, all future specific project actions undertaken shall be reviewed for consistency with City of Oceanside implementing plans/ordinances, and if applicable, the MHCP.

Implementation of Alternatives 1 or 2 would have similar, but less extensive, biological impacts. As with the Mod '95 CE Alternative, all of these impacts would be reduced to a level less than significant through use of biological resource mitigation measures BR1 through BR14.

Cultural Resources – Thirteen prehistoric cultural resources have been identified as within or adjacent to the project area for the Mod '95 CE Alternative, and may be affected by this Alternative's implementation. In addition, there are 28 historical buildings or other structures located nearby. The Mitigation Measures of CR1, CR2 and CR3 listed in Sec. 4.8.4 provide a framework for evaluating potential project impacts to cultural resources on a site-specific basis, as construction projects are detailed and proposed under the Circulation Element. If the procedures listed are completed, potential impacts to cultural resources would be mitigated to a level less than significant, either through evaluation as a less-than-significant resource, through avoidance of the resource, or through information gathered through salvage excavations.

Implementation of Alternatives 1 or 2 would have similar, but less extensive, cultural resource impacts. As with Mod '95 CE Alternative, all of these impacts would be reduced to a level less than significant through use of cultural resource mitigation measures CR1 through CR3.

Geology/Soils – Areas within which Mod '95 CE Alternative facilities have been proposed contain various geological conditions, including areas of expansive soils, potential seismic shaking, landslides, and shallow groundwater. However, with application of appropriate engineering measures, detailed in mitigation measure GS1, potential impacts associated with geology or soils would be reduced to less than significant. This conclusion also applies to Alternatives 1 and 2, although they include fewer proposed facilities.

Aesthetics - The Melrose Drive Extension FEIR (Sept. 2010) (Southern Extension) found that noise walls needed for the proposed extension of Melrose Drive from SR-76 to North Santa Fe Avenue would result in significant, unmitigated visual impacts in that vicinity. It is possible that noise walls may be needed to mitigate future roadway noise levels for other segments of the Circulation Element, such as those near the San Luis Rey River, Buena Vista Lagoon, and the Mission San Luis Rey Historic District, but this cannot be determined until specific improvements to implement the Circulation Element are identified and designed. This would be the case for the criteria issues of scenic vistas, visual character, visual quality, and substantial light or glare. With implementation of mitigation as provided in Mitigation Measure A1, there would be no residual significant land use impacts associated with the Mod '95 CE Alternative, Alternative 1 or Alternative 2.

Hydrology/Water Quality – Roadway improvements listed in the Mod '95 CE Alternative would require various amounts of grading, and would thus affect hydrologic functions of specific areas. Such impacts would be minimized through application of mitigation measure HWQ1. Potential water quality impacts of the facilities listed under the Mod '95 CE Alternative (either construction or post-construction) would be

minimized through adherence to provisions of mitigation measures HWQ2 and HWQ3. All such impacts would be mitigated to a level less than significant. This conclusion also applies to Alternatives 1 and 2, although they include fewer proposed facilities.

Paleontological Resources – Of the nine key circulation element facilities in the Mod '95 CE Alternative, seven of them pass through areas of high paleontological resource sensitivity (i.e., likely presence of fossils), and could cause significant impacts to paleontological resources. However, these potential significant impacts would be made less than significant through adherence to provisions of mitigation measure PR1, which requires paleontological monitoring and documentation of facility excavation in such locations. This conclusion also applies to Alternatives 1 and 2, although they include fewer proposed facilities.

ES.3.3 Impacts That Would be Less Than Significant

Potential project impacts to the following environmental topics were found to be less than significant, without mitigation:

Air Quality - There is a general trend of pollution reduction along most roadway segments owing entirely to enhanced pollution controls identified in the applicable EMFAC Baseline Year 2030 model and not present in the EMFAC Existing Year 2011 model. These emission reductions are principally due to cleaner fuels and improved emission control systems mandated for automobiles within California by CARB. Improvements in vehicle emissions technology and cleaner-burning fuels has demonstrated that aggregate and segment emissions under the 2030 condition would actually be less than what currently exists within the City today.

Noise (some locations) - Of the 120 road segments analyzed in this EIR, future 2030 sound levels within 50 feet of existing or proposed roadways along one to five of the new improvements: which include the Melrose Drive Northern Extension; Melrose Drive Southern Extension; Pala Road Extension; North River Road between Stallion Road and Melrose Drive; and North Santa Fe Avenue from Melrose Drive to the eastern City limits (depending on the alternative) would not have decibel increases that exceed 3.0 dBA CNEL or 7.8 dBA. Less than a 3.0 dBA CNEL or 7.8 dBA increase has been found to not be perceptible to persons of average hearing, and so project sound level increases at these one to five locations is considered less than significant.

Mineral Resources - The only known economically significant minerals located within the City of Oceanside are silica sands in and near the San Luis Rey River, west of Oceanside Municipal Airport. Also, known aggregate materials are located in the riverbed and floodplain near the proposed northern extension of Melrose Drive. If that extension is implemented (Mod '95 CE Alternative), it may limit access to an existing mineral zone comprising less than two acres. It is not clear that mining of aggregate in that location would be allowed in any case; according to biological studies in this EIR, that area contains riparian forest and riparian scrub habitats, could impact least Bell's vireo, and is located within areas designated by the federal government as critical habitat for the arroyo toad, southwestern willow flycatcher, and the least Bell's vireo.

Population/Housing - The updated Circulation Element is designed to provide transportation facilities for a growing community, but would not require the removal of any existing housing for its implementation. Therefore, it would not result in any significant adverse direct impact upon existing housing or the population residing there. Indirect noise impacts to housing located near the key corridors may occur, but these would be mitigated to the extent feasible through the use of sound walls and other measures, determined at the time of facility-specific design.

Public Services and Utilities - The updated Circulation Element is designed to provide transportation facilities for a growing community, and thus help implement provision of public services. Some public utilities might need to be relocated as a result of the designs of specific transportation elements, but such relocation would be coordinated to ensure that these would result in only temporary impacts.

Recreation - The updated Circulation Element is designed to provide transportation facilities for a growing community, and thus help provide access to public recreation areas. In general, the transportation facilities are designed to avoid parks and other recreation areas. The only known recreation-related impact would occur where the Melrose Drive Southern Extension would cross lands that are part of Guajome Regional Park. The Melrose Drive Extension FEIR (2010) identifies mitigation that would reduce such impacts to a level less than significant.

ES.4 Areas of Controversy/Issues to be Resolved

Areas of public controversy relative to the proposed plan amendments and redevelopment activities considered in the EIR may arise as viewpoints differ among members of the public and the City. Such areas of public controversy include, but are not limited to:

- Melrose Drive Extensions (SR-76 to N. River Road; Spur Avenue to N. Santa Fe Avenue);
- Rancho Del Oro Road/SR-78 Interchange (Caltrans);
- College Boulevard (Oceanside Blvd. to Roselle Drive);
- Vista Way between I-5 and Coast Highway; and,
- Lake Boulevard between Thunder Drive and Sundown Drive.

ES.5 Environmentally-Preferred Alternative

Based on the summary comparison of alternatives found in Table 6-4 of this EIR, Alternative 2 is considered the environmentally preferable alternative. It is rated best relative to eight of the environmental topics addressed (land use, noise, biological resources, cultural resources, agriculture, aesthetics, hydrology/water quality, and paleontology). The Mod '95 CE Alternative is only preferred over the other two alternatives relative to traffic and GHGs. Alternative 1 received only one environmental preference, for cultural resources, for which it is tied with Alternative 2.

The preference results for Alternative 2 are due, in general, to its deletion of facilities proposed under other alternatives that are located in sensitive areas of Oceanside, such as the Melrose Drive Extensions, the Pala

Road Extension, and the Rancho del Oro interchange. Potential impacts at those locations would be avoided by Alternative 2, rather than needing to be mitigated, as is the case with the other alternatives.

ES.6 Program Impacts and Proposed Mitigation

Table ES-2 identifies specific significant impacts likely to result from the Mod '95 CE Alternative, Alternative 1 and Alternative 2, and describes recommended mitigation measures needed to reduce such impacts. Anticipated residual impacts after implementation of mitigation also are described; in most cases, significant impacts would be reduced to impact levels deemed less than significant. However, as described in Sec. ES.3.1, cumulative traffic and noise impacts at some locations may not be fully mitigated, as is also the case for cumulative greenhouse gases and for potential cumulative agricultural impacts.

ES.7 Mission Avenue One-Way Couplet

Subsequent to preparation of the Draft PEIR, the City approved and adopted an amendment to the General Plan and the existing 1995 Circulation Element to add the Mission Avenue One-Way Couplet to the element, and adopted a Mitigated Negative Declaration (Resolution No. 11-R0789-1 and Resolution No. 11-R0790-3). The Mission Avenue Couplet would be a two-lane one-way street between Cleveland Street and Clementine Street with Seagaze Drive. This type of Collector Street is a two-lane one-way street generally with parking on both sides of the street.

The Mission Avenue Couplet between Cleveland Street and Clementine Street with Seagaze Drive was included in Alternative 1, as shown in the Circulation Element Update document and addressed in this Program EIR. The Mod '95 CE Alternative retains this recent Circulation Element amendment as a component of the proposed updated Circulation Element, and it is addressed in this Executive Summary as part of the Mod '95 CE alternative. The analysis from Alternative 1 for the Mission Avenue Couplet can be applied to the Modified 1995 CE Alternative analysis as shown in the Circulation Element document, Traffic Impact Study and Program EIR. The study area which is affected by the Mission Avenue Couplet includes the following intersections and street segments:

- Mission Avenue and Horne Street
- Mission Avenue and Coast Highway
- Mission Avenue between Pacific Street and Coast Highway
- Mission Avenue between Coast Highway and Horne Street
- Coast Highway between Mission Avenue and Wisconsin Avenue

In both the Modified 1995 CE Alternative and Alternative 1, there are no other proposed network changes that would affect the traffic circulation near or surrounding the Mission Avenue Couplet study area. Likewise, the Mission Avenue Couplet would not affect traffic circulation beyond the immediate area, which includes the street segments described above. Therefore, the analysis for the Mission Avenue Couplet from Alternative 1 can be applied to the Modified 1995 CE Alternative as it was applied to Alternative 1. This analysis is further detailed in the August 31, 2012 Memorandum from IBI Group regarding Mission Avenue Couplet – Modified 1995 CE Analysis, and is hereby incorporated by this reference.

Under existing conditions, both Mission Avenue/Horne Street and Mission Avenue/Coast Highway operate at LOS C or better for the AM and PM peak hours. The segments on Mission Avenue between Pacific Street and Horne Street operate at LOS A. The segment on Coast Highway between Mission Avenue and Wisconsin Avenue operates at LOS D under existing conditions. These intersections and segments are expected to continue to operate at an acceptable LOS D or better with the inclusion of the Mission Avenue Couplet under 2030 conditions (as shown in Alternative 1 of the PEIR).

The inclusion of the Mission Avenue Couplet analysis in the Modified 1995 CE Alternative results in one less significant impact on Coast Highway between Mission Avenue and Wisconsin Avenue which is now expected to operate at an acceptable LOS D. This segment without the Mission Avenue Couplet would operate at an unacceptable LOS E. The change in level of service (LOS) is a result of a shift in traffic volumes on Coast Highway from the Couplet reducing volumes on this segment of Coast Highway. The Mission Avenue/Horne Street and Mission Avenue/Coast Highway intersections and Mission Avenue between Pacific and Horne Street segments continue to operate at an acceptable LOS D or better under the Modified 1995 CE Alternative with the addition of the Mission Avenue Couplet. Because the inclusion of the Mission Avenue Couplet to the Modified 1995 CE Alternative does not degrade traffic operations on any of the affected intersections or segments, no new mitigation measures are necessary or proposed.

The detailed analysis for the Modified 1995 CE Alternative and the Mission Avenue Couplet (included in Alternative 1) are included in the Program EIR, Appendix E Traffic Impact Analysis Report (April 2012). In addition, a separate analysis of the Mission Avenue Couplet was completed in August 2010 for the MND. In summary, inclusion of the Mission Avenue Couplet in the Modified 1995 CE alternative for the Circulation Element Update would result in no new significant impacts, and would not worsen any significant impacts identified in the PEIR. Consequently, inclusion of the Mission Avenue Couplet in the Modified 1995 CE alternative for the Circulation Element Update would not require any new mitigation measures.

TABLE ES-2
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Section 4.1 – Land Use –Direct Impacts		
Mod '95 CE Alternative		
<p>Plan-to-Ground Impacts Future improvements to the transportation facilities within the project area would result in impacts to existing land uses where roadway extensions are proposed. Adjacent land uses could incur impacts from proposed road widening at various locations, and a division of the community from Guajome Regional Park could occur at the Melrose Drive South extension. Finally, proposed facilities could affect preserve areas recommended in the yet-unadopted Oceanside Subarea Plan.</p>	<p>L1 Potential future land use impacts shall be assessed in a future facility-specific environmental document as required under CEQA, and project-specific mitigation measures shall be identified and included, as required, to reduce or avoid impacts.</p>	<p>Less than significant</p>
Alternative 1		
<p>Plan-to-Plan Impacts No significant impact to adopted land use plans is anticipated. Therefore, no mitigation measures proposed.</p>	<p>L1 Potential future land use impacts shall be assessed in a future facility-specific environmental document as required under CEQA, and project-specific mitigation measures shall be identified and included, as required, to reduce or avoid impacts.</p>	<p>Less than significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Plan-to-Plan Impacts No significant impact to -adopted land use plans is anticipated. Therefore, no mitigation measures are proposed.</p>		
<p>Alternative 2</p>		
<p>Plan-to-Ground Impacts No significant land use impact is anticipated as a result of the proposed project; therefore, no mitigation measures are proposed.</p>	<p>L2 Potential inconsistencies between the Oceanside Circulation Element and those of adjacent jurisdictions shall be assessed in future facility-specific environmental documents as required under CEQA, and project-specific mitigation measures shall be identified, and included, as required, to reduce or avoid impacts.</p>	<p>Less than significant</p>
<p>Plan-to-Plan Impacts No significant impact to Oceanside-adopted land use plans is anticipated as a result of the proposed project; however, it is possible that inconsistencies may occur with plans of adjacent jurisdictions.</p>		
<p>Section 4.2 – Transportation/Circulation – Cumulative Impacts</p>		
<p>Mod '95 CE Alternative</p>		
<p>Intersections The following eight intersections would operate at LOS E in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures to improve the operation to LOS D or better would not be feasible.</p>	<p>Provide additional turn and through lanes at the subject intersections, per mitigation measures T1-T6, T9 and T17 in EIR Section 4.2.4.</p>	<p>Mitigation Measures (MMs) not feasible; impacts would be significant and unmitigable at these locations.</p>
<ul style="list-style-type: none"> • (#7) Mission Avenue & I-5 SB Ramps (PM - LOS E) 	<p>T1 Mission Avenue/I-5 SB Ramps Eastbound-Provide 3 Thru Lanes; Westbound-Provide 2 Left-Turn Lanes, 3 Thru Lanes</p>	
<ul style="list-style-type: none"> • (#10) Oceanside Blvd & I-5 SB Ramps (PM - LOS F) 	<p>T2 Oceanside Boulevard/I-5 SB Ramps Eastbound – Provide 2 Left Turn Lanes; 3 Thru Lanes and Westbound – Provide 3 Thru Lanes</p>	
<ul style="list-style-type: none"> • (#11) Oceanside Blvd & I-5 NB Ramps (PM -LOS E) 	<p>T3 Oceanside Boulevard/ I-5 NB Ramps Provide 3 Westbound and Eastbound Thru Lanes</p>	
<ul style="list-style-type: none"> • (#12) Oceanside Blvd & Crouch St. (PM-LOS E) 	<p>T4 Oceanside Boulevard/Crouch Street</p>	
<ul style="list-style-type: none"> • (#13) SR-76 & Fousat Road (AM - LOS E) 	<p>T5 SR-76/Fousat Road</p>	
<ul style="list-style-type: none"> • (#16) El Camino Real & Oceanside Blvd (AM-LOS E) 	<p>The AM impacts cannot be fully mitigated, but peak hour conditions can be improved to LOS E by: Northbound – Provide 2 Right Turn Lanes and Southbound – Provide 3 Thru Lanes</p>	
<ul style="list-style-type: none"> • (#22) Douglas Dr. & El Camino Real (AM-LOS F; PM-LOS E) 		
<ul style="list-style-type: none"> • (#38) College Boulevard & Oceanside Boulevard 		

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
(PM - LOS E)	<p>T6 El Camino Real/ Oceanside Boulevard Provide 3 Westbound and Eastbound Thru Lanes</p> <p>T9 Douglas Drive/ El Camino Real Westbound – Provide Dedicated Left and Thru Lane; Southbound – Provide 3 Thru Lanes; Northbound – Provide 2 Thru Lanes with 1 Dedicated Right Turn Lane</p> <p>T17 College Boulevard/ Oceanside Boulevard Eastbound – Provide 2 Right Turn Lanes</p>	
<p>The following ten intersections would operate at LOS E or F in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures would improve operations to LOS D or better.</p> <ul style="list-style-type: none"> • (#17) El Camino Real & Vista Way (PM-LOS E) • (#20) Vista Way & Jefferson St. (PM-LOS E) • (#23) Douglas Dr. & Mission Ave. (AM/PM - LOS E) • (#27) Rancho Del Oro Rd & Vista Del Oro Dr (AM/PM - LOS F) • (#28) Rancho Del Oro Rd & Cameo Dr (AM/PM - LOS F) • (#29) Rancho Del Oro Road & Trieste Way & Sicily Way (AM/PM - LOS F) • (#33) College Boulevard & North River Road (PM - LOS F) • (#34) College Boulevard & SR-76 (AM - LOS E; PM - LOS F) • (#43) College Boulevard & Lake Boulevard (PM - LOS E) • (#47) Melrose Drive & SR-76 (PM - LOS E) 	<p>Provide additional turn and through lanes at the subject intersections, per mitigation measures T7, T-8, T10-T15, T18, and T19 in EIR Section 4.2.4.</p> <p>T7 El Camino Real/ Vista Way Northbound – Provide 3 Dedicated Thru Lanes and 1 Dedicated Right Turn Lane</p> <p>T8 Vista Way/ Jefferson Street Westbound – Provide 1 Thru and 1 Shared Thru-Right Turn Lane</p> <p>T10 Douglas Drive/ Mission Ave. Westbound – Provide Dedicated Right-Turn Lane</p> <p>T11 Rancho del Oro Road/ Vista del Oro Drive Provide a signal, if warrants are met</p> <p>T12 Rancho del Oro Road/ Trieste Way/ Sicily Way Provide a signal, if signal warrants are met.</p> <p>T13 College Boulevard/ North River Road Northbound – Provide 1 Left Turn Lane in addition to Shared Left-Thru Lane</p> <p>T14 College Boulevard/ North River Road Northbound – Provide 1 Left Turn Lane in addition to Shared Left-Thru Lane</p> <p>T15 College Boulevard/SR-76 Northbound – Provide 3 Thru Lanes; 2 Right-Turn Lanes with Overlap; Southbound – Provide 3 Thru Lanes</p> <p>T18 College Boulevard/ Lake Boulevard Northbound – Provide 2 Right Turn Lanes</p>	Less than Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>T11 Melrose Drive/ SR-76 Increase the cycle length/green times for SR-76 through movements. No specific additional mitigation measure is required.</p>		Less than Significant
<p>Other Oceanside intersections would operate at an acceptable LOS D or better with no specific mitigation other than the Circulation Element plans.</p> <p>Road Segments The following 12 road segments would operate at LOS E or F in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures to improve the operations to LOS D or better would not be feasible.</p> <ul style="list-style-type: none"> • Coast Highway: Wisconsin Avenue to Oceanside Blvd (LOS E) • College Blvd: SR-76 to Mesa Drive (LOS E)(2 segments) • College Blvd: Oceanside Blvd to Olive Drive (LOS F) • College Blvd: Waring Rd to Plaza Dr (LOS E) (3 segments) • College Blvd: Lake Blvd to southern City Limits (LOS F) • El Camino Real: Vista Way to SR-78 (LOS E) • Mesa Drive: Mission Avenue to Fousstat Road (LOS F) • Oceanside Blvd: Crouch Street to Fousstat Road (LOS E) • Vista Way: College Blvd. to SR-78 WB Ramps (LOS F) 	<p>If feasible, widen the roadways along the subject segments, per mitigation measures T21-T28, T32, T34, T35 and T36 in EIR Section 4.2.4.</p> <p>T21 Coast Highway: Wisconsin Ave. to Oceanside Boulevard Remove on-street parking and widen to a Secondary Collector 64/84 cross section</p> <p>T22 College Boulevard: SR-76 to Frazee Road Widen to a 6-lane Major Arterial</p> <p>T23 College Boulevard: Frazee Road to Mesa Drive Widen to a 6-lane Major Arterial</p> <p>T24 College Boulevard: Oceanside Boulevard to Olive Drive Widen to a 6-lane Prime Arterial</p> <p>T25 College Boulevard: Waring Road to Vista Way Widen to a 6-lane Prime Arterial</p> <p>T26 College Boulevard: Vista Way to SR-78 Widen to a 6-lane Prime Arterial</p> <p>T27 College Boulevard: SR-78 to Plaza Drive Widen to a 6-lane Prime Arterial</p> <p>T28 College Boulevard: Lake Boulevard to Southern City Limits Widen to a 6-lane Major Arterial</p> <p>T32 El Camino Real: Vista Way to SR-78 Widen to 8-lanes</p> <p>T34 Mesa Drive: Mission Ave. to Fousstat Road Widen to a 50/70 Collector</p> <p>T35 Oceanside Boulevard: Crouch Street to Fousstat Road Widen to a 6-lane Major Arterial</p>	<p>MMs not feasible; Significant and Unmitigable at those locations.</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>The following five road segments would operate at LOS E or F in 2030 under the Mod '95 CE Alternative, but recommended mitigation measures would improve operations to LOS D or better.</p> <ul style="list-style-type: none"> Coast Highway: Mission Avenue to Wisconsin Avenue (LOS E) (See Section ES.7) Douglas Dr: N. River Rd to El Camino Real (LOS E) (2 segments) El Camino Real: Mesa Dr to Oceanside Blvd (LOS E) SR-76: Melrose Drive to eastern City Limits (LOS F) 	<p>T36 Vista Way: College Boulevard to SR-78 Ramps Provide WB Dedicated Right-Turn lane and Lengthen the WB left-turn lane at the College Boulevard/ Vista Way Intersection</p> <p>Widen the roadways along the subject segments, per mitigation measures T-20, T29-T31, and T37 in EIR Section 4.2.4.</p> <p>T20 Coast Highway: Mission Avenue to Wisconsin Avenue Remove on-street parking and widen to a Secondary Collector 64/84 cross section. (See Section ES.7)</p> <p>T29 Douglas Drive: North River Road to Pala Road Widen to a 6-lane Major Arterial</p> <p>T30 Douglas Drive: Pala Road to El Camino Real Widen to a 6-lane Major Arterial</p> <p>T31 El Camino Real: Mesa Drive to Oceanside Boulevard Widen to a 6-lane Major Arterial</p> <p>T37 SR-76: Melrose Drive to Eastern City Limits Widen to a 6-lane Expressway.</p>	<p>Less than Significant</p>
<p>Other Oceanside road segments would operate at an acceptable LOS D or better in 2030 with no specific mitigation other than Circulation Element plans.</p> <p>Based on the analysis in Appendix E2, no road segments outside the jurisdiction of Oceanside would incur significant traffic impacts as a result of the Modified 1995 CE Alternative</p>	<p>No specific additional mitigation measure is required.</p> <p>No specific additional mitigation measure is required.</p>	<p>Less than Significant</p> <p>Less than Significant</p>
Alternative 1		
<p>Intersections The following 10 intersections would operate at LOS E or F in 2030 under Alternative 1, but recommended mitigation measures to improve the operation to LOS D or better would not be feasible.</p>	<p>Provide additional turn and through lanes at the subject intersections, per mitigation measures T38-T44, T47-T48, and T53 in EIR Section 4.2.4.</p>	<p>MMs not feasible; Significant and Unmitigable at those</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • (#7) Mission Avenue & I-5 SB Ramps (PM - LOS E) • (#8) Mission Avenue & I-5 NB Ramps (PM - LOS E) • (#10) Oceanside Blvd & I-5 SB Ramps (PM - LOS F) • (#11) Oceanside Blvd & I-5 NB Ramps (PM - LOS E) • (#12) Oceanside Blvd & Crouch St. (PM-LOS E) • (#13) SR-76 & Fousat Road (AM - LOS E) • (#16) El Camino Real & Oceanside Blvd (AM-LOS E) • (#22) Douglas Dr. & El Camino Real (AM-LOS F; PM-LOS E) • (#23) Douglas Dr. & Mission Ave. (AM/PM -LOS E) • (#34) College Boulevard & SR-76 (AM - LOS F; PM - LOS F) 		<p>locations.</p>
<p>The following seven intersections would operate at LOS E or F in 2030 under Alternative 1, but recommended mitigation measures would improve operations to LOS D or better.</p> <ul style="list-style-type: none"> • (#17) El Camino Real & Vista Way (PM - LOS E) • (#20) Vista Way & Jefferson St. (PM - LOS E) • (#27) Rancho Del Oro Rd & Vista Del Oro Dr (AM/PM - LOS F) • (#28) Rancho Del Oro Rd & Cameo Dr (AM/PM - LOS F) • (#29) Rancho Del Oro Road & Trieste Way & Sicily Way (AM/PM - LOS F) • (#33) College Boulevard & North River Road (PM - LOS F) • (#43) College Boulevard & Lake Boulevard (PM - LOS E) 	<p>Provide additional turn and through lanes at the subject intersection, per mitigation measures T45, T46, T49-T52, and T54 in EIR Section 4.2.4.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Other Oceanside intersections would operate at an acceptable LOS D or better with no specific mitigation other than the Alternative 1 Circulation Element plans.</p> <p>Road Segments The following 17 road segments would operate at LOS E or F in 2030 under Alternative 1, but recommended mitigation measures to improve the operations to LOS D or better would not be feasible.</p> <ul style="list-style-type: none"> • Coast Highway: Wisconsin Ave - Oceanside Blvd (LOS E) • College Blvd: SR-76 to Mesa Drive (LOS E) (2 segments) • College Blvd: Old Grove Rd to Aven. de la Plata (LOS E) • College Blvd: Oceanside Blvd to Waring Rd (LOS E) (2) • College Blvd: Vista Way to Plaza Dr (LOS E) (2 segments) • College Blvd: Lake Blvd to southern City Limits (LOS F) • Douglas Dr.: Via Malaguena to Cardiff Bay Dr. (LOS E) • El Camino Real: Vista Way to SR-78 (LOS E) • Lake Blvd: Thunder Drive to Sundown Lane (LOS F) • Mesa Drive: Mission Avenue to Fousat Road (LOS F) • North River Road: College Blvd. to Vandegriff Blvd. (E) • Oceanside Blvd: Crouch Street to Fousat Road (LOS E) • Vista Way: Coast Hwy to I-5 (LOS F) 	<p>No specific additional mitigation measure is required.</p> <p>Widen the roadways along the subject segments, per mitigation measures T55-T64, and T68-T74 in EIR Section 4.2.4.</p>	<p>Less than Significant</p> <p>MMs not feasible; Significant and Unmitigable at those locations.</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • Vista Way: College Blvd. to SR-78 WB Ramps (LOS F) <p>The following four road segments would operate at LOS E or F in 2030 under Alternative 1, but recommended mitigation measures would improve operations to LOS D or better.</p> <ul style="list-style-type: none"> • Douglas Dr. N. River Rd to El Camino Real (LOS F, E) (2 segments) • El Camino Real: Mesa Dr. to Oceanside Blvd (LOS E) • SR-76: Melrose Drive to eastern City Limits (LOS F) <p>Other Oceanside road segments would operate at an acceptable LOS D or better in 2030 with no specific mitigation other than the Circulation Element plans.</p> <p>Based on the analysis in Appendix E2, no road segments outside the jurisdiction of Oceanside would incur significant traffic impacts as a result of Alternative 1.</p>	<p>Widen the roadways along the subject segments, per mitigation measures T65-T67, and T75a in EIR Section 4.2.4.</p> <p>No specific additional mitigation measure is required.</p> <p>No specific additional mitigation measure is required.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>
Alternative 2		
<p>Intersections</p> <p>The following 16 intersections would operate at LOS E or F in 2030 under Alternative 2, but recommended mitigation measures to improve the operation to LOS D or better would not be feasible.</p> <ul style="list-style-type: none"> • (#7) Mission Avenue & I-5 SB & NB Ramps (PM - LOS E) (2) • (#8) Mission Avenue & I-5 NB Ramps (PM - LOS E) • (#10) Oceanside Blvd & I-5 SB Ramps (PM - LOS F) • (#11) Oceanside Blvd & I-5 NB Ramps (PM - LOS E) • (#12) Oceanside Blvd & Crouch St. (PM-LOS E) • (#13) SR-76 & Fousstat Road (AM - LOS E) 	<p>Provide additional turn and through lanes at the subject intersections, per mitigation measures T77-T88, T91-T93, and T95 in EIR Section 4.2.4.</p>	<p>MMs not feasible; Significant and Unmitigable at those locations.</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • (# 16) El Camino Real & Oceanside Blvd (AM-LOS E) • (#17) El Camino Real & Vista Way (PM – LOS E) • (#19) El Camino Real/SR-78 EB Ramps (PM-LOS E) • (#20) Vista Way & Jefferson Street (PM - LOS E) • (#22) Douglas Dr & El Camino Real (AM-LOS F; PM-LOS E) • (#23) Douglas Dr. & Mission Ave. (AM, PM, LOS F) • (#33) College Blvd./N. River Road (PM-LOS F) • (#34) College Blvd./SR-76 (AM, PM – LOS F) • (#35) College Blvd./Mesa Dr. (PM – LOS E) • (#38) College Blvd & Oceanside Blvd (PM - LOS E) 		
<p>The following six intersections would operate at LOS E or F in 2030 under Alternative 2, but recommended mitigation measures would improve operations to LOS D or better.</p> <ul style="list-style-type: none"> • (#4) Coast Hwy & Oceanside Blvd. (PM-LOS F) • (#5) Coast Hwy & Vista Way (PM-LOS F) • (#27) Rcho del Oro Rd & Vista del Oro Dr (AM, PM-LOS F) • (#28) Rcho del Oro Rd. & Cameo Dr. (AM, PM-LOS F) • (#37) College Blvd. & Old Grove Rd. (AM, PM – LOS E) • (#43) College Boulevard & Lake Boulevard (PM - LOS E) 	<p>Provide additional turn and through lanes at the subject intersections, per mitigation measures T75b, T76, T89, T90, T94, T96 and T98 in EIR Section 4.2.4.</p>	<p>Less than Significant</p>
<p>Other Oceanside intersections would operate at an acceptable LOS D or better with no specific mitigation other than the Alternative 2 Circulation Element plans.</p>	<p>No specific additional mitigation measure is required.</p>	<p>Less than Significant</p>
<p>Road Segments</p>	<p>Widen the roadways along the subject segments, per mitigation measures T99-</p>	<p>MMs not</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>The following 26 road segments would operate at LOS E or F in 2030 under Alternative 2, but recommended mitigation measures to improve the operations to LOS D or better would not be feasible.</p> <ul style="list-style-type: none"> • Coast Hwy: Harbor Dr. to Cassidy St. (LOS F) (5 segments) • College Blvd.: N. River Rd to Mesa Dr. (LOS E) (3 segments) • College Blvd.: Oceanside Blvd. to Olive Dr. (LOS F) • College Blvd.: Olive Dr. to Waring Rd. (LOS E) • College Blvd.: Waring Rd. to Plaza Dr. (LOS F) (3 segments) • College Blvd: Lake Blvd to southern City Limits (LOS F) • Douglas Dr.: Via Malaguena to Cardiff Bay Dr. (LOS E) • El Camino Real: Via Las Rosas to SR-78 (LOS F)(2 segments) • Lake Blvd: Thunder Drive to Sundown Lane (LOS F) • Mesa Drive: Mission Avenue to Fousat Road (LOS F) • North River Road: College Blvd. to Vandegriff Blvd. (LOS E) • Oceanside Blvd: I-5 to Crouch St. (LOS E) • Oceanside Blvd: Crouch Street to Fousat Road (LOS F) • Oceanside Blvd: Fousat Rd. to El Camino Real (LOS E) • Vista Way: Coast Hwy to I-5 (LOS F) 	<p>T103, T106-T108, T110-T116, and T120-T130 in EIR Sec. 4.2.4.</p>	<p>feasible; Significant and Unmitigable at those locations.</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>HM2 During construction activities, it may be necessary to excavate existing soil at a specific project site, or to bring fill soils to the site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, appropriate sampling is required prior to disposal of excavated soil. Complete characterization of the soil shall be prepared prior to any excavation or removal activity. Contaminated soil shall be properly disposed at an off-site facility. Fill soils also shall be sampled to ensure that imported soil is free of contamination.</p>	Less than Significant
	<p>HM3 A risk assessment shall be performed at all facilities in the project area where contamination has been identified or is discovered during activities, and at which soil is to be disturbed, to address non-water quality risks posed by any residual contamination, and to establish appropriate mitigation measures (e.g., natural attenuation, active remediation, and engineering controls) that would be protective of human health and the environment. All assessment and remediation activities shall be conducted in accordance with a Work Plan, which is approved by the City of Oceanside having oversight of the activities.</p>	Less than Significant
<p>According to the Oceanside Municipal Airport Compatibility Plan (2010), a 500-foot portion of the existing SR-76 is within the boundaries of the Airport Safety Zone.</p>	<p>HM4 Design and expansion of SR-76 in the vicinity of Oceanside Municipal Airport shall proceed in consultation and coordination with Oceanside Municipal Airport and County Airport Land Use Commission personnel, in compliance with applicable Federal Aviation Administration regulations and procedures.</p>	Less than Significant
Alternative 1		
<p>Hazardous materials and/or wastes may be encountered or disturbed during the proposed development of transportation facilities as detailed in the Circulation Element (Alternative 1). Specifically, a known contaminated site is located near the proposed Coast Highway facilities. According to the Oceanside Municipal Airport Compatibility Plan (2010), a 500-foot portion of the existing SR-76 is within the boundaries of the Airport Safety Zone.</p>	<p>The hazardous materials and hazards mitigation measures for Alternative 1 would be the same as for the Mod '95 CE Alternative. HM1 - HM4, as described above.</p>	Less than Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Alternative 2</p> <p>Hazardous materials and/or wastes may be encountered or disturbed during the proposed development of transportation facilities as detailed in the Circulation Element (Alternative 2). Specifically, a known contaminated site is located near the proposed Coast Highway facilities. According to the Oceanside Municipal Airport Compatibility Plan (2010), a 500-foot portion of the existing SR-76 is within the boundaries of the Airport Safety Zone.</p>	<p>The hazardous materials and hazards mitigation measures for Alternative 2 would be the same as for the Mod '95 CE Alternative, HM1 – HM4, as described above.</p>	<p>Less than Significant</p>
<p>SECTION 4.4 – AIR QUALITY - Direct Impacts; Cumulative Impacts</p>		
<p>Mod '95 CE Alternative</p>		
<p>No significant air quality impact is anticipated as a result of the proposed project; therefore, no mitigation measures are proposed.</p>		
<p>Alternative 1</p>		
<p>No significant air quality impact is anticipated as a result of the proposed project; therefore, no mitigation measures are proposed.</p>		
<p>Alternative 2</p>		
<p>No significant air quality impact is anticipated as a result of the proposed project; therefore, no mitigation measures are proposed.</p>		
<p>SECTION 4.5 – GREENHOUSE GAS - Cumulative Impacts</p>		
<p>Mod '95 CE Alternative</p>		
<p>CO2 Emissions</p> <p>The proposed project would result in the production of vehicular emissions of approximately 34.93 million metric tons (MMT) of CO_{2e} per year, an increase of 4.4 MMT from existing conditions, which exceeds the recommended CAPCOA/CARB significance criterion of 900 metric tons of CO_{2e} per year.</p> <p>This increase is identified as a cumulative significant greenhouse gas emissions impact.</p> <p>Assembly Bill 32 (AB 32)</p> <p>The increased GHG emissions associated with the proposed project would conflict with the California</p>	<p>GHG1 Prior to issuance of a grading permit, or if no grading permit is required, prior to commencing grading for any of the proposed improvements, the contractor shall demonstrate to the satisfaction of the City Engineer that the following greenhouse gas offset measures have been implemented or will be implemented during construction activities:</p> <ol style="list-style-type: none"> 1. The Diesel Equipment (Compression Ignition) offset Strategies (40% to 60% Reduction): <ol style="list-style-type: none"> a. Electricity from power poles shall be used rather than temporary diesel power generators. b. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard on precombustion chamber engines. 	<p>Significant and Unmitigable</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>state goal under AB 32 of a reduction in GHG emissions from 2005 emission levels, which is a significant cumulative impact.</p>	<ol style="list-style-type: none"> 2. Scraper equipment shall meet the "Blue Sky Series" equivalent standard (reference Mitigation Measure AQ-2 in Section 5.3-Air Quality.) 3. Other construction equipment used for the project shall utilize EPA Tier 2 or better engine technology. 4. Vehicular Trip (Spark Ignition) Offset Strategies (30% to 70% Reduction): <ol style="list-style-type: none"> a. Commute alternatives shall be encouraged by informing construction employees about transportation options for reaching the construction site. b. Construction vehicles shall be kept well maintained to prevent leaks and minimize emissions. 	
	<p>GHG2 Where feasible, Applicants shall consider compliance with the following measures. These measures shall be shown on the building plans for each component of the project to ensure that the features shall be incorporated into the project. Verification of compliance shall be accomplished as part of City inspection of buildings prior to issuance of certificate of occupancy.</p> <p>Onsite Energy Offset Strategies (50% to 70% reduction):</p> <ol style="list-style-type: none"> 1. All new structures shall meet California Code of Regulations Title 24 part 6: California's Energy Efficiency Standards. 2. All new structures shall use compact fluorescent lights. 3. Dimmable ballasts to dim lights to take advantage of daylight shall be installed. 4. A programmable thermostat shall be installed in all habitable units to control heating and air conditioning. 5. All major hot water pipes shall be insulated. 6. Refrigeration cold suction lines shall be insulated. 7. Weather stripping shall be used to close air gaps around doors and windows. 	<p>Significant and Unmitigable</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>8. Electrical equipment, including all appliances shall be Energy Star compliant.</p> <p>9. Ceiling fans shall be installed in the cottages and affordable housing units.</p>	
	<p>GHG3</p> <p>Implement the following operational mitigation measures EIR for future projects in Oceanside, where feasible, especially projects relating to larger employers.</p> <ol style="list-style-type: none"> 1. Reduce vehicular emissions by implementing Transportation Demand Management (TDM) strategies, including shuttle service from major activity centers to public transit stops and stations; provide sidewalks along all future project roadways, connecting to transit stops; provide bike lanes on all major project internal roadways; develop and maintain a bikeway plan; and promote TDM principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and use of public transportation or other measures, as appropriate. 2. Identify activity centers that would benefit from increased transit access, and work with North County Transit District (NCTD) to enhance service to these centers. 3. Establish a carpool/vanpool program, including preferential parking for carpools and vanpools. 4. Implement a parking fee program or a parking cash-out program for non-driving employees. 5. Orient future building entrances near transit stops, to the maximum extent practicable. 6. As public transit providers expand services in the future, the City shall ensure that bus stops and other improvements for those services are available. 7. [Project developers to] plant shade trees in parking lots. 8. [Project developers to] reduce standard paving area by 20 percent. 	<p>Significant and Unmitigable</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>9. [Project developers to] use energy-efficient and automated controls for air conditioning. Additionally, use lighting controls and energy-efficient interior lighting and built-in appliances.</p> <p>10. [Project developers to] use double-paned windows and low-emission water heaters.</p>		
<p>Alternative 1</p>		
<p>CO₂ Emissions The proposed project would result in the production of vehicular emissions of approximately 35.08 million metric tons (MMT) of CO_{2e} per year., an increase of 4.55 MMT per year from existing conditions, and which exceeds the recommended CAPCOA/CARB criterion of 900 metric tons of CO_{2e} per year. This increase is identified as a cumulative significant greenhouse gas emissions impact.</p> <p>AB 32 The increased GHG emissions associated with the proposed project would conflict with the California state goal under AB 32 of reduction in GHG emissions from 2005 emission levels, which is a significant cumulative impact.</p>	<p>The GHG mitigation measures for Alternative 1 would be the same as for the Mod '95 CE Alternative, GHG1 – GHG3, as described above.</p>	<p>Significant and Unmitigable</p>
<p>Alternative 2</p>		
<p>CO₂ Emissions The proposed project would result in the production of vehicular emissions of approximately 35.98 million metric tons (MMT) of CO_{2e} per year., an increase of 5.44 MMT per year from existing conditions, and which exceeds the recommended CAPCOA/CARB criterion of 900 metric tons of CO_{2e} per year. This increase is identified as a cumulative significant greenhouse gas emissions impact.</p>	<p>The GHG mitigation measures for Alternative 2 would be the same as for the Mod '95 CE Alternative, GHG1 – GHG3, as described above.</p>	<p>Significant and Unmitigable</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>AB 32 The increased GHG emissions associated with the proposed project would conflict with the California state goal under AB 32 of a reduction in GHG emissions from 2005 emission levels, which is a significant cumulative impact.</p>		
<p>SECTION 4.6 – NOISE – Cumulative Impacts Mod '95 CE Alternative</p>		
<p>Implementation of the development of the following 20 roadway segments have the potential to result in noise related impacts of up to 3.0 dBA CNEL or 7.8 dBA associated with vehicular activity on Circulation Element roads:</p> <ul style="list-style-type: none"> • Cannon Road: Melrose Drive to Western City Limits (4.4 dBA increase) • Canyon Drive: SR-76 to Mission Avenue (3.0 dBA increase) • Douglas Drive: El Camino Real to Mission Avenue (4.9 dBA increase) • Melrose Drive: SR-76 to Spur Avenue: (4.5 dBA increase) • Melrose Drive: North Santa Fe Avenue to Oceanside Boulevard (4.0 dBA CNEL increase) • Melrose Drive: Oceanside Blvd. to City Limits (3.5 dBA CNEL increase) • Mesa Drive: Mission Avenue to Fousat Road (2.9 dBA CNEL increase) • Mesa Drive: Fousat Road to El Camino Real (2.7 dBA CNEL increase) • Mission Avenue: Coast Hwy to Home Street (7.3 dBA CNEL increase) 	<p>NI At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible. If the new significant impacts are caused by roadway changes undertaken in another jurisdiction, that jurisdiction shall be responsible for mitigating those project noise impacts to Oceanside residents.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • North River Road: Vandegriff Blvd. to Stallion Road (4.2 dBA increase) • North River Road: Melrose Drive to Eastern City Limits (4.3 dBA increase) • Oceanside Blvd.: Pacific Street to Coast Highway (2.1 dBA increase) • Oceanside Blvd.: I-5 to Crouch Street (4.7 dBA increase) • Oceanside Blvd.: Crouch Street to Fousstat Road (5.2 dBA increase) • Oceanside Blvd.: Fousstat Road to El Camino Real (5.5 dBA increase) • Old Grove Road: Mesa Drive to College Blvd. (3.4 dBA increase) • Pala Road: Los Arbolitos Blvd. To Douglas Dr. (2.3 dBA increase) • Rancho Del Oro Drive: Mesa Drive to Oceanside Blvd. (3.3 dBA increase) • Rancho Del Oro Drive: Oceanside Blvd. to Cameo Drive (4.1 dBA increase) • Rancho Del Oro Drive: Cameo Drive to SR-78 (3.5 dBA increase) 		
<p>Development of the proposed Melrose Drive Northern and Southern Extensions, the Pala Road Extension, widening of North Santa Fe Avenue from Melrose Drive to the eastern City limits, and widening of North River Road, from Stallion Road to Melrose Drive have the potential to result in noise related impacts associated with vehicular activity higher than 3.0 dBA CNEL or 7.8 dBA.</p>	<p>NI At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible. If the new significant impacts are caused by roadway changes undertaken in another jurisdiction, that jurisdiction shall be responsible for mitigating those project noise impacts to Oceanside residents.</p>	<p>Significant and Unmitigable</p>
<p>Ninety-four Circulation Element road segments not listed above would result in sound level increases of</p>	<p>No significant noise impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>less than 3 dBA CNEL or 7.8 dBA, a level that is not perceptible to human beings with average hearing ability. These segments would result in noise impacts that would be less than significant.</p>		
Alternative 1		
<p>Development of the following 21 proposed roadway segments have the potential to result in noise related impacts of up to 3.0 dBA CNEL or 7.8 dBA associated with vehicular activity on Circulation Element roads:</p> <ul style="list-style-type: none"> • Cannon Rd: Melrose Dr to Western City Limits • Canyon Dr: SR-76 to Mission Ave • Douglas Dr: El Camino Real to Mission Ave • Melrose Dr: SR-76 to Spur Ave • Melrose Dr: N Santa Fe Ave to Oceanside Blvd • Melrose Drive: Oceanside Blvd to City Limits • Mesa Drive: Mission Avenue to Fousat Road • Mesa Avenue: Fousat Road to El Camino Real • Mission Avenue: Coast Highway to Horne Street • North River Rd: Vandergriff Blvd To Stallion Rd • North River Rd: Melrose Dr to Eastern City Limits • Oceanside Blvd: Pacific Street to Coast Hwy • Oceanside Blvd: I-5 to Crouch Street • Oceanside Blvd: Crouch Street to Fousat Rd • Oceanside Blvd: Fousat Rod to El Camino Real • Old Grove Road: Mesa Drive to College Blvd • Pala Road: Los Arbolitos Blvd to Douglas Drive • Rancho Del Oro Dr: Mesa Drive to Oceanside Blvd • Rancho Del Oro Dr: Oceanside Blvd to Cameo Dr • Rancho Del Oro Dr: Cameo Dr to SR-78 	<p>For the locations listed at the left, the noise mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, NI as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Development of the Melrose Drive Southern Extension, Pala Road Extension and on North Santa Fe Drive, from Melrose Drive to the Eastern City limits have the potential to result in noise related impacts associated with vehicular activity that exceeds 3.0 dBA CNEL or 7.8 dBA.</p> <p>Ninety-five Circulation Element road segments not listed above would result in sound level increases of less than 3.0 dBA CNEL or 7.8 dBA, a level that is not perceptible to human beings with average hearing ability. These segments would result in noise impacts that would be less than significant.</p>	<p>N1 At roadway segments where projected traffic noise exceeds a 3.0 dBA CNEL increase at 50 feet from the roadway, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible.</p> <p>No significant noise impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Significant and Unmitigable</p> <p>Less than Significant</p>
Alternative 2		
<p>Implementation of development of following 18 proposed roadway segments have the potential to result in noise related impacts of up to 3.0 dBA CNEL or 7.8 dBA associated with vehicular activity on Circulation Elements roads:</p> <ul style="list-style-type: none"> • Cannon Rd: Melrose Dr to Western City Limits • Canyon Dr: SR-76 to Mission Ave • Douglas Dr: El Camino Real to Mission Ave • Frazee Rd: College Blvd to Sagewood Dr • Melrose Dr: N. Sta Fe Ave to Oceanside Blvd • Mesa Drive: Mission Ave to Foussat Rd • Mesa Road: Foussat Road to El Camino Real • Mission Avenue: Coast Highway to Home St • North River Rd: Vandergriff Blvd to Stallion Rd • North River Rd: Stallion Rd to Melrose Dr • North River Rd: Melrose Dr - Eastern City Limits • Oceanside Blvd: Pacific Street to Coast Hwy • Oceanside Blvd: I-5 to Crouch St • Oceanside Blvd: Crouch St to Foussat Rd 	<p>For the locations listed on the left, the noise mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, N1 as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • Oceanside Blvd: Fousat to El Camino Real • Old Grove Road: Mesa Dr to College Blvd • Rcho Del Oro Dr: Mesa Dr to Oceanside Blvd • Rancho Del Oro Drive: Oceanside Blvd. to Cameo Drive <p>Development of the North Santa Fe Avenue, from Melrose Drive to the Eastern City limits has the potential to result in noise related impacts associated with vehicular activity higher than 10.9 dBA.</p>	<p>The noise mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, N1 as described above. While the predicted traffic noise increase is significant, and may not be fully mitigable, the City of Oceanside shall address potential traffic noise increases during the design stage of these facilities, and mitigate any significant impact to the extent feasible. For noise increases in excess of 7.8 dBA, such mitigation may not be feasible.</p>	<p>Significant and Unmitigable</p>
<p>One hundred Circulation Element road segments not listed above would result in sound level increases of less than 3 dBA CNEL or 7.8 dBA, a level that is not perceptible to human beings with average hearing ability. These segments would result in noise impacts that would be less than significant.</p>	<p>No significant noise impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p>
<p>SECTION 4.7 – Biological Resources – Direct and Indirect Impacts Mod '95 CE Alternative</p>		
<p>Vegetation Impact</p> <p>Future development of the following transportation facilities has the potential to result in significant biological impacts to vegetation communities:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • College Boulevard • Rancho del Oro Interchange • Melrose Drive Northern Extension • Melrose Drive Southern Extension • Coast Highway 	<p>BRI</p> <p>Habitat-based mitigation for the permanent and temporary project impacts to wetlands (Habitat Group A), rare uplands (Habitat Group B), coastal sage scrub (Habitat Group C), annual grasslands (Habitat Group D), and other lands (Habitat Group F) shall be consistent with established ratios in the MCHP region and City of Oceanside, as provided in the table below. Mitigation shall be completed through: 1) on-site preservation; 2) off-site acquisition of mitigation land located within the region; 3) habitat restoration that increases the habitat quality and biological function of the site; or, 4) monetary compensation to acquire, maintain and administer the preservation of sensitive biological resources, in perpetuity.</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation														
<p>Future development of transportation facilities listed above have the potential to result in significant biological impacts to the following sensitive vegetation communities:</p> <ul style="list-style-type: none"> • Coastal and valley freshwater marsh • Open water • Estuarine • Native Vegetation • Non-vegetated channel • Non-native grassland • Wetlands • Rare uplands • Coastal sage scrub • Annual grassland • Farmland/Agricultural Land (that provides biological function) 	<p style="text-align: center;">MHCP Habitat-Based Mitigation Ratios</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">MHCP Habitat Group</th> <th style="text-align: left;">Mitigation Ratio</th> </tr> </thead> <tbody> <tr> <td>Habitat Group A: Wetland & Riparian</td> <td>1:1 or 4:1, depending on the habitat type and location within the Subarea*</td> </tr> <tr> <td>Habitat Group B: Rare Upland</td> <td>2:1 to 3:1</td> </tr> <tr> <td>Habitat Group C: Coastal Sage Scrub</td> <td>1:1 to 3:1</td> </tr> <tr> <td>Habitat Group D: Chaparral</td> <td>0.5:1 to 1:1</td> </tr> <tr> <td>Habitat Group E: Annual Grasslands</td> <td>0.5:1</td> </tr> <tr> <td>Habitat Group F: Other Lands</td> <td>None**</td> </tr> </tbody> </table> <p>Source: Metkel & Associates, 2010. *Mitigation ratios for wetland habitat may vary depending upon quality of the resource and location within the City's NCCP Subarea Plan (SAP) zones once the SAP is adopted. Final mitigation ratios for wetlands shall be governed by the SAP and applicable state and federal regulatory approvals. **Group F habitat may be subject to a Habitat Development Fee in accordance with conditions of an adopted NCCP Subarea Plan.</p>	MHCP Habitat Group	Mitigation Ratio	Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*	Habitat Group B: Rare Upland	2:1 to 3:1	Habitat Group C: Coastal Sage Scrub	1:1 to 3:1	Habitat Group D: Chaparral	0.5:1 to 1:1	Habitat Group E: Annual Grasslands	0.5:1	Habitat Group F: Other Lands	None**	
MHCP Habitat Group	Mitigation Ratio															
Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*															
Habitat Group B: Rare Upland	2:1 to 3:1															
Habitat Group C: Coastal Sage Scrub	1:1 to 3:1															
Habitat Group D: Chaparral	0.5:1 to 1:1															
Habitat Group E: Annual Grasslands	0.5:1															
Habitat Group F: Other Lands	None**															
	<p>BR6 Proposed transportation infrastructure modification in proximity to wildlife areas shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into wildlife areas. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.</p> <p>BR12 Any new road should be located in the least environmentally damaging location and designed to minimize fragmentation and edge effects;</p>	<p>Less than Significant</p>														

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future development of the Mission Avenue (One-way Couplet) would not result in significant impacts to vegetation communities. (See Section ES.7)</p>	<p>BR13 The following measures will be considered at the project level review of each circulation element project with the exception of Mission Avenue and shall be incorporated as appropriate to the specific project:</p> <ul style="list-style-type: none"> • A monitoring biologist shall be onsite during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology. • The project shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. Temporary construction fencing shall be removed upon project completion. • Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures. • Construct noise barriers for short sections of road that may impact wildlife breeding; • Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels; • Minimize any materials sidestepping during road construction. • The biological monitor shall have the authority to halt construction as necessary to ensure compliance with the OSAP and associated documents. The biologist shall immediately bring to the attention of the City and the Wildlife Agencies any actions not in compliance with these documents. <p>No significant biological impact is anticipated as a result of the proposed project at Mission Avenue; therefore, no mitigation measures are proposed.</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	
<p>Special Status Species & Designated Critical Habitat Future development of transportation facilities listed below has the potential to result in significant biological impacts to federally designated critical habitat for arroyo toad, southwestern willow flycatcher, least Bell's vireo, or coastal California gnatcatcher:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Melrose Drive Northern Extension • Melrose Drive Southern Extension • Coast Highway 	<p>BR2 Coordination with responsible listing agencies (USFWS and/or CDFG) shall be completed as early as possible and in conjunction with, or prior to, the CEQA process for actions, which may affect federal and/or state listed sensitive species and/or MHCP narrow endemic species. Specific actions necessary to protect sensitive species shall be determined on a case-by-case basis. Planning policies shall include a requirement to make use of project designs, engineering and construction practices that minimize impacts to sensitive habitats and species. The City will coordinate the designs of roads and roadway improvements within or adjacent to wildlife movement linkages and corridors (inclusive of their buffers) with the Wildlife Agencies to ensure viability of the SAP Preserve. This coordination shall occur early enough in the planning process to influence the location, alignment, and design of roads and road improvements.</p> <p>BR3 Night lighting shall be directed away from wildlife areas to protect species from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MHCP Conservation Areas is not increased.</p> <p>BR4 Proposed noise-generating activities during construction and post-construction shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.</p> <p>BR14 Proposed project activities should occur outside of the avian breeding season, generally from February 15 to September 15 (as early as January 1 for raptors) to avoid take of birds or their eggs. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted. If avoidance of the avian breeding season is not feasible, the Wildlife Agencies recommend that beginning 30 days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting</p>	<p>Less than Significant</p>
<p>Future development of transportation facilities listed above has the potential to result in significant biological impacts to the following USFWS/CNDDB special status species:</p> <ul style="list-style-type: none"> • San Diego Ambrosia • Sticky Dudleya • Small-flowering Morning Glory • Southwestern Spiny Rush • South Coast Garter Snake • Nuttall's Lotus • Coastal California Gnatcatcher • Light-Footed Clapper Rail 		

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • California Least Tern • Yellow Warbler • Southwestern Willow Flycatcher • Yellow-breasted Chat • Arroyo Toad • Least Bell's Vireo <p>Future development of the Mission Avenue (One-way Couplet) would not result in significant impacts to designated critical habitat for the USFWS/CNDDB special status species. Future development of Mission Avenue and College Boulevard would not result in significant impacts to federally designated</p>	<p>habitat that is to be disturbed and any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors or listed species). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor or listed species nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptors or listed species nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why to the City (and, upon request, the Wildlife Agencies, if they so request) will determine whether to allow a narrower buffer. The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint and that the flagging/staking/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the City and shall notify the City immediately if project activities damage active avian nests.</p> <p>No significant biological impact is anticipated as a result of the proposed project at Mission Avenue, College Boulevard, Rancho del Oro Interchange and Melrose Drive Southern Extension; therefore, no mitigation measures are proposed.</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>critical habitat for arroyo toad, southwestern willow flycatcher, least Bell's vireo, or coastal California gnatcatcher. (See Section ES.7)</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>No significant biological impact is anticipated at the class 1 bike path as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	
<p>Wildlife Movement and Nursery Sites</p> <p>Future development of the following transportation facilities has the potential to result in significant biological impacts to designated critical habitat for the USFWS/CNDDB special status species:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Melrose Drive Northern Extension • Melrose Drive Southern Extension • Coast Highway <p>Proposed transportation developments may result in significant impacts to birds covered by the Migratory Bird Treaty Act (MBTA).</p>	<p>BR2 Coordination with responsible listing agencies (USFWS and/or CDFG) shall be completed as early as possible and in conjunction with, or prior to, the CEQA process for actions, which may affect federal and/or state listed sensitive species and/or MHCP narrow endemic species. Specific actions necessary to protect sensitive species shall be determined on a case-by-case basis. Planning policies shall include a requirement to make use of project designs, engineering and construction practices that minimize impacts to sensitive habitats and species. The City will coordinate the designs of roads and roadway improvements within or adjacent to wildlife movement linkages and corridors (inclusive of their buffers) with the Wildlife Agencies to ensure viability of the SAP Preserve. This coordination shall occur early enough in the planning process to influence the location, alignment, and design of roads and road improvements.</p> <p>BR3 Night lighting shall be directed away from wildlife areas to protect species from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MHCP Conservation Areas is not increased.</p> <p>BR4 Proposed noise-generating activities during construction and post-construction shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.</p> <p>BR5 When proposing landscape plans adjacent to wildlife areas, permittees shall avoid the use of invasive species for the portions of development</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>that are adjacent to wildlife areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the wildlife areas, species considered in the planting plans, biological resources being protected within their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.</p> <p>BR6 Proposed transportation infrastructure modification in proximity to wildlife areas shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into wildlife areas. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.</p> <p>BR8 Potential biological impacts to preserve areas (existing and proposed) and/or WCPZ/Regional Corridor and/or Agricultural Exclusion Zone identified in the Oceanside Subarea Plan (subsequently adopted) or habitat management plans of adjacent jurisdictions will require specific environmental studies associated with the proposed facilities, and subsequently mitigated to a level of less than significant.</p> <p>BR9 New roads or improvements to existing roads must include wildlife crossing improvements designed for species of concern in the area, and may include bridges, vegetated over-crossings, enlarged culverts, or other structures shown to be effective for wildlife movement, along with appropriate fencing to keep animals off of roads and funnel them to safe crossing points. The placement and design of such crossings, fences, and associated improvements (e.g., vegetation restoration) will be based on site-specific wildlife movement surveys and biological criteria included as</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>part of the CEQA process or other appropriate implementing ordinances. Within or adjacent to the MSCP Preserve and/or WCPZ/Regional Corridor, the City will coordinate the design of the road improvements with the Wildlife Agencies and, if improvements are located in adjacent jurisdictions, with these cities, to account for wildlife movement. This coordination shall occur early enough in the planning process to influence the location, alignment, and design of the road improvements.</p> <p>BR10 Noise within underpasses should be less than 60 dBA (decibels, A-weighted scale) during the time of day at which the animals use it; BR11 Use skylight openings within the underpass to allow for vegetation cover within the underpass;</p> <p>BR12 Any new road should be located in the least environmentally damaging location and designed to minimize fragmentation and edge effects;</p> <p>BR13 The following measures will be considered at the project level review of each circulation element project with the exception of Mission Avenue and shall be incorporated as appropriate to the specific project:</p> <ul style="list-style-type: none"> • A monitoring biologist shall be onsite during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology. • The project shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. Temporary construction fencing shall be removed upon project completion. • Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures. • Construct noise barriers for short sections of road that may impact wildlife breeding; 	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<ul style="list-style-type: none"> • Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels; • Minimize any materials sidecasting during road construction. • The biological monitor shall have the authority to halt construction as necessary to ensure compliance with the OSAP and associated documents. The biologist shall immediately bring to the attention of the City and the Wildlife Agencies any actions not in compliance with these documents. <p>BR14 Proposed project activities should occur outside of the avian breeding season, generally from February 15 to September 15 (as early as January 1 for raptors) to avoid take of birds or their eggs. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted. If avoidance of the avian breeding season is not feasible, the Wildlife Agencies recommend that beginning 30 days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors or listed species). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor or listed species nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptors or listed species nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. If the biological monitor determines that a narrower buffer</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future development of the Mission Avenue (One-way Couplet) and College Boulevard would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species. (See Section ES.7)</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>Jurisdictional Waters Future development of the following transportation facilities has the potential to result in significant impacts to jurisdictional waters:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • College Boulevard • Rancho del Oro Interchange • Melrose Drive Northern Extension • Melrose Drive Southern Extension 	<p>between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why to the City (and, upon request, the Wildlife Agencies, if they so request) will determine whether to allow a narrower buffer. The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint and that the flagging/staking/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to the City and shall notify the City immediately if project activities damage active avian nests.</p> <p>No significant biological impact is anticipated as a result of the proposed project at Mission Avenue and College Boulevard; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>BR1 Habitat-based mitigation for the permanent and temporary project impacts to wetlands (Habitat Group A), rare uplands (Habitat Group B), coastal sage scrub (Habitat Group C), annual grasslands (Habitat Group D), and other lands (Habitat Group F) shall be consistent with established ratios in the MCHP region and City of Oceanside, as provided in the table below. Mitigation shall be completed through: 1) on-site preservation; 2) off-site acquisition of mitigation land located within the region; 3) habitat restoration that increases the habitat quality and biological function of the site; or, 4) monetary compensation to acquire, maintain and administer the preservation of sensitive biological resources, in perpetuity.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation														
<ul style="list-style-type: none"> Coast Highway <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>Future development of the Mission Avenue (One-way Couplet) and Melrose Drive Southern Extension would not result in significant impacts to jurisdictional waters. (See Section ES.7)</p>	<p style="text-align: center;">MHCP Habitat-Based Mitigation Ratios</p> <table border="1" data-bbox="302 407 667 1209"> <thead> <tr> <th>MHCP Habitat Group</th> <th>Mitigation Ratio</th> </tr> </thead> <tbody> <tr> <td>Habitat Group A: Wetland & Riparian</td> <td>1:1 or 4:1, depending on the habitat type and location within the Subarea*</td> </tr> <tr> <td>Habitat Group B: Rare Upland</td> <td>2:1 to 3:1</td> </tr> <tr> <td>Habitat Group C: Coastal Sage Scrub</td> <td>1:1 to 3:1</td> </tr> <tr> <td>Habitat Group D: Chaparral</td> <td>0.5:1 to 1:1</td> </tr> <tr> <td>Habitat Group E: Annual Grasslands</td> <td>0.5:1</td> </tr> <tr> <td>Habitat Group F: Other Lands</td> <td>None**</td> </tr> </tbody> </table> <p>Source: Merkel & Associates, 2010.</p> <p>* Mitigation ratios for wetland habitat may vary depending upon quality of the resource and location within the City's NCCP Subarea Plan(SAP) zones once the SAP is adopted. Final mitigation ratios for wetlands shall be governed by the SAP and applicable state and federal regulatory approvals.</p> <p>** Group F habitat may be subject to a Habitat Development Fee in accordance with conditions of an adopted NCCP Subarea Plan.</p> <p>BR6 Proposed transportation infrastructure modification in proximity to wildlife areas shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into wildlife areas. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.</p>	MHCP Habitat Group	Mitigation Ratio	Habitat Group A: Wetland & Riparian	1:1 or 4:1, depending on the habitat type and location within the Subarea*	Habitat Group B: Rare Upland	2:1 to 3:1	Habitat Group C: Coastal Sage Scrub	1:1 to 3:1	Habitat Group D: Chaparral	0.5:1 to 1:1	Habitat Group E: Annual Grasslands	0.5:1	Habitat Group F: Other Lands	None**	
MHCP Habitat Group	Mitigation Ratio															
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Habitat Group E: Annual Grasslands	0.5:1															
Habitat Group F: Other Lands	None**															

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>BR7 Project impacts to jurisdictional waterways would require issuance of the following permits by regulatory federal and state agencies: 1) Army Corps of Engineers (ACOE), CWA Section 404 permit for placement of dredged or fill material within waters of the U.S.; 2) Regional Water Quality Control Board (RWQCB), CWA Section 401 state water quality certification/waiver for an action that may result in degradation of waters of the State; and, 3) CDFG, California Fish and Game Code, Section 1602 agreement for alteration of a streambed. Mitigation for unavoidable and/or minimized impacts to jurisdictional waterways would be required as part of the permitting process to ensure a no-net-loss of wetland habitat functions and values.</p> <p>BR13 The following measures will be considered at the project level review of each circulation element project with the exception of Mission Avenue and shall be incorporated as appropriate to the specific project:</p> <ul style="list-style-type: none"> • A monitoring biologist shall be onsite during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology. • The project shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. Temporary construction fencing shall be removed upon project completion. • Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures. • Construct noise barriers for short sections of road that may impact wildlife breeding; • Site traffic controls such as stoplights and stop signs away from sensitive habitat to reduce the concentration of emissions and noise levels; 	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>MHCP and Oceanside Subarea Plan Future development of the following transportation facilities has the potential to result in significant impacts to preserves in the Oceanside Subarea Plan.</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • College Boulevard • Melrose Drive Northern Extension • Melrose Drive Southern Extension • Coast Highway • Inland Rail Trail (bicycle) • Hi-Hope Ranch bicycle trails 	<ul style="list-style-type: none"> • Minimize any materials sidestepping during road construction. • The biological monitor shall have the authority to halt construction as necessary to ensure compliance with the OSAP and associated documents. The biologist shall immediately bring to the attention of the City and the Wildlife Agencies any actions not in compliance with these documents. <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>No significant biological impact is anticipated at Mission Avenue and Melrose Drive Southern Extension as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p> <p>BR8 Potential biological impacts to preserve areas (existing and proposed) and/or WCPZ/Regional Corridor and/or Agricultural Exclusion Zone identified in the Oceanside Subarea Plan (subsequently adopted) or habitat management plans of adjacent jurisdictions will require specific environmental studies associated with the proposed facilities, and subsequently mitigated to a level of less than significant.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>No significant biological impact is anticipated at Mission Avenue as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p>
<p>Alternative 1 Vegetation Future development of the following transportation facilities has the potential to result in significant biological impacts to vegetation communities:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange 	<p>The biological impact mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, BR1, BR5, BR6, BR12 and BR13 as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • SR-76 Six Lanes • Pala Road Extension • College Boulevard (Hybrid 4-6 lanes) • Rancho del Oro Interchange • Melrose Drive Southern Extension • Coast Highway <p>Future development of transportation facilities listed above has the potential to result in significant biological impacts to the following vegetation communities.</p> <ul style="list-style-type: none"> • Coastal and valley freshwater marsh • Open water • Non-vegetated channel • Non-native grassland • Wetlands • Rare uplands • Coastal sage scrub • Annual grassland <p>Future development of the Mission Avenue (One-way Couplet) would not result in significant impacts to vegetation communities.</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>Special Status Species & Designated Critical Habitat Future development of the following transportation facilities has the potential to result in significant biological impacts to designated critical habitat for the USFWS/CNDDB special status species:</p>	<p>No significant biological impact is anticipated as a result of the proposed project at that location; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>The biological impact mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, BR2, BR3, BR4 and BR14, as described above.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Melrose Drive Southern Extension <p>Future development of transportation facilities listed above has the potential to result in significant biological impacts to the following USFWS/CNDDB special status species:</p> <ul style="list-style-type: none"> • San Diego Ambrosia • Sticky Dudleya • Small-flowered Morning Glory • Southwestern Spiny Rush • South Coast Garter Snake • Coastal California Gnatcatcher • Light Footed Clapper Rail • California Least Tern • Yellow Warbler • Yellow-breasted Chat • Arroyo Toad • Least Bell's Vireo <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>Future development of the Mission Avenue (One-way Couplet) would not result in significant impacts to designated critical habitat for the USFWS/CNDDB special status species</p>	<p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>No significant biological impact is anticipated as a result of the proposed project at that location; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future development of the Mission Avenue (One-way Couplet), College Boulevard, RDO Interchange and Melrose Drive Southern Extension would not result in significant impacts to federally designated critical habitat, habitat for the southwestern willow flycatcher, least Bell's vireo, or coastal California gnatcatcher.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	
<p>Wildlife Movement Future development of the following transportation facilities has the potential to result in significant biological impacts to designated critical habitat and wildlife movement corridors for the USFWS/CNDDDB special status species:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Coast Highway 	<p>The biological mitigation measures for Alternative 1 would be the same as for the Mod '95 CE Alternative, BR2 – BR6 and BR8 – BR14 as described above.</p>	<p>Less than Significant</p>
<p>Proposed transportation developments may result in significant impacts to birds covered by the Migratory Bird Treaty Act (MBTA).</p>	<p>See BR14 described above.</p>	<p>Less than Significant</p>
<p>Future development of Mission Avenue, Rancho del Oro Interchange and Melrose Drive Southern Extension would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed. Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	<p>Less than Significant Less than Significant</p>
<p>Jurisdictional Waters Future development of the following transportation</p>	<p>The biological mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, BR1, BR6, BR7, and BR13 as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>facilities has the potential to result in significant impacts to jurisdictional waters:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • College Boulevard (hybrid 4-6 lanes) • Rancho del Oro Interchange • Coast Highway <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>Future development of Mission Avenue and Melrose Drive Southern Extension would not result in significant impacts to jurisdictional waters.</p>	<p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>No significant biological impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p> <p>Less than Significant</p>
<p>MHCP and Oceanside Subarea Plan</p> <p>Future development of the following transportation facilities has the potential to result in significant impacts to preserves in the Oceanside Subarea Plan.</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • College Boulevard • Melrose Drive Southern Extension • Coast Highway • Inland Rail Trail (bicycle) • Hi-Hope Ranch bicycle trails 	<p>The biological mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, BR8 as described above.</p>	<p>Less than Significant</p>
Alternative 2		
<p>Vegetation</p> <p>Future development of the following transportation facilities have the potential to result in significant biological impacts to vegetation communities:</p>	<p>The biological mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, BR1, BR5, BR6, BR12 and BR13 as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • College Boulevard (Hybrid 4-6 lanes) • Coast Highway (2-lanes) <p>Future development of the proposed transportation facilities listed above have the potential to result in significant biological impacts to the following vegetation communities</p> <ul style="list-style-type: none"> • Coastal and valley freshwater marsh • Open water • Non-vegetated channel • Non-native grassland • Wetlands • Rare uplands • Coastal sage scrub • Annual grassland <p>Future development of Mission Avenue would not result in significant impacts to vegetation communities.</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at that location; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	<p>Less than Significant</p> <p>Less than Significant</p>
<p>Special Status Species & Designated Critical Habitat</p> <p>Future development of the following transportation facilities have the potential to result in significant biological impacts to designated critical habitat for the USFWS/CNDDB special status species:</p>	<p>The biological impact mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, BR2, BR3, BR4, and BR14, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes <p>Future development of transportation facilities listed above have the potential to result in significant biological impacts to the following USFWS/CNDDDB special status species:</p> <ul style="list-style-type: none"> • San Diego Ambrosia • Sticky Dudleya • Coastal California Gnatcatcher • Light Footed Clapper Rail • California Least Tern • Yellow Warbler • Least Bell's Vireo <p>Future development of transportation facilities listed <u>below</u> have the potential to result in significant biological impacts to federally designated critical habitat for the southwestern willow flycatcher, least Bell's vireo, or coastal California gnatcatcher:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Coast Highway <p>Future development of Mission Avenue, College Boulevard, Rancho del Oro Interchange and Melrose Drive Southern Extension would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p>	<p>Less than Significant</p> <p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future development of Mission Avenue would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at that location; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	<p>Less than Significant</p>
<p>Wildlife Movement Future development of the following transportation facilities have the potential to result in significant biological impacts to designated critical habitat and wildlife movement corridors for the USFWS/CNDDDB special status species:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Coast Highway (2 lanes) 	<p>The biological impact mitigation measures for Alternative 2 would be the same as for the Mod '95 CE Alternative, BR3 – BR6 and/or BR9 – BR13, and BR14 as described above.</p>	<p>Less than Significant</p>
<p>Proposed transportation developments may result in significant impacts to birds covered by the Migratory Bird Treaty Act (MBTA).</p> <p>Future development of Mission Avenue would not result in significant impacts to designated critical habitat for the USFWS/CNDDDB special status species.</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>See BR14 described above</p> <p>No significant biological impact is anticipated as a result of the proposed project at that location; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>
<p>Jurisdictional Waters Future development of the following transportation facilities have the potential to result in significant biological impacts to jurisdictional waters:</p>	<p>The biological impact mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, BR7 as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • College Boulevard (hybrid 4-6 lanes) <p>Future development of Mission Avenue and Melrose Drive Extension Southern would not result in significant impacts to jurisdictional waters</p> <p>Potential biological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p> <p>MHCP and Oceanside Subarea Plan Potential biological impacts to preserve areas identified in the unadopted Oceanside Subarea Plan will require specific environmental studies associated with the proposed facilities, and subsequently mitigated to a level of less than significant.</p>	<p>No significant biological impact is anticipated as a result of the proposed project at those locations; therefore, no mitigation measures are proposed.</p> <p>Potential biological impacts of Class 1 bike paths will require site-specific environmental review at the design stage.</p> <p>The biological mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, BR8 as described above.</p>	<p>Less than Significant</p> <p>Less than Significant</p> <p>Less than Significant</p>
<p>SECTION 4.8 – Cultural Resources – Direct and Indirect Impacts</p> <p>Mod '95 CE Alternative</p>		
<p>Implementation of the improvements to the following proposed transportation facilities have the potential to result in significant impacts to previously recorded cultural resources:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Melrose Drive Northern Extension • Coast Highway <p>Implementation of the proposed development of</p>	<p>CR-1 As part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historic or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.</p> <p>1. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. A Native American monitor shall be present during any field reconnaissance</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>College Boulevard and Melrose Drive Southern Extension would not result in significant impacts to previously recorded cultural resources.</p> <p>Implementation of the proposed development of College Boulevard, Melrose Drive Southern Extension, and Mission Avenue (One-Way Couplet) would not result in significant impacts to previously recorded cultural resources. (See Section ES.7)</p> <p>Implementation of both the proposed planned and recommended Class 1 bicycle paths would require environmental review at the time when specific Class 1 bicycle paths are identified.</p>	<p>surveys for cultural resources. A cultural resource inventory of the project Area of Potential Effect (APE) is required to identify previously unrecorded historical resources. Before actual field reconnaissance would occur, background research is required which includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable.</p> <p>2. Cultural resource significance evaluations are required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and if there is a likelihood that the resource still exists. Significance evaluations will not be required if the resource has been evaluated for CEQA significance or for National Register eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be re-evaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources.</p> <p>3. An archaeological testing program will be required, which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features and research potential. It should be noted, that tribal representatives and/or Native</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<p>American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative).</p> <p>4. If significant cultural resources are identified within the APE, the site may be eligible for designation. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.</p> <p>5. Preferred mitigation for cultural resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design for a data recovery program shall be prepared. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as but not limited to, existing development or dense vegetation. Prior to construction monitoring a Cultural Resource Mitigation Monitoring Plan will be prepared by the Project Archaeologist. Tribal representatives will be</p>	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Implementation of improvements in the Mod '95 CE Alternative have the potential to result in significant impacts to historic resources located adjacent to or within the project area of the following proposed facilities: SR-78/I-5 interchange; Pala Road; and Avenue (One-way Couplet); Pala Road; and Rancho del Oro Interchange. (See Section ES.7)</p>	<p>provided with a copy of the CRMMP once completed, and any other reports generated as a result of the CRMMP.</p> <p>6. A Native American observer must be retained for all ground disturbing activities, including all clearing, excavation, grading and trenching, whenever a Native American Traditional Cultural Property or archaeological site within the APE of a City project would be impacted. If cultural resources are discovered during construction, all earth moving activity within and around the immediate discovery area shall be diverted until the nature and significance of the resource can be assessed. Both the archaeological monitor and Native American monitor will have the authority to halt ground disturbance in the event of a potentially significant discovery. In the event that human remains are encountered during data recovery and/or monitoring program, the provisions of Public Resources Code Section 5097 must be followed. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. The return of artifacts of cultural importance to the Luiseño, recovered during cultural resource evaluation, data recovery, or mitigation monitoring, shall be negotiated between the Tribe and the City of Oceanside, Caltrans, or the private landowner, as applicable.</p>	<p>Less than Significant</p>
<p>CR-2 Historic Resources Prior to issuance of any permit that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure meets any of the following criteria: (1) California Register-Listed or formally determined eligible, (2) San Diego Register-Listed or formally determined eligible, or (3) meets the CEQA criteria for a historical resource. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness or structural integrity.</p>	<p>CR-2 Historic Resources Prior to issuance of any permit that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure meets any of the following criteria: (1) California Register-Listed or formally determined eligible, (2) San Diego Register-Listed or formally determined eligible, or (3) meets the CEQA criteria for a historical resource. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness or structural integrity.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Implementation of improvements to all of the proposed transportation facilities in the Mod '95 CE Alternative have the potential to result in significant impacts to Native American human remains that may be located adjacent to or within the project area.</p>	<p>Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.</p> <p>Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historic resource.</p> <p>A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historic resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.</p>	
<p>CR-3</p> <p>Discovery of Human Remains</p> <p>When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from the general prohibition on disintering, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).</p> <p>In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:</p>		<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Alternative 1</p> <p>Implementation of the improvements to the following proposed transportation facilities have the potential to result in significant impacts to previously recorded cultural resources:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Pala Road Extension • Rancho del Oro Interchange • Coast Highway <p>Implementation of the proposed development of College Boulevard, Melrose Drive Southern Extension, and Mission Avenue (One-Way Couplet) would not result in significant impacts to previously recorded cultural resources.</p>	<ul style="list-style-type: none"> • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: • The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and • If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission within 24 hours. • The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. • The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. 	
	<p>The cultural resources mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, CR-1, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Implementation of both the proposed planned and recommended Class 1 bicycle paths would require environmental review at the time when specific Class 1 bicycle paths are identified.</p> <p>Implementation of improvements to proposed transportation facilities along Coast Highway in the Alternative 1 have the potential to result in significant impacts to historic resources located adjacent to or within the project area at the following improvements: SR-78/I-5 interchange; SR-76; Mission Avenue; Pala Road; and Rancho del Oro Interchange.</p> <p>Implementation of improvements to all of the proposed transportation facilities in Alternative 1 have the potential to result in significant impacts to Native American human remains that may be located adjacent to or within the project area.</p>	<p>The historic resources mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, CR-2, as described above.</p> <p>The cultural resources mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, CR-3, as described above.</p>	<p>Less than Significant</p> <p>Less than Significant</p>
Alternative 2		
<p>Implementation of the improvements to the following proposed transportation facilities have the potential to result in significant impacts to previously recorded cultural resources:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • Coast Highway <p>Implementation of the proposed development of College Boulevard (Two lanes) would not result in significant impacts to previously recorded cultural resources.</p> <p>Implementation of both the proposed planned and recommended Class 1 bicycle paths will require environmental review at the time when specific Class 1 bicycle paths are identified.</p>	<p>The cultural resources mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, CR-1, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Implementation of improvements to proposed transportation facilities along Mission Avenue, SR-78/I-5 interchange; and, SR-76 in Alternative 2 have the potential to result in significant impacts to 6 known historic resources located adjacent to or within the project area.</p> <p>Implementation of improvements to proposed transportation facilities in Alternative 2 have the potential to result in significant impacts to Native American human remains located adjacent to or within the project area.</p>	<p>The historic resources mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, CR-2, as described above.</p> <p>The cultural resources mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, CR-3, as described above.</p>	<p>Less than Significant</p> <p>Less than Significant</p>
<p>Section 4.9 – Geology/Soils –Direct Impacts</p> <p>Mod '95 CE Alternative</p>		
<p>Existing geotechnical conditions of the project area related to the potential presence of near-surface groundwater, landslides, expansive soils, ground shaking during a seismic event, and liquefaction is considered a significant geotechnical condition that may impact future development.</p> <p>Based on the County of San Diego Map of Landslide Susceptibility Areas, there are areas within the City of Oceanside that have a moderate susceptibility to landslides. These areas are generally located east of I-5, south of SR-76, and north of SR-78.</p> <p>Potential seismic related impacts related to the Mod '95 CE Alternative include liquefaction in the area located along the San Luis Rey River with the development of the Melrose Drive North extension, and SR-76 with the development of the Pala Road extension and the potential for liquefaction on proposed key network circulation improvements is considered a significant impact.</p>	<p>G51 A comprehensive geotechnical evaluation, including development-specific surface exploration and laboratory testing, shall be conducted prior to design and construction of any Circulation facility improvement within the project area. The purpose of the subsurface evaluation would be to: 1) further evaluate the subsurface conditions in the area of future infrastructure or improvements; and, 2) provide information pertaining to the engineering characteristics of earth materials associated with each development. From these data, recommendations for grading, earthwork, surface and subsurface drainage, foundations, pavement structural sections, sedimentation mitigation, and other pertinent geotechnical design considerations may be formulated.</p> <p>The Rose Canyon fault has been mapped west of the project area. Accordingly, the project area has a potential for moderate ground motions due to an earthquake on the active Rose Canyon fault. Therefore, the potential for moderate seismic accelerations will need to be considered in the design of future structures or improvements.</p> <p>The level of risk associated with these seismic accelerations is the level of risk assumed by the UBC minimum design requirements.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future improvements near these areas include the Pala Road Extension and the Melrose Drive North Extension (San Luis Rey River), as well as College Boulevard (Loma Alta Creek), have the potential presence of groundwater, and is considered a significant impact.</p>	<p>The presence of potentially expansive soils shall be evaluated as part of the geotechnical design phase of any improvement. Measures may include removal of these soils and replacement with compacted fill.</p>	
<p>Alternative 1</p>		
<p>Existing geotechnical conditions of the project area related to the potential presence of near-surface groundwater, landslides, expansive soils, ground shaking during a seismic event, and liquefaction is considered a significant geotechnical condition that may impact future development.</p> <p>The exclusion of Melrose Drive Northern Extension from this alternative would avoid the potential impacts associated with liquefaction and near-surface groundwater at the Melrose Drive Northern Extension.</p>	<p>The geological mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, G51, as described above.</p>	<p>Less than Significant</p>
<p>Alternative 2</p>		
<p>Existing geotechnical conditions of the project area related to the potential presence of near surface groundwater, landslides, expansive soils, ground shaking during a seismic event, and liquefaction is considered a significant geotechnical condition that may impact future development.</p> <p>The exclusion of Melrose Drive Northern Extension, Melrose Drive Southern Extension, and Pala Road Extension from this alternative would avoid the potential impacts associated with liquefaction and near-surface groundwater at those locations.</p>	<p>The geological mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, G51, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
SECTION 4.10 - Agricultural Resources – Direct and Cumulative Impacts		
Mod '95 CE Alternative		
<p>Direct and Cumulative Impacts Implementation of proposed Melrose Drive Northern Extension and the Melrose Drive Southern Extension have the potential to result in significant impacts to agricultural resources.</p>	<p>AR1 Site Assessment As part of environmental review and project design for road extensions, possible locations of roadways that cross lands currently mapped as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance by the California Department of Conservation shall be evaluated using the Land Evaluation and Site Assessment (LESA) Model to determine the loss of agricultural land that could occur due to the proposed roadway extensions to Melrose Drive.</p> <p>AR2 Design Refinement If significant impacts to important agricultural lands would occur, as determined in MM AR1, identify in the design studies a facility design that would avoid, to the maximum extent possible, the important agricultural lands, and evaluate significance of its agricultural impact.</p> <p>AR3 Mitigation The mitigation of impact to agricultural lands shall be accomplished via one of the following as determined by the City of Oceanside: Option 1: On-site preservation of agricultural lands. Option 2: Purchase of off-site agricultural conservation easements.</p>	<p>Significant & Unmitigable</p>
Alternative 1		
<p>Direct and Cumulative Impacts Implementation of the proposed Melrose Drive Southern Extension would have the potential to result in significant impacts to agricultural resources.</p>	<p>The mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, AR1- AR3, as described above.</p>	<p>Significant & Unmitigable</p>
Alternative 2		
No significant agricultural resources impact is anticipated in this Alternative as a result of the project; therefore, no mitigation measures are proposed.		
Section 4.11 – Aesthetics – Direct Impacts		
Mod '95 CE Alternative		
<p>Future improvements to transportation facilities within the project area may result in significant aesthetic impacts. Oceanside scenic areas that may be affected by Mod '95 CE Alternative facilities include:</p>	<p>A1 Potential future visual/aesthetic impacts shall be assessed in future facility-specific environmental document(s) as required under CEQA, and appropriate mitigation measures identified, if required at that time, to reduce or avoid significant impacts.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<ul style="list-style-type: none"> San Luis Rey River: Melrose Drive Northern Extension, Pala Road Extension SR-76, Coast Blvd. Buena Vista Lagoon: I-5/SR-78 interchange, Coast Blvd. Mission San Luis Rey Historic District: Mission Ave. 		
Alternative 1		
<p>Future improvements to transportation facilities within the project area may result in significant aesthetic impacts. Oceanside scenic areas that may be affected by Alternative 1 facilities include:</p> <ul style="list-style-type: none"> San Luis Rey River: Pala Road Extension, SR-76, Coast Blvd. Buena Vista Lagoon: I-5/SR-78 interchange, Coast Blvd. Mission San Luis Rey Historic District: Mission Ave 	<p>The visual mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, A1, as described above.</p>	<p>Less than Significant</p>
Alternative 2		
<p>Future improvements to transportation facilities within the project area may result in significant aesthetic impacts. Oceanside scenic areas that may be affected by Alternative 2 facilities include:</p> <ul style="list-style-type: none"> San Luis Rey River: SR-76, Coast Blvd. Buena Vista Lagoon: I-5/SR-78 interchange, Coast Blvd. Mission San Luis Rey Historic District: Mission Avenue. 	<p>The visual mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, A1, as described above.</p>	<p>Less than Significant</p>
Section 4.12 – Hydrology/Water Quality – Direct Impacts		
Mod '95 CE Alternative		
<p>Hydrology/Drainage Improvements to transportation facilities of the project area may require grading or alteration of the</p>	<p>HWQ1 A detailed hydrology study shall be prepared for each specific improvement/development that addresses the onsite and offsite hydrological and drainage characteristics of each proposed roadway</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>topography that could affect the hydrologic function of these drainages, altering localized drainage patterns and runoff. This issue is considered a significant impact.</p> <p>Flooding Improvements to transportation facilities in the following areas, SR-76, Pala Drive Extension, Melrose Drive Northern Extension, Coast Highway improvements, College Avenue improvements, and the SR-78 interchanges at I-5 and at Rancho del Oro have the potential to impede or redirect flood flows. Each project would need to be evaluated to ensure it does not adversely impact flooding. This issue is considered a significant impact. (See Section ES.7)</p> <p>Water Quality – Short-Term Future Improvements to transportation facilities have the potential to result in a violation of water quality standards through sedimentation/siltation or emissions from construction related activities to local surface waters and ground waters. Such impacts to water quality are considered a significant impact.</p> <p>Water Quality – Long-Term Given the current status of the Buena Vista Creek, Buena Vista Lagoon, Loma Alta Creek, and San Luis Rey River on the 303(d) list of impaired waters and the potential for future non-compliance with the water quality regulations, such impacts to water quality are considered a significant impact.</p>	<p>improvement. For proposed improvements located within or adjacent to the 100-year floodplain, additional consideration shall be given to the design of the project. An appropriate drainage control plan that controls runoff and drainage in a manner acceptable to City Engineering Standards for the specific improvement shall be implemented. The drainage control plan shall be implemented in accordance with the recommendations of the hydrology study and shall address on-site and off-site drainage requirements to ensure on-site runoff will not adversely affect off-site areas or alter the existing drainage pattern of the site or off-site areas.</p>	
	<p>HWQ2 Prior to commencement of construction activities for future development/improvement activities, in compliance approval documentation with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002)) and the Regional Municipal Stormwater Permit (Order No. R9-2007-0001, NPDES No. CAS0108758) shall be obtained. Under the General Construction Stormwater Permit, the following components are required, a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and a Monitoring Program and Reporting Requirements. Required elements of SWPPP include:</p> <ul style="list-style-type: none"> • Site description addressing the elements and characteristics specific to the site; • Description of Best Management Practices (BMPs) and Low Impact Design (LID) concepts for erosion and sediment controls; • BMPs for construction waste handling and disposal; • Implementation of approved local plans; • Proposed post-construction controls, including description of local post-construction erosion and sediment control requirements as well as requirements for regular maintenance; • Non-storm water management; 	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	<ul style="list-style-type: none"> • Identify a sampling and analysis strategy and sampling schedule for discharges from construction activity which discharges into water bodies listed on the 303(d) list of impaired water bodies; and, • For all construction activity, identify a sampling and analysis strategy and sampling schedule for pollutants which are not visually detectable in stormwater dischargers, which are known to occur on the construction site, and which could cause or contribute to an exceedance of water quality objectives in receiving waters. <p>Some of the BMPs that shall be used during construction for compliance with the City of Oceanside Municipal Code, General Construction Stormwater Permit, and Regional Municipal Stormwater Permit include, but are not limited to:</p> <ul style="list-style-type: none"> • Silt fence, fiber rolls, or gravel bag berms • Street Sweeping • Storm drain inlet protection • Stabilized construction entrance/exit • Vehicle and equipment maintenance, cleaning, and fueling • Hydroseed, soil binders, or straw mulch <p>HWQ3 All future development/improvement projects shall obtain comply with the City of Oceanside Municipal Code, General Construction Stormwater Permit (Order No. 2009-0009-DWQ, NPDES General Permit No. CAS000002) and the Regional Municipal Stormwater Permit (Order No. R9-2007-0001, NPDES No. CAS0108758), including the City's SUSMP requirements. Components of future development/improvement project design that will help achieve compliance with these long-term water quality regulations shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Infiltration basins • Retention/detention basins • Biofilters • Structural controls • Low Impact Design (LID) concepts 	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Alternative 1</p> <p>Hydrology/Drainage Future improvements to transportation facilities within the project area may require grading or alteration of the topography that could affect the hydrologic function of these drainages, altering localized drainage patterns and runoff. This issue is considered a significant impact. In Alternative 1, the exclusion of the Melrose Drive Northern Extension would avoid potential hydrology impacts to the San Luis Rey River area.</p> <p>Flooding Improvements to transportation facilities in the following areas (SR-76, Pala Drive Extension) has the potential to impede or redirect flood flows and Each project would need to be evaluated to ensure it does not adversely impact flooding. Such potential flooding is considered a significant impact.</p> <p>Water Quality – Short-Term Future improvements to transportation facilities within the project area have the potential to result in a violation of water quality standards through sedimentation/siltation or emissions from construction related activities to local surface waters and ground waters. Such impacts to water quality are considered a significant impact.</p> <p>In Alternative 1, the exclusion of the Melrose Drive Northern Extension would avoid potential water quality impacts to the San Luis Rey River area.</p>	<p>The hydrology/ water quality mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, HMQ1, as described above.</p>	<p>Less than Significant</p>
<p>The mitigation measures for Alternative 1 would be the same as for the Mod '95 CE Alternative, HWQ2 and HWQ3, as described above.</p>		<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Water Quality – Long-Term Given the current status of the Buena Vista Creek, Buena Vista Lagoon, Loma Alta Creek, and San Luis Rey River on the 303(d) list of impaired waters and the potential for future non-compliance with the water quality regulations, this issue is considered a significant impact.</p> <p>In Alternative 1, the exclusion of the Melrose Drive Northern Extension would avoid potential water quality impacts to the San Luis Rey River area.</p>		
Alternative 2		
<p>Hydrology/Drainage Improvements to transportation facilities in the project area may require grading or alteration of the topography that could affect the hydrologic function of these drainages, altering localized drainage patterns and runoff. This issue is considered a significant impact.</p> <p>In Alternative 2, the exclusion of the Melrose Drive Northern Extension and Pala Road would avoid potential hydrology impacts to the San Luis Rey River area. The exclusion of Rancho del Oro would avoid potential hydrology impacts to the Buena Vista Creek area.</p> <p>Flooding Improvements to transportation facilities in the following area (SR-76) has the potential to impede or redirect flood flows and each project would need to be evaluated to ensure it does not adversely impact flooding. Such potential flooding is considered a significant impact.</p>	<p>The hydrology/ water quality mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative. HWQ1, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Water Quality – Short-Term Future improvements to transportation facilities have the potential to result in a violation of water quality standards through sedimentation/siltation or emissions from construction related activities to local surface waters and ground waters. Such impacts to water quality are considered a significant impact.</p> <p>In Alternative 2, the exclusion of the Melrose Drive Northern Extension, Southern Extension and Pala Road would avoid potential water quality impacts to the San Luis Rey River area. The exclusion of Rancho del Oro Interchange would avoid potential water quality impacts to the Buena Vista Creek area.</p> <p>Water Quality – Long-Term Given the current status of the Buena Vista Creek, Buena Vista Lagoon, Loma Alta Creek, and San Luis Rey River on the 303(d) list of impaired waters and the potential for future non-compliance with the water quality regulations, such impacts to water quality are considered a significant impact.</p> <p>In Alternative 2, the exclusion of the Melrose Drive Northern Extension, the Southern Extension and Pala Road would avoid potential water quality impacts to the San Luis Rey River area. The exclusion of Rancho del Oro Interchange would avoid potential water quality impacts to the Buena Vista Creek area.</p>	<p>The mitigation measures for Alternative 2 would be the same as for the Mod '95 CE Alternative, HWQ2 and HWQ3, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Section 4.13 – Paleontological Resources – Direct Impacts</p>		
<p>Mod '95 CE Alternative</p>		
<p>Future development of the following transportation facilities have the potential to result in the excavation of potential fossil-bearing geologic formations and the impact is considered significant:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • College Boulevard • Rancho del Oro Interchange • Melrose Drive Southern Extension • Mission Avenue (One-way Couplet) (See Section ES.7) • Coast Highway 	<p>PR1</p> <p>Prior to project site grading at site locations with potential fossil-bearing formations, a qualified paleontologist shall be retained to carry out an appropriate mitigation program. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontology procedures and techniques.</p> <ul style="list-style-type: none"> • The qualified paleontologist shall be present at the pre-construction meeting to consult with grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. • A paleontological monitor shall be onsite on a full-time basis during the original cutting of previously undisturbed deposits of high paleontological resource potential (Pleistocene Terrace Deposits and Santiago Formation) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist. • When fossils are discovered the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site. • Fossil remains collected during the monitoring and salvage portion of the paleontological mitigation program shall be cleaned, repaired, sorted, and cataloged. 	<p>Less than Significant</p>
<p>Future development of the Pala Road Extension or the Melrose Drive Northern Extension would not result in significant impacts to paleontological resources.</p> <p>Potential paleontological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>		

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Future development of the following transportation facilities have the potential to result in the excavation of potential fossil-bearing geologic formations and the impact is considered significant:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • College Boulevard (Hybrid 4-6 lanes) • Rancho del Oro Interchange • Melrose Drive Southern Extension • Mission Avenue (One-way Couplet) • Coast Highway <p>Future development of the Pala Road Extension would not result in significant impacts to paleontological resources.</p> <p>Potential paleontological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<ul style="list-style-type: none"> • Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support for initial specimen storage. • A final paleontological monitoring and recovery (if applicable) summary report shall be completed that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. 	
Alternative 1		
	<p>The paleontological mitigation measure for Alternative 1 would be the same as for the Mod '95 CE Alternative, PR1, as described above.</p>	<p>Less than Significant</p>

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
<p>Alternative 2</p> <p>Future development of the following transportation facilities have the potential to result in the excavation of potential fossil-bearing geologic formations and the impact is considered significant:</p> <ul style="list-style-type: none"> • SR-78/I-5 Interchange • SR-76 Six Lanes • College Boulevard (Hybrid 4-6 lanes) • Mission Avenue • Coast Highway (Two lanes) <p>Potential paleontological impacts of Class 1 bike paths would require site-specific environmental review at the design stage.</p>	<p>The paleontological mitigation measure for Alternative 2 would be the same as for the Mod '95 CE Alternative, PRT, as described above.</p>	<p>Less than Significant</p>

Source: BRG Consulting, Inc., 2012

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Errata

This Final Program Environmental Impact Report (PEIR) for the proposed Oceanside Circulation Element Update (SCH No. 2009121020) has been prepared in accordance with the requirements of the California Environmental Quality Act (California Public Resources Code Section 21000 et seq., as amended) (CEQA) and the CEQA Guidelines, as amended (California Administrative Code, Title 14, Section 15000 et seq.). The purpose of the Final PEIR is to provide the decision-making body, in this case the Oceanside City Council, and the public with environmental impact information relative to the proposed Oceanside Circulation Element Update.

These Errata provide minor corrections to the text of a recurring subsection entitled "Summary of Environmental Impacts by Criterion and Alternative" in several sections of Chapter 4 of the Final PEIR. These corrections do not represent significant new information within the meaning of CEQA Guidelines Section 15088.5(a), and do not affect or change the analysis in the PEIR in any way. These Errata corrections simply ensure consistency between the following topical summaries and the content of the PEIR, supporting technical reports and the Executive Summary:

<p>4.2 Traffic/Circulation p. 4.2-85</p>	<p>Delete intersection #42 College Blvd. and Plaza Drive from list of failing intersections under Alternative 2.</p>
<p>4.3 Hazardous Materials and Hazards pp. 4.3-11, 12, 15, 16, 16a</p>	<p>Correct the number of mitigation measures (HM1 through HM4). Clarify there is no significant impact to emergency services under Alternatives 1 or 2.</p>
<p>4.5 Greenhouse Gas Emissions p. 4.5-9</p>	<p>Correct percent GHG emissions increase from 14.84 to 15.87 under Alternative 2.</p>
<p>4.6 Noise p. 4.6-16, 17</p>	<p>Correct summary numbers of intersections where significant traffic noise is predicted to not be mitigable to less than significant levels.</p>
<p>4.7 Biological Resources p. 4.7-45, 46, 47, 48, 48a</p>	<p>Add South Coast Garter Snake to the list of potentially impacted sensitive species under Alternatives 1 and 2.</p> <p>Correct referenced mitigation measures under the topics of potential significant effect on riparian habitat or other sensitive natural communities identified in regional or resources agencies' plans, policies or regulations, and protected wetlands as defined by Section 404 of the Clean Water Act.</p>
<p>4.8 Cultural Resources p. 4.8-14</p>	<p>Add Coast Highway to the list of proposed transportation facilities that could incur significant impacts to archaeological resources under the Mod '95 CE Alternative.</p>

One correction to the reference to the street classification for Coast Highway is shown in Table ES-1 (p. ES-2). All text revisions are underlined in the following pages.

- (#34) College Blvd & SR-76 (AM & PM - LOS F)
- (#35) College Blvd & Mesa Dr (PM – LOS E)
- (#37) College Blvd & Old Grove Rd (AM & PM - LOS E)
- (#38) College Blvd & Oceanside Blvd (PM - LOS E)
- (#43) College Blvd & Lake Blvd (PM - LOS E)

The 22 intersections listed above are calculated to operate at a deficient LOS (LOS E or F) under Alternative 2. These are considered significant impacts based on the City's minimum LOS threshold of LOS D. Implementation of Mitigation Measures T75b through T98 would reduce seven of these impacts to a level less than significant. See EIR Sec. 4.2.4 for more details. Projected 2030 peak-hour LOS (unmitigated) for intersections under Alternative 2 are compared to existing intersection peak-hour operating conditions in Table 4.2-6a.

B. Roundabout Analysis

Coast Highway for Alternative 2 is a two-lane roadway with roundabouts at key intersections based on the Coast Highway Vision Plan. The intersection of Coast Highway and Oceanside Boulevard and Coast Highway and Vista Way are analyzed as single-lane roundabouts for Alternative 2. As identified in Table 4.2-13, both intersections are calculated to operate at acceptable LOS during the AM peak hour. Table 4.2-14 shows that the proposed roundabouts perform worse in the PM peak hour with an unacceptable LOS F with the exception of the west leg of Coast Highway and Vista Way. The PM peak hour traffic volumes are significantly higher than the AM peak hour traffic volumes; therefore, the two roundabouts generally operate at a deficient LOS F in the PM peak hour for all approaches. This is considered a significant impact. With the implementation of Mitigation Measures T75b and T76, these impacts would be reduced to a level less than significant.

Mitigation Measures T89 and T90 would install signals at these unsignalized intersections. As shown on Table 4.2-15, Rancho del Oro/Vista del Oro and Rancho del Oro/Cameo Drive intersections that meet the signal warrant are expected to operate at LOS B or better during both the AM and PM peak hours under the Alternative 2 scenario if traffic signals were installed. Therefore, with the implementation of Mitigation Measures T89 and T90, the two intersections would operate at an acceptable LOS, and no significant impact would occur.

Even though the Rancho Del Oro Road/Trieste Way/Sicily Way intersection did not meet Warrant 3, Peak Hour signal warrants and operates at an acceptable level of service for the AM and PM peak hours, there are other warrants that should be reviewed to determine if a signal should be installed at this intersection. An all-way stop controlled intersection on a major arterial can interrupt the traffic progression on the corridor. If a traffic signal were installed at the unsignalized intersections on this corridor, it is anticipated that it would improve the traffic progression along the arterial corridor.

Alternative, it would reduce, to a minor degree, potential impacts associated with hazardous materials and hazards. However, significant impacts associated with potential hazardous materials at the sites of specific segments of the Circulation Element can be mitigated with specific hazmat studies prior to decisions on the designs and locations of those segments, and implementation of mitigation measures HM1 through HM4. Implementation of Mitigation Measures HM1 through HM4, would reduce the potential impact of hazardous materials and hazards from Alternative 1 to a level less than significant.

4.3.3.3 *Alternative 2*

Alternative 2 is similar to the Mod '95 CE Alternative relative to hazardous materials and hazards. The only substantive differences are that Alternative 2 reduces the width of College Avenue in some locations from six lanes to four; does not include an interchange at Rancho del Oro and SR-78; does not include the extension of Melrose Drive from North River Road to SR-76; does not include extension of Melrose Drive from Spur Avenue to North Santa Fe Avenue; would convert Coast Highway from a four-lane secondary collector to two lanes with roundabouts; and changes Mission Avenue from a four-lane arterial street to a four-lane secondary collector. Because it would reduce the extent of further roadway facilities proposed in the Mod '95 CE Alternative, it would reduce, to a minor degree, potential impacts associated with hazardous materials and hazards. However, significant impacts associated with potential hazardous materials at the sites of specific segments of the Circulation Element can be mitigated with specific hazmat studies prior to decisions on the designs and locations of those segments, and implementation of mitigation measures HM1 through HM4. Implementation of Mitigation Measures HM1 through HM4, would reduce the potential impact related to hazardous materials and hazards from Alternative 2 to a level less than significant.

4.3.3.4 *Summary of Environmental Impacts by Criterion and Alternative*

For ease of reference, the significant impact conclusions of the preceding analysis are summarized in this section. The bold/underline text that follows states the significance thresholds for this topic, as identified in Appendix G of the State CEQA Guidelines.

For the purposes of this EIR, a significant hazardous materials and hazards impact would occur if the proposed project would:

A. Routinely transport, use or dispose of hazardous materials

Modified 1995 CE Alternative

Construction and operation of subsequent transportation facilities implemented under the Modified 1995 Circulation Element Alternative is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. As a result, no significant impact associated with such hazardous materials is expected to occur due to implementation of the Modified 1995 Circulation Element.

NO SIGNIFICANT IMPACT

Alternative 1

Construction and operation of subsequent transportation facilities implemented under Alternative 1 is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. As a result, no significant impact associated with such hazardous materials is expected to occur due to Alternative 1. **NO SIGNIFICANT IMPACT**

Alternative 2

Construction and operation of subsequent transportation facilities implemented under Alternative 2 is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. As a result, no significant impact associated with such hazardous materials is expected to occur due to Alternative 2. **NO SIGNIFICANT IMPACT**

B. Release hazardous materials into the environment**Modified 1995 CE Alternative**

Construction and operation of subsequent transportation facilities implemented under the Modified 1995 Circulation Element Alternative is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. If implementation of the Circulation Element results in project construction in proximity to any known site where there had been prior release of hazardous materials, implementation of Mitigation Measures HM1, HM2, and HM3 would reduce risks of potential releases of hazardous materials into the environment to a level less than significant. **SIGNIFICANT MITIGABLE IMPACT**

Alternative 1

Construction and operation of subsequent transportation facilities implemented under Alternative 1 is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. If implementation of Alternative 1 results in project construction in proximity to any known site where there had been prior release of hazardous materials, implementation of Mitigation Measures HM1, HM2, and HM3 would reduce risks of potential releases of hazardous materials into the environment to a level less than significant. **SIGNIFICANT MITIGABLE IMPACT**

Alternative 2

Construction and operation of subsequent transportation facilities implemented under Alternative 2 is expected to require the use, transport and disposal of materials categorized as hazardous. However, all such materials are required to be handled in accordance with applicable federal, state and local regulations. If implementation of Alternative 2 results in project construction in proximity to any known site where there had been prior release of hazardous materials, implementation of Mitigation Measures HM1,

Alternative 2

Alternative 2 transportation facilities associated with SR-76 are located adjacent to Oceanside Municipal Airport. However, as required by Mitigation Measure HR4, design and expansion of SR-76 in the vicinity of Oceanside Municipal Airport shall proceed in consultation and coordination with Oceanside Municipal Airport and County Airport Land Use Commission personnel, in compliance with applicable Federal Aviation Administration regulations and procedures. As a result, there would be no significant air safety impacts associated with implementation of Alternative 2. **NO SIGNIFICANT IMPACT**

F. Be located within a vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area**Modified 1995 CE Alternative**

According to Mr. Dennis Easto, Manager of the Oceanside Municipal Airport, there are no private airstrips located within five miles of the City of Oceanside (pers. comm., 1/17/2012). Therefore, there would be no significant private airstrip air safety impacts associated with implementation of Modified 1995 Circulation Element Alternative. **NO SIGNIFICANT IMPACT**

Alternative 1

For the reasons cited under the Mod. 1995 Circulation Element Alternative, there would be no significant private airstrip air safety impacts associated with implementation of Alternative 1. **NO SIGNIFICANT IMPACT**

Alternative 2

For the reasons cited under the Mod. 1995 Circulation Element Alternative, there would be no significant private airstrip air safety impacts associated with implementation of Alternative 2. **NO SIGNIFICANT IMPACT**

G. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan**Modified 1995 CE Alternative**

The development/improvement of proposed roadways has the potential to result in a significant impact associated with emergency preparedness or evacuation plan, as access to roadways may be temporarily reduced to a number of lanes or closed off entirely due to construction activities. However, future improvements to roadways in the City will result in improved levels of operation. With improved traffic circulation, the proposed project is not anticipated to physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact is identified. **NO SIGNIFICANT IMPACT**

Alternative 1

The development/improvement of proposed roadways has the potential to result in a significant impact associated with emergency preparedness or evacuation plan, as access to roadways may be temporarily reduced to a number of lanes or closed off entirely due to construction activities. However, future improvements to roadways in the City will result in improved levels of operation. With improved traffic

circulation, the proposed project is not anticipated to physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact is identified. **NO SIGNIFICANT IMPACT**

Alternative 2

The development/improvement of proposed roadways has the potential to result in a significant impact associated with emergency preparedness or evacuation plan, as access to roadways may be temporarily reduced to a number of lanes or closed off entirely due to construction activities. However, future improvements to roadways in the City will result in improved levels of operation. With improved traffic circulation, the proposed project is not anticipated to physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact is identified. **NO SIGNIFICANT IMPACT**

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

Modified 1995 CE Alternative

Based on a review of fire hazard maps provided by the California Department and Fire Protection's Fire and Resource Assessment Program, areas of extreme fire hazard include the western extent of SR-76, areas north of Mission Avenue, and the proposed I-5/SR-78 interchange. (See Figure 4.3-2). These areas have the potential to expose people to wildland fire hazards. However, proposed roadway development/improvements would not involve facilities or operations that are subject to substantial risk of loss, injury or death from wildland fires (e.g., residential structures or high-occupancy facilities such as schools). Furthermore, fire prevention measures identified in the General Plan Public Safety Element would be implemented to reduce the risk of wildland fires. **NO SIGNIFICANT IMPACT**

Alternative 1

Based on a review of fire hazard maps provided by the California Department and Fire Protection's Fire and Resource Assessment Program, areas of extreme fire hazard include the western extent of SR-76, areas north of Mission Avenue, and the proposed I-5/SR-78 interchange. (See Figure 4.3-2). These areas have the potential to expose people to wildland fire hazards. However, proposed roadway development/improvements would not involve facilities or operations that are subject to substantial risk of loss, injury or death from wildland fires (e.g., residential structures or high-occupancy facilities such as schools). Furthermore, fire prevention measures identified in the General Plan Public Safety Element would be implemented to reduce the risk of wildland fires. **NO SIGNIFICANT IMPACT**

Alternative 2

Based on a review of fire hazard maps provided by the California Department and Fire Protection's Fire and Resource Assessment Program, areas of extreme fire hazard include the western extent of SR-76, areas north of Mission Avenue, and the proposed I-5/SR-78 interchange. (See Figure 4.3-2). These areas have the potential to expose people to wildland fire hazards. However, proposed roadway development/improvements would not involve facilities or operations that are subject to substantial risk of loss, injury or

death from wildland fires (e.g., residential structures or high-occupancy facilities such as schools). Furthermore, fire prevention measures identified in the General Plan Public Safety Element would be implemented to reduce the risk of wildland fires. **NO SIGNIFICANT IMPACT**

4.3.4 Mitigation Measures

- HM1** Prior to the development of specific key network circulation elements, a Phase I Environmental Site Assessment (ESA) shall be performed. The Phase I ESA shall identify the potential for the site to contain hazardous materials (including asbestos and lead-based paints) and contaminated soils. Recommendations of the Phase I ESA may range from no further action, to preparation of a Phase II ESA that identifies specific further action required in order to remediate the hazardous materials so that they do not pose a significant health risk.
- HM2** During construction activities, it may be necessary to excavate existing soil at a specific project site, or to bring fill soils to the site from off-site locations. In areas that have been identified as being contaminated or where soil contamination is suspected, appropriate sampling is required prior to disposal of excavated soil. Complete characterization of the soil shall be prepared prior to any excavation or removal activity. Contaminated soil shall be properly disposed at an off-site facility. Fill soils also shall be sampled to ensure that imported soil is free of contamination.
- HM3** A risk assessment shall be performed at all facilities in the Project Area where contamination has been identified or is discovered during activities, and at which soil is to be disturbed, to address non-water quality risks posed by any residual contamination, and to establish appropriate mitigation measures (e.g., natural attenuation, active remediation, and engineering controls) that would be protective of human health and the environment. All assessment and remediation activities shall be conducted in accordance with a Work Plan which is approved by the City having oversight of the activities.
- HM4** Design and expansion of SR-76 in the vicinity of Oceanside Municipal Airport shall proceed in consultation and coordination with Oceanside Municipal Airport and County Airport Land Use Commission personnel, in compliance with applicable Federal Aviation Administration regulations and procedures.

4.5.3.4 *Summary of Environmental Impacts by Criterion and Alternative*

For ease of reference, the significant impact conclusions of the preceding analysis are summarized in this section. The bold/underline text that follows states the significance thresholds for this topic, as identified in Appendix G of the State CEQA Guidelines.

For the purposes of this EIR, a significant greenhouse gas emissions impact would occur if the proposed project would:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

Modified 1995 CE Alternative

Under the Modified 1995 Circulation Element Alternative for 2030, Circulation Element roadway emissions would total approximately 2.69 million pounds per day, or 1,219 metric tons (MT) of CO_{2e} per day (a 14.36 percent increase over existing conditions). This would result in approximately 34.93 million MT (MMT) of CO_{2e} per year under this alternative, a projected emission increase of 4.4 million MT per year. This is considered cumulatively significant, since it exceeds the recommended CAPCOA / CARB screening criterion of 900 MT of CO_{2e} per year. **CUMULATIVELY SIGNIFICANT IMPACT**

Alternative 1

Under Alternative 1 for 2030, Circulation Element roadway emissions would total approximately 2.70 million pounds per day, a 14.84 percent increase over existing conditions. This would result in approximately 35.08 million MT (MMT) of CO_{2e} per year under this alternative, a projected emission increase of 4.55 million MT per year. This is considered cumulatively significant, since it exceeds the recommended CAPCOA / CARB screening criterion of 900 MT of CO_{2e} per year. **CUMULATIVELY SIGNIFICANT IMPACT**

Alternative 2

Under Alternative 2 for 2030, Circulation Element roadway emissions would total approximately 2.77 million pounds per day, a 15.87 percent increase over existing conditions. This would result in approximately 35.98 million MT (MMT) of CO_{2e} per year under this alternative, a projected emission increase of 5.44 million MT per year. This is considered cumulatively significant, since it exceeds the recommended CAPCOA / CARB screening criterion of 900 MT of CO_{2e} per year. **CUMULATIVELY SIGNIFICANT IMPACT**

B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Modified 1995 CE Alternative

The projected increase of GHG emissions associated with the Modified 1995 Circulation Element Alternative would conflict with the California state goal of a reduction in GHG emissions from 2005 emission levels. This is a significant cumulative impact. **CUMULATIVELY SIGNIFICANT IMPACT**

- Oceanside Blvd.: Crouch Street to Foussat Road (5.5 dBA increase)
- Oceanside Blvd.: Foussat to El Camino Real (5.8 dBA increase)
- Old Grove Road: Mesa Drive to College Blvd. (3.5 dBA increase)
- Rancho Del Oro Drive: Mesa Drive to Oceanside Blvd. (3.4 dBA increase)
- Rancho Del Oro Drive: Oceanside Blvd. to Cameo Drive (3.4 dBA increase)

Therefore, significant noise impacts would occur on nineteen roadway segments under Alternative 2. With implementation of Mitigation Measure N1, most of these impacts would be reduced to a level less than significant. However, it may not be possible to fully mitigate potential noise impacts of planned facilities on noise sensitive uses along North Santa Fe Drive, from Melrose Drive to the eastern City limits (10.9 dBA). That will have to be determined in subsequent environmental studies related to those specific facilities.

4.6.3.4 *Summary of Environmental Impacts by Criterion and Alternative*

For ease of reference, the significant impact conclusions of the preceding analysis are summarized in this section. The bold/underline text that follows states the significance thresholds for this topic, as identified in Appendix G of the State CEQA Guidelines.

For the purposes of this EIR, a significant noise impact would occur if the proposed project would:

A. Cause noise levels to exceed the 65 dBA City standard

Modified 1995 CE Alternative

All but 12 of the 120 road segment locations already exceed the City's 65 dBA standard at 50 feet from centerline of the nearest traffic lane. Under the Modified 1995 Circulation Element Alternative, they would decrease to only four of the road segments having noise levels less than the standard. All but five of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

Alternative 1

All but 12 of the 120 road segment locations already exceed the City's 65 dBA standard at 50 feet from centerline of the nearest traffic lane. Under Alternative 1, this would decrease to only five of the road segments having noise levels less than the standard. All but three of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

Alternative 2

All but 12 of the 120 road segment locations already exceed the City's 65 dBA standard at 50 feet from centerline of the nearest traffic lane. Under Alternative 2, this would decrease to only two of the road segments having noise levels less than the standard. All but one of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

B. Increase noise levels by 3 dBA in areas that already exceed City or State standards**Modified 1995 CE Alternative**

Noise levels within 50 feet of the centerline of the nearest traffic lane would increase by 3 dBA or more adjacent to 21 of the Modified 1995 Circulation Element Alternative road segments under study. All but five of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures, and project-specific mitigation would be required under Mitigation Measure N1. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

Alternative 1

Noise levels within 50 feet of the centerline of the nearest traffic lane would increase by 3 dBA or more adjacent to 19 of the Alternative 1 road segments under study. All but three of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures, and project-specific mitigation would be required under Mitigation Measure N1. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

Alternative 2

Noise levels within 50 feet of the centerline of the nearest traffic lane would increase by 3 dBA or more adjacent to 16 of the Alternative 2 road segments under study. All but one of the road segments under this alternative would have noise level increases of 7.8 dBA or less, compared to existing conditions. Noise impacts less than 7.8 dBA are considered mitigable using standard measures, and project-specific mitigation would be required under Mitigation Measure N1. However, increases in excess of 7.8 dBA will need to be examined in detail in project specific noise studies, and may be significant and unmitigable. **POTENTIALLY SIGNIFICANT AND UNMITIGABLE IN SOME LOCATIONS**

Alternative 2, by not implementing the Rancho del Oro Interchange with SR-76, would avoid potential impacts to disturbed wetlands, Diegan coastal sage scrub and non-native grassland habitats. In addition, it would avoid impacts to coastal California gnatcatcher and least Bell's vireo at that location, would avoid potential impacts to the WCPZ or wildlife movement corridors, and would avoid potential runoff and sedimentation impacts. While all of these impacts would be mitigable with implementation of recommended mitigation measures, Alternative 2 would avoid the need for such mitigation at the Rancho del Oro interchange location.

Improvements to the Coast Highway under the Mod '95 CE Alternative and Alternative 1 have the potential to impact coastal and valley freshwater marsh, riparian forest, riparian scrub, open water, non-vegetated channel and Diegan coastal sage scrub habitats. In addition, these Alternatives also have the potential to impact light-footed clapper rail and Nuttall's lotus. Alternative 2 would avoid such impacts by providing for a two-lane configuration instead of four lanes. In addition, Alternative 2 would also avoid potential impacts to critical habitats for southwestern willow flycatcher and least Bell's vireo, and would avoid impacts to wildlife movement for the same species. Alternative 2 would avoid potential runoff or sedimentation impacts associated with Coast Highway improvements.

The BSAs for the following facilities proposed under Alternative 2 contain areas identified as preserves under the unadapted Oceanside Subarea Plan: the SR-76 widening; and the College Boulevard widening. In addition, preserve areas would be crossed by the proposed Inland Rail Trail and Hi-Hope Ranch bicycle paths/trails. Therefore, it is possible that the listed facilities could result in significant impacts to implementation of the proposed Subarea Plan preserves. Finally, potential biological impacts associated with the proposed Traffic Calming measures, the Oceanside BMP and PMP and would be the same in Alternative 2 as in the Mod '95 CE Alternative.

4.7.3.4 *Summary of Environmental Impacts by Criterion and Alternative*

For ease of reference, the significant impact conclusions of the preceding analysis are summarized in this section. The bold/underline text that follows states the significance thresholds for this topic, as identified in Appendix G of the State CEQA Guidelines.

For the purposes of this EIR, a significant biological resources impact would occur if the proposed project would:

- 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 U.S. Fish & Wildlife Service**

Modified 1995 CE Alternative

The following sensitive species could incur significant impacts as a result of transportation facility development under the Modified 1995 Circulation Alternative: coastal CA gnatcatcher, light-footed clapper rail (SR-78/I-5 Interchange); San Diego ambrosia, sticky dudleya, coastal CA gnatcatcher, yellow warbler, least Bell's vireo (SR-76); least Bell's vireo and South Coast Garter Snake (Pala Road extension);

coastal CA gnatcatcher, least Bell's vireo (Rancho del Oro interchange); least Bell's vireo (Melrose Dr. N); and small-flowered morning glory, southwestern spiny rush, coastal CA gnatcatcher, least Bell's vireo and yellow-breasted chat (Melrose Dr. S). However, with implementation of Mitigation Measure BR2, BR3, BR4, and BR14, all potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

The following sensitive species could incur significant impacts as a result of transportation facility development under Alternative 1: coastal CA gnatcatcher, light-footed clapper rail (SR-78/I-5 Interchange); San Diego ambrosia, sticky dudleya, coastal CA gnatcatcher, , yellow warbler, least Bell's vireo (SR-76); least Bell's vireo and South Coast Garter Snake (Pala Road extension); coastal CA gnatcatcher, least Bell's vireo (Rancho del Oro interchange); and small-flowered morning glory, southwestern spiny rush, coastal CA gnatcatcher, least Bell's vireo, and yellow-breasted chat (Melrose Dr. S). However, with implementation of Mitigation Measure BR2, BR3, BR4, and BR14, all potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

The following sensitive species could incur significant impacts as a result of transportation facility development under Alternative 2: coastal CA gnatcatcher, light-footed clapper rail (SR-78/I-5 Interchange); San Diego ambrosia, sticky dudleya, coastal CA gnatcatcher, yellow warbler, least Bell's vireo (SR-76). However, with implementation of Mitigation Measure BR2, BR3, BR4, and BR14, all potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

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 or the U.S. Fish & Wildlife Service

Modified 1995 CE Alternative

Riparian habitat and other sensitive natural communities located near the following transportation facilities proposed under the Modified 1995 Circulation Alternative could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Rancho del Oro Interchange; Melrose Drive N.; Melrose Drive S.; and Coast Highway. However, with implementation of Mitigation Measures BR1, BR5, BR6, BR12 and BR13, potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Riparian habitat and other sensitive natural communities located near the following transportation facilities proposed under Alternative 1 could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Rancho del Oro Interchange; Melrose Drive S.; and Coast Highway. However, with implementation of Mitigation Measures BR1, BR5, BR6, BR12 and BR13, potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Riparian habitat and other sensitive natural communities located near the following transportation facilities proposed under Alternative 2 could incur significant impacts: SR-78/I-5 interchange; SR-76; College Blvd.; and Coast Highway. However, with implementation of Mitigation Measures BR1, BR5, BR6, BR12 and BR13, potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

- 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**

Modified 1995 CE Alternative

Wetlands located near the following transportation facilities proposed under the Modified 1995 Circulation Alternative could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Rancho del Oro Interchange; Melrose Drive N.; Melrose Drive S.; and Coast Highway. However, with implementation of Mitigation Measures BR1, BR6, BR7, and BR13, potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Wetlands located near the following transportation facilities proposed under Alternative 2 could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Rancho del Oro Interchange; Melrose Drive S.; and Coast Highway. However, with implementation of Mitigation Measure BR1 BR6, BR7, and BR13, potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Wetlands located near the following transportation facilities proposed under Alternative 2 could incur significant impacts: SR-78/I-5 interchange; SR-76; and College Blvd. However, with implementation of Mitigation Measures BR1, BR6, BR7, and BR 13 potential impacts would be reduced to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

- 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**

Modified 1995 CE Alternative

Development of the following transportation facilities proposed under the Modified 1995 Circulation Alternative could interfere substantially with wildlife species movement: SR-78/I-5 interchange; SR-76; Pala Road; Rancho del Oro Interchange; Melrose Drive N.; Melrose Drive S.; and Coast Highway. Implementation of Mitigation Measures BR2 through BR6 and/or BR8 through BR14 would reduce this impact to a level less than significant. In addition, migratory birds near the proposed facility may be adversely affected by development of the facility. This potential impact would be reduced to a level less than

significant by implementation of Mitigation Measure BR2 – BR6 and BR8 - BR14. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Development of the following transportation facilities proposed under Alternative 1 could interfere substantially with wildlife species movement: SR-78/I-5 interchange; SR-76; Pala Road; Rancho del Oro Interchange; Melrose Drive S.; and Coast Highway. Implementation of Mitigation Measures BR2 through BR6 and/or BR8 through BR14 would reduce this impact to a level less than significant. In addition, migratory birds near the proposed facility may be adversely affected by development of the facility. This potential impact would be reduced to a level less than significant by implementation of Mitigation Measure BR2 – BR6 and BR8 - BR14. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Development of the following transportation facilities proposed under Alternative 1 could interfere substantially with wildlife species movement: SR-78/I-5 interchange; SR-76; and Coast Highway. Implementation of Mitigation Measures BR2 through BR6 and/or BR8 through BR14 would reduce this impact to a level less than significant. In addition, migratory birds near the proposed facility may be adversely affected by development of the facility. This potential impact would be reduced to a level less than significant by implementation of Mitigation Measure BR2 – BR6 and BR8 - BR14. **NOT SIGNIFICANT WITH MITIGATION**

E. Conflict with any local policies or ordinances protecting biological resources, such as the Habitat Management Plan (HMP) for Natural Communities in the City of Carlsbad, a tree preservation policy or ordinance

Modified 1995 CE Alternative

Unadopted biological preserve areas located near the following transportation facilities proposed under the Modified 1995 Circulation Alternative could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Melrose Drive N.; Melrose Drive S.; and Coast Highway. The issue of whether any significant impacts to the preserve would have to be addressed in the subsequent environmental studies associated with the specific design, and subsequently mitigated to a level of less than significant, per the provisions of any Subarea Plan subsequently adopted. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Unadopted biological preserve areas located near the following transportation facilities proposed under Alternative 1 could incur significant impacts: SR-78/I-5 interchange; SR-76; Pala Road; College Blvd.; Melrose Drive S.; and Coast Highway. The issue of whether any significant impacts to the preserve would have to be addressed in the subsequent environmental studies associated with the specific design, and subsequently mitigated to a level of less than significant, per the provisions of any Subarea Plan subsequently adopted. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Unadopted biological preserve areas located near the following transportation facilities proposed under Alternative 2 could incur significant impacts: SR-78/I-5 interchange; SR-76; College Blvd. The issue of whether any significant impacts to the preserve would have to be addressed in the subsequent environmental studies associated with the specific design, and subsequently mitigated to a level of less

A. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5

Modified 1995 CE Alternative

Historic resources are located near the following transportation facilities proposed under the Modified 1995 Circulation Element Alternative and could incur significant impacts: SR-78/I-5 interchange; SR-76; Mission Avenue; Pala Road; and Ranch del Oro Interchange. Implementation of Mitigation Measure CR-2 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Historic resources are located near the following transportation facilities proposed under Alternative 1 and could incur significant impacts: SR-78/I-5 interchange; SR-76; Mission Avenue; Pala Road; and Rancho del Oro Interchange. Implementation of Mitigation Measure CR-2 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Historic resources are located near the following transportation facilities proposed under Alternative 2 and could incur significant impacts: SR-78/I-5 interchange; SR-76; and Mission Avenue. Implementation of Mitigation Measure CR-2 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

Modified 1995 CE Alternative

Archaeological resources are located near the following transportation facilities proposed under the Modified 1995 Circulation Element Alternative and could incur significant impacts: SR-78/I-5 interchange; SR-76; Coast Highway; Pala Road; Rancho del Oro Interchange; Melrose Drive North; and Coast Highway. Implementation of Mitigation Measure CR-1 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 1

Archaeological resources are located near the following transportation facilities proposed under Alternative 1 and could incur significant impacts: SR-78/I-5 interchange; SR-76; Coast Highway; Pala Road; and Rancho del Oro Interchange. Implementation of Mitigation Measure CR-1 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

Alternative 2

Archaeological resources are located near the following transportation facilities proposed Alternative 2 and could incur significant impacts: SR-78/I-5 interchange; SR-76; and Coast Highway. Implementation of Mitigation Measure CR-1 would reduce these impacts to a level less than significant. **NOT SIGNIFICANT WITH MITIGATION**

at public outreach meetings. The 18 potential model alternatives contained variations to the following network elements:

- State Route 76 (SR-76): Either 4 or 6 Lanes to Melrose Drive
- Rancho Del Oro Road / State Route 78 Interchange: Included or Not Included
- College Boulevard: Either 4 or 6 Lanes or Hybrid of both 4 and 6 Lanes
- Melrose Drive: North River Road to SR-76 Either Included or Not Included
- Melrose Drive: Spur Avenue to North Santa Fe Avenue Either Included or Not Included
- Pala Road: Connection to Foussat Road Either Included or Not Included
- Old Ranch Road: Connection Not Included
- Jeffries Ranch Road: Connection to SR-76 Not Included

The 18 potential network alternatives were run using the Series 11 North County Sub-Area Model. Table 6-1 in Chapter 6.0, contains a matrix that shows the details for all 18 model alternatives key network assumptions and combinations. The 18 alternatives were presented to City staff and the impacts of each alternative were reviewed. The 18 alternatives were narrowed down to five alternatives based on the input received from meeting with City staff. These five alternatives were also presented at three public outreach meetings in January and February 2010. Subsequent to the meetings, the five alternatives under consideration were narrowed to three: the Modified 1995 Circulation Element (Mod '95 CE) Alternative; Alternative 1; and Alternative 2. Key characteristics of each of these alternatives are provided in Table ES-1:

TABLE ES-1
Network Alternatives Key Assumptions

Roadway	Mod '95 CE Alternative	Alternative 1	Alternative 2
State Route 76	6 Lanes	6 Lanes	6 Lanes
Rancho Del Oro Rd/ SR-78 Interchange	Included	Included	Not Included
College Boulevard	6 Lanes	4 and 6 Lane Hybrid	4 and 6 Lane Hybrid
Melrose Drive: N. River Rd to SR-76	Extension Included	Extension Not Included	Extension Not Included
Melrose Drive: Spur Ave. to N. Santa Fe Ave	Extension Included	Extension Included	Extension Not Included
Pala Road Extension	Connection Included	Connection Included	Connection Not Included
Mission Avenue	Four-Lane Major Arterial	One-Way Couplet between Cleveland St & Clementine St	4 Lane Secondary Collector
Coast Highway	<u>Four-Lane Secondary Collector</u>	4 Lane Second. Collector	2 Lanes with Roundabouts
Old Ranch Road	Connection Not Included	Connection Not Included	Connection Not Included
Jeffries Ranch Road*	Connection Not Included	Connection Not Included	Connection Not Included

Notes: **Bold text** under alternatives columns indicates a change from the adopted 1995 Circulation Element future network.

*The closure of Jeffries Ranch Road has been reviewed under a separate study & potentially could provide right-in/out access to SR-76 should a funding source be identified.

Source: IBI Group, 2011.

**CITY OF OCEANSIDE
AMENDMENT No. 4 TO
PROFESSIONAL SERVICES AGREEMENT**

PROJECT: Circulation Element Update Amendment

THIS AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (hereinafter "Amendment") is made and entered into this 19th day of September, 2012, by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and The IBI Group, hereinafter designated as "CONSULTANT."

RECITALS

WHEREAS, City and CONSULTANT are the parties to that certain Professional Services Agreement dated October 5, 2005, and Amendments No. 1 through No. 3 thereto, hereinafter referred to as the "Agreement", wherein CONSULTANT agreed to provide certain services to the City as set forth therein;

WHEREAS, the parties desire to amend the Agreement to include additional work for the Coast Highway Vision Plan Corridor and incorporation of additional model alternatives in preparation of the City of Oceanside Circulation Element Update.

AMENDMENT

NOW, THEREFORE, as set forth herein, the parties hereto do mutually agree that the Agreement shall be amended as follows:

SECTION 1.0, SCOPE OF WORK: Is hereby amended to include the following additional work described herein and is attached as "Amendments to the City of Oceanside Circulation Element Scope of Work and Budget", attached as Exhibit C:

1. Update Circulation Element: The CONSULTANT will revise the Draft Circulation Element and Programmatic EIR documents to reflect the City Council's decision to select the Modified 1995 Circulation Element alternative as the approved project alternative. Attendance at public meetings and project management is also included.
2. CEQA Findings of Fact/Statement of Overriding Considerations: The CONSULTANT will revise the draft CEQA Findings of Fact for the Modified 1995 Circulation Element Alternative. The CONSULTANT shall also revise the Statement of Overriding Considerations (SOC) to support the City Council's decision to select the Modified 1995 Circulation Element Alternative.

Circulation Element Update Amendment No. 4

3. Mitigation Monitoring and Reporting Program (MMRP): The CONSULTANT shall revise the Mitigation Monitoring and Reporting Program (MMRP) to reflect the Modified 1995 Circulation Element Alternative.
4. Budget and Schedule: The overall project budget and schedule has also been updated.

SECTION 2.0: TIMING REQUIREMENTS: Is hereby amended to allow five (5) months (June 2012 to October 2012) from the date this amendment is signed by CITY.

SECTION 2.1: CONSULTANT shall prepare and deliver ten (10) bound copies of the Final Circulation Element document with appendices attached as a CD (spiral bound), four (4) copies of the Final Circulation Element with hard copy appendices attached (3-ring bound) and five (5) electronic copies of the Updated Circulation Element document to the City Engineer no later than one (1) month from City Council approval of the Circulation Element Update. No work shall be performed by the CONSULTANT beyond the completion of the Updated Circulation Element until the City Engineer has given written approval following review and comments.

SECTION 2.2: CONSULTANT shall prepare and deliver the final Updated Circulation Element to the City Engineer no later than October 19, 2012.

SECTION 13, COMPENSATION: Is hereby amended by adding an amount of \$23,259 needed to complete the Circulation Element Update, increasing the total compensation to an amount not to exceed \$687,620.

SECTION 13.1: For work performed by CONSULTANT in accordance with this agreement, CITY shall pay CONSULTANT in accordance with the schedule of billing rates set forth in Exhibit "D", attached hereto and incorporated herein by reference. No rate changes shall be made during the term of this agreement without prior written approval of the City Engineer. CONSULTANT's compensation for all work performed in accordance with this agreement shall not exceed the total contract price of \$687,620.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval by the City Engineer. CONSULTANT shall obtain approval by the City Engineer prior to performing any work which results in incidental expenses to City as set forth in Section 13.2.2.

SECTION 13.2: CONSULTANT shall maintain accounting records including the following information:

Circulation Element Update Amendment No. 4

SECTION 13.2.1: Names and titles of employees or agents, types of work performed and times and dates of all work performed in connection with this Agreement which is billed on an hourly basis.

SECTION 13.2.2: All incidental expenses including reproductions, computer printing, postage, mileage and subsistence.

SECTION 14.0, TERMINATION OF AGREEMENT: The Terms of this agreement and amendment shall commence on the date it is signed by the later of the parties and continue for a period of six (6) months from the date of such signature. CONSULTANT may request an extension of the agreement for a period of one additional year, which may be allowed by CITY at the sole discretion of the City Engineer.

Either party may terminate this agreement by providing thirty (30) days written notice to the other party.

If any portion of the work is terminated or abandoned by the CITY, then the CITY shall pay CONSULTANT for any work completed up to and including the date of termination or abandonment of this agreement, in accordance with Section 13. The CITY shall be required to compensate CONSULTANT only for work performed in accordance with the agreement up to and including the date of termination.

SECTION 16.0 ENTIRE AGREEMENT: This amendment together with the Professional Services Agreement dated October 5, 2005; Amendment No. 1 dated August 13, 2007; Amendment No. 2 dated August 12, 2009; and Amendment No. 3 dated January 5, 2012; comprises the entire integrated understanding between the CITY and CONSULTANT concerning the work to be performed for this project and supersedes all prior negotiations, representatives or agreements. If there is any disagreement between the terms of this Amendment and the terms of the Agreement, this Amendment shall control.

SECTION 20.0 NOTICES: All notices, demands, requests, consents or other communications which this agreement contemplates or authorizes, or requires or permits either party to give to the other, shall be in writing and shall be personally delivered or mailed to the respective party as follows:

TO CITY:

CITY OF OCEANSIDE
CITY ENGINEER
300 NORTH COAST HWY.
OCEANSIDE, CA 92054

TO CONSULTANT:

The IBI Group
Don Murphy, Project Manager
701 B Street, Suite 1170
San Diego, CA 92101

Circulation Element Update Amendment No. 4

Either party may change its address by notice to the other party as provided herein. Communications shall be deemed to have been given and received on the first to occur:

- A. Actual receipt at the offices of the party to whom the communications is to be sent, as designated above, or
- B. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return requested, addressed to the offices of the party to whom the communications is to be sent, as designated above.

SECTION 21.0 SIGNATURES. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment on behalf of the respective legal entities of the CONSULTANT and the CITY.

SECTION 22.0 MISCELLANEOUS. The City Engineer is hereby replaced with the City Traffic Engineer whenever the title appears in the agreement.

Except as expressly set forth in this Amendment, the Agreement, shall remain in full force and effect and is hereby ratified and reaffirmed. If any provisions herein directly conflict with the provisions of the agreement, then this amendment shall prevail.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment and have caused this Amendment to be executed on the dates set forth below.

IBI Group

CITY OF OCEANSIDE

By: 

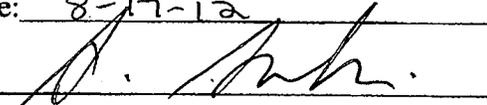
By: _____

Alistair Baillie, ~~Senior Director~~
Operating Director

Peter Weiss, City Manager

Date: 8-17-12

Date: _____

By: 

APPROVED AS TO FORM:

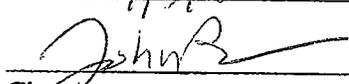
Steve Schibuola, Director

Date: 8-17-12

Date: 9/3/12

95-326-8721

Employer ID No.


City Attorney

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.



IBI Group
701 B Street—Suite 1810
San Diego CA 92101 USA
tel 619 234 4110
fax 619 234 4109

June 29, 2012

Mr. John Amberson
Project Manager
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

OCEANSIDE CIRCULATION ELEMENT UPDATE SCOPE OF WORK AMENDMENT

The Circulation Element Project Team has been working to update the Oceanside Circulation Element which was released for public review in July 2011 and re-released in January 2012. The Draft Circulation Element document and the CEQA Findings of Fact and the Mitigation Monitoring and Reporting Program (MMRP) were provided for the staff recommended Alternative 1 which was presented to Oceanside City Council on June 20, 2012. Because the Circulation Element document, CEQA Findings and MMRP supported Alternative 1 and Oceanside City Council choose to support the certification of the Program EIR with the approval of the Modified 1995 Circulation Element alternative, these documents need to be revised and updated.

The amendment to our scope and budget includes the completion of the following tasks to update these documents to support the selection of the Modified 1995 Circulation Element as the preferred alternative.

Task B1: Project Management

Due to the extension of the timeline for this project, it has and will continue to require project management and coordination until its completion. IBI Group will continue to provide on-going support and project management until the completion of the Circulation Element update.

Task B2: Update the Circulation Element

The Draft Circulation Element had assumed the inclusion of the staff recommended Alternative 1. IBI Group will revise this document to support Oceanside City Council's decision to select the Modified 1995 Circulation Element alternative as the approved project alternative. The Draft Circulation Element document will be modified to reflect the Modified 1995 CE Alternative network. This will include changes to the figures associated with the traffic volumes, roadway level of service, intersection level of service, and include an additional figure that will highlight the mitigation measures for the alternative. All text and tables related to the description of the Alternative 1 network, mitigation measures, and overriding considerations will be changed to

Mr. John Amberson – June 29, 2012

reflect the Modified 1995 CE Alternative. Appendix E and F will also be updated with the appropriate alternative.

IBI Group shall provide the following:

- 10 copies of the Final Circulation Element document with appendices attached as a CD (spiral bound)
- 4 Copies of the Final Circulation Element with hard copy appendices attached (3-ring bound)

Task B3: Meetings and Public Hearings

IBI Group and BRG will assist the City in presentation materials and PowerPoint presentations for the additional City Council meetings as deemed appropriate by City staff. IBI Group will have one staff person attend one City Council hearing at the request of City staff. BRG will have two staff members attend up to two City Council hearings for the completion of the Circulation Element since Council indicated they intend to reopen the public hearing.

Task B4 - CEQA Findings of Fact/ Statement of Overriding Considerations

BRG will revise the draft CEQA Findings of Fact using a format to be provided by the City of Oceanside for the Modified 1995 CE Alternative to support Oceanside City Council certification of the Program EIR and approval of the Circulation Element update to select the Modified 1995 Circulation Element alternative as the approved project alternative.

BRG will revise the Statement of Overriding Considerations (SOC) to support Oceanside City Council decision to select the Modified 1995 Circulation Element alternative as the approved project alternative.

Task B5 – Mitigation Monitoring and Reporting Program

BRG will revise the Mitigation Monitoring and Reporting Program (MMRP) using the City of Oceanside format. The MMRP will be revised for the Modified 1995 Circulation Element alternative.

SCHEDULE

The revisions to the Circulation Element report, Finding, and MMRP will commence upon notice to proceed from the City. It is assumed that the additional work and City Council meetings will be completed over a three month timeline. Once the Notice to Proceed is given, IBI Group will submit a more detailed schedule to the City.

- Notice to Proceed – July 2012
- Revisions to CE Report, Findings & MMRP – August 2012
- City Council Meeting – September 2012

Mr. John Amberson – June 29, 2012

The proposed budget to complete these tasks is outlined in the detailed attachment. Should you have any questions regarding the scope of work or budget, please contact us: Director, Steve Schibuola (sschibuola@ibigroup.com) or Project Manager, Don Murphy (dmurphy@ibigroup.com) at 619-234-4110.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Schibuola", written in a cursive style.

Steve Schibuola, Director and Principal-in-Charge
IBI Group



Circulation Element Update Amendment - COST ESTIMATE

June 29, 2012

PROJECT COMPONENTS	IBI Group				BRG Consulting, Inc.				Total Task Hours	Total Task Costs
	D. Murphy, Project Manager	T. Faaola, Lead Trans. Planner	Graphics	Admin Support	Principal	Project Manager	Enviro. Specialist	Word Processor		
Task B1 Project Coordination & Management	10	10		4					24	\$ 2,912
Task B2 Update Circulation Element Document	15	40	20	2					77	\$ 8,073
Task B3 Meetings and Hearings		6			12		12		30	\$ 5,304
Task B4 CEQA Findings of Fact/SOC		2			8	2	6	4	22	\$ 3,748
Task B5 MMRP		2			3		12	8	25	\$ 2,923
<i>Total Hours</i>	25	60	20	6	23	2	30	12		
<i>Rates</i>	\$ 157	\$ 104	\$ 70	\$ 74	\$ 285	\$ 165	\$ 105	\$ 75		
<i>Labor Costs</i>	\$ 3,937	\$ 6,235	\$ 1,405	\$ 446	\$ 6,555	\$ 330	\$ 3,150	\$ 900		

IBI Labor Costs:	\$ 12,024
BRG Labor Costs:	\$ 10,935
Other Direct Costs*	\$ 300
TOTAL COSTS:	\$ 23,259

*Mileage, Printing & Production Costs



**CITY OF OCEANSIDE
AMENDMENT No. 3 TO
PROFESSIONAL SERVICES AGREEMENT**

PROJECT: Circulation Element Update Amendment 902562200561

THIS AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (hereinafter "Amendment"), dated January 5, 2012, for identification purposes, is made and entered into by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and IBI Group, hereinafter designated as "CONSULTANT."

RECITALS

WHEREAS, City and Consultant are the parties to that certain Professional Services Agreement dated the October 5, 2005, and amendments No.1 and No. 2 thereto, hereinafter referred to as the "Agreement", wherein Consultant agreed to provide certain services to the City as set forth therein;

AMENDMENT

NOW, THEREFORE, as set forth herein, the parties hereto do mutually agree that the Agreement shall be amended as follows :

1. **SCOPE OF WORK.** The project is more particularly described as follows (detailed Scope of Work attached as Exhibit 1):
 - 1.1 **Project Management and Meetings/Coordination;**
 - 1.2 **Additional Response to Comments;**
 - 1.3 **Incorporation of Additional Response to Comments Revisions into Final PEIR;**
 - 1.4 **Sunnyvale Text Revisions;**
 - 1.5 **Screencheck Recirculate Draft PEIR;**
 - 1.6 **Recirculate Draft PEIR;**
 - 1.7 **Meeting and Public Hearings;**
 - 1.8 **Response to Comments on Recirculated Draft PEIR (80 New Comments);**
 - 1.9 **CEQA Findings of Fact/Statement of Overriding Considerations;**
 - 1.10 **Mitigation Monitoring and Reporting Program**
 - 1.11 **CEQA Notices – File Notice of Determination;**

Circulation Element Update Amendment No. 3 - 901562200561

2. **COMPENSATION.** CONSULTANT'S compensation for all work performed in accordance with this Amendment No. 3, is hereby amended by adding a lump sum amount not to exceed \$124,893 for additional work for a total contract amount not to exceed \$690,671.

All other terms, conditions, covenants and provisions of the agreement shall remain in full force and effect. In the event of any conflict between the terms of the original agreement and this amendment, the terms of this amendment shall control.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval of the City Engineer. CONSULTANT shall obtain approval by the City Engineer prior to performing any work that result in incidental expenses to CITY.

3. **TIMING REQUIREMENTS.** Time is of the essence in the performance of work under this Agreement and the timing requirements shall be strictly adhered to unless otherwise modified in writing. All work shall be completed in every detail to the satisfaction of the City Engineer within 150 calendar days.

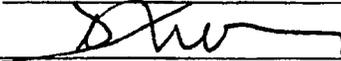
4. Except as expressly set forth in this Amendment, the Agreement shall remain in full force and effect and is hereby ratified and reaffirmed.

SIGNATURES. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of the respective legal entities of the CONSULTANT and the CITY.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment and have caused this Amendment to be executed by setting hereunto their signatures on the dates set forth below.

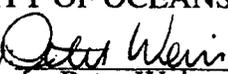
By: 
Steve Schibuola, Director

Date: 12/22/2011

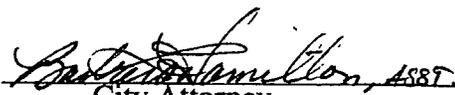
By: 
David Thom, Managing Director

Date: 12/22/2011

95-326-8721
Employer ID No.

CITY OF OCEANSIDE
By: 
Peter Weiss, City Manager

Date: 1-18-12

APPROVED AS TO FORM:

City Attorney

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

G:\ADMIN\Admin Docs - Specs and Staff Reports\Professional Services Agreements\IBI Amend#3 PSA version 2.doc

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

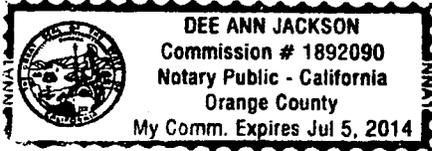
State of California

County of Orange

On 12-28-11
Date

before me, Dee Ann Jackson, Notary Public
Here Insert Name and Title of the Officer

personally appeared David Thom
Name(s) of Signer(s)



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dee Ann Jackson
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: City of Oceanside Amendment 3 #90250220050 Circulation Element Update

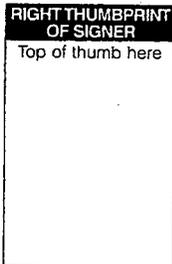
Document Date: 12-28-11 Number of Pages: 2

Signer(s) Other Than Named Above: Steve Schibuola

Capacity(ies) Claimed by Signer(s)

Signer's Name: David Thom

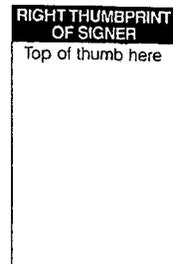
- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____



Signer Is Representing: JBI Group

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____



Signer Is Representing: _____

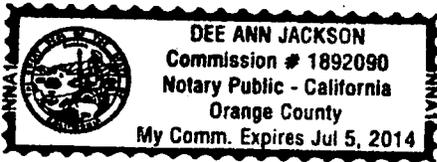
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Orange

On 12-28-11 before me, Dee Ann Jackson, Notary Public

personally appeared Stefano Schibuola



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dee Ann Jackson
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Circulation Element Update City of Oceanside Amend 3 #902562200561

Document Date: 12-28-11 Number of Pages: 2

Signer(s) Other Than Named Above: David Thom

Capacity(ies) Claimed by Signer(s)

Signer's Name: Steve Schibuola

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer Is Representing: _____

IBI Group

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer Is Representing: _____

CALIFORNIA JURAT WITH AFFIANT STATEMENT

- See Attached Document (Notary to cross out lines 1-6 below)
- See Statement Below (Lines 1-5 to be completed only by document signer[s], not Notary)

I CONFIRM THE ATTACHED "AUTHORITY TO EXECUTE CONTRACTS IN THE COURSE OF THE PROFESSIONAL PRACTICE OF THE PARTNERSHIP" IS A TRUE COPY OF THE ORIGINAL

Steve Schibuola
Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

State of California

County of Orange

Subscribed and sworn to (or affirmed) before me on this

24th day of November, 2010, by
Date Month Year

(1) Steve Schibuola
Name of Signer

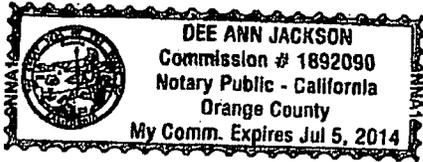
proved to me on the basis of satisfactory evidence to be the person who appeared before me (.) (.)

(and

(2) _____
Name of Signer

proved to me on the basis of satisfactory evidence to be the person who appeared before me.)

Signature *Dee Ann Jackson*
Signature of Notary Public



Place Notary Seal Above

OPTIONAL

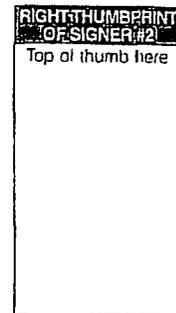
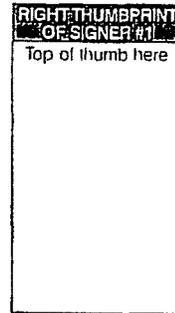
Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Further Description of Any Attached Document

Title or Type of Document: IBI Group Authority to Execute Contracts

Document Date: Feb 2009 Number of Pages: 2

Signer(s) Other Than Named Above: _____



IBI GROUP

**AUTHORITY TO EXECUTE CONTRACTS IN THE
COURSE OF THE PROFESSIONAL PRACTICE OF THE PARTNERSHIP**

(On or after February 1, 2009)

The partners of IBI GROUP, a California partnership, do hereby certify as follows, as of February 1, 2009:

1. IBI Group (the "Partnership") is a partnership, organized under the laws of the State of California, to carry on a professional consulting practice.
2. The Partnership has two partners, both of which are signatories hereto (each, a "Partner").
3. As of the date hereof, the Partnership also has 12 directors, all of which are also signatories hereto (each, a "Director"). One Director, Philip H. Beinhaker, is the "Chairman Director," and Mr. Beinhaker is also the Chief Executive Officer. Two Directors, Scott E. Stewart and David Thom, are also the "Managing Directors." As of the date hereof, the Partnership does not have any Operating Directors.
4. Any document shall be considered duly executed by or on behalf of the Partnership if signed by both Partners, or by any two Directors, at least one of which shall be a Chairman Director or, if the document is a contract is in the ordinary course of the Partnership's business or professional practice, at least one of which may be a Managing Director or Operating Director in lieu of a Chairman Director.

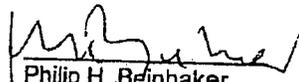
The Partners and Directors have executed this instrument as of the date first written above.

Partners

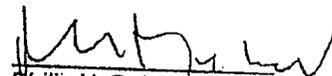
IBI SUBCO INC.

IBI GROUP, an Ontario partnership.

By:


Philip H. Beinhaker
President

By:


Philip H. Beinhaker
Chairman Director

**CITY OF OCEANSIDE
AMENDMENT #2 TO
PROFESSIONAL SERVICES AGREEMENT**

PROJECT: Circulation Element Update Amendment

THIS AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (hereinafter "Amendment") is made and entered into this 12th day of August, 2009, by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and The IBI Group, hereinafter designated as "CONSULTANT."

RECITALS

WHEREAS, City and CONSULTANT are the parties to that certain Professional Services Agreement dated October 5th, 2005 and Amendment #1 dated August 13th, 2007 hereinafter referred to as the "Agreement", wherein CONSULTANT agreed to provide certain services to the City as set forth therein;

WHEREAS, the parties desire to amend the Agreement to include additional work for the Coast Highway Vision Plan Corridor and incorporation of additional model alternatives in preparation of the City of Oceanside Circulation Element Update.

AMENDMENT

NOW, THEREFORE, as set forth herein, the parties hereto do mutually agree that the Agreement shall be amended as follows:

SECTION 1.0, SCOPE OF WORK: Is hereby amended to include the following additional work described herein and is attached as "Amendments to the City of Oceanside Circulation Element Scope of Work and Budget" (Exhibit A):

1. Coast Highway Vision Plan Corridor Study: Additional traffic analysis for the Coast Highway Corridor will be analyzed as described in the Coast Highway Vision Plan as a four-lane secondary arterial and a two-lane roadway with roundabouts in order to determine appropriate service standards and related impacts. A General Plan Amendment for the reclassification of Coast Highway as a two-lane roadway with roundabouts will be determined as part of the Circulation Element Update.
2. Incorporation of Additional Model Alternatives: Additional model alternatives that include the potential widening of College Boulevard, Melrose Drive extensions, the Mission Avenue One-Way Couplet study, and the Pala Road extension shall be analyzed and included as part of the Circulation Element Update.

Circulation Element Update Amendment #2: No. 561-775622-5241

3. Budget and Schedule: The overall project budget and schedule has also been updated.

SECTION 2.0, TIMING REQUIREMENTS: Is hereby amended to allow 8 months (August 2009 to March 2010) from the date this amendment is signed by CITY.

SECTION 2.2: CONSULTANT shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the first draft of the Updated Circulation Element EIR to the City Engineer no later than 6 months from the Notice to Proceed. No work shall be performed by the CONSULTANT beyond the completion of the draft Updated Circulation Element until the City Engineer has given written approval following review and comments.

SECTION 2.3: Consultant shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the Final Updated Circulation Element EIR to the City Engineer no later than 8 months from the Notice to Proceed.

SECTION 2.4: CONSULTANT shall prepare and deliver the final Updated Circulation Element EIR to the City Engineer no later than March 31st, 2010.

SECTION 13, COMPENSATION: Is hereby amended by adding an amount of \$129,695 needed to complete the Circulation Element Update, increasing the total compensation to an amount not to exceed \$565,778.

SECTION 13.1: For work performed by CONSULTANT in accordance with this agreement, CITY shall pay CONSULTANT in accordance with the schedule of billing rates set forth in Exhibit "A", attached hereto and incorporated herein by reference. No rate changes shall be made during the term of this agreement without prior written approval of the City Engineer. Consultants compensation for all work performed in accordance with this agreement shall not exceed the total contract price of \$565,778.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval by the City Engineer. Consultant shall obtain approval by the City Engineer prior to performing any work which results in incidental expenses to City as set forth in Section 13.2.2.

SECTION 13.2: CONSULTANT shall maintain accounting records including the following information:

SECTION 13.2.1: Names and titles of employees or agents, types of work performed and times and dates of all work performed in connection with this Agreement which is billed on an hourly basis.

SECTION 13.2.2: All incidental expenses including reproductions, computer printing,

Circulation Element Update Amendment #2: No. 561-775622-5241

postage, mileage and subsistence.

SECTION 14.0, TERMINATION OF AGREEMENT: The Term of this agreement and amendment shall commence on the date it is signed by the later of the parties and continue for a period of 6 months from the date of such signature. CONSULTANT may request an extension of the agreement for a period of one additional year, which may be allowed by CITY at the sole discretion of the City Engineer.

Either party may terminate this agreement by providing thirty (30) days written notice to the other party.

If any portion of the work is terminated or abandoned by the CITY, then the CITY shall pay CONSULTANT for any work completed up to and including the date of termination or abandonment of this agreement, in accordance with Section 13. The CITY shall be required to compensate CONSULTANT only for work performed in accordance with the agreement up to and including the date of termination.

SECTION 16.0 ENTIRE AGREEMENT: This amendment together with the agreement (10/5/2005) and amendment #1 (8/13/2007) comprises the entire integrated understanding between the CITY and CONSULTANT concerning the work to be performed for this project and supersedes all prior negotiations, representatives or agreements. If there is any disagreement between the terms of this Amendment and the terms of the Agreement, this Amendment shall control.

SECTION 20.0 NOTICES: All notices, demands, requests, consents or other communications which this agreement contemplates or authorizes, or requires or permits either party to give to the other, shall be in writing and shall be personally delivered or mailed to the respective party as follows:

TO CITY:

CITY OF OCEANSIDE
CITY ENGINEER
300 NORTH COAST HWY.
OCEANSIDE, CA 92054

TO CONSULTANT:

The IBI Group
Don Murphy, Project Manager
701 B Street, Suite 1170
San Diego, CA 92101

Either party may change its address by notice to the other party as provided herein.

Communications shall be deemed to have been given and received on the first to occur:

- A. Actual receipt at the offices of the party to whom the communications is to be sent, as designated above, or

Circulation Element Update Amendment #2: No. 561-775622-5241

- B. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return requested, addressed to the offices of the party to whom the communications is to be sent, as designated above.

SECTION 21.0 SIGNATURES. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment on behalf of the respective legal entities of the CONSULTANT and the CITY.

SECTION 22.0 MISCELLANEOUS. The City Engineer is hereby replaced with the City Traffic Engineer whenever the title appears in the agreement.

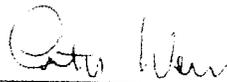
Except as expressly set forth in this amendment, the agreement, including the first amendment, shall remain in full force and effect and is hereby ratified and reaffirmed. If any provisions herein directly conflict with the provisions of the agreement, then this amendment shall prevail.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment and have caused this Amendment to be executed by setting hereunto their signatures this 12th day of August, 2009.

IBI Group

CITY OF OCEANSIDE

By: 
David Thom, Managing Director

By: 
Peter Weiss, City Manager

By: 
Steve Schibuola, Local Director

APPROVED AS TO FORM:

95-326-8721
Employer ID No.


City Attorney

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

Circulation Element Update Amendment #2: No. 561-775622-5241

- B. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return requested, addressed to the offices of the party to whom the communications is to be sent, as designated above.

SECTION 21.0 SIGNATURES. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment on behalf of the respective legal entities of the CONSULTANT and the CITY.

SECTION 22.0 MISCELLANEOUS. The City Engineer is hereby replaced with the City Traffic Engineer whenever the title appears in the agreement.

Except as expressly set forth in this amendment, the agreement, including the first amendment, shall remain in full force and effect and is hereby ratified and reaffirmed. If any provisions herein directly conflict with the provisions of the agreement, then this amendment shall prevail.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment and have caused this Amendment to be executed by setting hereunto their signatures this 12th day of August, 2009.

IBI Group

CITY OF OCEANSIDE

By:

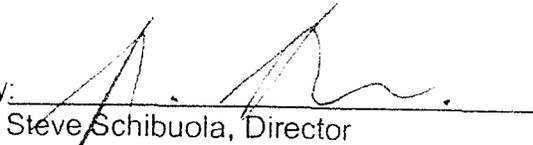


David Chow, Director

By:

Peter Weiss, Int. City Manager

By:



Steve Schibuola, Director

APPROVED AS TO FORM:

95-326-8721

Employer ID No.

City Attorney

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

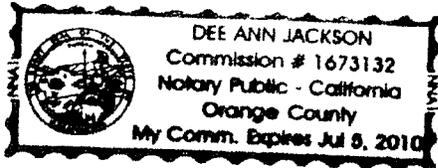
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Orange

On 8-28-09 before me, Dee Ann Jackson

personally appeared David Chow



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dee Ann Jackson

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document City of Oceanside
Title or Type of Document: Circulation Element Update Amend #2 561-775622-5241
Document Date: _____ Number of Pages: 4
Signer(s) Other Than Named Above: Steve Schibuola, Peter Weiss

Capacity(ies) Claimed by Signer(s)

Signer's Name: David Chow
Individual
Corporate Officer -- Title(s): _____
 Partner -- Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other: _____

RIGHT THUMBPRINT OF SIGNER

Signer's Name _____
Individual
Corporate Officer -- Title(s): _____
Partner -- Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other: _____

RIGHT THUMBPRINT OF SIGNER

Signer Is Representing:
IBI Group

Signer Is Representing: _____

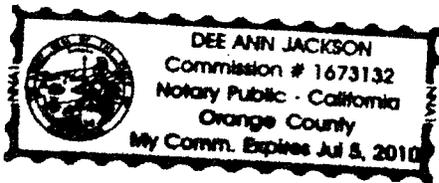
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Orange

On 8-27-09 before me, Dee Ann Jackson
Date Here, insert Name and Title of the Officer

personally appeared Steve Schibuola
Name(s) of Signer(s)



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dee Ann Jackson
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document

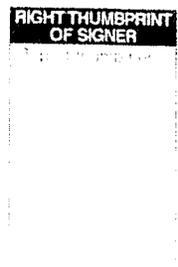
Description of Attached Document City of Oceanside
Title or Type of Document: Circulation Element Update Amend #2 561-775622-5241
Document Date: _____ Number of Pages: 4
Signer(s) Other Than Named Above: David Chow, Peter Weiss

Capacity(ies) Claimed by Signer(s)

Signer's Name Steve Schibuola
Individual
Corporate Officer -- Title(s): _____
 Partner -- Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other: _____



Signer's Name _____
Individual
Corporate Officer -- Title(s): _____
Partner -- Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other: _____



Signer Is Representing: IBI Group

Signer Is Representing: _____

IBI GROUP

AUTHORITY TO EXECUTE CONTRACTS IN THE
COURSE OF THE PROFESSIONAL PRACTICE OF THE PARTNERSHIP

(On or after February 1, 2009)

The partners of IBI GROUP, a California partnership, do hereby certify as follows, as of February 1, 2009:

1. IBI Group (the "**Partnership**") is a partnership, organized under the laws of the State of California, to carry on a professional consulting practice.
2. The Partnership has two partners, both of which are signatories hereto (each, a "**Partner**").
3. As of the date hereof, the Partnership also has 12 directors, all of which are also signatories hereto (each, a "**Director**"). One Director, Philip H. Beinhaker, is the "**Chairman Director**," and Mr. Beinhaker is also the Chief Executive Officer. Two Directors, Scott E. Stewart and David Thom, are also the "**Managing Directors**." As of the date hereof, the Partnership does not have any Operating Directors.
4. Any document shall be considered duly executed by or on behalf of the Partnership if signed by both Partners, or by any two Directors, at least one of which shall be a Chairman Director or, if the document is a contract is in the ordinary course of the Partnership's business or professional practice, at least one of which may be a Managing Director or Operating Director in lieu of a Chairman Director.

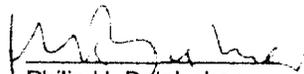
The Partners and Directors have executed this instrument as of the date first written above.

Partners

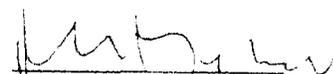
IBI SUBCO INC.

IBI GROUP, an Ontario partnership.

By:


Philip H. Beinhaker
President

By:


Philip H. Beinhaker
Chairman Director

AMENDMENT NO. 1
**CITY OF OCEANSIDE
AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT**

PROJECT: Circulation Element EIR Amendment

THIS AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (hereinafter "Amendment") is made and entered into this 13th day of August, 2007, by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and The IBI Group, hereinafter designated as "CONSULTANT."

RECITALS

WHEREAS, City and CONSULTANT are the parties to that certain Professional Services Agreement dated October 5th, 2005 hereinafter referred to as the "Agreement", wherein CONSULTANT agreed to provide certain services to the City as set forth therein;

WHEREAS, the parties desire to amend the Agreement to include additional work for Environmental Impact Report (EIR) preparation of the City of Oceanside Circulation Element Update.

AMENDMENT

NOW, THEREFORE, as set forth herein, the parties hereto do mutually agree that the Agreement shall be amended as follows:

SECTION 1.0, SCOPE OF WORK: Is hereby amended to include the following additional work described herein and is attached as "Amendments to the City of Oceanside Circulation Element Scope of Work and Budget" (Exhibit A):

1. Task No. 3 – Transportation Issues, Traffic Growth, and Future Roadway Improvements: Additional traffic analyses will be required to analyze more scenarios for potential changes to key roadways and intersections within the City. In addition, graphics support has been increased to prepare illustrations that will be used to depict the traffic operations and circulation within Oceanside.
2. Task No. 10 – Environmental Analysis: The revised Scope of Work reflects the effort needed to produce an Environmental Impact Report (EIR) rather than a negative declaration.
3. Budget and Schedule: The overall project budget and schedule has also been updated.

Circulation Element Update EIR Amendment: No. 561-775622-5241

SECTION 2.0, TIMING REQUIREMENTS: Is hereby amended to allow 12 months from the date this amendment is signed by CITY.

SECTION 2.2: CONSULTANT shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the first draft of the Updated Circulation Element EIR to the City Engineer no later than 10 months from the Notice to Proceed. No work shall be performed by the CONSULTANT beyond the completion of the draft Updated Circulation Element until the City Engineer has given written approval following review and comments.

SECTION 2.3: Consultant shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the Final Updated Circulation Element EIR to the City Engineer no later than 12 months from the Notice to Proceed.

SECTION 2.4: CONSULTANT shall prepare and deliver the final Updated Circulation Element EIR to the City Engineer no later than August 15, 2008.

SECTION 13, COMPENSATION: Is hereby amended by adding an amount of \$136,318 needed to complete the Environmental Impact Report (EIR) portion of the Circulation Element Update, increasing the total compensation to an amount not to exceed \$436,083.

SECTION 13.1: For work performed by CONSULTANT in accordance with this agreement, CITY shall pay CONSULTANT in accordance with the schedule of billing rates set forth in Exhibit "A", attached hereto and incorporated herein by reference. No rate changes shall be made during the term of this agreement without prior written approval of the City Engineer. Consultants compensation for all work performed in accordance with this agreement shall not exceed the total contract price of \$436,083.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval by the City Engineer. Consultant shall obtain approval by the City Engineer prior to performing any work which results in incidental expenses to City as set forth in Section 13.2.2.

SECTION 14.0, TERMINATION OF AGREEMENT: The Term of this agreement and amendment shall commence on the date it is signed by the later of the parties and continue for a period of 12 months from the date of such signature. CONSULTANT may request an extension of the agreement for a period of one additional year, which may be allowed by CITY at the sole discretion of the City Engineer.

Either party may terminate this agreement by providing thirty (30) days written notice to the other party.

If any portion of the work is terminated or abandoned by the CITY, then the CITY shall pay CONSULTANT for any work completed up to and including the date of termination or abandonment of this agreement, in accordance with Section 13. The CITY shall be

Circulation Element Update EIR Amendment: No. 561-775622-5241

required to compensate CONSULTANT only for work performed in accordance with the agreement up to and including the date of termination.

SECTION 16.0 ENTIRE AGREEMENT: This amendment together with the agreement (10/05/2005) comprises the entire integrated understanding between the CITY and CONSULTANT concerning the work to be performed for this project and supersedes all prior negotiations, representatives or agreements. If there is any disagreement between the terms of this Amendment and the terms of the Agreement, this Amendment shall control.

SECTION 20.0 NOTICES: All notices, demands, requests, consents or other communications which this agreement contemplates or authorizes, or requires or permits either party to give to the other, shall be in writing and shall be personally delivered or mailed to the respective party as follows:

TO CITY:

CITY OF OCEANSIDE
CITY ENGINEER
300 NORTH COAST HWY.
OCEANSIDE, CA 92054

TO CONSULTANT:

The IBI Group
Dennis J. Wahl, Project Manager
701 B Street, Suite 1170
San Diego, CA 92101

Either party may change its address by notice to the other party as provided herein.

Communications shall be deemed to have been given and received on the first to occur:

- A. Actual receipt at the offices of the party to whom the communications is to be sent, as designated above, or
- B. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return requested, addressed to the offices of the party to whom the communications is to be sent, as designated above.

Circulation Element Update EIR Amendment: No. 561-775622-5241

SECTION 21.0 SIGNATURES. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment on behalf of the respective legal entities of the CONSULTANT and the CITY.

SECTION 22.0 MISCELLANEOUS. The Transportation Manager is hereby replaced with the City Engineer whenever the title appears in the agreement.

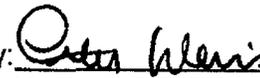
Except as expressly set forth in this amendment, the agreement shall remain in full force and effect and is hereby ratified and reaffirmed.

IN WITNESS WHEREOF the parties hereto being duly authorized on behalf of their respective entities to execute this Amendment, do hereby agree to the covenants contained in the Agreement, including this Amendment and have caused this Amendment to be executed by setting hereunto their signatures this 5th day of July, 2007.

HDR ENGINEERING, INC.

CITY OF OCEANSIDE

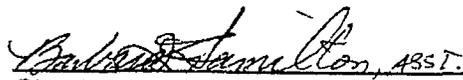
By: 
David Thom, Managing Director

By: 
Peter Weiss, Int. City Manager

By: 
David Chow, Local Director

APPROVED AS TO FORM:

95-326-8721
Employer ID No.

, ASST.
City Attorney

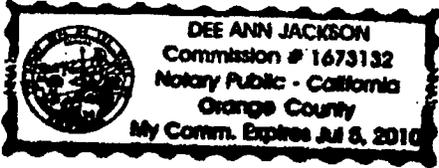
NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

State of California
County of Orange

On 7-5-07 before me, Dee Ann Jackson
(DATE) (NAME/TITLE OF OFFICER-i.e. "JANE DOE, NOTARY PUBLIC")
personally appeared David Chow
(NAME(S) OF SIGNER(S))

personally known to me -OR-

proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



Witness my hand and official seal.

(SEAL)

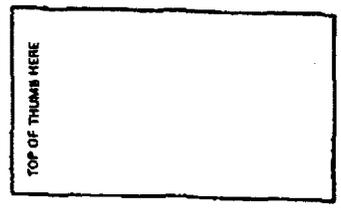
Dee Ann Jackson
(SIGNATURE OF NOTARY)

ATTENTION NOTARY

The information requested below and in the column to the right is **OPTIONAL**. Recording of this document is not required by law and is also optional. It could, however, prevent fraudulent attachment of this certificate to any unauthorized document.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:
Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other Than Named Above _____

RIGHT THUMBPRINT (Optional)

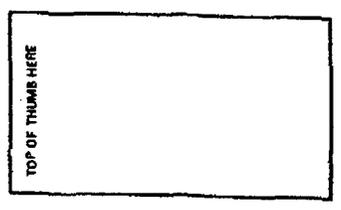


CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE _____

OFFICER(S) _____
(TITLE)
 PARTNER(S) LIMITED
 GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))

RIGHT THUMBPRINT (Optional)



CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE _____

OFFICER(S) _____
(TITLE)
 PARTNER(S) LIMITED
 GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))

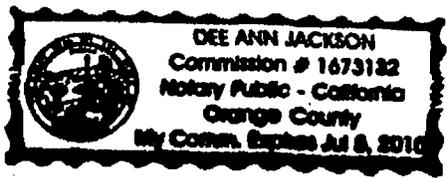


State of California
County of Orange

On 7-5-07 before me, Dee Ann Jackson
(DATE) (NAME/TITLE OF OFFICER-i.e. "JANE DOE, NOTARY PUBLIC")
personally appeared David Thom
(NAME(S) OF SIGNER(S))

personally known to me -OR-

proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



Witness my hand and official seal.

(SEAL)

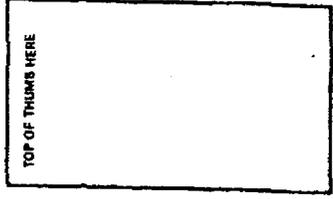
Dee Ann Jackson
(SIGNATURE OF NOTARY)

ATTENTION NOTARY

The information requested below and in the column to the right is **OPTIONAL**. Recording of this document is not required by law and is also optional. It could, however, prevent fraudulent attachment of this certificate to any unauthorized document.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:
Title or Type of Document _____
Number of Pages _____ Date of Document _____
Signer(s) Other Than Named Above _____

RIGHT THUMBPRINT (Optional)

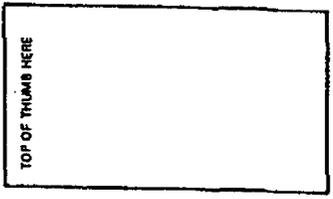


CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE _____

OFFICER(S) _____ (TITLE)
 PARTNER(S) LIMITED GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))

RIGHT THUMBPRINT (Optional)



CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE _____

OFFICER(S) _____ (TITLE)
 PARTNER(S) LIMITED GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))





EXHIBIT A

April 30, 2007

Mr. John Amberson
Project Manager
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Subject: Amendments to the City of Oceanside Circulation Element Scope of Work and Budget

Dear Mr. Amberson;

Please find enclosed with this letter an updated scope of work for the City of Oceanside Circulation Element along with proposed budget amendments to support the changes in scope. There have been two primary changes in scope at the request of the City of Oceanside:

- 1. Environmental Impact Report (EIR) Preparation Versus Negative Declaration Process** – The original scope for the Circulation Element envisioned some form of Negative Declaration to fulfill environmental review and process requirements. Based on discussions with City staff, it is clear that an Environmental Impact Report (EIR) will be required for the Circulation Element. This represents a significant increase in level of effort for environmental analysis and review. The environmental subconsultant for the Circulation Element, Butler Roach Group (BRG), has prepared a revised scope and budget to cover this change.
- 2. Series 11 Subarea Modeling and Alternatives** – The original scope of work envisioned use of the Series 10 Subarea model for the Circulation Element. Preliminary model runs and alternatives were prepared and presented to the City Council and staff. As the updated Series 11 Subarea model is anticipated to be available shortly, the City has directed that this newer model be utilized for the Circulation Element traffic analysis. IBI Group has developed a scope and budget to assist and support the City of Oceanside during the development of the Series 11 Subarea model, as well as analyze the series of alternatives that have been reviewed and endorsed by the City Council and staff.

There are three attachments to this letter that detail the amended scope of work and budget:

- **Updated Scope of Work** – with significant changes and additions related to the two items above shown in italics.
- **BRG budget** - for the amended environmental effort noted in item one above.

- **IBI Group budget** - for the amended modeling and traffic analysis effort noted in item two above.

In summary, the budget breakdown for the Circulation Element is as follows:

Budget Item	Amount
Approved Circulation Element Budget (using Series 10 model and assuming Negative Declaration based process)	\$299,765
Budget Amendment Requests	
Item One - Budget Amendment for EIR (BRG)	\$51,890
Item Two - Budget Amendment for Additional Traffic Analyses using Series 11 Subarea Model (IBI Group)	\$84,428
Total Amendment Request	\$136,318

As shown in the table the total additional budget is \$136,318 to conduct the additional work efforts requested by the City of Oceanside. We look forward to continued work with you, the City Council, and the community. Please contact us if you should have any questions or require additional clarification.

Sincerely,

IBI Group



Don D. Murphy,
Project Manager



Steve Schibuola,
Director

Attachments:

- Amended Scope of Work
- BRG Budget Estimate Breakdown for EIR
- IBI Group Budget Estimate Breakdown for Additional Traffic Analyses

Cc:

David Chow, IBI Group
Steve Schibuola, IBI Group
Files #10294, IBI Group

**UPDATED OCEANSIDE CIRCULATION ELEMENT
SCOPE OF WORK
March 2007**

Note: The following scope represents the original City of Oceanside Circulation Element Scope of Work modified to:

- **Provide an Environmental Impact Report (EIR) for the Circulation Element as opposed to the originally anticipated Negative Declaration based process.**
- **Support the City of Oceanside in development of the Series 11 Subarea model for use on additional traffic analyses for the Circulation Element, as well as conduct traffic analyses based on these new model runs. By direction of City Council and staff this model will be the basis for reviewing the Circulation Element alternatives.**

For each task, the estimated percentage complete is shown by the task heading based on work conducted up to the end of March 2007. Tasks that have been significantly modified or added as a part of this addendum are shown in *italics*.

SCOPE OF WORK:

IBI Group's approach to developing the City's updated circulation element is to use a collaborative process that engages City staff and key stakeholders through the Community Outreach effort, and applies our knowledge and technical expertise. We view ourselves as a resource and extension of City staff in the development of this very important document. Of key importance will be the detailed knowledge, history and trust that City and extension of staff have established with the citizens of Oceanside. We want to build on that strong relationship while planning for and accommodating the future needs of the City.

We start by highlighting our efficient project control system to ensure the on-time and on-budget completion of the objectives set forth by the City of Oceanside in the RFP. A kickoff meeting with IBI and the City was held on January 4, 2006 to initiate the project. The purpose of that meeting was to:

- Establish project team contacts and responsibilities
- Solicit input regarding the goals for the project
- Discuss the intended scope of the project
- Review past experiences with similar projects and incorporate "lessons-learned" into this project
- Understand the history of the City's coordination with SANDAG in the development of traffic model forecasts

Our approach to completing the tasks in this study has been refined based on the discussion at the kickoff meeting and is presented below.

TASK 1: PROJECT MANAGEMENT (85% complete)

IBI Group proposes the development of a Project Working Group that involves City of Oceanside staff members, and representatives of the consultant team. The responsibilities of the Project Working Group will include participation in project status updates and review of technical deliverables. The City of Oceanside Project Manager will be the primary point of

contact. We propose to conduct Project Working Group meetings monthly. However additional meetings for input and exchange of information can occur needed. The monthly meetings will be an opportunity to actively monitor the progress of the project and will be critical to the timely and successful completion of the project.

Monthly project status reports will also be prepared and delivered to the City of Oceanside Project Manager. The reports will include progress to date, upcoming project goals and objectives, and anticipated problem areas. The project status reports will be used as a measure of work completed and provide guidance on upcoming project tasks and deliverables.

Deliverables:

- Attendance at 14 Project Working Group Meetings
- Meeting minutes documenting the discussion topics from each Project Working Group meeting
- Monthly project status reports submitted to the City of Oceanside Project Manager

TASK 2: ESTABLISH CIRCULATION ELEMENT GOALS, OBJECTIVES, AND POLICIES (35% complete)

In this task, the IBI Group team will review the goals, objectives, and policies that need to be encompassed in the city's new Circulation Element. Our review will examine the City of Oceanside 1995/2002 Circulation Element and the General Plan, as well as related plans and Programs, such as the San Diego Association of Governments' (SANDAG) Regional Transportation Plan, MOBILITY 2030 (2003), and the San Diego County Air Pollution Control District's (APCD) Regional Air Quality Strategy (2004). We will also examine local planning reports and studies that may be of significance in developing the Circulation Element, such as North County Transit District's FY 2003-2007 Short Range Transit Plan, reports from the City of Oceanside Redevelopment Agency, and other materials. In addition to the review of current documents and plans, IBI will work closely with City staff to identify issues of importance for the City and key stakeholders. We want to make sure that we do not overlook the issues that may be small in stature but of significance in the eyes of the City.

The results of this task will be the creation of the "Big Picture" – the issues and opportunities facing the city, as well as a list of potential goals and objectives to be included in the Circulation Element. This task will result in the preliminary examination of policies which could address these items.

Deliverables:

- Technical Memorandum summarizing the review of applicable plans, reports and documents, and detailing their relationship to the Circulation Element
- List of proposed Goals and Objectives for the Circulation Element, and the recommended Policies needed to support and achieve them
- List of Stakeholder and Community Groups
- Introduction section of Circulation Element

TASK 3: TRANSPORTATION ISSUES, TRAFFIC GROWTH, AND FUTURE ROADWAY IMPROVEMENTS (95% complete – on previous model runs and analyses with Series 10 information)

This task will identify current transportation problems, particularly with respect to the movement of vehicular traffic, and will address potential operational problems that are expected to develop due to the forecasted growth in traffic and/or proposed changes to the roadway network. This task will provide additional insight in the shaping of goals, objectives, and policies in the Circulation Element. In order to effectively identify existing and projected future transportation issues and concern, we are proposing to perform the services described below.

3.1 Review of Existing and Forecasted Traffic Volumes

IBI Group will evaluate the current and forecasted traffic conditions on the City's primary roadways and related intersections. The City has provided a significant amount of relatively current traffic data (traffic counts and Traffix analysis) that will be utilized to the extent possible. In particular, the "2005 TRAFFIX Update and LOS Map" dated December 9, 2005, that RBF Consulting prepared for the City of Oceanside will be utilized to help evaluate existing traffic conditions in the City. Based on a cursory review of this document and other traffic data that has been provided, we propose to obtaining 24-hour traffic counts on roadway segments at approximately 40 to 50 key locations and peak period turning/through movement counts at 40 to 50 intersections. IBI will work with City staff to determine specifically where these counts should be done; however, initially we propose to place an emphasis on obtaining traffic count data at the following locations:

- Along high volume corridors
- At key intersections (as listed in the referenced RBF report) that have not been counted since the beginning of 2005 or where traffic volumes may have increased significantly due to land development counts were done in 2005
- At stop-controlled intersections that have been given a priority by the City for possible signalization within the next five years

It is our understanding that the City will provide future year (2020) forecasts to IBI for all the necessary analysis scenarios. IBI Group has tremendous knowledge of travel demand models and working with forecasted data. As needed, we can work with the City to refine the model and forecasts as needed. Manual adjustments to the model forecasts will be reviewed for consistency between the City's land use growth forecasts and the underlying development assumptions in the SANDAG model. Using this information, IBI Group will analyze the forecast traffic volumes to check for a reasonable correlation between the traffic volumes and future growth. In locations where the two forecasts do not correlate, IBI Group will suggest possible refinements and review the methodology and assumptions behind the refinements with the City of Oceanside.

If desired by the City, IBI Group can post-process the forecast intersection volumes using our innovative process, based on the Transportation Research Board methodology, to generate reasonable forecasted turning movements at intersections. Post-processing refines the model link level forecasts to produce reasonable turning movement volumes at the intersections. At locations where existing traffic counts may not be appropriate to use as a base for post processing, such as intersections where the buildout geometry or surrounding land use is significantly different than the existing condition, manual adjustments of the projections will be made to reflect future expected traffic volumes. IBI Group will work with City staff to identify

locations where manual adjustment of traffic forecasts or turning movement splits may be needed. IBI will post process the raw model travel demand forecasts, as necessary, to ensure reasonableness in the traffic impact analysis.

3.2 Level of Service Analysis for Existing and Forecasted Traffic Conditions

After obtaining the pertinent traffic data indicated above, the level of service (LOS) of traffic operations at critical intersections and roadway segments will be analyzed for three potential scenarios: existing conditions; forecasted traffic conditions with no roadway improvements; and forecasted traffic conditions with roadway improvements (if applicable). The LOS analysis will be focused on intersections and roadway links where capacity is expected to be an issue between now and 2020. The LOS analysis for both intersections and roadway segments will be performed in accordance with HCM 2000 guidelines.

3.3 Traffic Impact Study Guidelines and Identifying Future Roadway Improvements

Working in conjunction with City Staff, IBI will define LOS thresholds and identify mitigation measures that may be taken to alleviate existing or projected traffic operation problems. We will work closely with City staff to develop measures that are acceptable to the City and have a potential to reduce or eliminate traffic congestion within the City of Oceanside. Using the tools developed for the analysis, IBI Group will identify conceptual planning alternatives to mitigate identified significant impacts. Improvements may include modifications to signal timing and phasing or, if necessary, adding additional capacity along roadway segments and/or intersections. Roadway improvements will also be identified that will ensure that easy and convenient access to all areas of the community are provided.

Deliverables:

- Updated Traffic Impact Study Guidelines
- Level of Service and Mitigation Guidelines
- Arterial Roadway/Traffic Section of Circulation Element

3.4 Assist in Series 11 Regional Model Review

The remaining budget under this task will be utilized to assist the City of Oceanside in reviewing the new Series 11 model outputs in comparison with previous model runs conducted for the Circulation Element in order to understand where significant changes or differences may be present from one Series to the next.

TASK 4: COMPREHENSIVE TRANSPORTATION DEMAND MANAGEMENT PROGRAM (10% complete)

In this task, the IBI Group will develop a Transportation Demand Management component for the Circulation Element. While there are currently no Transportation Management Associations or Organizations operating in Oceanside, SANDAG's RideLink program provides individuals and employers throughout the county with information on carpools, vanpools, and alternative commute modes, such as transit and bicycling. The Objectives and Policies in this section will identify the actions to be taken and the organizations with whom the City of Oceanside can partner to foster and encourage an effective TDM program, as well as how to pay for such an effort, such as through developer fees or consideration of an employer-based trip reduction program.

Deliverable: Transportation Demand Management Section of Circulation Element

TASK 5: GOALS & POLICIES FOR EXISTING & FUTURE PUBLIC TRANSIT AND RAILWAY SYSTEMS (40% complete)

The City of Oceanside has the benefits of a good transit system at present, with several North County Transit District routes beginning or ending service within the city limits. The introduction of the new Sprinter light rail system, the planned expansions of Coaster and Metrolink commuter rail service, and improvements to Amtrak's Pacific Surfliner intercity rail service will bring residents and visitors even more non-automobile travel options. In this task, the Circulation Element will detail how the public transit and rail systems available in the city function, and how the city and its residents can derive the most benefit from them through thoughtful integration. Recommendations could include: Working with NCTD to create circulator routes that would serve the seven planned Oceanside Sprinter stations, and could dramatically improve traffic operations around the stations. It could also spur additional retail, commercial, and residential development in the station areas. Additionally, this section could discuss how the city could help encourage transit ridership, through the development of a new transit shelter program.

Deliverable: Public Transit and Rail Transit Section of Circulation Element

TASK 6: GOALS & POLICIES FOR LOCAL & REGIONAL BICYCLE & PEDESTRIAN FACILITIES (40% complete)

IBI Group recognizes that providing for a vibrant pedestrian and bicyclist travel network helps encourage walking and bicycling as alternatives to driving, especially for short trips such as the trip to and from school, or to run errands close to home or work. Often, the lack of an appropriate path can lead people to opt for driving, when they would walk or bike if the opportunity were there. Both local and regional connections need to be considered in this task. In this task, the IBI Group will examine the existing sidewalk and bicycle network, and create objectives and policies to ensure that these important and healthful options are readily available. This will include consideration of safety issues (routes, lighting, sidewalk/bike path conditions, etc.). Recommended policies could also include promotion of bicyclist education and outreach efforts, and steps needed to be taken for Oceanside to achieve designation as a League of American Bicyclists "Bicycle-Friendly Community". New non-motorized trails such as the Coastal Rail Trail, which would provide a bicycling and pedestrian link between Oceanside, San Diego and the communities between them are under development, and would be addressed in the Circulation Element. Where appropriate, this section will also include a discussion of Equestrian facilities in the city.

Deliverable: Pedestrian, Bicycle, Equestrian Sections for Circulation Element

TASK 7: IDENTIFICATION AND INCORPORATION OF ITS TECHNOLOGIES (20% complete)

As a part of the Circulation Element IBI Group will develop a high level plan that identifies and incorporates pertinent Intelligent Transportation System (ITS) technologies, which the City could utilize to enhance traffic management, transit operations, and traveler information. This task would include an evaluation of existing ITS elements and recommendations for ITS technologies that should be deployed as part of an evolving transportation system consistent with the San Diego Regional ITS Architecture. Key items that would be considered include:

- The development of a Traffic Operations Center with an Advanced Traffic Management System (ATMS).
- Enhancing the communications network, particularly fiber optic cables.
- Improving the traffic signal equipment in order to facilitate signal coordination/synchronization and the deployment of an ATMS.
- Providing signal priority for BRT or LRT operations.
- Enhancing safety at intersections and grade crossings.
- Interfaces with emergency services.
- Improving event management, surveillance, and security (i.e. deployment of CCTV cameras and changeable message signs).
- Coordinating ITS program with neighboring jurisdictions.

Deliverable: ITS Section of the Circulation Element

TASK 8: GOALS & POLICIES FOR TRAFFIC CALMING PROGRAM (15% complete)

The City of Oceanside has already developed a traffic calming program to promote safer streets for motorists and pedestrians. The objective of this task will be to incorporate the existing traffic calming policies adopted by the City of Oceanside into the Circulation Element and the General Plan. The work effort will set out criteria for determining where traffic calming measures would be beneficial, and a list or "tool kit" of traffic calming measures that could be considered for each location that meets the selection criteria. The recommendations of this task will be coordinated with the work performed in Task 3 and Task 6 to ensure that the adopted traffic calming goals are consistent with the goals and recommendations for automobile, bicycle, and pedestrian circulation within the City.

Deliverable: Traffic Calming Section of Circulation Element

TASK 9: GENERAL PLAN CIRCULATION ELEMENT REPORT PREPARATION (0% complete)

Following the completion of Tasks 1 through 8, IBI Group will prepare a Draft Circulation Element for review by City of Oceanside staff. The Draft Circulation Element will incorporate the recommendations, goals, objectives, and policies identified in the previous tasks. If requested by the City of Oceanside, we will distribute copies of the Circulation Element directly to other affected agencies (i.e., SANDAG, Caltrans, adjacent Cities, etc.) for their review. After receipt of final comments from the City of Oceanside, the Final Circulation Element will be prepared and twenty (20) copies delivered to the City of Oceanside.

Deliverables:

- Draft Circulation Element - 20 bound copies, 2 unbound copies, and 1 electronic copy
- Final Circulation Element - 20 bound copies, 2 unbound copies, and 1 electronic copy

TASK 10 ENVIRONMENTAL ANALYSIS (0% complete)

The following provides BRG's anticipated scope of work for the circulation element update process. We understand that the Program EIR must ultimately be certified as reflecting the independent judgment of the City. It is our job to prepare the lion's share of the research, analysis, quality control, and writing. We understand that City staff will review screencheck

documents and provide comments, and our work will be responsive to the guidance provided by the City. BRG will work closely with the Client and City throughout the CEQA process. BRG will prepare environmental documents that comply with the criteria, standards and procedures of the California Environmental Quality Act of 1970 (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.) as amended, the City's procedures for implementing CEQA, and the regulations, requirements and procedures of any other responsible public agency or any agency with jurisdiction by law over the project.

The Program EIR will assemble all available data, provide an independent evaluation of any existing data, and originate new studies (where applicable). As required for an EIR, an assessment of the probable short and long-term significant impacts and cumulative impacts of the project will be provided. Preparation of the EIR will provide an evaluation of all feasible mitigation measures that could be carried out to reduce or eliminate adverse impacts of the proposed project. BRG will work closely with City staff to identify project alternatives, which avoid or reduce project related impacts and provide a quantitative, comparative analysis of each alternative. The following provides a detailed description of our proposed scope of services:

PHASE I PROJECT INITIATION

10.1 Project Initiation/Environmental Scoping

Task 1 will involve BRG participation in initial aspects of project initiation and provide general environmental input during the study of alternatives. We anticipate BRG would attend the kick-off meeting (see Task 10), perform some initial data collection tasks, participate in up to three staff meetings during the preparation of the circulation element update, and attend up to two public outreach meetings that are held during the circulation element update process. The purpose of participation in this phase is to ensure a thorough understanding of the project and understanding of potential environmental issues raised by the public. Based on the January 4, 2006 meeting with the City, it was determined that the appropriate CEQA document for the Circulation Element Update would be a Program Environmental Impact Report (EIR). Through early participation in the circulation element update process, the scope of issues to be addressed (e.g., land use, traffic, air quality, noise) in the EIR will be identified.

PHASE II PREPARATION OF THE PROGRAM EIR

The following provides a scope of work for the preparation of a Program EIR.

10.2 First Screencheck Draft EIR

BRG will prepare a First Screencheck Draft EIR for the project. We understand the need for the environmental analysis to follow the thread of logic from beginning to end (i.e., setting, threshold of significance, impact, mitigation and conclusions) and that conclusions must be supported by fact. We understand that the role of an EIR is to identify substantial evidence that there may be a significant effect and where there is disagreement among experts, disclose the disagreement and state the lead agency's position. The Program EIR will include the sections listed below.

- Table of Contents
- Introduction
- Executive Summary

- *Project Description*
- *Environmental Setting*
- *Environmental Impact Analysis*

The scope of the EIR will be determined through the EIR scoping process at the time of the Notice of Preparation and Scoping Meetings for the EIR. At a minimum, the following environmental issue areas are anticipated to be addressed at a programmatic level:

- *Land Use*
- *Traffic/Circulation*
- *Air Quality*
- *Noise*
- *Biological Resources*
- *Cultural Resources*
- *Water Quality/Hydrology*

An initial cost estimate of \$20,000 has been allocated for technical studies. However, the full range of required technical studies are currently unknown at this early stage of the Circulation Element Update process and will be determined based upon the circulation alternative development scenarios.

Other CEQA Mandated EIR Sections

The EIR will contain the following CEQA mandated sections:

- *Significant Irreversible Environmental Changes*
- *Impacts Found Not To Be Significant*
- *Cumulative Impacts*
- *Growth-Inducing Impacts*

Alternatives

The Alternatives section of the EIR will identify a reasonable range of alternatives that could feasibly attain the basic objectives of the project, but reduce significant impacts. BRG will meet with the City to identify at least two project alternatives that either reduce or avoid project impacts. The analysis for each alternative will include a quantitative, comparative analysis for the relative environmental impacts and merits of each. Our scope assumes that the alternatives will be derived by alternative network scenarios analyzed by the City/IBI, and that IBI would prepare the necessary traffic impact analysis for each alternative for inclusion in the EIR.

- *References, Persons and Agencies Contacted and EIR Preparation*
- *Technical Appendices*

10.3 Second Screencheck Draft EIR

BRG will revise the First Screencheck Draft EIR in response to City comments and prepare a Second Screencheck Draft EIR for City review and comment.

10.4 Draft EIR

BRG will incorporate City comments on the Second Screencheck Draft EIR. BRG will then prepare the Draft EIR.

10.5 Screencheck Final EIR

BRG will prepare a Screencheck Final EIR including Responses to Public Comments (not to include the Technical Appendices unless revised) for City review and comment. Upon close of public review of the Draft EIR, BRG understands our role will be to review all comments and prepare a summary of general comment categories. We will meet with City staff to discuss the general approach to responding to public comments. After agreeing to the approach, BRG will number each individual comment and prepare corresponding responses, including identification of responses that affect or supplement information contained in the Draft EIR. BRG will modify the text of the Draft EIR or add footnotes to the margins identifying relevant responses to comments.

10.6 Draft Final EIR

BRG will incorporate City comments on the screencheck Final EIR in response to City comments and prepare the Draft Final EIR.

10.7 Final EIR

BRG will incorporate City comments on the Draft Final EIR and prepare the Final EIR.

10.8 CEQA Findings of Fact/Statement of Overriding Considerations

BRG will prepare the Candidate CEQA Findings pursuant to CEQA Guideline §15091 for ultimate submittal to the City Planning Commission and City Council. If there are mitigation measures or alternatives to the project identified in the EIR which could reduce the adverse consequences of the project but which are determined infeasible, BRG will provide the required CEQA findings, giving the specific economic, social or other conditions which render the mitigation measure or alternatives infeasible. Please note that development of these findings of infeasibility will likely require the active participation of the City and client to provide sufficient facts to support the findings. Should the EIR conclude an impact is significant and unmitigable, BRG will prepare a Statement of Overriding Considerations (SOC) in accordance with CEQA Guidelines §15093. BRG will work closely with the City to identify the specific economic, legal, social, technological, or other benefits of the project, which outweigh the unavoidable environmental effects. BRG will coordinate with the City to establish the evidence in the record to support overriding considerations.

10.9 Mitigation Monitoring and Reporting Program

We understand the need for preparation of a Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code Section 21081.6(a)(1) and California Code of Regulations Section 15091. The MMRP will include a brief summary of the environmental impact. However, the associated mitigation measure will be included verbatim from the EIR in order to provide sufficient detail to address impacts at the project level. Each mitigation measure will reference the appropriate implementing permits to facilitate mitigation implementation. BRG will coordinate with the City to determine the appropriate implementing permits for each

mitigation implementation. For each project change, condition, or mitigation measure the program will include the following:

- Specific monitoring activities;
- Implementation phase or milestone;
- Identification of the party responsible for implementation;
- Identification of the party responsible for monitoring;
- Criteria for evaluating the success of each mitigation measure and,
- Compliance verification criteria.

10.10 CEQA Notices

BRG will be responsible for the preparation of the Notice of Preparation (NOP) for the proposed project. BRG will be responsible for the distribution of the NOP to the State Clearinghouse (15 copies total). This scope of work assumes that the City will be responsible for the distribution of the NOP to other agencies and interested parties and printing of the NOP (legal notice advertisement) one time in a newspaper of general circulation.

BRG will be responsible for the preparation of the Notice of Completion/Notice of Availability of the Draft EIR. BRG will be responsible for sending 15 copies to the State Clearinghouse along with 15 copies of the Draft EIR. We assume the City will be responsible for the printing of a legal notice one time in a newspaper of general circulation and the general circulation of the NOA to the public, as appropriate.

BRG will prepare the Notice of Determination (NOD) for the project upon approval of the project and certification of the EIR by the City Council/Agency. BRG will be responsible for filing the NOD with the County Clerk to initiate the 30-day statute of limitations on the EIR. This scope of work does not include the payment of any fees (e.g., County Clerk and California Department of Fish and Game filing fee) associated with filing the NOD.

10.11 Meetings and Hearings

BRG understands that project management and staff support are crucial elements to preparation of a legally defensible EIR. BRG commits attendance of our Project Manager and necessary sub-consultants for the following meetings:

Phase I - Meetings

- One (1) kick-off meeting with City staff to initiate the project, discuss work products and overall project schedule.
- Three (3) staff meetings during preparation of circulation element update.
- Two (2) public outreach meetings during the circulation element update process.

Phase II - Meetings

- Two (2) public scoping meetings to solicit input from the public on the scope and content of the EIR.
- Two (2) staff meetings to discuss and resolve issues related to document preparation, etc.
- One (1) staff meeting to review comments on the screencheck Draft EIR.
- One (1) staff meeting to review the responses to comments and final draft EIR.

- *Up to three (3) public hearings with presentations as necessary as determined by City staff.*

EIR DELIVERABLES

The following identifies the anticipated deliverables to be submitted to the City assuming an EIR is prepared for the project. All documents will be readable by Microsoft Word 2000:

- *Copies of the first screencheck Draft EIR (5)*
- *Copies of the second screencheck Draft EIR (5)*
- *Copies of the screencheck Mitigation Monitoring and Reporting Program (5)*
- *Copies of the screencheck Candidate CEQA Finding of Fact (5)*
- *Copies of the Draft EIR, Appendices, Exhibits and MMRP (51)*
- *Copies of the screencheck Final EIR (5)*
- *Copies of the Draft Final EIR (5)*
- *Copies of the CEQA Findings of Fact (5)*
- *Copies of Final EIR, Appendices, Exhibits and MMRP (51)*
- *CD Copies of the Final EIR with appendices, exhibits, and MMRP (200)*
- *Master CD Copy of the Final EIR with appendices, exhibits, and MMRP (1)*

TASK 11 - COMMUNITY OUTREACH (86% complete)

Purpose: The purpose of this public outreach task is to achieve community-based input for the Oceanside Circulation Element update for the City of Oceanside. This input will be utilized by the technical team and the City in its formation of an updated Circulation Element.

Approach: The City of Oceanside has the opportunity to gain valuable insight from its community in quite a unique fashion due to the Circulation Element update process. This is a time when individuals and organizations can be asked to wonder, imagine or vision what could possibly be for transportation in the community of Oceanside. In close coordination with the technical team, the outreach team recommends a set of public input methods so that a full set of public opinion and preferences is known. This will directly support the environmental process as well as provide an ongoing communications vehicle with the community for the Circulation Element.

A bilingual public outreach effort (English and Spanish) is recommended, including translation of all public material and simultaneous interpretation at any public forums.

Methodology: Based upon the input received from the City of Oceanside staff, Arellano Associates recommends a menu public outreach approach, including the following outreach methods:

- 1) Community Outreach Database (review and update)
- 2) City Council Briefings
- 3) Public Scoping for DEAR
- 4) Public Hearing for DEAR
- 5) Collateral Material
- 6) Website Coordination
- 7) Team Meetings & Coordination

11.1 Community Outreach Database

The AA Team has developed and maintained numerous, compact and massive project databases for a variety of outreach programs. AA databases are maintained on Microsoft Access and can be converted to most any electronic database format. As a rule, each record is logged with a source code and any additional codes as appropriate and necessary for the project. At any point, the outreach database can be sorted by field, and filed electronically or printed in hard copy.

For the development of the outreach database, the AA Team will utilize existing contacts and databases as provided by the City staff, the planning team and any other resource, as appropriate. From this, additional research will be completed in order to ensure a comprehensive listing of existing groups and key stakeholders. All existing electronic files and/or hard copies will be converted into the outreach database and maintained throughout the duration of the outreach program for ongoing use.

It is anticipated that the following database categories will be researched and maintained (but not limited to):

- City staff
- Elected officials (local, county, state and federal)
- Neighborhood and homeowner groups
- Special interest groups
- Churches
- Schools
- Hospitals
- Service clubs
- Media
- Professional associations
- Trade organizations
- Public agencies

At the City's direction, the database can also include parcel data for the entire city or segments of the city (downtown business district or targeted neighborhoods). The community outreach database will be used for all public notification of meetings and for the distribution of project material.

11.2 City Council Briefings (2)

As a first step to public outreach, the City Council must be briefed on the Circulation Element development process and associated public outreach to be completed. A set of two briefings is expected over the course of the project. The first briefing would be designed as a project introduction and review. At this time, City Council members could express their expectations, concerns and preferences for the Circulation Element, which will help guide the technical team as it moves forward with the formation of a draft Element. The second briefing would be timed so that it offers the Council the first review of the draft Element prior to any public presentations.

11.3 Public Scoping for DEIR (2)

As part of the official environmental process for the Draft Environmental Impact Report, Arellano Associates will plan, coordinate and complete at least two public scoping meetings at the commencement of the DEIR process. The purpose of these meetings will be to ensure that the outlined process and scope of analysis as presented by the technical team is acceptable to the public. The public will also have the opportunity to add any comments or concerns about the Circulation Element which should be considered during the technical evaluation process. Full meeting logistical support will include development and distribution of meeting notice, meeting agenda, hand-outs, sign-in desk and staff, meeting refreshments, directional signs, workshop set-up/break-down, and complete documentation of public comments and concerns.

11.4 Public Hearing for DEIR (2)

Once the complete set of draft alternatives have been prepared by the technical team and reviewed by City staff and City Council, the DEIR will be ready for public comment. A 45-day public comment period will be offered, which will include at least two public hearings for official oral and/or written communication from the public. Arellano Associates will be responsible for the planning, coordination and completion of these hearings. As with the scoping meetings, Arellano Associates will provide full meeting logistical support.

11.5 Collateral Material

Arellano Associates will prepare collateral material to reflect the ongoing progress and status of the Circulation Element. This will include fact sheets and e-bulletins that can be distributed to the public via direct mail and electronically. These would be simple updates that can be prepared quarterly to communicate project details and include appropriate maps, graphic information and schedules.

11.6 Website Coordination

Similarly, all public information will be automatically updated to the City's website, which should have a clear link or button for the Circulation Element. Arellano Associates will be responsible for ensuring that all public information is provided to the City's webmaster in a timely fashion and in the appropriate format for easy uploading to the website.

11.7 Team Meetings & Coordination

AA staff will maintain regular and ongoing communication with the project team and the City regarding the public outreach effort. AA staff will attend internal team meetings, as appropriate, to ensure complete outreach support and coordination.

TASK 12 – ADDITIONAL TRAFFIC ANALYSES – SERIES 11 MODEL (0% complete)

This task has been added to support the development of the Series 11 Subarea model for use in analysis efforts for the Circulation Element Update. The subtasks are described below along with the associated deliverables. This task will require close interaction and coordination with City staff throughout the modeling efforts by SANDAG and in the analysis tasks to follow.

12.1 Coordination/Support Development of Subarea Series 11 Model for Use with Circulation Element

IBI Group will assist City Staff in coordinating the development and review of SANDAG Series 11 Subarea model for use with the Circulation Element. This includes attendance at meetings, review of network and land use data, initial comparison of model results, as well as general coordination activities. It does not include the costs of SANDAG performing the modeling activities which will be performed under direct agreement between the City and SANDAG.

Deliverable(s): Meeting Notes on Subarea Model Development as Meetings Occur with the City and SANDAG.

12.2 Individual Model Run Review and Coordination

It is assumed that up to five alternatives will be developed with the Series 11 Subarea model. Input for network changes, review of land use changes, and confirmation of model inputs will be provided, as well as initial screen line comparisons and key segment LOS & V/C for the various runs. Results will be provided in tabular summaries and technical memorandum. This task will call for close coordination with City staff and likely some iteration of the model runs to ensure network accuracy.

Deliverable(s): Technical Memorandum: Definition of Five Network Alternatives
Technical Memorandum: Comparison of Preliminary Alternative Results

12.3 Analysis of New Model Runs

For this task IBI Group will conduct detailed review of the final five model runs (based on selection by the City) including 20 key intersections (AM/PM peak) analyses, segment analyses, and travel pattern review for each alternative. Results will be summarized in tabular and map forms for technical review. The effort will be similar to what was conducted under Task 3, except that this effort will represent the final comparison of Circulation Network Alternatives and results for consideration by the City, as well as selection of a proposed preferred alternative.

Deliverable(s): Technical Memorandum: Summary of Circulation Element Alternatives Traffic Results

12.4 Summary of Results and Potential Mitigations

This includes the write-up of results and associated traffic mitigation to achieve mobility goals for the City with appropriate graphics, maps, and tables. It is assumed a preferred circulation network will be selected by the City, and will be the primary basis for comparing the alternatives reviewed. Appropriate mitigation measures will be proposed where needed to meet City established guidelines for Circulation Network performance. The final results of this task will be incorporated into the overall Circulation Element document to be prepared under Task 9.

Deliverable: Technical Memorandum: Summary of Potential Mitigation Measures

12.5 Presentation Materials/Meetings

As the development of the Series 11 Subarea model proceeds and the associated traffic analyses are performed IBI Group will provide and assist in presenting materials and

appropriate PowerPoint, etc. to make presentations to Council meetings, workshops, etc. as deemed appropriate by City staff.

Deliverable: Presentation Materials and Attendance at Up to Four Meetings for Modeling & Traffic Results

SCHEDULE:

The updated project schedule will largely be dependent on the timing and availability of the Subarea Model. The overall project timeline is anticipates completion of the Circulation Element Update by February 2008 with EIR tasks reaching completion in mid-2008. IBI Group, along with BRG, will establish a new schedule baseline once Series 11 regional model data is available and the development timeline of the Subarea Model can be reasonably estimated.

Amendment Request - Oceanside Circulation Element Update Program EIR

	Principal	Project Manager	Environ Analyst III	Environ Analyst II	CADD/ Graphics	Environ Analyst I	Production	Total BRG Hours	BRG Labor Cost
Task 1 - Project Initiation	2	12	4	0	4	16	0	38	\$4,490
Task 2 - First Screencheck Draft EIR	4	50	80	180	32	144	48	538	\$49,330
Task 3 - Second Screencheck Draft EIR	2	30	24	40	16	50	32	194	\$18,750
Task 4 - Draft EIR	0	16	12	24	4	16	24	96	\$9,140
Task 5 - Screencheck Final EIR	2	36	20	4	8	40	30	140	\$14,650
Task 6 - Draft Final EIR	0	8	12	2	2	4	8	36	\$3,660
Task 7 - Final EIR	0	4	16	0	0	0	24	44	\$3,900
Task 8 CEQA Findings of Fact/SOC	0	2	8	0	0	24	2	36	\$3,000
Task 9 MMRP	0	2	6	0	0	8	2	18	\$1,620
Task 10 CEQA Notices	0	8	0	8	0	24	4	44	\$4,100
Task 11 Meetings and Hearings	4	28	12	0	0	0	0	44	\$6,840
TOTAL	14	196	194	258	66	328	174	1,228	119,490
<i>Rate (\$/hr)</i>	<i>285</i>	<i>165</i>	<i>90</i>	<i>85</i>	<i>95</i>	<i>75</i>	<i>75</i>		
Subcontractants (To Be Determined)									Cost
Allocated Cost for Potential Technical Studies (e.g., noise, air quality)*									\$20,000
Expenses									Cost
Mileage & Postage, delivery, miscellaneous printing									\$600
First Screen Draft EIR (5 copies)									\$225
Second Screen Draft EIR (5 copies)									\$225
Screencheck MMRP (5 copies)									\$5
Screencheck CEQA Findings (5 copies)									\$5
Draft EIR (51 copies)									\$3,500
Draft EIR - CD (200 copies)									\$700
Screencheck Final EIR (5 copies)									\$300
Draft Final EIR (5 copies)									\$300
Final EIR (51 copies)									\$3,000
Final EIR - CD (200 copies)									\$700
Final MMRP (5 copies)									\$5
Final CEQA Findings (5 copies)									\$5
Total Expenses									\$9,570
TOTAL PROGRAM EIR COST									\$ 149,060
Authorized Negative Declaration (ND) Budget									\$ 97,170
Amendment Request									\$ 51,890
Total Contract Value									\$ 149,060

*Required technical studies are currently unknown at this early stage of the Circulation Element Update process and will be determined based upon the circulation alternative development scenarios.

ITEM TWO
ADDITIONAL TRAFFIC ANALYSES - AMENDMENT REQUEST
 Oceanside Circulation Element Update
 IBI Group

30-Apr-07

Task	Title	Staff					Hours	Budget
		D. Murphy	X. Yang/L. LaPointe	D. Wahl	D. Chow	Support		
T1	Coordination/Support Development of SubArea Series 11 Model	64	0	8	4	4	80	\$ 9,929
T2	Individual Model Run Review & Coordinate	40	40	12	4	4	100	\$ 10,506
T3	Analysis of New Model Runs	48	240	0	8	48	344	\$ 28,822
T4	Summary of Results/Mitigations	64	100	12	8	24	208	\$ 20,117
T5	Presentation Materials/Meetings	42	24	12	4	24	106	\$ 11,053
	<i>Rates*1</i>	\$ 123	\$ 75	\$ 135	\$ 162	\$ 75		
	<i>Hours by Staff</i>	258	404	44	28	104		
	<i>Budget per Staff</i>	\$ 31,853	\$ 30,300	\$ 5,938	\$ 4,537	\$ 7,800		\$ 80,428
							Expenses*2	\$ 4,000
								BUDGET AMENDMENT - TRAFFIC SCOPE \$ 84,428

Notes:

*1 Rates are current for 2007.

*2 Expenses related only to additional traffic analyses - counts, mileage, postage, etc. - All expenses will be billed at cost.

[2005 Circulation Element Update: Project No. 561-775622-5241]
CITY OF OCEANSIDE

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT is made and entered into this 5th day of October, 2005, by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and IBI Group, hereinafter designated as "CONSULTANT".

RECITALS

- A. CITY desires to obtain professional engineering services from an independent contractor for the above named project.
- B. CONSULTANT has submitted a proposal to provide engineering services for the CITY in accordance with the terms set forth in this Agreement.
- C. CITY desires to contract with CONSULTANT as an independent contractor and CONSULTANT desires to provide services to CITY as an independent contractor.
- D. CONSULTANT has demonstrated its competence and professional qualifications necessary for the satisfactory performance of the services designated herein by virtue of its experience, training, education and expertise.

NOW, THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

- 1.0 **SCOPE OF WORK.** The project is more particularly described as follows:

The CONSULTANT shall perform, in a manner satisfactory to the City and the Deputy Public Works Director/Transportation Manager, all services in accordance with the Scope of Work attached hereto as Exhibit A and incorporate herein by this reference.

- 1.1 **PROFESSIONAL SERVICES PROVIDED BY CONSULTANT.** The professional services to be performed by CONSULTANT shall consist of but not be limited to the following:

- 1.1.1 Work closely with the Transportation Manager in performing work in accordance with this Agreement in order to receive clarification as to the result which the CITY expects to be accomplished by CONSULTANT. The Transportation Manager, under the authority of the City Manager, shall be the CITY'S authorized representative in the interpretation and enforcement of all work performed in

[2005 Circulation Element Update: Project No. _____]

connection with this Agreement. The Transportation Manager may delegate authority in connection with this Agreement to the Transportation Manager's designees. For the purposes of directing the CONSULTANT'S performance in accordance with this Agreement, the Transportation Manager delegates authority to John Amberson, Transportation Planner of the Transportation Division.

- 1.1.2 In compliance with Government Code section 7550, the CONSULTANT shall include a separate section in the proposal prepared pursuant to this Agreement, which contains a list of all the subcontractors and dollar amounts of all contracts and subcontracts required for the preparation of work described in this Agreement.
- 1.1.3 Visit and carefully examine the location of the project as often as necessary to become acquainted with all conditions which are visible or could reasonably be discovered, and which might have an impact upon the project report.
- 1.1.4 Design, prepare and submit to the Transportation Manager a final project study report as described in the Scope of Work, and in the time and manner set forth in this Agreement.
- 1.1.5 Provide assistance to the City upon request by Transportation Manager to include the services listed below and as described by the CONSULTANT scope of work subject to the contract budget:
 - a. Hold regular project status meetings and provide meeting minutes for these meetings.
 - b. Prepare needed reports and notices for public meetings.
 - c. Attend public meetings with the Transportation Manager or his designees.
- 1.2 **SERVICES PROVIDED BY CITY.** The CITY shall perform the following services:
 - 1.2.1 Provide access to any public improvement plans, records and existing reference materials or survey data currently available within the City's files needed for CONSULTANT'S reference to accomplish the project.
 - 1.2.2 Upon request, verify the location of existing CITY owned utilities.
 - 1.2.3 Provide all legal advertising mailings and postings required.
 - 1.2.4 Provide overall project management.

[2005 Circulation Element Update: Project No. _____]

2.0 **TIMING REQUIREMENTS**

- 2.1 Time is of the essence in the performance of work under this Agreement and the following timing requirements shall be strictly adhered to unless otherwise modified in writing as set forth in Section 2.5. Failure by CONSULTANT to strictly adhere to these timing requirements may result in termination of this Agreement by the CITY and the assessment of damages against the CONSULTANT for delays.
- 2.2 CONSULTANT shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the first draft of the Updated Circulation Element report to the Transportation Manager no later than 10 months from the Notice to Proceed. No work shall be performed by the CONSULTANT beyond the completion of the draft Updated Circulation Element until the Transportation Manager has given written approval following review and comments.
- 2.3 CONSULTANT shall prepare and deliver 20 bound copies, 2 unbound copies and 1 electronic copy of the final Updated Circulation Element report to the Transportation Manager no later than 12 months from the Notice to Proceed.
- 2.4 CONSULTANT shall submit all requests for extensions of time for performance in writing to the Transportation Manager no later than ten (10) calendar days after the start of the condition that purportedly caused the delay, and not later than the date on which performance is due. The Transportation Manager shall review all such requests and may grant reasonable time extensions for unforeseeable delays which are beyond CONSULTANT'S control.
- 2.5 For all time periods not specifically set forth herein, the CONSULTANT shall respond in the most expedient and appropriate manner under the circumstances, by either telephone, facsimile, hand delivery or mail.
- 3.0 **DESIGN CRITERIA AND STANDARDS.** All work shall be performed in accordance with applicable CITY, state and federal codes and criteria. In the performance of its professional services, CONSULTANT shall use the degree of care and skill ordinarily exercised by CONSULTANT under similar conditions. Contract specifications shall conform to the CITY'S specification procedures and the format of the CITY'S standard form Contract Documents for Public Works projects.
- 4.0 **INDEPENDENT CONTRACTOR.** CONSULTANT'S relationship to the CITY

561-775622-5241

[2005 Circulation Element Update: Project No. _____]

General Aggregate \$ 2,000,000*

Commercial General Liability Insurance
(bodily injury and property damage)

General limit per occurrence \$ 1,000,000
General limit project specific \$ 2,000,000

Automobile Liability Insurance \$ 1,000,000

*General aggregate per year, or part thereof, with respect to losses or other acts or omissions of CONSULTANT under this Agreement.

- 7.2.2 If coverage is provided through a Commercial General Liability Insurance policy, a minimum of 50% of each of the aggregate limits shall remain available at all times. If over 50% of any aggregate limit has been paid or reserved, the CITY may require additional coverage to be purchases by the CONSULTANT to restore the required limits. The CONSULTANT shall also notify the Transportation Manager promptly of all losses or claims over \$25,000 resulting from work performed under this contract, or any loss or claim against the CONSULTANT resulting from any of the CONSULTANT'S work.
- 7.3 All insurance companies affording coverage to the CONSULTANT for the purposes of this Section shall add the City of Oceanside as "additional insured" under the designated insurance policy for all work performed under this Agreement. Insurance coverage provided to the CITY as an additional insured shall be primary insurance and other insurance maintained by the CITY, its officers, agents and employees shall be excess only and not contributing with insurance provided pursuant to this Section.
- 7.4 All insurance companies affording coverage to the CONSULTANT pursuant to this Agreement shall be insurance organizations authorized by the Insurance Commissioner of the State of California to transact business of insurance in the state or be rated as A-X or higher by A.M. Best.
- 7.5 All insurance companies affording coverage shall provide thirty (30) days written notice to the CITY should the policy be cancelled before the expiration date. For the purposes of this notice requirement, any material change in the policy prior to the expiration shall be considered a cancellation.
- 7.6 CONSULTANT shall provide evidence of compliance with the insurance requirements listed above by providing a Certificate of Insurance and applicable

[2005 Circulation Element Update: Project No. _____]

endorsements, in a form satisfactory to the City Attorney, concurrently with the submittal of this Agreement.

- 7.7 CONSULTANT shall provide a substitute Certificate of Insurance no later than thirty (30) days prior to the policy expiration date. Failure by the CONSULTANT to provide such a substitution and extend the policy expiration date shall be considered a default by CONSULTANT and may subject the CONSULTANT to a suspension or termination of work under the Agreement.
- 7.8 Maintenance of insurance by the CONSULTANT as specified in this Agreement shall in no way be interpreted as relieving the CONSULTANT of any responsibility whatsoever and the CONSULTANT may carry, at its own expense, such additional insurance as it deems necessary.
- 8.0 **PROFESSIONAL ERRORS AND OMISSIONS INSURANCE.** Throughout the duration of this agreement and four (4) years thereafter, the CONSULTANT shall maintain professional errors and omissions insurance for work performed in connection with this Agreement in the minimum amount of One Million dollars (\$ 1,000,000).

CONSULTANT shall provide evidence of compliance with these insurance requirements by providing a Certificate of Insurance.

- 9.0 **CONSULTANT'S INDEMNIFICATION OF CITY.** CONSULTANT shall indemnify and hold harmless the CITY and its officers, agents and employees against all claims or lawsuits for damages to persons or property arising out of the negligent acts, errors, omissions or wrongful acts or conduct of the CONSULTANT or its employees, agents, subcontractors or others in connection with the execution of the work covered by this Agreement, except for those claims arising from the willful misconduct, sole negligence or active negligence of the CITY, its officers, agents or employees. CONSULTANT'S indemnification shall include any and all costs, expenses, expert fees, attorneys' fees and liability assessed against or incurred by the CITY, its officers, agents or employees in defending against such claims or lawsuits, whether the same proceed to judgment or not. Further, CONSULTANT, at its own expense, shall, upon written request by the CITY, defend any such suit or action brought against the CITY, its officers, agents or employees resulting or arising from the tortuous acts or omissions of the CONSULTANT.

CONSULTANT'S indemnification of CITY shall not be limited by any prior or subsequent declaration by the CONSULTANT.

Attachment B/C

- 10.0 **ERRORS AND OMISSIONS.** In the event that the Transportation Manager determines that the CONSULTANT'S negligence, misconduct, errors or omissions in the performance of work under this Agreement has resulted in expense to CITY greater than would have resulted if there were no such negligence, errors or omissions in the plans or contract specifications, CONSULTANT shall reimburse CITY for the additional expenses incurred by the CITY, including engineering, construction and/or restoration expense. Nothing herein is intended to limit CITY'S rights under Sections 7, 8 or 9.
- 11.0 **NO CONFLICT OF INTEREST.** The CONSULTANT shall not be financially interested in any other CITY contract for this project. For the limited purposes of interpreting this section, the CONSULTANT shall be deemed a "City officer or employee", and this Section shall be interpreted in accordance with Government Code section 1090. In the event that the CONSULTANT becomes financially interested in any other CITY contract for this project, that other contract shall be void. The CONSULTANT shall indemnify and hold harmless the CITY, under Section 9 above, for any claims for damages resulting from the CONSULTANT'S violation of this Section.
- 12.0 **OWNERSHIP OF DOCUMENTS.** All plans and specifications, including details, computations and project report documents, prepared or provided by the CONSULTANT under this Agreement shall be the property of the CITY. The CITY agrees to hold the CONSULTANT free and harmless from any claim arising from any use, other than the purpose intended, of the plans and specifications and all preliminary sketches, schematics, preliminary plans, architectural perspective renderings, working drawings, including details, computation and other documents, prepared or provided by the CONSULTANT. CONSULTANT may retain a copy of all material produced under this Agreement for the purpose of documenting their participation in this project.
- 13.0 **COMPENSATION.**
- 13.1 For work performed by CONSULTANT in accordance with this Agreement, CITY shall pay CONSULTANT in accordance with the schedule of billing rates set forth in Exhibit B, attached hereto and incorporated herein by reference. No rate changes shall be made during the term of this Agreement without prior written approval of the Transportation Manager. CONSULTANT'S compensation for all work performed in accordance with this Agreement shall not exceed the total contract price of \$299,765.00.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval of the Transportation Manager. CONSULTANT shall obtain approval by the Transportation Manager prior to performing any work which results in incidental expenses to CITY as set forth in

[2005 Circulation Element Update: Project No. 541-775622-5241]
Section 13.2.2.

- 13.2 CONSULTANT shall maintain accounting records including the following information:
- 13.2.1 Names and titles of employees or agents, types of work performed and times and dates of all work performed in connection with this Agreement which is billed on an hourly basis.
- 13.2.2 All incidental expenses including reproductions, computer printing, postage, mileage and subsistence.
- 13.3 CONSULTANT'S accounting records shall be made available to the Transportation Manager for verification of billings, within a reasonable time of the Transportation Manager's request for inspection.
- 13.4 CONSULTANT shall submit monthly invoices to CITY. CITY shall make partial payments to CONSULTANT not to exceed the total contract price within thirty (30) days of receipt of invoice, subject to the approval of the Transportation Manager.
- 13.4.1 Final payment shall be made to CONSULTANT upon CONSULTANT'S preparation of the final Updated Circulation Element Report to the satisfaction of the Transportation Manager.
- 14.0 **TERMINATION OF AGREEMENT.** Either party may terminate this Agreement by providing thirty (30) days written notice to the other party.

If any portion of the work is terminated or abandoned by the CITY, then the CITY shall pay CONSULTANT for any work completed up to and including the date of termination or abandonment of this Agreement, in accordance with Section 13. The CITY shall be required to compensate CONSULTANT only for work performed in accordance with the Agreement up to and including the date of termination.

- 15.0 **ASSIGNMENT AND DELEGATION.** This Agreement and any portion thereof shall not be assigned or transferred, nor shall any of the CONSULTANT'S duties be delegated, without the express written consent of the CITY. Any attempt to assign or delegate this Agreement without the express written consent of the CITY shall be void and of no force or effect. A consent by the CITY to one assignment shall not be deemed to be a consent to any subsequent assignment.

[2005 Circulation Element Update: Project No. _____]

This Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

16.0 **ENTIRE AGREEMENT.** This Agreement comprises the entire integrated understanding between CITY and CONSULTANT concerning the work to be performed for this project and supersedes all prior negotiations, representations or agreements.

17.0 **INTERPRETATION OF THE AGREEMENT.** The interpretation, validity and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. The Agreement does not limit any other rights or remedies available to CITY.

The CONSULTANT shall be responsible for complying with all applicable local, state and federal laws whether or not said laws are expressly stated or referred to herein.

Should any provision herein be found or deemed to be invalid, the Agreement shall be construed as not containing such provision and all other provisions, which are otherwise lawful, shall remain in full force and effect, and to this end the provisions of this Agreement are severable.

18.0 **AGREEMENT MODIFICATION.** This Agreement may not be modified orally or in any manner other than by an Agreement in writing, signed by the parties hereto.

19.0 **CLAIMS.**

No suit shall be brought on this contract unless all statutory claims filing requirements have been met.

20.0 **NOTICES.** All notices, demands, requests, consents or other communications which this Agreement contemplates or authorizes, or requires or permits either party to give to the other, shall be in writing and shall be personally delivered or mailed to the respective party as follows:

TO CITY:

City of Oceanside
Transportation Manager
300 North Coast Highway
Oceanside, CA 92054

TO CONSULTANT:

IBI Group
David Chow, P.E., Director
18401 Von Karman Avenue, Suite 110
Irvine, CA 92612

[2005 Circulation Element Update: Project No. _____]

Either party may change its address by notice to the other party as provided herein.

Communications shall be deemed to have been given and received on the first to occur:

- a. Actual receipt at the offices of the party to whom the communication is to be sent, as designated above, or
- b. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return receipt requested, addressed to the offices of the party to whom the communication is to be sent, as designated above.

21.0 **SIGNATURES.** The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of the respective legal entities of the CONSULTANT and the CITY.

IN WITNESS WHEREOF the parties hereto for themselves, their heirs, executors, administrators, successors and assigns do hereby agree to the full performance of the covenants herein contained and have caused this Professional Services Agreement to be executed by setting hereunto their signatures:

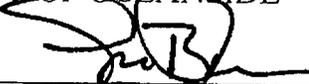
CONSULTANT

By: 
DAVID TAM, Managing Director

By: 
DAVID CHOW, Local Director

95-326-8721
Employer ID No.

CITY OF OCEANSIDE

By: 
Steven R. Jepsen, City Manager

APPROVED AS TO FORM:

, DEPUTY
City Attorney

561-775622-5241

[2005 Circulation Element Update: Project No. _____]

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

State of California
County of Orange

On 8-3-05 before me, Dee Ann Jackson
(DATE) (NAME/TITLE OF OFFICER-i.e. "JANE DOE, NOTARY PUBLIC")

personally appeared David Chow and
(NAME(S) OF SIGNER(S))
David Thom

personally known to me -OR-

proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

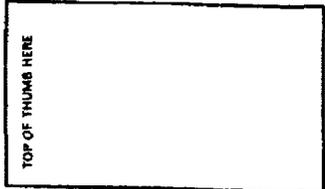


(SEAL)

Witness my hand and official seal.

Dee Ann Jackson
(SIGNATURE OF NOTARY)

RIGHT THUMBPRINT (Optional)

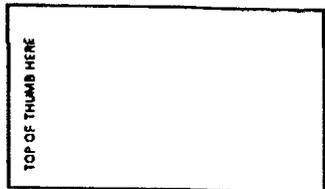


CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE

OFFICER(S) _____ (TITLE)
 PARTNER(S) LIMITED
 GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))
IBI Group

RIGHT THUMBPRINT (Optional)



CAPACITY CLAIMED BY SIGNER(S)
 INDIVIDUAL(S)
 CORPORATE

OFFICER(S) _____ (TITLE)
 PARTNER(S) LIMITED
 GENERAL
 ATTORNEY IN FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER: _____

SIGNER IS REPRESENTING:
(Name of Person(s) or Entity(ies))

ATTENTION NOTARY

The information requested below and in the column to the right is OPTIONAL. Recording of this document is not required by law and is also optional. It could, however, prevent fraudulent attachment of this certificate to any unauthorized document.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:
Title or Type of Document 2005 Circulation Element Update
Number of Pages 1 Date of Document Revised 10-2004
Signer(s) Other Than Named Above Steven R. Tepsen

