

# AGENDA NO. 5-CONT'D

## CLUBLIFE SENIOR FACILITY TRAFFIC IMPACT ANALYSIS REPORT

Prepared for

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## **EXECUTIVE SUMMARY**

This study analyzes the forecast traffic impact of the proposed ClubLife Senior Housing project located south of State Route 76 (SR-76) and west of Melrose drive in the City of Oceanside. The proposed assisted living facility will include 368 beds, and is forecast to generate approximately 1,104 trips per day with 77 a.m. peak hour trips and 77 p.m. peak hour trips.

A total of ten intersections and eleven roadway segments were included in the project study area. Currently most intersections operate at acceptable levels of service with the exception of SR-76/Jeffries Ranch Road. This intersection is currently unsignalized with two-way stop control on Jeffries Ranch Road. The intersection of SR-76/Jeffries Ranch Road will be modified to restrict access to right-turns in/right-turns out only. This modification is planned as a project condition for the recently approved Jeffries Ranch residential development and is assumed to be in place in each study scenario with the exception of existing conditions.

Similarly, most roadway segments included in the project study area are operating at acceptable levels of service with the exception of SR-76 between Jeffries Ranch Road and E. Vista Way. Caltrans is committed to improving SR-76 between Jeffries Ranch Road and Interstate 15 (I-15). Improvements that include widening the highway are funded through the TransNet sales tax measure and are estimated to be completed by 2013. Therefore, these segments are considered to be improved in the Horizon Year 2020 analysis.

The results of the analysis show that under existing plus project conditions, all study intersections are forecast to operate at acceptable levels of service. The addition of project-generated traffic to existing conditions does not result in significant impacts on any of the roadway segments.

The City of Oceanside identified 18 projects in the study area that are planned to be constructed by the opening of the ClubLife Senior Housing project. These projects will add approximately 102,296 trips per day within the project study area. The traffic associated with these planned projects was added to the existing conditions peak hour and daily roadway segment volumes.

The results of the existing plus cumulative projects conditions analysis show that the following intersections are forecast to operate at deficient levels of service (LOS E or worse) without and with the proposed project:

- SR-76 / College Boulevard (LOS F – p.m. peak hour)
- SR-76 / Jeffries Ranch Road (LOS E – p.m. peak hour)
- SR-76 / E. Vista Way (LOS E – a.m. peak hour)

The addition of proposed project traffic does not result in a change in delay that exceeds the allowable 2.0 seconds at the above-listed deficient intersections; therefore, significant impacts are not forecast to occur under existing plus cumulative plus project conditions and mitigation measures are not required.

The results of the roadway segment analysis under existing plus cumulative projects conditions show that the following roadway segments are forecast to operate at deficient levels of service (LOS D or worse) without and with the proposed project:

- SR-76 from College Boulevard to N. Santa Fe Avenue (LOS D)
- SR- 76 from Jeffries Ranch Road to E. Vista Way (LOS F)

The addition of proposed project traffic does not result in a change in V/C that greater than the allowable 0.02 along the above-listed deficient segments. Therefore, the project is not forecast to result in any roadway segment significant impacts and mitigation measures are not required.

Using the SANDAG Series 10 North County Sub area traffic model, Horizon Year 2020 conditions were evaluated with and without the Melrose Drive extension. The results of the Horizon Year 2020 analysis without and with the Melrose Drive extension show that the following intersections are forecast to operate at deficient levels of service both without and with the proposed project:

Without Melrose Drive

- SR-76/College Boulevard (LOS F – a.m./p.m. peak hours)
- SR-76/Guajome Lake Road (LOS F – a.m./p.m. peak hours)
- Melrose Drive/Old Ranch Road (LOS F – p.m. peak hour)

With Melrose Drive

- SR-76/College Boulevard (LOS F – a.m./p.m. peak hours)
- Melrose Drive/Old Ranch Road (LOS F – a.m./p.m. peak hours)

The addition of project related traffic under Horizon Year 2020 conditions without and with the Melrose Drive extension is forecast to result in a significant impact at the unsignalized intersection of Melrose Drive/Old Ranch Road, and mitigation measures are required.

The results of the Horizon Year 2020 roadway segment analysis show that without the Melrose Drive extension, the study roadway segments are forecast to operate at acceptable levels of service with the exception of SR-76 from College Boulevard to N. Santa Fe Avenue, which is forecast to operate at LOS D both without and with the proposed project. Under Horizon Year 2020 conditions with the Melrose Drive extension, the following roadway segments are forecast to operate at LOS D both without and with the proposed project:

- SR-76 from College Boulevard to N. Santa Fe Avenue;
- SR-76 from Melrose Drive to Jeffries Ranch Road; and
- SR-76 from Jeffries Ranch Road to E. Vista Way.

Although the LOS D standard is considered unacceptable for the City of Oceanside, SR-76 is a Caltrans facility. The Caltrans threshold for acceptable operating conditions along SR-76 is LOS E. Therefore, these segments are forecast to operate at acceptable LOS and will require no further mitigation than the Caltrans planned widening project.

Table ES-1 summarizes the results of the peak hour intersection analysis. Results of the daily roadway segment analysis under all scenarios are summarized in Table ES-2 (A-C). Mitigation measures recommended for the intersection of Melrose Drive/Old Ranch Road are summarized in Table ES-3.

Table ES-1  
Peak Hour Intersection Analysis Summary

Intersection	Existing						Existing + Project						Change In Delay						Existing + Cumulative						Existing + Cumulative + Project						Change In Delay					
	AM			PM			AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
SR-76 / College Blvd	45.5	D	53.9	D	45.6	D	54.3	D	0.1	0.4	50.2	F	101.2	F	50.4	D	102.7	F	0.2	1.5	50.4	D	102.7	F	0.2	1.5	50.4	D	102.7	F	0.2	1.5				
SR-76 / N. Santa Fe Ave	25.1	C	25.9	C	25.2	C	26.2	C	0.1	0.3	29.9	C	44.4	D	30.3	C	46.2	D	0.4	1.8	30.3	C	46.2	D	0.4	1.8	30.3	C	46.2	D	0.4	1.8				
SR-76 / Guajome Lake Road	13.0	B	11.2	B	13.0	B	11.4	B	0.0	0.2	15.9	B	12.3	B	16.1	B	12.5	B	0.2	0.2	16.1	B	12.5	B	0.2	0.2	16.1	B	12.5	B	0.2	0.2				
SR-76 / Melrose Dr	22.1	C	14.0	C	23.6	C	16.0	C	1.5	2.0	44.1	D	28.5	C	44.7	D	29.4	C	0.6	0.9	44.7	D	29.4	C	0.6	0.9	44.7	D	29.4	C	0.6	0.9				
SR-76 / Jeffries Ranch Road*	117.5	F	83.0	F	19.1	C	26.2	D	-98.4	-56.8	26.4	D	38.7	E	26.8	D	39.4	E	0.4	0.7	26.8	D	39.4	E	0.4	0.7	26.8	D	39.4	E	0.4	0.7				
SR-76 / E. Vista Way	46.6	D	32.0	C	47.5	D	32.4	C	0.9	0.4	73.4	E	35.9	D	75.2	E	36.5	D	1.8	0.6	73.4	E	36.5	D	1.8	0.6	73.4	E	36.5	D	1.8	0.6				
The Depot Rd / Melrose Dr	15.2	B	25.3	C	17.2	B	22.4	C	2.0	-2.9	16.3	B	20.0	C	18.0	B	21.2	C	1.7	1.2	18.0	B	21.2	C	1.7	1.2	18.0	B	21.2	C	1.7	1.2				
Old Ranch Rd / Melrose Dr*	15.0	B	15.0	B	16.8	C	16.7	C	1.8	1.7	22.9	C	22.5	C	23.2	C	22.7	C	0.3	0.2	23.2	C	22.7	C	0.3	0.2	23.2	C	22.7	C	0.3	0.2				
Melrose Dr / N. Santa Fe Ave	23.8	C	19.9	B	24.0	C	19.9	B	0.2	0.0	32.2	C	23.1	C	32.6	C	23.2	C	0.4	0.1	32.6	C	23.2	C	0.4	0.1	32.6	C	23.2	C	0.4	0.1				

\* Unsignalized Intersection

Intersection	Horizon Year 2020 Without Melrose Drive Extension						Horizon Year 2020 With Melrose Drive Extension						Change In Delay																			
	Without Project			With Project			Without Project			With Project			Without Project			With Project			Without Project			With Project										
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
SR-76 / College Blvd	94.8	F	124.8	F	96.2	F	126.3	F	1.4	1.5	83.9	F	107.9	F	84.5	F	109.5	F	0.6	1.6	84.5	F	109.5	F	0.6	1.6	84.5	F	109.5	F	0.6	1.6
SR-76 / N. Santa Fe Ave	23.0	C	40.9	D	23.2	C	42.9	D	0.2	2.0	18.3	B	25.2	C	19.3	B	25.2	C	0.0	0.0	19.3	B	25.2	C	0.0	0.0	19.3	B	25.2	C	0.0	0.0
SR-76 / Guajome Lake Road	105.5	F	81.3	F	107.3	F	83.1	F	1.8	1.8	27.8	C	18.3	C	27.8	C	18.3	C	0.0	0.0	27.8	C	18.3	C	0.0	0.0	27.8	C	18.3	C	0.0	0.0
SR-76 / Melrose Dr	12.5	B	9.1	A	13.1	B	9.9	A	0.6	0.8	30.8	C	30.7	C	31.0	C	31.1	C	0.2	0.3	31.0	C	31.1	C	0.2	0.3	31.0	C	31.1	C	0.2	0.3
SR-76 / Jeffries Ranch Road*	16.0	C	18.2	C	16.0	C	18.3	C	0.0	0.1	14.3	B	21.1	C	14.3	B	21.3	C	0.0	0.2	14.3	B	21.3	C	0.0	0.2	14.3	B	21.3	C	0.0	0.2
SR-76 / E. Vista Way	53.5	D	39.0	D	53.9	D	39.4	D	0.4	0.4	41.9	D	31.6	C	42.4	D	32.0	C	0.5	0.4	42.4	D	32.0	C	0.5	0.4	42.4	D	32.0	C	0.5	0.4
The Depot Rd / Melrose Dr	14.9	B	21.5	C	17.2	C	22.4	C	2.3	0.9	11.3	B	18.3	B	16.2	B	20.1	C	4.9	1.8	16.2	B	20.1	C	4.9	1.8	16.2	B	20.1	C	4.9	1.8
Old Ranch Rd / Melrose Dr*	16.6	C	OVFL	F	16.7	C	OVFL	F	0.1	OVFL	321.9	F	OVFL	F	351.1	F	OVFL	F	29.2	OVFL	351.1	F	OVFL	F	29.2	OVFL	351.1	F	OVFL	F	29.2	OVFL
Melrose Dr / Spur	-	-	-	-	-	-	-	-	-	-	5.2	A	2.8	A	5.3	A	2.8	A	0.1	0.0	5.3	A	2.8	A	0.1	0.0	5.3	A	2.8	A	0.1	0.0
Melrose Dr / N. Santa Fe Ave	31.7	C	53.8	D	32.1	C	53.8	D	0.4	0.0	38.4	D	33.0	C	38.7	D	33.4	C	0.3	0.4	38.7	D	33.4	C	0.3	0.4	38.7	D	33.4	C	0.3	0.4

\* Unsignalized Intersection

Table ES-2A  
Daily Roadway Segment Analysis Summary  
Short-Term Future Conditions

Segment	Location	Class (# Lanes)	LOS E Capacity	Existing			Existing + Project				Existing + Cumulative				Existing + Cumulative + Project			
				ADT	V/C	LOS	ADT	V/C	LOS	Change In V/C	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (4)	64,000	46,332	0.724	C	46,845	0.732	C	0.008	53,838	0.841	D	54,351	0.849	D	0.008	
	N. Santa Fe Ave. to Guajome Lake Dr.	Expressway (4)	64,000	38,711	0.605	B	39,462	0.617	B	0.012	47,396	0.741	C	48,146	0.752	C	0.012	
	Guajome Lake Dr. to Melrose Dr.	Expressway (4)	64,000	36,133	0.565	A	36,735	0.574	A	0.009	44,693	0.698	B	45,295	0.708	C	0.009	
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (4)	64,000	30,698	0.480	A	31,002	0.484	A	0.005	35,761	0.559	A	36,065	0.564	A	0.005	
North Santa Fe Ave.	Jeffries Ranch Rd. to E. Vista Way	Conventional Highway (2)	25,000	30,408	1.216	F	30,712	1.228	F	0.012	35,071	1.403	F	35,374	1.415	F	0.012	
	SR-76 to Melrose Dr.	Major (4)	40,000	21,102	0.528	A	21,334	0.533	A	0.006	24,448	0.611	B	24,680	0.617	B	0.006	
	SR-76 to The Depot Rd.	Prime (6)	60,000	8,610	0.144	A	9,515	0.159	A	0.015	10,966	0.183	A	11,872	0.198	A	0.015	
	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	6,088	0.152	A	6,287	0.157	A	0.005	7,854	0.196	A	8,053	0.201	A	0.005	
Melrose Dr.	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	2,909	0.073	A	2,909	0.073	A	0.000	4,268	0.107	A	4,268	0.107	A	0.000	
	Melrose Dr. to end	Collector (2)	8,750	1,882	0.215	A	2,986	0.341	A	0.126	2,535	0.290	A	3,639	0.416	A	0.126	

**Table ES-2B**  
**Daily Segment Analysis Summary**  
**Horizon Year 2020 Conditions Without Melrose Drive Extension**

Segment	Location	Class (# Lanes)	LOS E Capacity	Year 2020 Without Project			Year 2020 With Project			Change In V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (6)	80,000	68,387	0.855	D	68,900	0.861	D	0.006
	N. Santa Fe Ave. to Guajome Lake Dr.	Expressway (6)	80,000	56,049	0.701	C	56,800	0.710	C	0.009
	Guajome Lake Dr. to Melrose Dr.	Expressway (6)	80,000	51,698	0.646	C	52,300	0.654	C	0.008
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (6)	80,000	55,696	0.696	C	56,000	0.700	C	0.004
North Santa Fe Ave.	Jeffries Ranch Rd. to E. Vista Way	Expressway (6)	80,000	54,896	0.686	C	55,200	0.690	C	0.004
	SR-76 to Melrose Dr.	Major (4)	40,000	22,768	0.569	A	23,000	0.575	A	0.006
	SR-76 to The Depot Rd.	Prime (6)	60,000	11,195	0.187	A	12,100	0.202	A	0.015
Melrose Dr.	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	10,301	0.258	A	10,500	0.263	A	0.005
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	4,400	0.110	A	4,400	0.110	A	0.000
The Depot Rd.	Melrose Dr. to end	Collector (2)	8,750	4,446	0.508	A	5,550	0.634	A	0.126

**Table ES-2C  
Daily Segment Analysis Summary  
Horizon Year 2020 Conditions With Melrose Drive Extension**

Segment	Location	Class (# Lanes)	LOS E Capacity	Year 2020 Without Project			Year 2020 With Project			Change In V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (6)	80,000	60,896	0.761	D	61,200	0.765	D	0.004
	N. Santa Fe Ave. to Guajome Lake Dr.	Expressway (6)	80,000	46,196	0.577	C	46,500	0.581	C	0.004
	Guajome Lake Dr. to Melrose Dr.	Expressway (6)	80,000	44,002	0.550	C	44,300	0.554	C	0.004
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (6)	80,000	61,156	0.764	D	61,300	0.766	D	0.002
	Jeffries Ranch Rd. to E. Vista Way	Expressway (6)	80,000	60,256	0.753	D	60,400	0.755	D	0.002
	SR-76 to Melrose Dr.	Major (4)	40,000	19,867	0.497	A	19,900	0.498	A	0.001
Melrose Dr.	SR-76 to The Depot Rd.	Prime (6)	60,000	25,909	0.432	A	26,400	0.440	A	0.008
	The Depot Rd. to Old Ranch Rd.	Prime (6)	60,000	21,686	0.361	A	22,300	0.372	A	0.010
	Old Ranch Rd. to Spur Ave.	Prime (6)	60,000	24,231	0.404	A	24,800	0.413	A	0.009
	Spur Ave. to N. Santa Fe Ave.	Prime (6)	60,000	26,431	0.441	A	27,000	0.450	A	0.009
The Depot Rd.	Melrose Dr. to end	Collector (2)	8,750	4,446	0.508	A	5,550	0.634	B	0.126

**Table ES-3  
Summary of Recommended Mitigation Measures**

Intersection	Without Mitigation		With Mitigation		Recommended Mitigation	Fair Share Contribution
	AM Delay - LOS	PM Delay - LOS	AM Delay - LOS	PM Delay - LOS		
<b>Horizon Year 2020 With Project - Without Melrose Drive Extension</b>						
Old Ranch Rd./Melrose Dr. <sup>(1)</sup>	16.7 - C	OVFL - F	12.9 - B	12.7 - B	Install traffic signal.	7.7% / 0.6%
<b>Horizon Year 2020 With Project - With Melrose Drive Extension</b>						
Old Ranch Rd./Melrose Dr. <sup>(1)</sup>	351.1 - F	OVFL - F	18.5 - B	18.9 - B	Install traffic signal.	2.6% / 3.3%

Note: Deficient intersection operation shown in bold.  
<sup>(1)</sup> Unsignalized intersection without improvement.

## **INTRODUCTION**

This study analyzes the forecast traffic impact of the proposed ClubLife Senior Housing project located south of State Route 76 (SR-76) and west of Melrose Drive in the City of Oceanside. The project will take access via The Depot Road. Exhibit 1 shows the regional project location.

The threshold to determine the need for traffic studies is 500 daily trips for non-conforming land uses and 1,000 daily trips for projects consistent with the City's General Plan land use. The proposed assisted living project is forecast to generate approximately 1,104 trips per day, which includes approximately 77 a.m. peak hour trips and approximately 77 p.m. peak hour trips. Project traffic was distributed on the roadway network based on a select zone analysis run conducted by SANDAG. A total of eleven intersections (nine existing and two future) and twelve roadway segments (ten existing and two future) are included in the study area.

As required by the City of Oceanside, this traffic impact study has been prepared in accordance with the City's 1995 Circulation Element and SANDAG Congestion Management Program (CMP) traffic impact study guidelines.

### **Project Description**

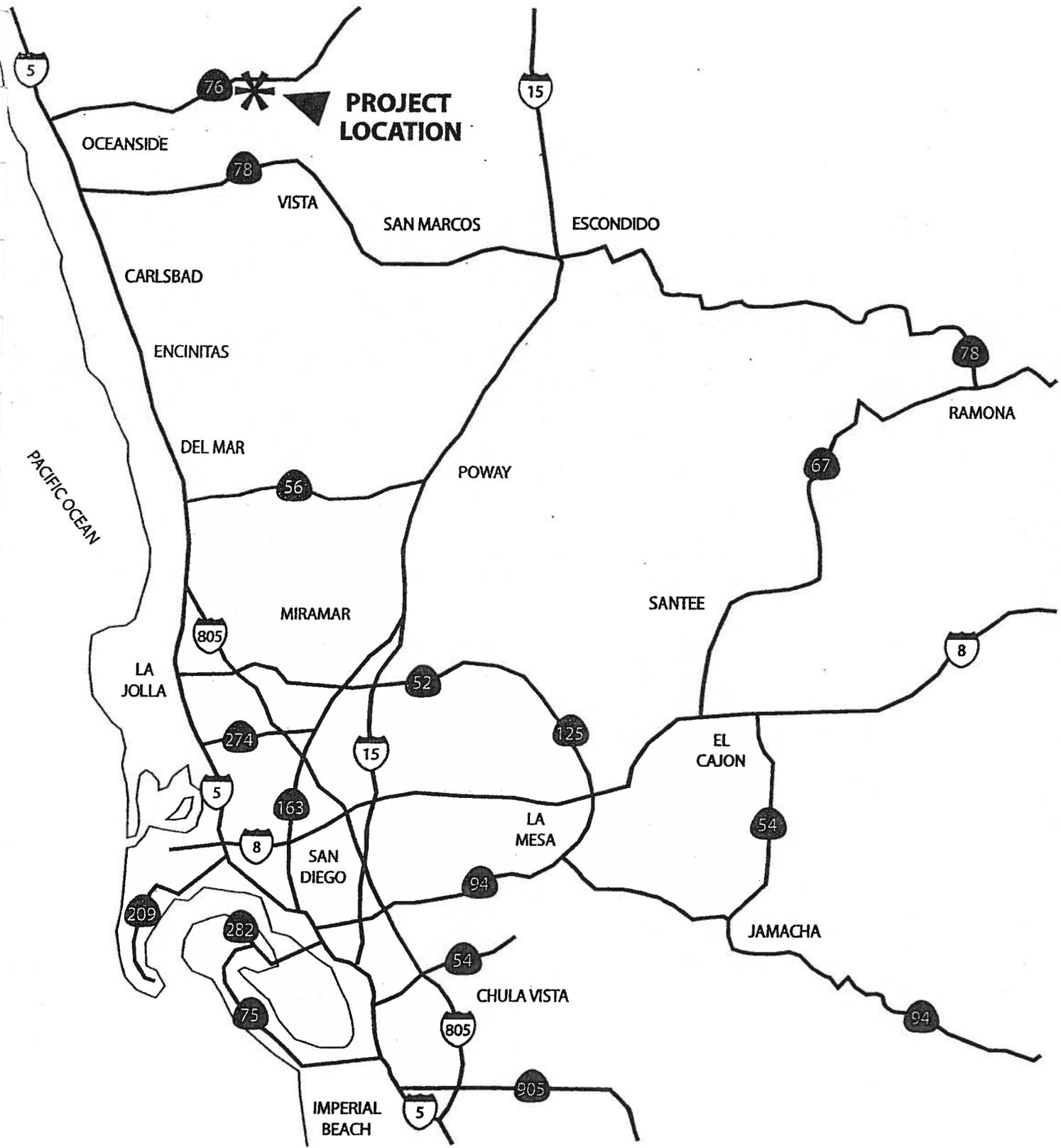
The proposed project is located south of SR-76, at the terminus of The Depot Road west of Melrose Drive. As shown in Exhibit 2, the proposed site plan includes 368 beds at the assisted living facility. The proposed land use is consistent with the General Plan land use for the project site.

### **Study Area**

The project study area was defined based on the distribution of project-generated trips on the roadway network for two study scenarios: without the Melrose Drive extension and with the Melrose Drive extension. The SANDAG CMP guidelines indicate that all signalized intersections where 50 or more project-generated trips are forecast to be added should be included in the traffic impact study. Based on this threshold, the study area consists of the following intersections:

1. SR-76 / College Boulevard;
2. SR-76 / North Santa Fe Avenue;
3. SR-76 / Guajome Lake Road;
4. SR-76 / Melrose Drive;
5. SR-76 / Jeffries Ranch Road (unsignalized);
6. SR-76 / E. Vista Way;
7. Melrose Drive / The Depot Road;
8. Melrose Drive / Old Ranch Road (unsignalized);
9. Melrose Drive / North Santa Fe; and
10. Melrose Drive / Spur Drive (future with Melrose Drive extension).

The project study area is shown in Exhibit 3. According to the SANDAG Congestion Management Program (CMP), SR-76, Melrose Drive, and College Boulevard are classified as Regionally Significant (RSA) roadways. Therefore, all signalized intersections and roadway segments where 50 or more peak hour trips were added along these arterials were included in the analysis.



IOT TO SCALE

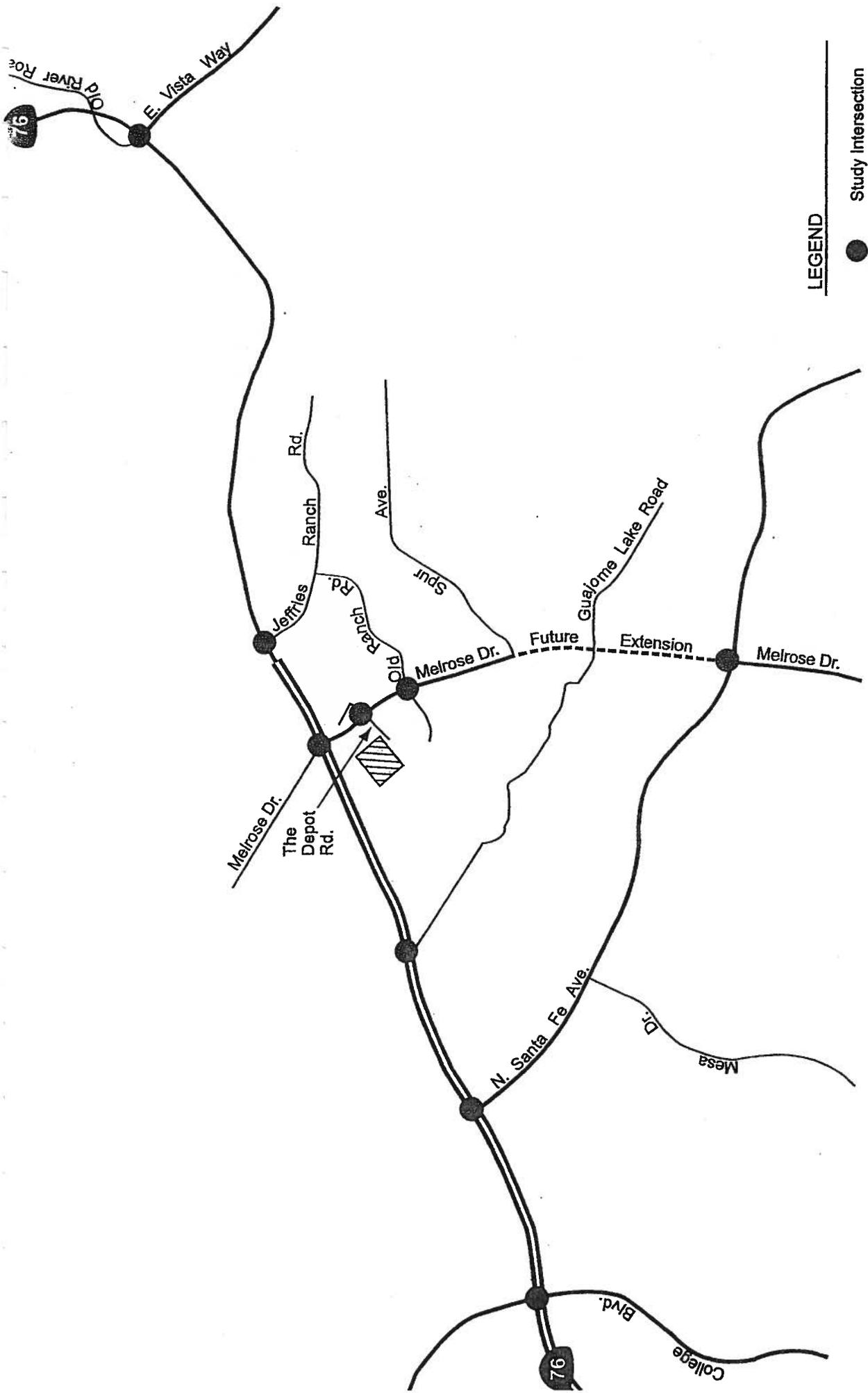


55-100288.001 - JULY 2007

**REGIONAL PROJECT VICINITY**

**EXHIBIT 1**





**LEGEND**

● Study Intersection

▨ Project Site

**PROJECT STUDY AREA**

JN 55-100288.001 JULY 2007

Exhibit 3



## Analysis Methodology

In accordance with the SANDAG CMP traffic impact study guidelines and the direction of City of Oceanside staff, this study analyzes the followings study scenarios:

- Existing Conditions;
- Existing Plus Project;
- Existing Plus Cumulative Projects;
- Existing Plus Cumulative Projects Plus Project;
- Horizon Year 2020 Without Melrose Drive Extension, Without Project
- Horizon Year 2020 Without Melrose Drive Extension, With Project
- Horizon Year 2020 With Melrose Drive Extension, Without Project
- Horizon Year 2020 With Melrose Extension, With Project

The 2000 Highway Capacity Manual (HCM) operation methodology for *Signalized Intersections* and *Unsignalized Intersections* was used to determine the operating Levels of Service (LOS) of the study intersections. The TRAFFIX software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding delay per vehicle thresholds for signalized and unsignalized intersections shown in Table 1. The City of Oceanside goal for peak hour intersection operation is LOS D or better.

**Table 1  
LOS & Delay Ranges**

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

The roadway segment analysis is based upon the 1995 City of Oceanside Circulation Element and the Oceanside Level of Service Criteria for roadway segments. The roadway segment level of service criteria is included in Table 2. The City recognizes that the 1995 Circulation Element does not include capacity thresholds that adequately represent six-lane Expressways or four-lane secondary arterials. Therefore, the County standard shown in Table 2 was used to evaluate these facilities.

**Table 2  
Level of Service Thresholds for Roadway Segments**

Classification	Level of Service				
	A	B	C	D	E
Expressway (6)*	30,000	42,000	60,000	70,000	80,000
Expressway (4)*	38,400	44,800	51,200	57,600	64,000
Prime Arterial (6)	36,000	42,000	48,000	54,000	60,000
Major Arterial (6)	30,000	35,000	40,000	45,000	50,000
Major Arterial (4)	24,000	28,000	32,000	36,000	40,000
Secondary Arterial (4) *	18,000	21,000	24,000	27,000	30,000

Source: City of Oceanside Circulation Element; 1995. \* Ultimate Capacity from SANTEC/ITE Guidelines, 2000.

According to the 1995 City of Oceanside Circulation Element, the City's goal for acceptable service standards during daily periods is LOS C for all roadway segments. The City recognizes that due to regional traffic passing through the City, a LOS C cannot be maintained along regional arterials. Therefore, the City will accept LOS D during the peak hours, with creative measures.

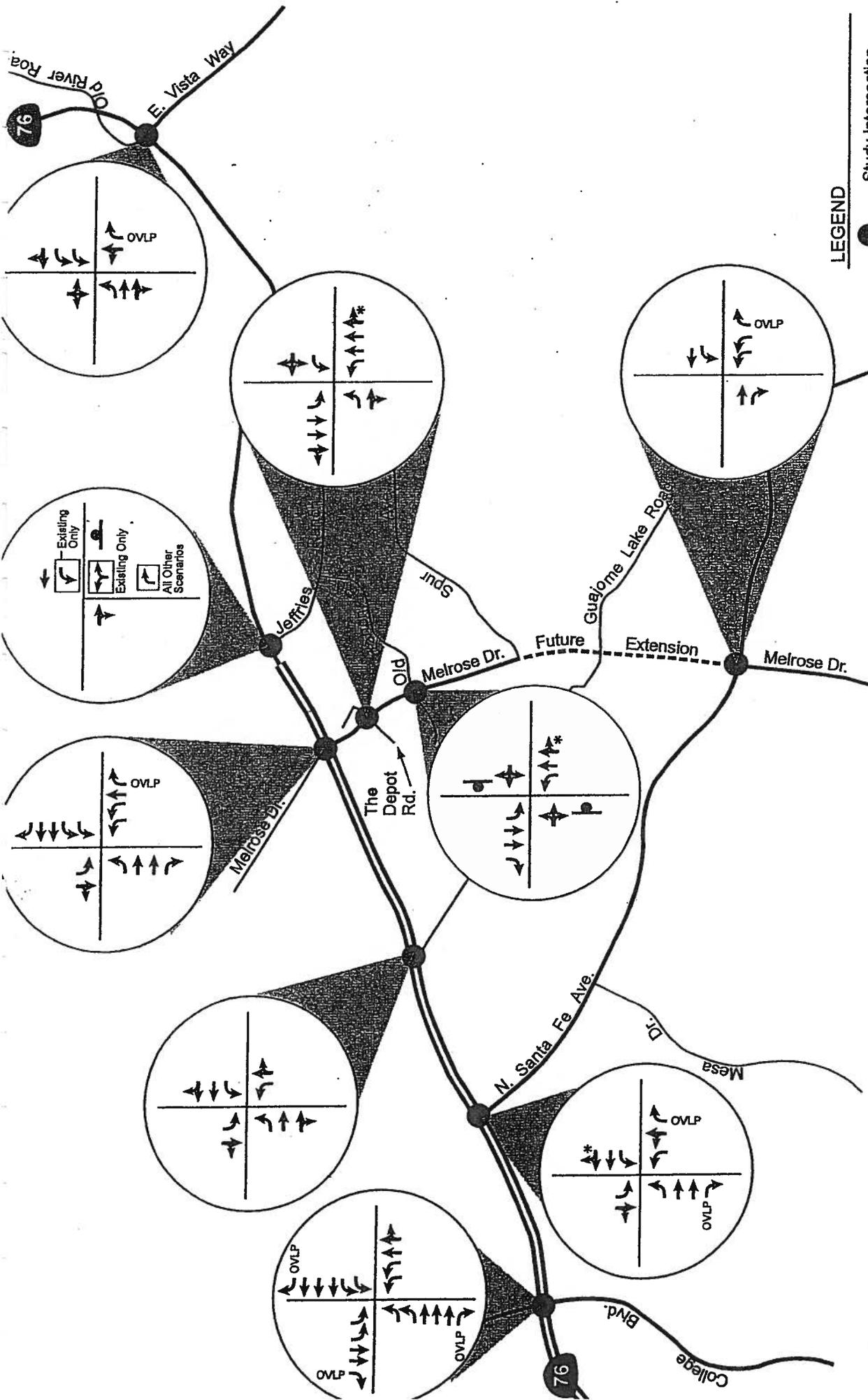
## EXISTING CONDITIONS

### Existing Roadway Circulation System

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment capacity. The existing intersection geometry is illustrated in Exhibit 4. The following is a detailed description of roadways in the study area.

**State Route 76 (SR-76)** provides regional access to the Oceanside area as a major freeway facility generally oriented in an east-west direction. At-grade, signalized access is provided at College Boulevard, Guajome Lake Road, and Melrose Drive in the immediate vicinity of the project site. Currently SR-76 is four-lanes through the project study area. Ultimate buildout of SR-76 includes widening the facility to six lanes and access improvements at key intersections.

**College Boulevard** is a four-lane divided roadway oriented in a north-south direction. College Boulevard extends south from North River Road through the City of Oceanside and south of SR-78 into the City of Carlsbad. The City of Oceanside Circulation Element classifies College Boulevard as a four-lane to six-lane Major Arterial.



**LEGEND**

- Study Intersection
- ⊥ Stop Sign
- \* Defacto Right Turn
- OVL Right-Turn Overlap

**EXISTING INTERSECTION GEOMETRY**

Exhibit 4



Not to Scale



**Melrose Drive** is a four-lane to six-lane divided roadway oriented in a north-south direction. Melrose Drive extends south from SR-76 and is currently discontinuous between Spur Avenue and North Santa Fe Avenue. From North Santa Fe Avenue, Melrose Drive extends south through the cities of Oceanside, Vista, Carlsbad, and terminates at San Elijo Road in the City of San Marcos. The City of Oceanside Circulation Element classifies Melrose Drive as a four-lane Major Arterial north of SR-76 and as a six-lane Prime Arterial from SR-76 to Oceanside Boulevard, and includes the extension of Melrose Drive from North Santa Fe Avenue to Spur Avenue and north of SR-76.

**North Santa Fe Avenue** is currently a four-lane Major Arterial that extends from SR-76 south to the eastern City limits. Generally oriented north-south, North Santa Fe Avenue provides regional connectivity between Oceanside and City of Vista.

### Existing Levels of Service

To determine the existing operation of the study intersections, intersection movement counts were taken on a typical weekday during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak periods in February 2007. Average daily traffic (ADT) counts were also collected specifically for this study in February 2007 for a 24-hour period. Exhibit 5 shows existing peak hour intersection and daily traffic volumes collected for this project. Detailed count data is contained in Appendix A.

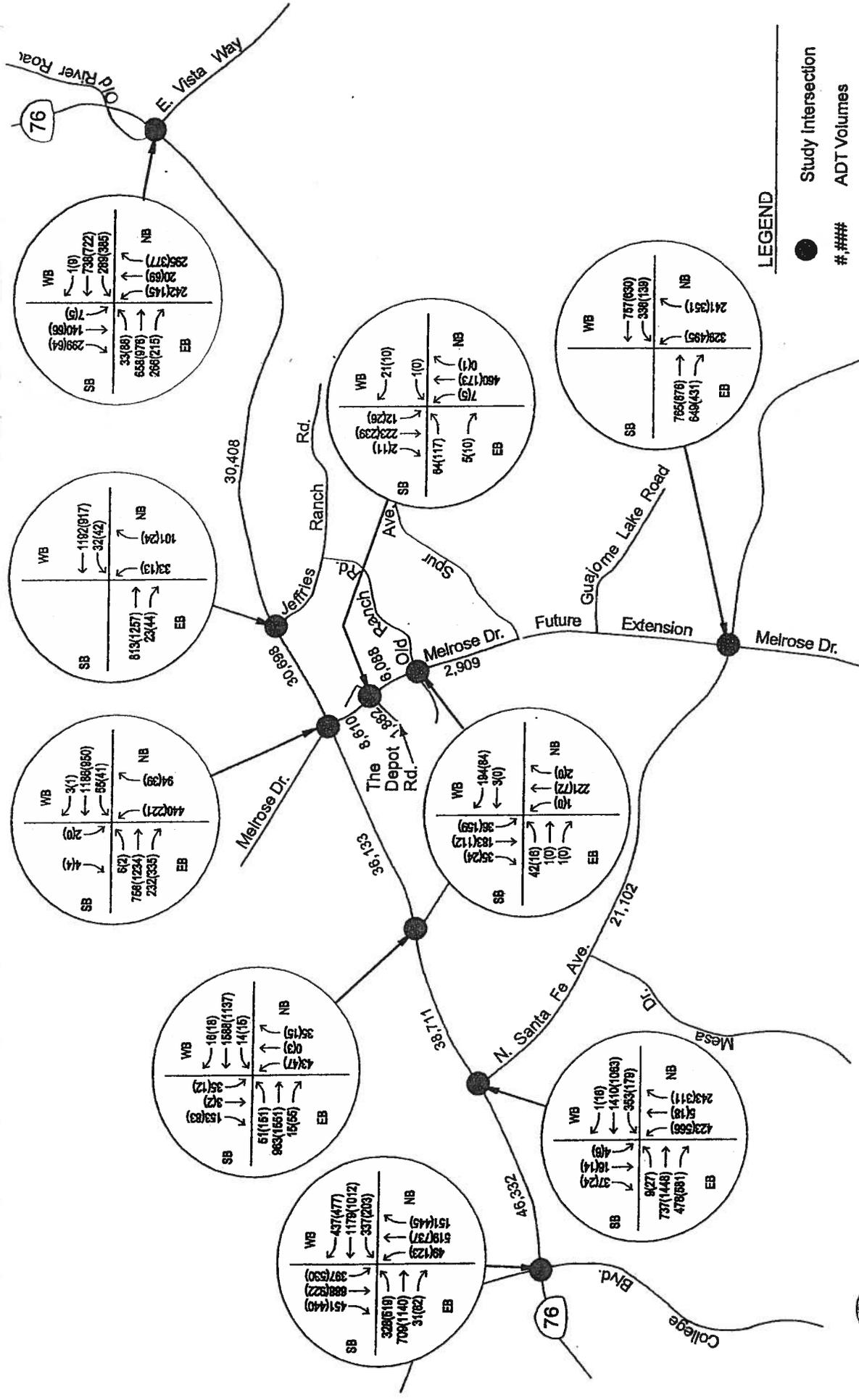
Table 3 summarizes the existing a.m. and p.m. peak hour LOS of the study intersections based on the existing peak hour intersection volumes and existing intersection geometry. Detailed HCM calculation sheets are contained in Appendix B. As shown in Table 3, the existing study intersections are currently operating at an acceptable LOS (LOS D or better) during the a.m. and p.m. peak hours, with the exception of the unsignalized intersection of SR-76/Jeffries Ranch Road.

**Table 3  
Existing Study Intersection Peak Hour LOS**

Study Intersection	AM Delay - LOS		PM Delay - LOS	
	Delay	LOS	Delay	LOS
SR-76 / College Boulevard	45.5	D	53.9	D
SR-76 / North Santa Fe Avenue	25.1	C	25.9	C
SR-76 / Guajome Lake Road	13.0	B	11.2	B
SR-76 / Melrose Drive	22.1	C	14.0	B
SR-76 / Jeffries Ranch Road*	<b>117.5</b>	<b>F</b>	<b>83.0</b>	<b>F</b>
SR-76 / East Vista Way	46.6	D	32.0	C
Melrose Drive / The Depot Road	15.2	B	25.3	C
Melrose Drive / Old Ranch Road*	15.0	B	15.0	B
Melrose Drive / North Santa Fe Avenue	23.8	C	19.9	B

**Note:** Deficient intersection operation shown in bold.

\* Unsignalized Intersection



Not to Scale



**EXISTING VOLUMES**

Exhibit 5

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Daily roadway segment levels of service were calculated based on the capacity of the roadway determined based on classification and ADT volumes. Table 4 presents the results of the existing conditions daily roadway segment level of service analysis.

As shown in Table 4, all of the existing roadway segments currently operate at acceptable levels of service based on daily capacity thresholds (LOS C or better), with the exception of the two-lane segment of SR-76 between Jeffries Ranch Road and East Vista Way.

**Table 4  
Existing Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing ADT	V/C	LOS
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (4)	64,000	46,332	0.724	C
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (4)	64,000	38,711	0.605	B
	Guajome Lake Rd. to Melrose Dr.	Expressway (4)	64,000	36,133	0.565	A
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (4)	64,000	30,698	0.480	A
	Jeffries Ranch Rd. to E. Vista Way	Conventional Highway (2)	25,000	<b>30,408</b>	<b>1.216</b>	<b>F</b>
North Santa Fe Avenue	SR-76 to Melrose Drive	Major (4)	40,000	21,102	0.528	A
Melrose Drive	SR-76 to The Depot Rd.	Prime (6)	60,000	8,610	0.144	A
	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	6,088	0.152	A
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	2,909	0.073	A
The Depot Road	Melrose Drive to end	Collector (2)	8,750	1,882	0.215	A

Note: Deficient roadway segment operation shown in bold.

## PROPOSED PROJECT

The proposed ClubLife Senior Housing project consists of 368 beds in an assisted living facility. The project is located on The Depot Road west of Melrose Drive. The project site plan is provided as Exhibit 2. The project will gain access from a driveway located on The Depot Road. The project site is currently vacant.

## Project Trip Generation

To determine the trips forecast to be generated by the proposed project, *April 2002 SANDAG Trip Generation* rates were utilized in accordance with the City of Oceanside and SANTEC/ITE Traffic Study Guidelines. The SANDAG (*Not So*) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) showing the trip generation rate for the proposed land use is provided in Appendix C. Table 5 summarizes the project trip generation rates.

**Table 5  
Proposed Project Trip Generation Rates**

Land Use	Daily Rate	AM Peak Hour			PM Peak Hour		
		Total (% of Daily)	In (% AM)	Out (% AM)	Total (% of Daily)	In (% PM)	Out (% PM)
Assisted Living Facility	3/bed	7%	60%	40%	7%	40%	60%

Source: SANDAG, "Not So Brief Guide", April 2002.

Table 6 summarizes the forecast project-generated trips based on the trip generation rates contained in Table 5. As summarized in Table 6, the proposed project is forecast to generate approximately 1,104 trips per day, which includes approximately 77 a.m. peak hour trips and approximately 77 p.m. peak hour trips.

**Table 6  
Proposed Project Trip Generation**

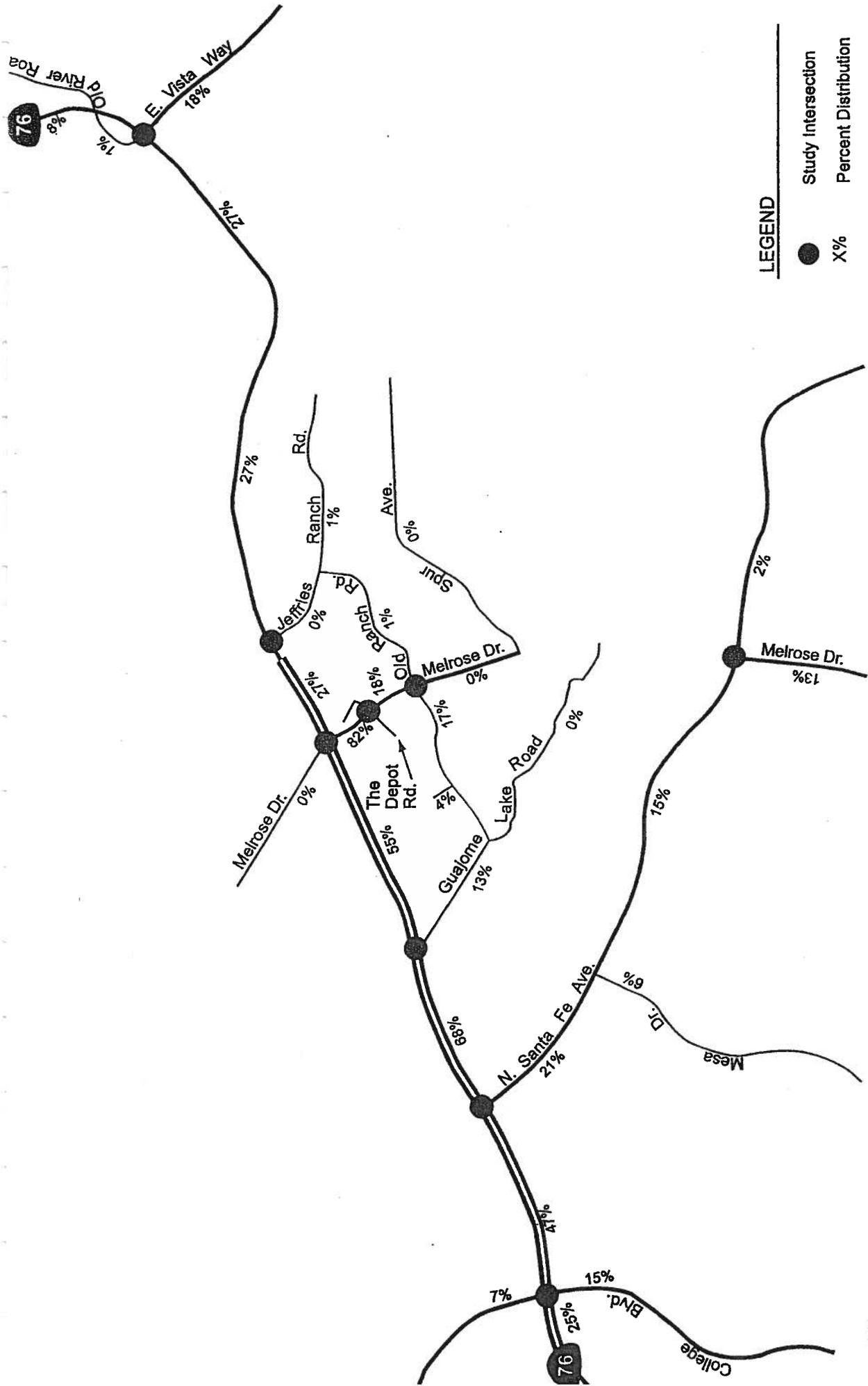
Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Assisted Living Facility	368 beds	1,104	77	46	31	77	31	46

### **Project Trip Distribution**

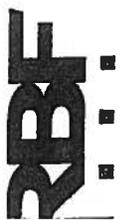
Project traffic was distributed on the roadway network based on a Select Zone Assignment model run conducted by SANDAG. The Select Zone Assignment model used for this project was run under Horizon Year 2020 forecast conditions with and without the Melrose Drive Extension. Exhibit 6A illustrates the project trip distribution without the Melrose Drive extension. Exhibit 6B illustrates the project trip distribution with the Melrose Drive extension.

### **Project-Trip Assignment**

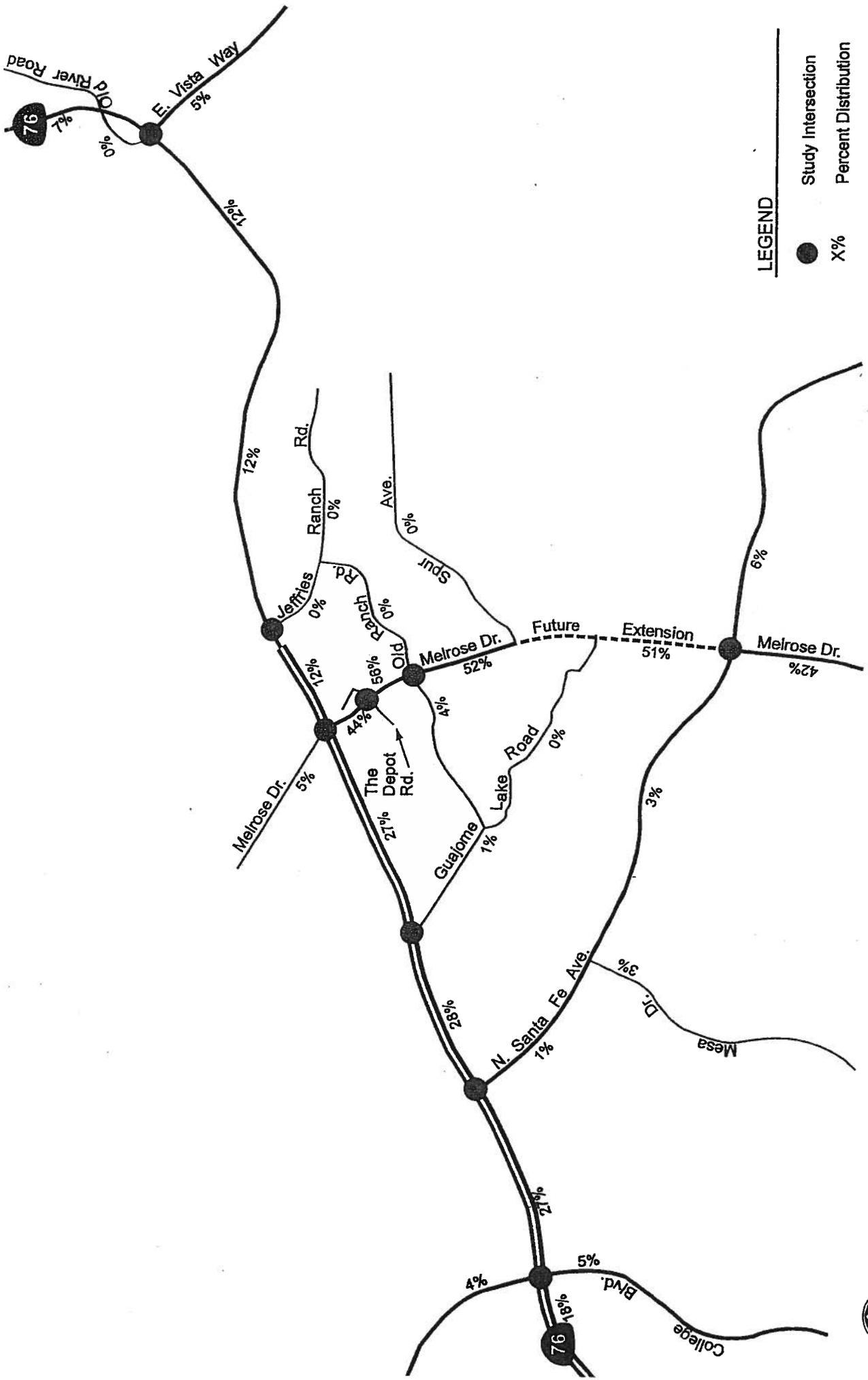
Utilizing the project trip percent distribution shown in Exhibits 6A and 6B, the forecast project-generated trips were assigned to the roadway network. Exhibit 7A and 7B illustrate the forecast assignment of project-generated peak hour volumes and ADT volumes without and with the Melrose Drive extension, respectively.



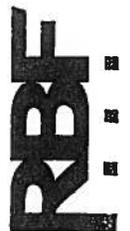
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**PROJECT TRIP DISTRIBUTION WITHOUT MELROSE DRIVE EXTENSION**  
 Exhibit 6A



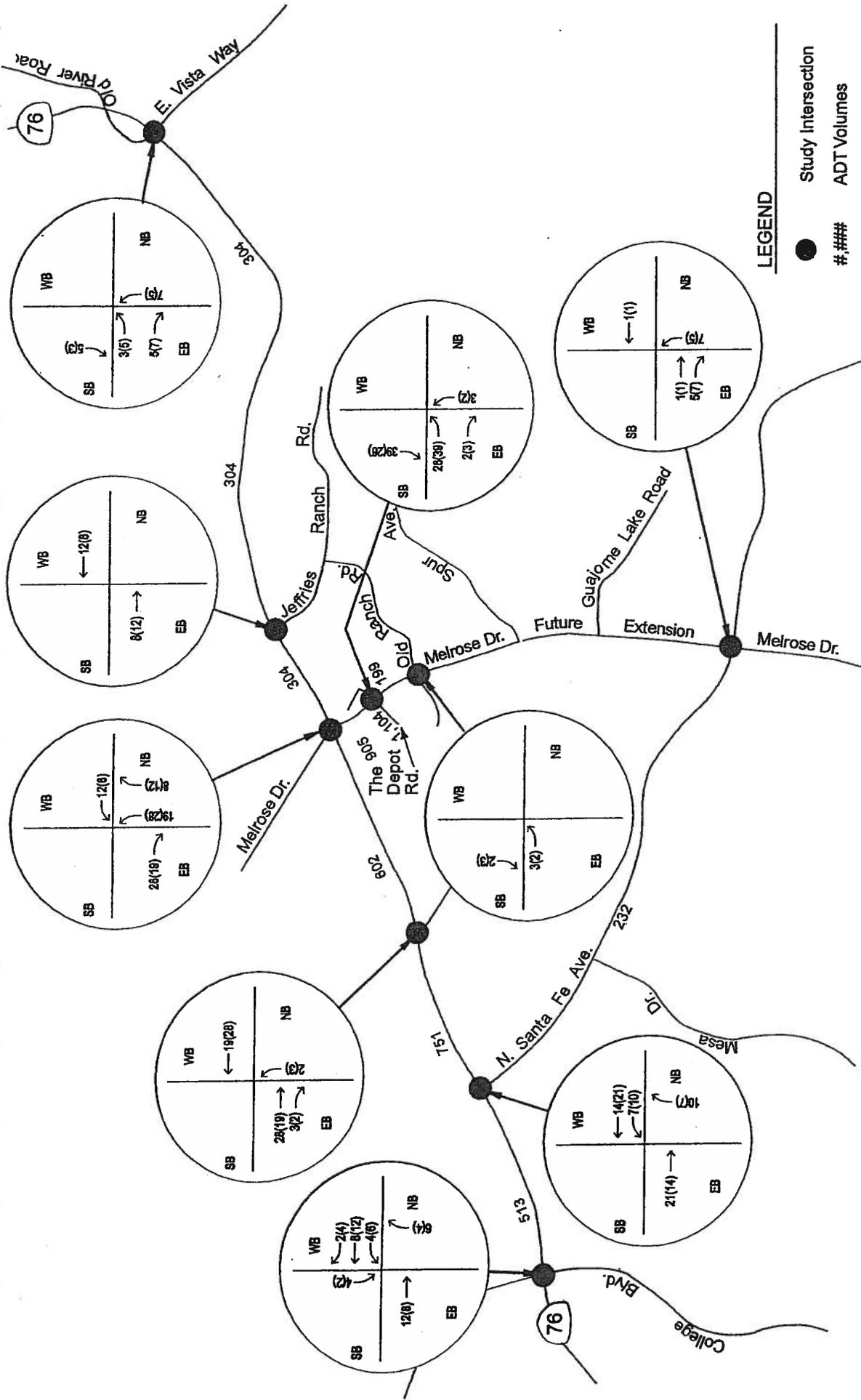
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PROJECT TRIP DISTRIBUTION WITH MELROSE DRIVE EXTENSION

JN 55-100288.001 JULY 2007

Exhibit 6B



**PROJECT TRIP ASSIGNMENT  
WITHOUT MELROSE DRIVE EXTENSION VOLUMES**

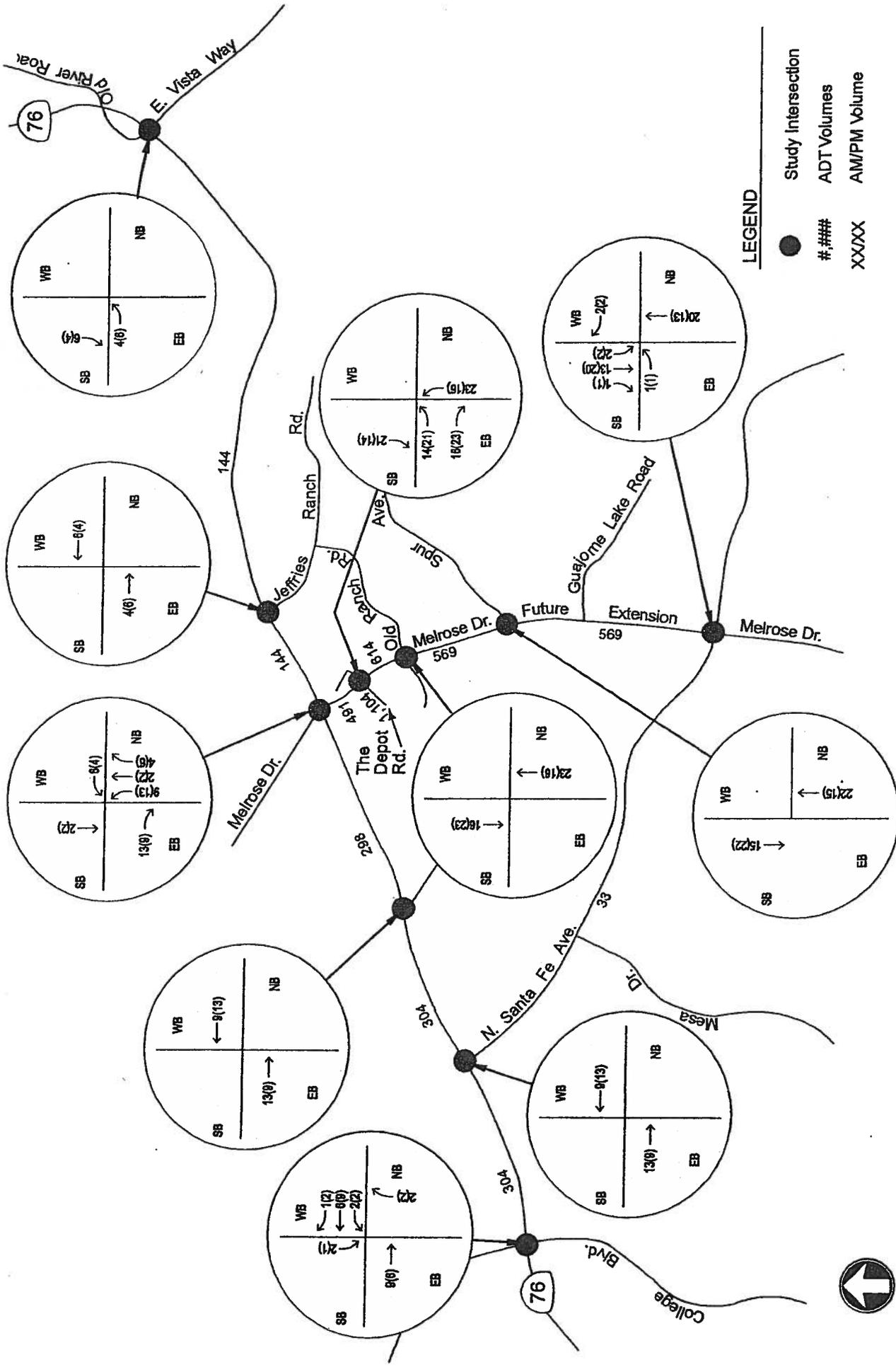
Exhibit 7A



Not to Scale



JN 55-100288.001 JULY 2007



**LEGEND**

- Study Intersection
- #,### ADT Volumes
- XXXX AM/PM Volume

**PROJECT TRIP ASSIGNMENT WITH  
MELROSE DRIVE EXTENSION VOLUMES**

Exhibit 7B



Not to Scale



## EXISTING PLUS PROJECT CONDITIONS

To determine the existing plus project operating conditions at the study intersections, the project-generated trips were added to the existing condition volumes. Exhibit 8 shows existing plus project peak hour and daily volumes.

The existing plus project conditions analysis assumes that the intersection of SR-76/Jeffries Ranch Road will be modified to restrict access to right-turns in/right-turns out only. This modification is planned as a project condition for the recently approved Jeffries Ranch residential development, which would be constructed prior to the opening of the proposed ClubLife Senior Facility project.

Table 7 summarizes the existing plus project a.m. and p.m. peak hour intersection LOS. Detailed HCM calculation sheets are contained in Appendix E. As shown in Table 7, the study intersections are forecast to operate at acceptable LOS (LOS D or better) during the peak hours under existing plus project conditions, including the intersection of SR-76/Jeffries Ranch Road with the modifications as described above.

**Table 7**  
**Existing Plus Project Study Intersection Peak Hour LOS**

Study Intersection	Existing Conditions				Existing Plus Project				Change in Delay	
	AM Delay-LOS		PM Delay-LOS		AM Delay-LOS		PM Delay - LOS		AM	PM
SR-76 / College Boulevard	45.5	D	53.9	D	45.6	D	54.3	D	0.1	0.4
SR-76 / North Santa Fe Avenue	25.1	C	25.9	C	25.2	C	26.2	C	0.1	0.3
SR-76 / Guajome Lake Road	13.0	B	11.2	B	13.0	B	11.4	B	0.0	0.2
SR-76 / Melrose Drive	22.1	C	14.0	B	23.6	C	16.0	B	1.5	2.0
SR-76 / Jeffries Ranch Road*	<b>117.5</b>	<b>F</b>	<b>83.0</b>	<b>F</b>	19.1	C	26.2	D	-98.4	-56.8
SR-76 / East Vista Way	46.6	D	32.0	C	47.5	D	32.4	C	0.9	0.4
Melrose Drive / The Depot Road	15.2	B	25.3	C	17.2	B	22.4	C	2.0	-2.9
Melrose Drive / Old Ranch Road*	15.0	B	15.0	B	16.8	C	16.7	C	1.8	1.7
Melrose Drive / North Santa Fe Avenue	23.8	C	19.9	B	24.0	C	19.9	B	0.2	0.0

Note: Deficient intersection operation shown in bold.

\*Unsignalized intersection (access restricted to right-turns in/out only under existing plus project conditions).

The results of the existing plus project conditions roadway segment level of service analysis are presented in Table 8. Consistent with existing conditions, all of the roadway segments are forecast to operate at acceptable levels of service (LOS C or better) with the addition of project generated traffic, with the exception of SR-76 between Jeffries Ranch Road and East Vista Way. The addition of proposed project traffic does not result in a change in LOS from acceptable to deficient along any study segments or a change in V/C that greater than the allowable 0.02 along the deficient segment of SR-76 between Jeffries Ranch Road and East Vista Way. Therefore, the project is not forecast to result in any roadway segment significant impacts.



**Table 8  
Existing Plus Project Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing			Existing Plus Project			Change In V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (4)	64,000	46,332	0.724	C	46,845	0.732	C	0.008
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (4)	64,000	38,711	0.605	B	39,462	0.617	B	0.012
	Guajome Lake Rd. to Melrose Dr.	Expressway (4)	64,000	36,133	0.565	A	36,735	0.574	A	0.009
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (4)	64,000	30,698	0.480	A	31,002	0.484	A	0.005
North Santa Fe Avenue	Jeffries Ranch Rd. to E. Vista Way	Conventional Highway (2)	25,000	30,408	1.216	F	30,712	1.228	F	0.012
	SR-76 to Melrose Drive	Major (4)	40,000	21,102	0.528	A	21,334	0.533	A	0.006
Melrose Drive	SR-76 to The Depot Rd.	Prime (6)	60,000	8,610	0.144	A	9,515	0.159	A	0.015
	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	6,088	0.152	A	6,287	0.157	A	0.005
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	2,909	0.073	A	2,909	0.073	A	0.000
The Depot Road	Melrose Drive to end	Collector (2)	8,750	1,882	0.215	A	2,986	0.341	A	0.126

**Note:** Deficient roadway segment operation shown in bold.

## CUMULATIVE PROJECTS

To determine the cumulative impacts on the roadway system associated with City approved or pending projects within the study area, the City of Oceanside provided a list of 18 cumulative projects, forecast to add approximately 102,296 new trips per day through the study area. City staff provided cumulative project trip assignments through the study area based on information from the traffic impact reports prepared for each of the cumulative projects. The daily and peak hour trip generations for the cumulative projects are shown in Table 9. Exhibit 9 shows the location of the cumulative projects. Exhibit 10 shows the peak hour and ADT cumulative project volumes.

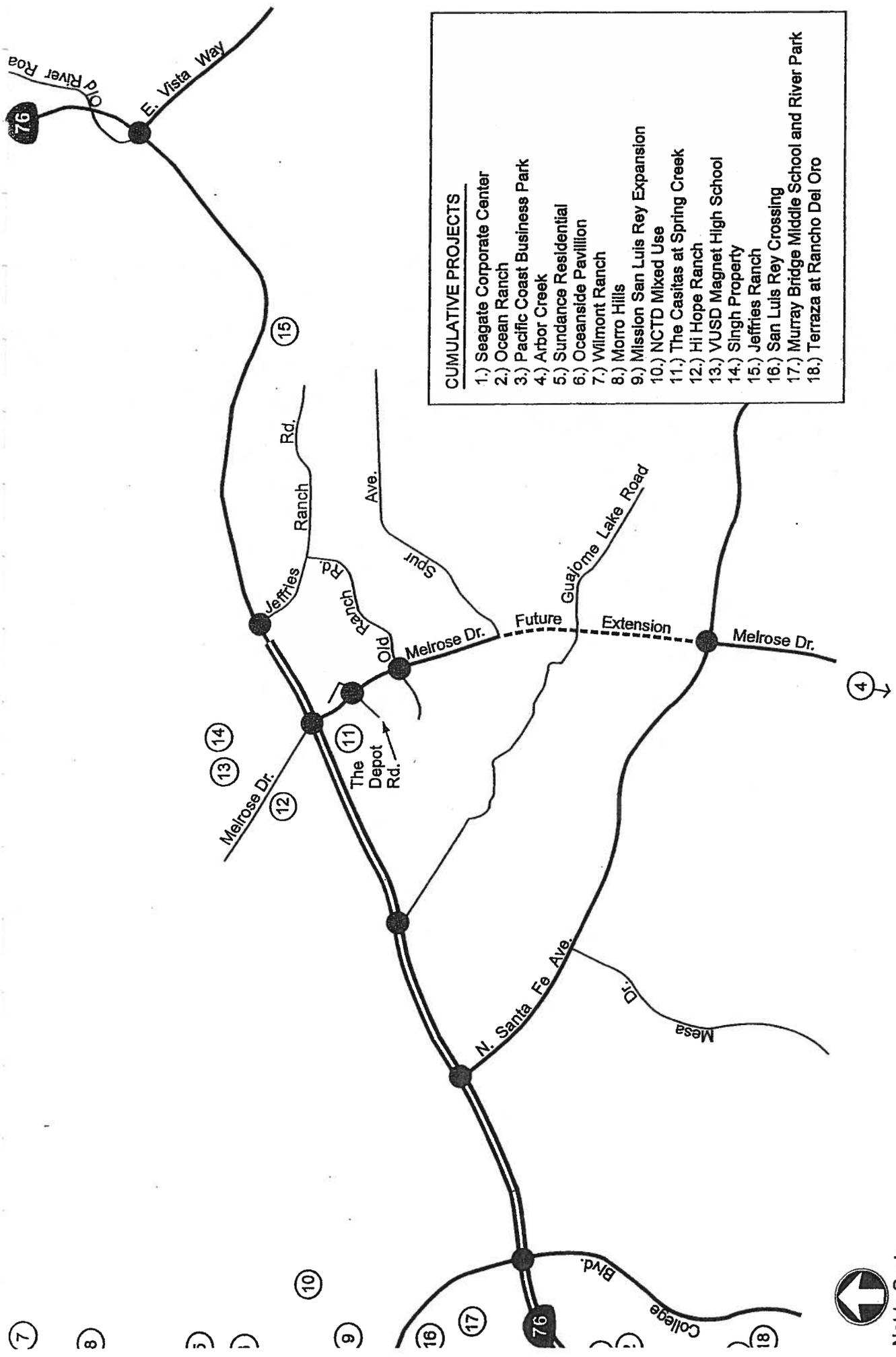
**Table 9**  
**Cumulative Projects Trip Generation**

Project	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1) Seagate Corporate Center	4,697	575	77	652	139	481	620
2) Ocean Ranch <sup>(1)</sup>	17,877	1,765	212	1,976	424	1,670	2,094
3) Pacific Coast Business Park	16,800	1,877	211	2,088	417	1,679	2,096
4) Arbor Creek	8,143	433	175	258	814	461	354
5) Sundance Residential	228	5	13	18	16	7	23
6) Oceanside Pavilion	28,257	1,367	759	608	2,193	1,202	991
7) Wilmont Ranch <sup>(2)</sup>	1,100	18	71	89	77	33	110
8) Morro Hills <sup>(3)</sup>	9,000	233	474	707	603	292	895
9) Mission San Luis Rey Expansion	981	21	25	46	39	36	75
10) NCTD Mixed Use	1,838	42	81	123	103	67	170
11) The Casitas at Spring Creek	464	7	30	37	32	14	46
12) Hi Hope Ranch	1,000	24	56	80	70	30	100
13) VUSD Magnet High School	3,600	605	259	864	130	302	432
14) Singh Property	600	14	34	48	42	18	60
15) Jeffries Ranch	440	11	24	35	31	13	44
16) San Luis Rey Crossing	639	12	8	19	29	29	58
17) Murray Bridge Middle School & River Park	3,920	576	386	962	158	218	376
18) Terraza at Rancho Del Oro	2,712	43	174	217	190	81	271
<b>TOTAL</b>	<b>102,296</b>	<b>7,627</b>	<b>3,068</b>	<b>8,827</b>	<b>5,507</b>	<b>6,633</b>	<b>8,814</b>

**Note:** <sup>(1)</sup> Ocean Ranch was approximately 50-percent built when the existing conditions traffic volumes were collected. Therefore, 50-percent of the 35,794 project daily trips were included in this study per City direction.

<sup>(2)</sup> Wilmont Ranch was approximately 50-percent built when the existing conditions traffic volumes were collected. Therefore, 50-percent of the 2,200 project daily trips were included in this study per City direction.

<sup>(3)</sup> Morro Hills was approximately 30-percent built when the existing conditions traffic volumes were collected. Therefore, 70-percent of the 12,000 project daily trips were included in this study per City direction.



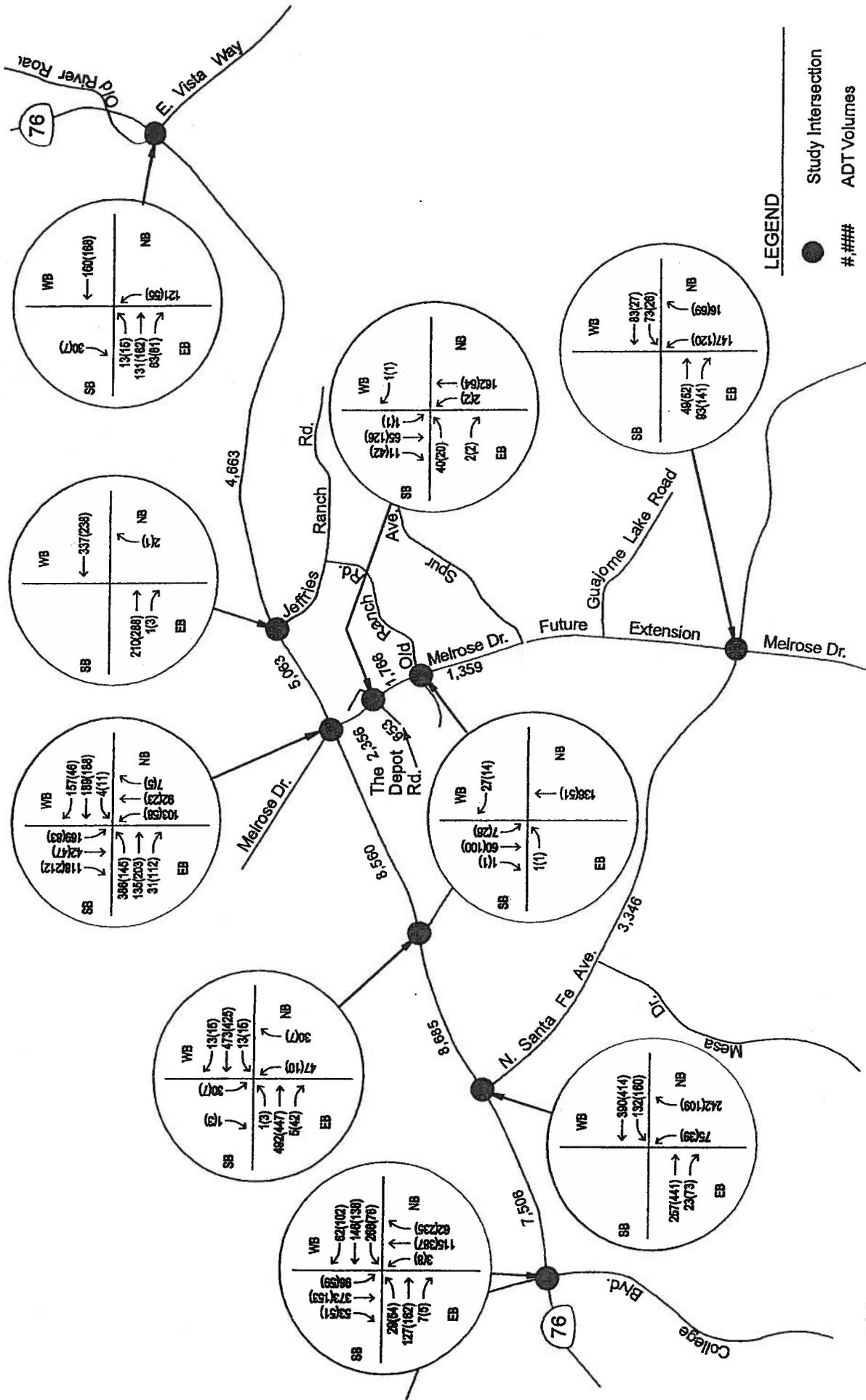
- CUMULATIVE PROJECTS**
- 1.) Seagate Corporate Center
  - 2.) Ocean Ranch
  - 3.) Pacific Coast Business Park
  - 4.) Arbor Creek
  - 5.) Sundance Residential
  - 6.) Oceanside Pavillion
  - 7.) Wilmont Ranch
  - 8.) Morro Hills
  - 9.) Mission San Luis Rey Expansion
  - 10.) NCTD Mixed Use
  - 11.) The Casitas at Spring Creek
  - 12.) Hi Hope Ranch
  - 13.) VUSD Magnet High School
  - 14.) Singh Property
  - 15.) Jeffries Ranch
  - 16.) San Luis Rey Crossing
  - 17.) Murray Bridge Middle School and River Park
  - 18.) Terraza at Rancho Del Oro

**CUMULATIVE PROJECT LOCATIONS**  
Exhibit 9



Not to Scale





# CUMULATIVE PROJECT VOLUMES

Exhibit 10

JN 55-100288.001 JULY 2007



Not to Scale



## EXISTING PLUS CUMULATIVE PROJECTS CONDITIONS

To determine the existing plus cumulative projects operating conditions at the study intersections, the cumulative project trips were added to the existing conditions volumes. Exhibit 11 shows existing plus cumulative projects peak hour and daily volumes.

The existing plus cumulative conditions analysis assumes that the intersection of SR-76/Jeffries Ranch Road will be modified to restrict access to right-turns in/right-turns out only (also included under existing plus project conditions). This modification is planned as a project condition for the recently approved Jeffries Ranch residential development, which would be constructed prior to the opening of the proposed ClubLife Senior Facility project.

Table 10 summarizes the existing plus cumulative projects a.m. and p.m. peak hour intersection LOS. Detailed HCM calculation sheets are contained in Appendix F.

**Table 10**  
**Existing Plus Cumulative Study Intersection Peak Hour LOS**

Study Intersection	AM Delay - LOS		PM Delay - LOS	
	Delay	LOS	Delay	LOS
SR-76 / College Boulevard	50.2	D	<b>101.2</b>	<b>F</b>
SR-76 / North Santa Fe Avenue	29.9	C	44.4	D
SR-76 / Guajome Lake Road	15.9	B	12.3	B
SR-76 / Melrose Drive	44.1	D	28.5	C
SR-76 / Jeffries Ranch Road*	26.4	D	<b>38.7</b>	<b>E</b>
SR-76 / East Vista Way	<b>73.4</b>	<b>E</b>	35.9	D
Melrose Drive / The Depot Road	16.3	B	20.0	C
Melrose Drive / Old Ranch Road*	22.9	C	22.5	C
Melrose Drive / North Santa Fe Avenue	32.2	C	23.1	C

**Note:** Deficient intersection operation shown in bold.

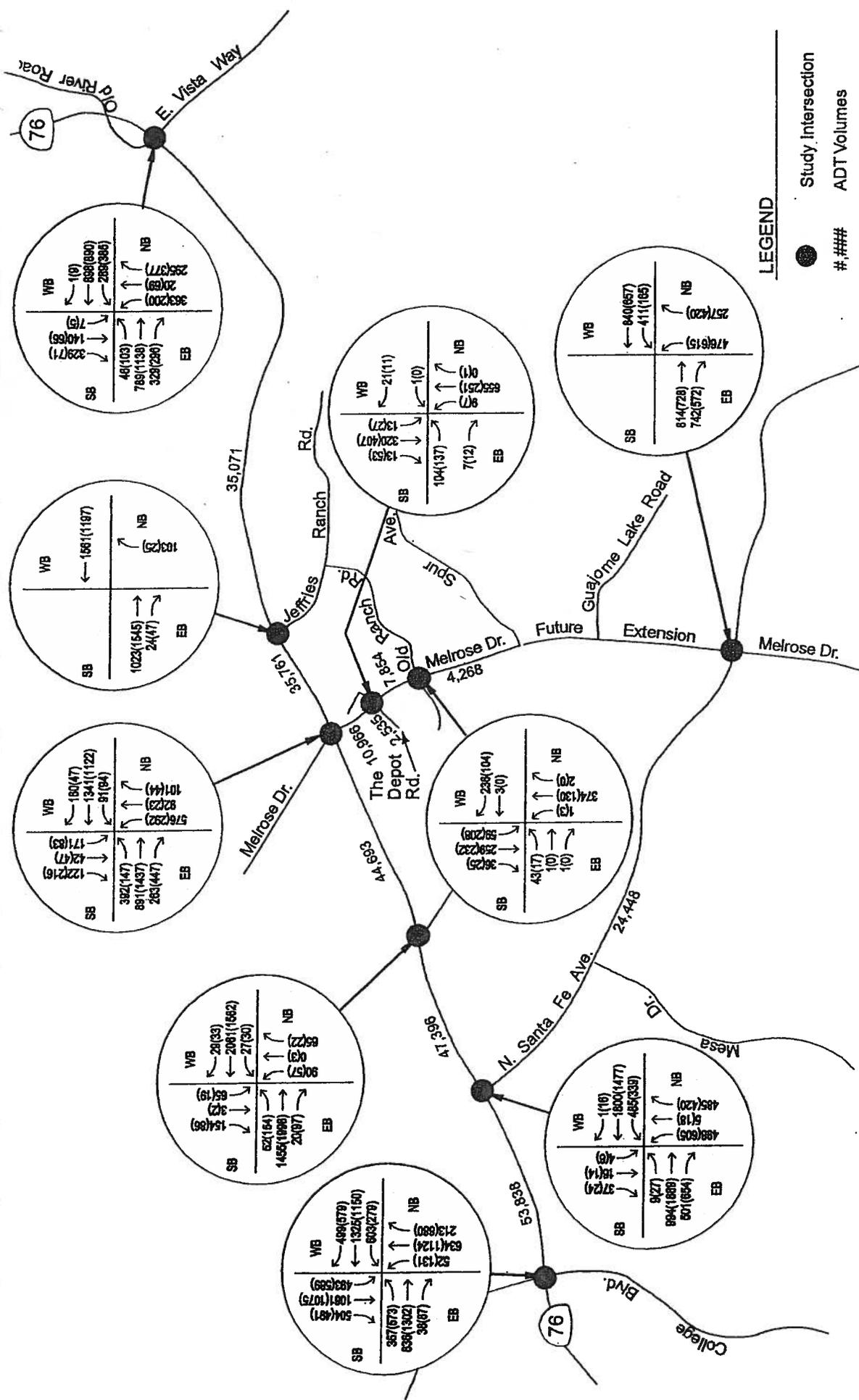
\*Unsignalized Intersection

As shown in Table 10, the addition of the cumulative project volumes resulted in a change in LOS from acceptable to deficient LOS at the following intersections:

- SR-76 / College Boulevard (LOS F – p.m. peak hour)
- SR-76 / Jeffries Ranch Road (LOS E – p.m. peak hour)
- SR-76 / East Vista Way (LOS E – a.m. peak hour)

Roadway segment levels of service were calculated based on the capacity of the roadways determined based on classification and daily traffic volumes. Table 11 presents the results of the existing plus cumulative project conditions roadway segment level of service analysis.

As shown in Table 11, the addition of the cumulative project traffic results in a change in operation conditions from acceptable to deficient (LOS D) along SR-76 between College Boulevard and N. Santa Fe Avenue. SR-76 is currently operating at LOS F conditions between Jeffries Ranch Road and E. Vista Way, and is forecast to operate at LOS F with the addition of cumulative project traffic.



# EXISTING PLUS CUMULATIVE PROJECT VOLUMES

Exhibit 11



Not to Scale



**Table 11  
Existing Plus Cumulative Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing ADT	Existing Plus Cumulative		
					ADT	V/C	LOS
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (4)	64,000	46,332	53,838	0.841	D
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (4)	64,000	38,711	47,396	0.741	C
	Guajome Lake Rd. to Melrose Dr.	Expressway (4)	64,000	36,133	44,693	0.698	B
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (4)	64,000	30,698	35,761	0.559	A
	Jeffries Ranch Rd. to E. Vista Way	Conventional Highway (2)	25,000	30,408	35,071	1.403	F
North Santa Fe Avenue	SR-76 to Melrose Drive	Major (4)	40,000	21,102	24,448	0.611	B
Melrose Drive	SR-76 to The Depot Rd.	Prime (6)	60,000	8,610	10,966	0.183	A
	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	6,088	7,854	0.196	A
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	2,909	4,268	0.107	A
The Depot Road	Melrose Drive to end	Collector (2)	8,750	1,882	2,535	0.290	A

**Note:** Deficient roadway segment operation shown in bold.

## EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

To determine the existing plus cumulative projects plus project operating conditions, the forecast project-generated trips were added to the existing plus cumulative projects volumes. Exhibit 12 shows existing plus cumulative plus project peak hour and daily trip volumes. Table 12 summarizes the existing plus cumulative plus project a.m. and p.m. peak hour intersection LOS. Detailed HCM calculation sheets are contained in Appendix G.

**Table 12**  
**Existing Plus Cumulative Plus Project**  
**Intersection Peak Hour LOS**

Study Intersection	No Project				With Project				Change in Delay	
	AM Delay-LOS		PM Delay-LOS		AM Delay-LOS		PM Delay - LOS		AM	PM
SR-76 / College Boulevard	50.2	D	101.2	F	50.4	D	<b>102.7</b>	F	0.2	1.5
SR-76 / North Santa Fe Avenue	29.9	C	44.4	D	30.3	C	46.2	D	0.4	1.8
SR-76 / Guajome Lake Road	15.9	B	12.3	B	16.1	B	12.5	B	0.2	0.2
SR-76 / Melrose Drive	44.1	D	28.5	C	44.7	D	29.4	C	0.6	0.9
SR-76 / Jeffries Ranch Road*	26.4	D	<b>38.7</b>	E	26.8	D	<b>39.4</b>	E	0.4	0.7
SR-76 / East Vista Way	<b>73.4</b>	E	35.9	D	<b>75.2</b>	E	36.5	D	1.8	0.6
Melrose Drive / The Depot Road	16.3	B	20.0	C	18.0	B	21.2	C	1.7	1.2
Melrose Drive / Old Ranch Road	22.9	C	22.5	C	23.2	C	22.7	C	0.3	0.2
Melrose Drive / North Santa Fe Avenue	32.2	C	23.1	C	32.6	C	23.2	C	0.4	0.1

**Note:** Deficient intersection operation shown in bold.

\*Unsignalized intersection

As shown in Table 12, the following intersections are forecast to operate at deficient levels of service under existing plus cumulative plus project conditions:

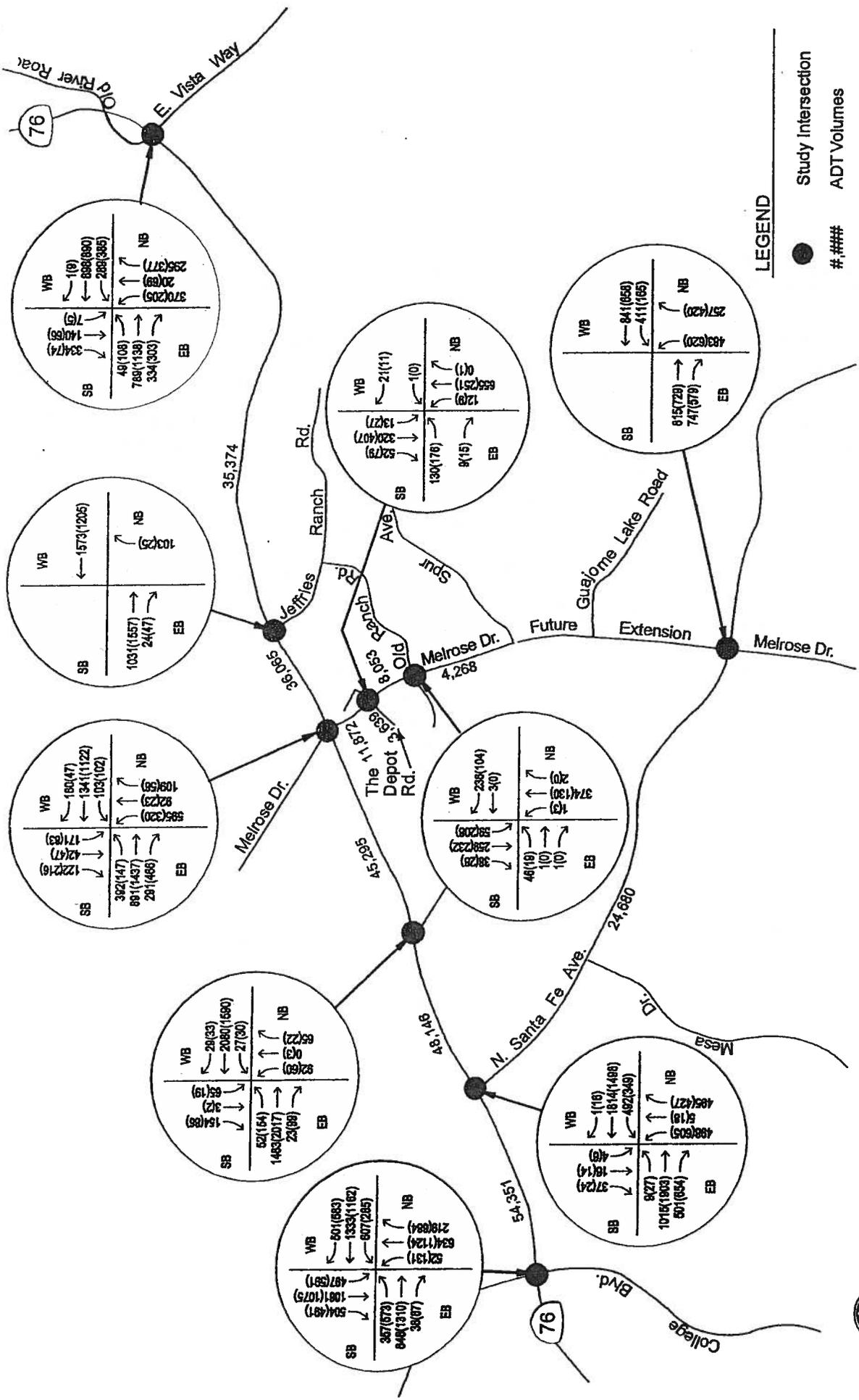
- SR-76 / College Boulevard (LOS F – p.m. peak hour)
- SR-76 / Jeffries Ranch Road (LOS E – p.m. peak hour)
- SR-76 / E. Vista Way (LOS E – a.m. peak hour)

The above-listed intersections are forecast to operate at deficient levels of service without and with the addition of the proposed project. The addition of proposed project traffic does not result in a change in delay that exceeds the allowable 2.0 seconds at the deficient intersections; therefore, significant impacts are not forecast to occur under existing plus cumulative plus project conditions and mitigation measures are not required.

Table 13 presents the results of the existing plus cumulative plus project conditions roadway segment level of service analysis. The following roadway segments are forecast to operate at deficient levels of service (LOS D or worse) under existing plus cumulative plus project conditions:

- SR-76 from College Boulevard to N. Santa Fe Avenue (LOS D)
- SR-76 from Jeffries Ranch Road to E. Vista Way (LOS F)

The above-listed roadway segments are forecast to operate at deficient levels of service without and with the proposed project. The addition of proposed project traffic does not result in a change in LOS from acceptable to deficient along any study segments or a change in V/C that greater than the allowable 0.02 along the deficient segments. Therefore, the project is not forecast to result in any roadway segment significant impacts and mitigation measures are not required.



**LEGEND**

- Study Intersection
- #### ADT Volumes
- XXXX AM/PM Volume



Not to Scale



**EXISTING PLUS CUMULATIVE PLUS PROJECT VOLUMES**

JIN 55-100288.001 JULY 2007

**Table 13  
Existing Plus Cumulative Plus Project ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Existing Plus Cumulative			Existing Plus Cumulative Plus Project			Change In V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (4)	64,000	53,838	0.841	D	54,351	0.849	D	0.008
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (4)	64,000	47,396	0.741	C	48,146	0.752	C	0.012
	Guajome Lake Rd. to Melrose Dr.	Expressway (4)	64,000	44,693	0.698	B	45,295	0.708	C	0.009
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (4)	64,000	35,761	0.559	A	36,065	0.564	A	0.005
	Jeffries Ranch Rd. to E. Vista Way	Conventional Highway (2)	25,000	35,071	1.403	F	35,374	1.415	F	0.012
North Santa Fe Avenue	SR-76 to Melrose Drive	Major (4)	40,000	24,448	0.611	B	24,680	0.617	B	0.006
Melrose Drive	SR-76 to The Depot Rd.	Prime (6)	60,000	10,966	0.183	A	11,872	0.198	A	0.015
	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	7,854	0.196	A	8,053	0.201	A	0.005
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	4,268	0.107	A	4,268	0.107	A	0.000
The Depot Road	Melrose Drive to end	Collector (2)	8,750	2,535	0.290	A	3,639	0.416	A	0.126

Note: Deficient roadway segment operation shown in bold.

## HORIZON YEAR (2020) CONDITIONS

Two scenarios were evaluated under Horizon Year 2020 conditions per the direction of City of Oceanside Traffic Engineering staff:

- Without Melrose Drive Extension
- With Melrose Drive Extension

Horizon Year 2020 traffic volumes both without and with the Melrose Drive extension were developed based on the Series SANDAG Combined North County traffic model. The traffic analysis zone (TAZ) for the project was modified to include the assisted living facility use. Therefore, the traffic volumes calculated by the models in both scenarios represent Horizon Year 2020 with project conditions. To determine the conditions without project, volumes were extracted using the select zone distribution.

The daily traffic volumes for both Horizon Year 2020 scenarios were post-processed for the peak hours based on the turns report generated by the traffic models provided by SANDAG. The turns were then smoothed and compared to cumulative conditions to ensure a minimum ten percent growth. The post-processed worksheets for the peak hour volumes without the Melrose Drive extension are provided in Appendix H. The post-processed worksheets for the peak hour volumes with the Melrose Drive extension are provided in Appendix I.

The Horizon Year 2020 traffic model assumes the build-out of the City of Oceanside Circulation Element, which includes the following improvements within the project study area:

- ❖ *SR-76 Widening* – Consistent with the City of Oceanside Circulation Element, SR-76 was analyzed as an Expressway between I-5 and E. Vista Way. Additional through lanes were added to the eastbound and westbound approaches of all study intersections along SR-76 in the intersection and roadway segment analysis.
- ❖ *SR-76 / Jeffries Ranch Road* – left turn access into and out of this intersection is removed. Access restricted to right turn in /right turn out only (*also included under existing plus project and existing plus cumulative projects conditions*)

The following improvements are associated with the Melrose Drive extension and are included in the Horizon Year 2020 scenarios with the extension in place:

- ❖ *SR-76 / Melrose Drive* – The analysis includes the following:
  - Northbound – 2 left-turn lanes, 2 thru lanes, 1 right-turn lane with right turn overlap
  - Southbound – 2 left-turn lanes, 2 thru lanes, 1 right-turn lane
  - Eastbound – 2 left-turn lanes, 3 thru lanes, 1 right-turn lane
  - Westbound – 2 right-turn lanes, 3 thru lanes, 1 right-turn lane

- ❖ *Melrose Drive / Spur Avenue* – The analysis includes signalization of this intersection and the following geometric improvements:
  - Northbound – 1 left-turn lane, 2 thru lanes, 1 shared thru-right-turn lane.
  - Southbound – 1 left-turn lane, 2 thru lanes, 1 shared thru-right-turn lane.
  - Eastbound – 1 left-turn lane, 1 shared thru-right-turn lane.
  - Westbound – 1 shared thru-left-turn lane, 1 right-turn lane.

Exhibits 13 and 14 illustrate the Horizon Year 2020 intersection lane geometries without and with the Melrose Drive Extension, respectively.

### **Intersection Level of Service Analysis**

Exhibits 15 and 16 illustrate the Horizon Year 2020 without Melrose Drive peak hour and daily volumes, without and with the proposed project, respectively. Horizon Year 2020 with Melrose Drive peak hour and daily volumes, without and with the proposed project, are illustrated in Exhibits 17 and 18, respectively.

The results of the intersection level of service analysis are summarized in Table 14. Detailed HCM calculation worksheets for Horizon Year 2020 conditions without the Melrose Drive extension are contained in Appendix J. With Melrose Drive extension HCM calculation worksheets are contained in Appendix K.

As shown in Table 14, the following intersections are forecast to operate at deficient levels of service (LOS E or worse) without or with the proposed project:

#### Without Melrose Drive

- SR-76/College Boulevard (LOS F – a.m./p.m. peak hours)
- SR-76/Guajome Lake Road (LOS F – a.m./p.m. peak hours)
- Melrose Drive/Old Ranch Road (LOS F – p.m. peak hour)

#### With Melrose Drive

- SR-76/College Boulevard (LOS F – a.m./p.m. peak hours)
- Melrose Drive/Old Ranch Road (LOS F – a.m./p.m. peak hours)

Table 14 shows that the intersections of SR-76/College Boulevard and Melrose Drive/Old Ranch Road are forecast to operate at deficient levels of service both without and with the Melrose Drive extension. The intersection of SR-76/Guajome Lake Road is forecast to operate at an acceptable level of service with the Melrose Drive extension.

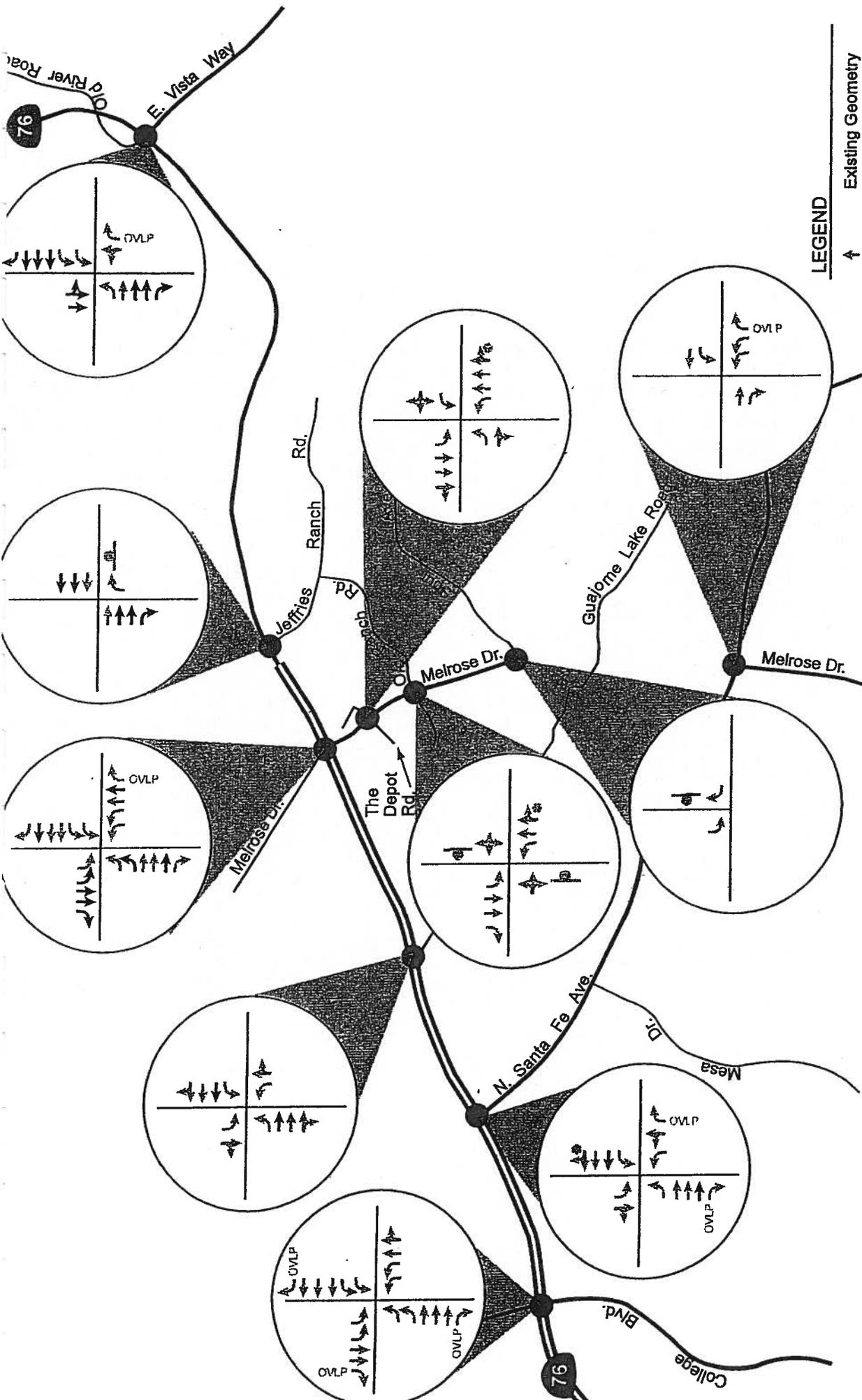
The addition of proposed project traffic is forecast to result in a change in delay that exceeds the allowable 2.0 seconds at the intersection of Melrose Drive/Old Ranch Road under Horizon Year 2020 conditions without and with the Melrose Drive extension. Therefore, a significant impact is forecast to occur at this location and mitigation measures are required.

**Table 14**  
**Horizon Year 2020 Study Intersection Peak Hour LOS**  
**Without and With Melrose Drive Extension**

Intersection	2020 Without Melrose Extension						2020 With Melrose Extension					
	Without Project			With Project			Without Project			With Project		
	AM Delay-LOS	PM Delay-LOS	Change in Delay AM	AM Delay-LOS	PM Delay-LOS	Change in Delay PM	AM Delay-LOS	PM Delay-LOS	Change in Delay AM	AM Delay-LOS	PM Delay-LOS	Change in Delay PM
SR-76 / College Boulevard	F 94.8	F 124.8	F 1.4	F 96.2	F 126.3	F 1.5	F 83.9	F 107.9	F 84.5	F 109.5	F 0.6	F 1.6
SR-76 / N. Santa Fe Avenue	C 23.0	D 40.9	0.2	C 23.2	D 42.9	2.0	B 18.3	C 25.2	B 18.3	C 25.2	0.0	0.0
SR-76 / Gualome Lake Road	F 105.5	F 81.3	1.8	F 107.3	F 83.1	1.8	C 27.8	B 18.3	C 27.8	B 18.3	0.0	0.0
SR-76 / Melrose Drive	B 12.5	A 9.1	0.6	B 13.1	A 9.9	0.8	C 30.8	C 30.7	C 31.0	C 31.1	0.2	0.3
SR-76 / Jeffries Ranch Road*	C 16.0	C 18.2	0.0	C 16.0	C 18.3	0.1	B 14.3	C 21.1	B 14.3	C 21.3	0.0	0.2
SR-76 / E. Vista Way	D 53.5	D 39.0	0.4	D 53.9	D 39.4	0.4	D 41.9	C 31.6	D 42.4	C 32.0	0.5	0.4
Melrose Drive / Depot Road	B 14.9	C 21.5	2.3	B 17.2	C 22.4	0.9	B 11.3	B 18.3	B 16.2	B 20.1	4.9	1.8
Melrose Drive / Old Ranch Road*	C 16.6	OVFL	0.1	C 16.7	OVFL	OVFL	F 321.9	F OVFL	F 351.1	F OVFL	29.2	OVFL
Melrose Drive / Spur Avenue	-	-	-	-	-	-	A 5.4	A 2.8	A 5.3	A 2.8	-0.1	0.0
Melrose Drive / N. Santa Fe Avenue	C 31.7	D 53.8	0.4	C 32.1	D 53.8	0.0	D 38.4	C 33.0	D 38.7	D 33.4	0.3	0.4

Note: Deficient intersection operation shown in bold. Change in delay shown in bold indicates a significant impact.  
 \*Unsignalized intersection

OVFL = "Overflow". Intersection delay of greater than 1000 seconds is reported as "overflow" in the HCM analysis worksheets.



**LEGEND**

- ↔ Existing Geometry
- ↑ Year 2020 Geometry
- ⊥ Stop Sign
- \* Defacto Right Turn
- OVL P Right-Turn Overlap



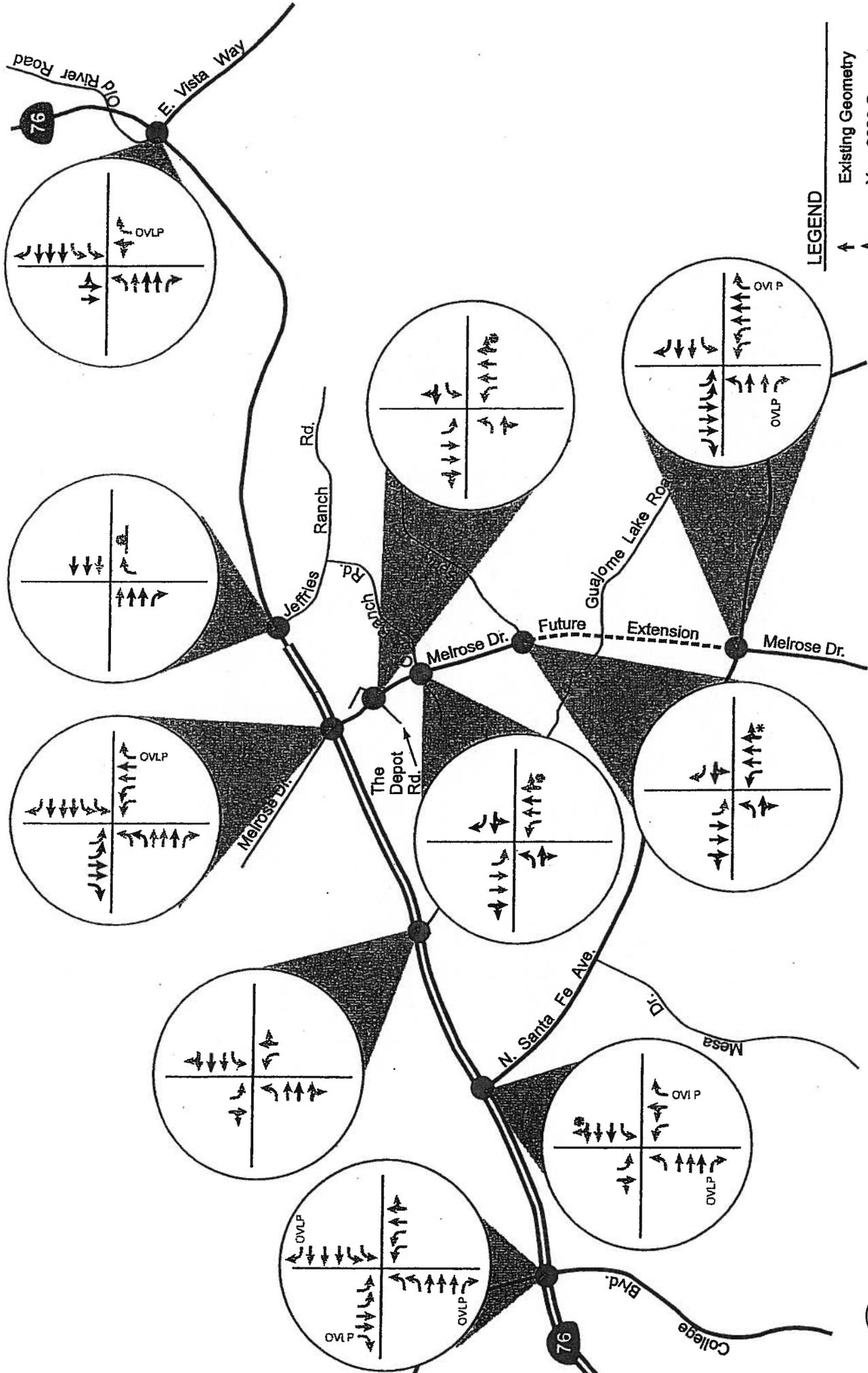
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**HORIZON YEAR 2020 GEOMETRY WITHOUT MELROSE DRIVE EXTENSION**

JN 55-100288.001 JULY 2007

Exhibit 13



**LEGEND**

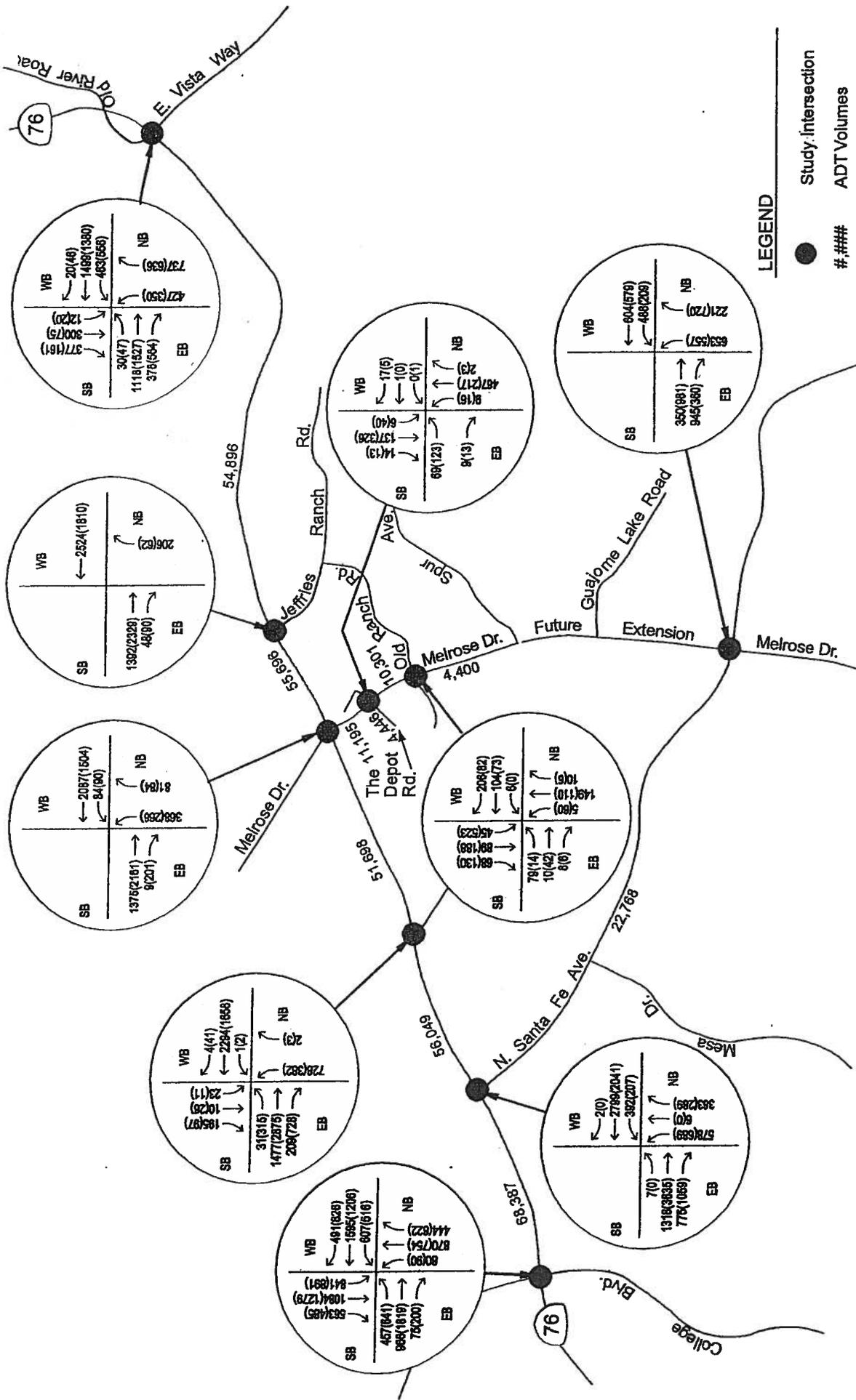
- ↑ Existing Geometry
- ↑↑ Year 2020 Geometry
- ⊥ Stop Sign
- \* Defacto Right Turn
- OVLP Right-Turn Overlap



Not to Scale



**HORIZON YEAR 2020 GEOMETRY WITH MELROSE DRIVE EXTENSION**



**LEGEND**

- Study Intersection
- ### ADT Volumes
- XXXX AM/PM Volume

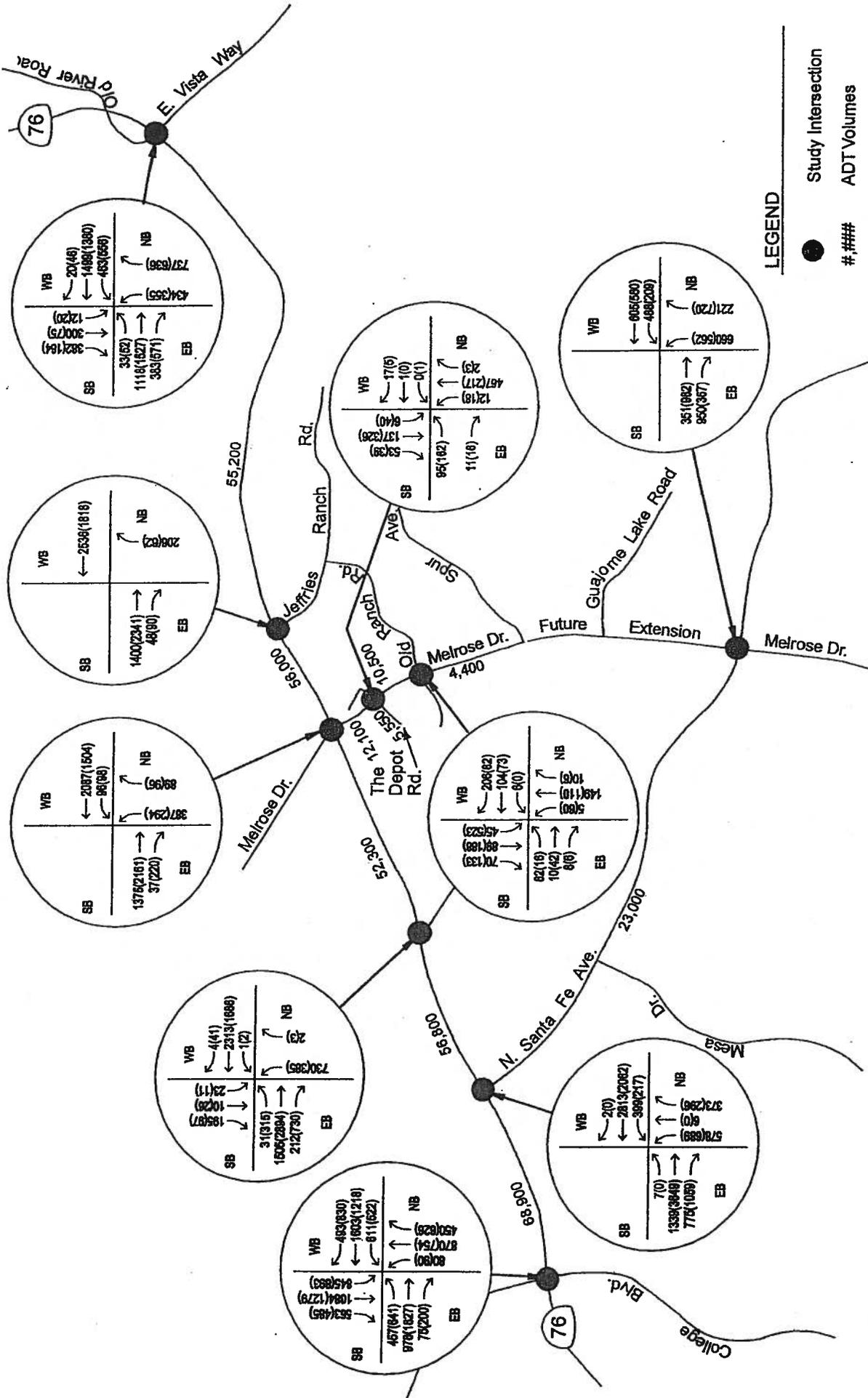


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**HORIZON YEAR 2020 WITHOUT PROJECT  
WITHOUT MELROSE DRIVE EXTENSION VOLUMES**

JN 55-100288.001 JULY 2007



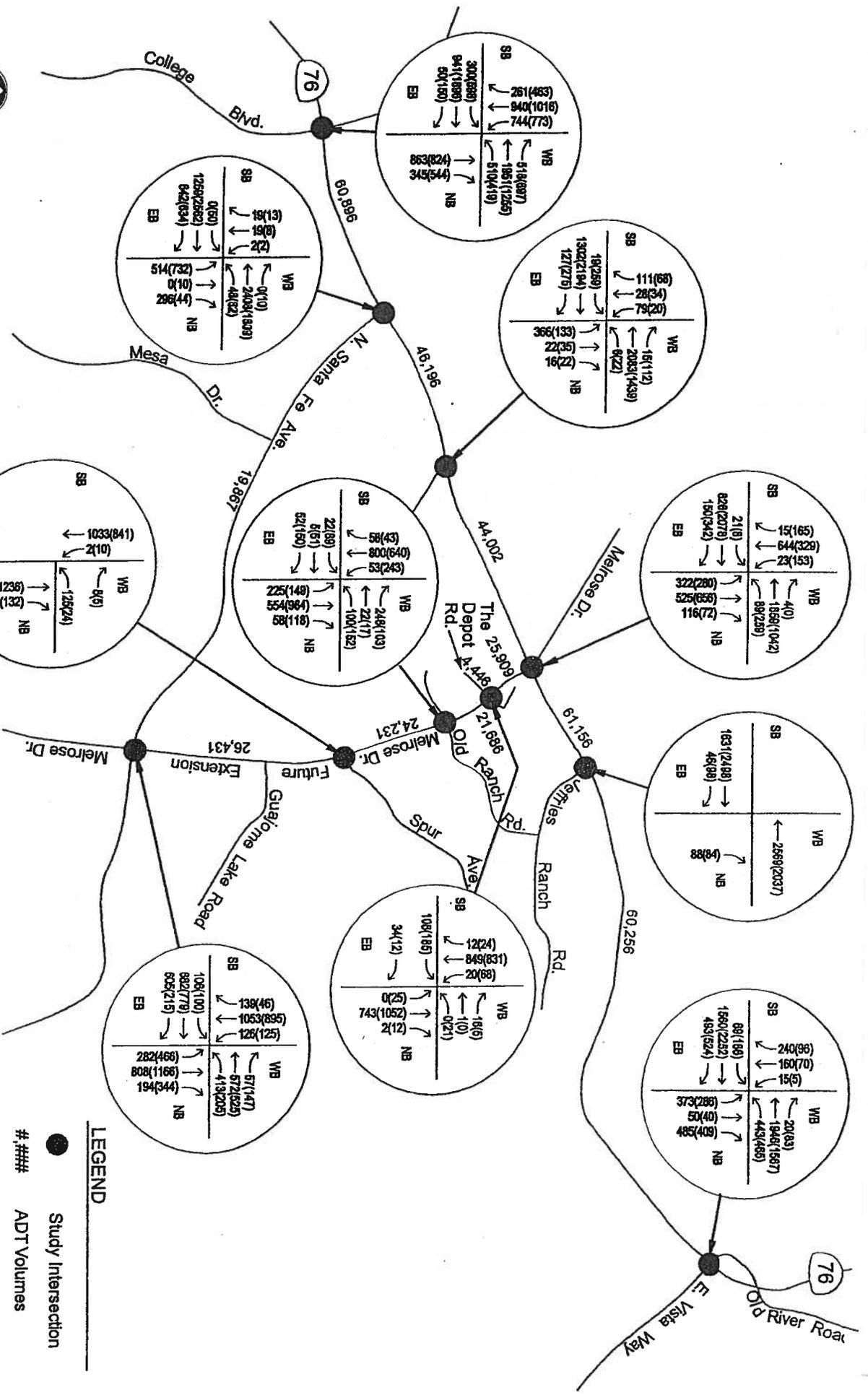
**HORIZON YEAR 2020 WITH PROJECT  
WITHOUT MELROSE DRIVE EXTENSION VOLUMES**

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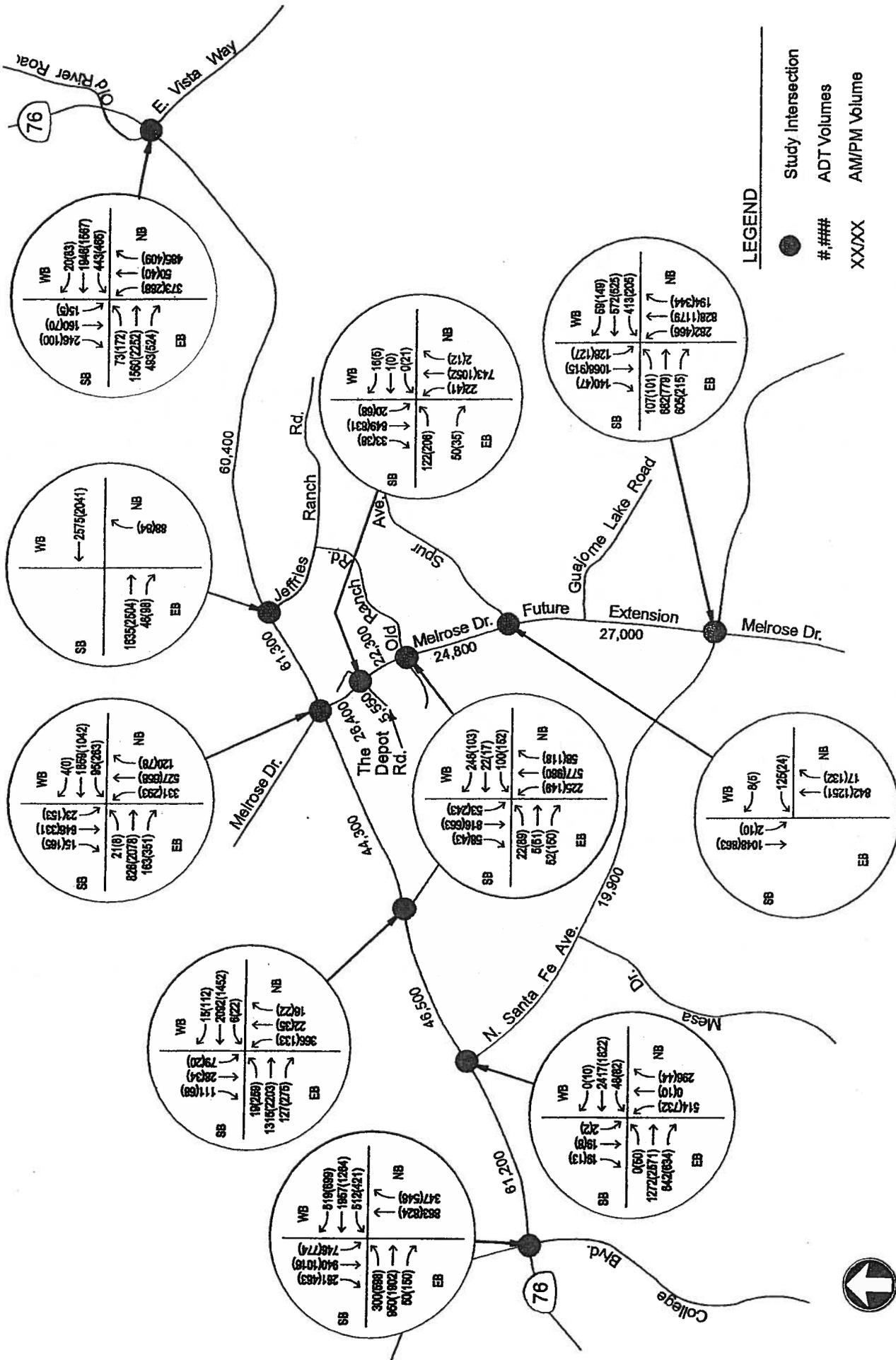
**LEGEND**

- Study Intersection
- #,### ADT Volumes
- XXXX AM/PM Volume

**HORIZON YEAR 2020 WITHOUT PROJECT WITH MELROSE DRIVE EXTENSION VOLUMES**



JN 55-100288.001 JULY 2007



**HORIZON YEAR 2020 WITH PROJECT  
WITH MELROSE DRIVE EXTENSION VOLUMES**

JN 55-100286.001 JULY 2007



Not to Scale

## Roadway Segment Level of Service Analysis

Table 15 presents the results of the Horizon Year 2020 roadway segment level of service analysis without and with the project, without the Melrose Drive extension. As shown in Table 15, the study roadway segments are forecast to operate at acceptable levels of service with the exception of SR-76 from College Boulevard to N. Santa Fe Avenue.

Table 16 presents the results of the Horizon Year 2020 roadway segment level of service analysis without and with the project, with the Melrose Drive extension. As shown in Table 16, the Melrose Drive extension is forecast to result an increase in average daily traffic volumes along SR-76. As a result, the following segments are forecast to operate at a deficient LOS (LOS D worse):

- SR-76 from College Boulevard to N. Santa Fe Avenue (LOS D);
- SR-76 from Melrose Drive to Jeffries Ranch Road (LOS D); and
- SR-76 from Jeffries Ranch Road to E. Vista Way (LOS D).

The above-listed roadway segments are forecast to operate at deficient levels of service without and with the proposed project. The addition of proposed project traffic does not result in a change in LOS from acceptable to deficient along any study segments or a change in V/C that greater than the allowable 0.02 along the deficient segments. Therefore, the project is not forecast to result in any roadway segment significant impacts.

Although the LOS D standard is considered unacceptable for the City of Oceanside, SR-76 is a Caltrans facility. The Caltrans threshold for acceptable operating conditions along SR-76 is LOS E. Therefore, these segments are forecast to operate at acceptable LOS and will require no further mitigation than the Caltrans planned widening project.

**Table 15  
Horizon Year 2020 Roadway ADT Volumes and LOS  
Without Melrose Drive Extension**

Roadway	Location	Class (# Lanes)	LOS E Capacity	Without Melrose Drive Extension							
				2020 Without Project				2020 With Project			
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	Change In V/C
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (6)	80,000	68,387	0.855	D	68,900	0.861	D	0.006	
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (6)	80,000	56,049	0.701	C	56,800	0.710	C	0.009	
	Guajome Lake Rd. to Melrose Dr.	Expressway (6)	80,000	51,698	0.646	C	52,300	0.654	C	0.008	
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (6)	80,000	55,696	0.696	C	56,000	0.700	C	0.004	
	Jeffries Ranch Rd. to E. Vista Way	Expressway (6)	80,000	54,896	0.686	C	55,200	0.690	C	0.004	
North Santa Fe Avenue	SR-76 to Melrose Drive	Major (4)	40,000	22,768	0.569	A	23,000	0.575	A	0.006	
	SR-76 to The Depot Rd.	Prime (6)	60,000	11,195	0.187	A	12,100	0.202	A	0.015	
Melrose Drive	The Depot Rd. to Old Ranch Rd.	Major (4)	40,000	10,301	0.258	A	10,500	0.263	A	0.005	
	Old Ranch Rd. to Spur Ave.	Major (4)	40,000	4,400	0.110	A	4,400	0.110	A	0.000	
The Depot Road	Melrose Drive to end	Collector (2)	8,750	4,446	0.508	A	5,550	0.634	A	0.126	

**Note: Deficient roadway segment operation shown in bold.**

**Table 16**  
**Horizon Year 2020 Roadway ADT Volumes and LOS**  
**With Melrose Drive Extension**

Roadway	Location	Class (# Lanes)	LOS E Capacity	With Melrose Drive Extension							
				2020 Without Project				2020 With Project			
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C
SR-76	College Blvd. to N. Santa Fe Ave.	Expressway (6)	80,000	60,896	0.761	D	61,200	0.765	D	0.004	
	N. Santa Fe Ave. to Guajome Lake Rd.	Expressway (6)	80,000	46,196	0.577	C	46,500	0.581	C	0.004	
	Guajome Lake Rd. to Melrose Dr.	Expressway (6)	80,000	44,002	0.550	C	44,300	0.554	C	0.004	
	Melrose Dr. to Jeffries Ranch Rd.	Expressway (6)	80,000	61,156	0.764	D	61,300	0.766	D	0.002	
	Jeffries Ranch Rd. to E. Vista Way	Expressway (6)	80,000	60,256	0.753	D	60,400	0.755	D	0.002	
North Santa Fe Avenue	SR-76 to Melrose Drive	Major (4)	40,000	19,867	0.497	A	19,900	0.498	A	0.001	
	SR-76 to The Depot Rd.	Prime (6)	60,000	25,909	0.432	A	26,400	0.440	A	0.008	
Melrose Drive	The Depot Rd. to Old Ranch Rd.	Prime (6)	60,000	21,686	0.361	A	22,300	0.372	A	0.010	
	Old Ranch Rd. to Spur Ave.	Prime (6)	60,000	24,231	0.404	A	24,800	0.413	A	0.009	
	Spur Ave. to N. Santa Fe Ave.	Prime (6)	60,000	26,431	0.441	A	27,000	0.450	A	0.009	
The Depot Road	Melrose Drive to end	Collector (2)	8,750	4,446	0.508	A	5,550	0.634	B	0.126	

Note: Deficient roadway segment operation shown in bold.

## **SIGNIFICANT IMPACTS AND MITIGATION**

A project-related significant impact is forecast to occur if:

- ❖ The addition of project-generated traffic results in a change from an acceptable (LOS D or better) to a deficient (LOS E or worse) level of service at an intersection or along a roadway segment; OR
- ❖ At a location operating at a deficient level of service without the project, the addition of project traffic results in an increase in delay of greater than 2.0 seconds at an intersection or an increase in v/c ratio of greater than 0.02 on a roadway segment.

Based on the analysis presented in this traffic impact analysis report, the intersection of Old Ranch Road/Melrose Drive is forecast to be significantly impacted by the proposed project under Horizon Year 2020 conditions, without and with the Melrose Drive extension. Therefore, mitigation measures are recommended to reduce the project impact to less than significant.

### **Intersection Significant Impacts and Mitigation – Horizon Year 2020 Conditions Without and With the Melrose Drive Extension.**

**Old Ranch Road/Melrose Drive:** The unsignalized all-way-stop controlled intersection of Old Ranch Road and Melrose Drive is forecast to operate at LOS F during the a.m. and p.m. peak hours without and with the proposed project under Horizon Year 2020 conditions. The addition of project-generated trips results in an increase of delay of more than 2.0 seconds during both peak hours. The following improvement is recommended to restore operations to an acceptable level of service (LOS D or better) at Old Ranch Road and Melrose Drive:

- ❖ Fair Share Contribution toward Installation of traffic signal at intersection. Provide protected left-turn phasing at the northbound and southbound approaches, and permitted left-turn phasing for the eastbound and westbound approaches. Optimize signal timing to a 60-second cycle length.

With this recommended improvement, the intersection of Old Ranch Road and Melrose Drive is forecast to operate at LOS D or better during the peak hours, thereby returning the intersection to acceptable operating conditions. Mitigated HCM worksheets are included in Appendix L. It is recommended that the project contribute its fair share toward intersection improvements.

### **Roadway Segment Significant Impacts and Mitigation**

Based on daily trip volumes and capacity thresholds, none of the study roadway segments that are forecast to operate at deficient levels of service would result in a v/c increase of more than 0.020 under Horizon Year 2020 conditions with the proposed project for both scenarios without and with the Melrose Drive extension. Therefore, no significant impacts are forecast on the study roadway segments under Horizon Year 2020 with project conditions.

## Mitigation Summary and Fair Share Contribution

Table 17 summarizes the delay and level of service for each mitigated intersection without and with the recommended improvements. Mitigated HCM worksheets are included in Appendix L. To mitigate the identified impact, it is recommended that the project contribute its fair share. Fair share calculation worksheets are provided in Appendix M.

**Table 17  
Summary of Intersection LOS  
Without and With Recommended Improvements**

Intersection	Without Mitigation		With Mitigation		Recommended Mitigation	Fair Share Contribution
	AM Delay – LOS	PM Delay – LOS	AM Delay – LOS	PM Delay – LOS		
<i>Horizon Year 2020 With Project – Without Melrose Drive Extension</i>						
Old Ranch Rd./Melrose Dr. <sup>(1)</sup>	16.7 – C	<b>OVFL – F</b>	12.9 – B	12.7 – B	Install traffic signal.	7.7% / 0.6%
<i>Horizon Year 2020 With Project – With Melrose Drive Extension</i>						
Old Ranch Rd./Melrose Dr. <sup>(1)</sup>	<b>351.1 – F</b>	<b>OVFL – F</b>	18.5 – B	18.9 – B	Install traffic signal.	2.6% / 3.3%

Note: Deficient intersection operation shown in bold.

<sup>(1)</sup> Unsignalized intersection without improvement.

## CALTRANS OPERATIONAL ANALYSIS

Caltrans requires that the Intersection Lane Volume (ILV) analysis be conducted for all state-owned facilities that may be impacted by a proposed project. As this project is located immediately adjacent to SR-76, the ILV method was conducted for all signalized intersections along the SR-76 corridor.

The thresholds for operating conditions using the ILV methodology are summarized in Table 18. Table 19 summarizes the results of the ILV analysis. ILV worksheets are provided in Appendix N.

**Table 18  
ILV Methodology Performance Criteria**

Total Critical Volume Through Intersection	Classification	Description
Less than 1,200	Stable Flow	Slight, but considerable delays possible.
1,200 to 1,500	Unstable Flow	Considerable delays expected to occur.
Greater than 1,500	Capacity	Stop and go conditions with severe delay and heavy congestion.

Source: Caltrans Highway Design Manual (HDM), Topic 406, page 400-21.

**Table 19**  
**ILV Operation Analysis**

Scenario / Peak Hour	SR-76/ College Blvd.	SR-76/ N. Santa Fe Ave.	SR-76/ Guajome Lake Rd.	SR-76/ Melrose Drive	SR-76/ E. Vista Way
Existing Conditions	a.m. 1105 Stable	1482 Unstable	1069 Stable	935 Stable	1423 Unstable
	p.m. 1366 Unstable	1317 Unstable	1057 Stable	788 Stable	1129 Stable
Existing Plus Project	a.m. 1099 Stable	1496 Unstable	935 Stable	959 Stable	1272 Unstable
	p.m. 1370 Unstable	1486 Unstable	1069 Stable	818 Stable	1208 Unstable
Existing Plus Cumulative	a.m. 1373 Unstable	1642 Capacity	1013 Stable	1403 Unstable	1804 Capacity
	p.m. 1899 Capacity	1427 Unstable	1223 Unstable	1097 Stable	1521 Capacity
Existing Plus Cumulative Plus Project	a.m. 1528 Capacity	1850 Capacity	1338 Unstable	1483 Unstable	1734 Capacity
	p.m. 1582 Capacity	1752 Capacity	1309 Unstable	1234 Unstable	1284 Unstable
2020 No Project (No Melrose)	a.m. 1689 Capacity	1903 Capacity	1728 Capacity	1331 Unstable	1834 Capacity
	p.m. 2010 Capacity	2107 Capacity	1778 Capacity	1164 Stable	1393 Unstable
2020 With Project (No Melrose)	a.m. 1845 Capacity	2383 Capacity	1727 Capacity	1266 Unstable	1858 Capacity
	p.m. 2065 Capacity	2122 Capacity	1761 Capacity	1208 Unstable	1401 Unstable
2020 No Project (With Melrose)	a.m. 1790 Capacity	1567 Capacity	1543 Capacity	1402 Unstable	1724 Capacity
	p.m. 1646 Capacity	1681 Capacity	1225 Unstable	1480 Unstable	1479 Unstable
2020 With Project (With Melrose)	a.m. 1713 Capacity	1130 Stable	1082 Stable	1278 Unstable	1404 Unstable
	p.m. 1828 Capacity	1326 Unstable	1228 Unstable	1190 Stable	1340 Unstable

## CONCLUSIONS

This study evaluated the impacts associated with the proposed ClubLife Senior Housing project located south of SR-76 and west of Melrose Drive in the City of Oceanside. The proposed assisted living facility is forecast to generate approximately 1,104 trips per day, which includes approximately 77 a.m. peak hour trips and approximately 77 p.m. peak hour trips.

As required by the City of Oceanside, this traffic impact study has been prepared in accordance with the City's 1995 Circulation Element and the SANDAG Congestion Management Program (CMP) guidelines.

The results of the analysis show that the project is not forecast to result in a change in operating conditions from acceptable to deficient at any of the study intersections. Although intersections are forecast to operate at deficient levels of service, the increase in traffic through those intersections does not exceed the acceptable thresholds in determining significant impacts, with the exception of Old Ranch Road/Melrose Drive. This all-way stop controlled intersection is forecast to operate at LOS F in the peak hours without or with the proposed project regardless of the Melrose Drive extension.

The results of the roadway segment analysis shows that the project is not forecast to result in a change in operating conditions from acceptable to deficient under any study scenario. Although some roadway segments are forecast to operate at deficient LOS, the increase in traffic does not exceed the acceptable thresholds of significance.

Therefore, no significant impacts were identified on any of the study intersections or on any of the study roadway segments for either short or long term conditions.

The Horizon Year 2020 conditions were evaluated with and without the Melrose Drive extension. The results of the analysis show that the project is feasible without or with the extension of Melrose Drive and mitigation measures would be the same regardless of the construction of this road.

As the intersection of Old Ranch Road/Melrose Drive is forecast to be significantly impacted by the project, it is recommended that the project contribute its fair share toward mitigating the identified deficiency. The recommended mitigation measure is the installation of an eight-phase traffic signal at this location.





## NOTICE OF DETERMINATION

City of Oceanside, California

**TO:**  
Recorder/County Clerk  
County of San Diego  
P.O. Box 1750  
San Diego, CA. 92112-4147

**FROM:**  
City of Oceanside  
Environmental Coordinator  
300 N. Coast Highway  
Oceanside, CA 92054

**Subject:** Filing of Notice of Determination in compliance with Public Resources Code, Sections 21108 and 21152.

**SCH No.:** n.a.

**Lead Agency:** City of Oceanside

**Project Manager:** Marisa Lundstedt

**Applicant:** Casitas Oceanside Two LP

**Address:** 1775 Hancock St., Suite 200, San Diego, California 92110, 619) 296-9000

**Project Location:** Terminus of The Depot Drive

**Project Title:** Spring Creek Senior Living Community

**Description:** Establishment and operation of an assisted living (96 units) and memory care (31 units) facility on a 6.71 acre site; and permission to construct retaining walls in excess of 6-ft in height.

This is to advise that the Planning Commission of the City of Oceanside, as Lead Agency, approved the above described project on April 22, 2013 and determined that:

1. The project will not have a significant effect on the environment.
2. An Addendum to a previously adopted Mitigated Negative Declaration was prepared pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of approval.
4. A Mitigation Monitoring and Reporting Program was previously adopted.

Furthermore, this certifies that the Mitigated Negative Declaration with comments and the record of project approval is available to the general public at the Development Services Department, Planning Division Counter, 300 N. Coast Highway, Oceanside, California.

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Marisa Landstedt,  
City Planner

Date: April 22, 2013



CITY OF OCEANSIDE  
PLANNING DEPARTMENT

## MITIGATED NEGATIVE DECLARATION

TO  OFFICE OF PLANNING AND RESEARCH  
1400 TENTH STREET, ROOM 121  
SACRAMENTO, CA 95814

RECORDER/COUNTY CLERK  
COUNTY OF SAN DIEGO  
P.O. BOX 1750  
SAN DIEGO, CA 92112-4147

PROJECT TITLE AND FILE NUMBER:  
CASITAS AT SPRING CREEK PROJECT (T-4-03, D-14-03, V-15-03 REVISION)

PROJECT LOCATION:

The project site is located just south of SR 76 and west of Melrose Drive in the City of Oceanside.

PROJECT DESCRIPTION:

The proposed project is a 53-unit townhome project on a 13.25-acre site.

**FINDING:** Pursuant to the provisions of Ordinance No. 88-31, pertaining to procedures and guidelines to implement the California Environmental Quality Act (Public Resources Code Section 21000 et. al.), the proposed project has been reviewed by the Environmental Review Committee established by ordinance to be responsible for evaluating the information. The Environmental Review Committee, after study of the facts and findings, has on July 21, 2004 determined that the project will not have a significant effect on the environment.

- THE PROJECT WAS DETERMINED TO HAVE NO MAJOR SIGNIFICANT ADVERSE EFFECT UPON THE ENVIRONMENT.
- THE PROJECT WAS DETERMINED TO HAVE NO MAJOR SIGNIFICANT ADVERSE EFFECTS UPON THE ENVIRONMENT PER COMPLIANCE WITH THE FOLLOWING CONDITIONS:

**See attached Initial Study**

Initial Study prepared by:  
Jerry Hittleman, Senior Planner

Contact Person:  
Shan Babick, Planner

The Initial Study is available for public review and may be examined at:

City of Oceanside  
Planning Department  
300 N. Coast Highway  
Oceanside, CA 92054

  
\_\_\_\_\_  
SIGNATURE  
For: Gerald Gilbert, Planning Director

\_\_\_\_\_  
DATE  
January 18, 2005



CITY OF OCEANSIDE

INITIAL STUDY CHECKLIST

1. Project Title:

**THE CASITAS @ SPRING CREEK PROJECT (T-4-03, D-14-03, V-15-03 REVISION)**

2. Lead Agency Name and Address:

City of Oceanside  
Planning Department  
300 North Coast Highway  
Oceanside, CA 92054

3. Contact Person and Phone Number:

Jerry Hittleman  
(760) 435-3535  
(760) 754-2958 - fax

4. Project Location:

The project site is located south of State Route 76, west of Melrose Drive and current terminus of Depot Road, and north of Old Ranch Road in the City of Oceanside.

5. Project Sponsor's Name and Address:

Ord and Rodgers Construction  
5122 Avenida Encinas #13  
Carlsbad, CA 92008  
C/o Chris Harrison, Lightfoot Planning  
760-692-1924

6. General Plan Designation:

Medium Density-B Residential (MDB-R) and Neighborhood Commercial (NC) with Scenic Park and Equestrian Overlay Zones

7. Zoning:

RM-B and CN with Scenic Park and Equestrian Overlay Zones.

8. Description of Project:

The proposed project is a 4-Lot Tentative Map for condominium purposes and a Development Plan for 53 multi-family attached townhomes with associated equestrian use facilities and mass grading of a commercial pad to accommodate dirt export and utilities. A Variance is required for a plantable retaining wall in excess of six feet in height on the commercial pad. The property consists of two existing parcels with two separate General Plan and Zoning designations, which encompasses approximately 20.42 gross acres. Of this amount, 11.01 acres are zoned for residential use and 9.4 acres are zoned for commercial. The project will preserve 5.74 acres (42.8 percent) of the existing residential lot (existing Parcel B) in natural open space.

The site has a General Plan Land Use designation of Medium Density-B Residential (MDB-R; 10-15 du/ac for Parcel B) and Neighborhood Commercial (NC for Parcel A) with the corresponding zoning designations. In addition, both parcels are within the Scenic Park and Equestrian Overlay Zones (RM-B-SP-EQ & CN-SP-EQ). The Equestrian Overlay designation requires that 85 percent of the units/lots meet the development standards established by the overlay.

**TENTATIVE MAP - RESIDENTIAL**

The Casitas at Spring Creek project proposes a 53-unit townhome equestrian community on 11.01 gross acres, with 9.32 net developable acres. The project proposes 4 lots for condominium purposes over existing Parcel B. Access to the residential project will be from Old Ranch Road. The proposed project density is 5.69 dwelling units per acre based on the net developable area (du/ac) which is well below the allowable base density of 10 du/ac.

The project proposes a total of four lots: Lot 1) Natural Open Space (5.74 acres); Lot 2) Residential (7.45 acres); Lot 3) Equestrian (0.48 acres); and Lot 4) Equestrian (1.39 acres). Lot 1 is designated open space to preserve the creeks and wetland habitat on the site. Grading for the residential portion of the site will be used to accommodate the mass grading of the commercial pad on existing Parcel A (7.16 acres). In addition, this mass grading will also accommodate the water and sewer utilities needed to serve the residential project. All grading on site is balanced and no export will be required.

There will be one point of access to the residential portion of the project, which will be taken from the current terminus of Old Ranch Road. A new full-width cul-de-sac will be built at this terminus to provide adequate right-of-way to accommodate the project residents. A series of private drives will serve as the internal circulation for the site. These interior driveways will be private and maintained by the homeowners association (HOA). The pavement sections of the driveways will vary in size from 28 feet to 34 feet in width with no parallel parking permitted. All required guest parking is provided in parking bays located throughout the project. In addition, there are 2 equestrian use trailer spaces provided at the main recreation area.

To accommodate the EQ overlay District requirements, the units are centrally clustered within Lot 2 to provide horse/pedestrian trails around the projects western perimeter with a large active use amenity area at the northern point of the lot overlooking the confluence of the creeks. All of Lot 3 is designed as equestrian use open space. Lot 4 is designed as a passive use (no use) area. This is typical of other multi-family EQ subdivisions in the area including the recently approved Rancho Rose project, which is currently under construction.

**Utilities:**

The project requires that new water and sewer lines be constructed on-site to serve the project. The sewer system will drain from south to north and will not connect to Old Ranch Road. This new line will tie into the main trunk line adjacent to Expressway 76. The water line, however, will stub off of the existing line in Old Ranch Road and connect to the line adjacent to Expressway 76 to provide a system loop.

## DEVELOPMENT PLAN - RESIDENTIAL

The Casitas @ Spring Creek proposes townhome units that are all two-story, 3 bedroom, 2.5 bathrooms arranged in a combination of two, three and four-plexes. The units range in size from 1,365 square feet to 1,388 square feet. All of the proposed units will have an attached two car garage on the first floor which will be accessed from a private driveway. Direct access through the garage to each of the units is provided.

Lot 3 of the site is the main active equestrian area, which covers 0.48 acres. The equestrian facilities proposed with the project will be for the exclusive use of the residents and their guests. This area has two basic components; 1) riding and picnic area and 2) open range area. There will be an easement recorded over the lot to maintain it as open space in perpetuity. Access to these amenities will be from the horse riding trail on the residential sites western edge. The horse riding trail will tie into the existing area wide system which connects the Jeffries Ranch community with Guajome Regional Park.

The proposed trail connecting Lot 2 to Lot 3 will connect to the existing creek crossing at the bottom of the slope/channel with no improvements proposed to the existing crossing. This will keep the equestrian experience as natural as possible and will minimize improvement impacts to the creek. The single trail will extend northerly from the creek channel crossing to a turn around and picnic area. In addition, this area will also have two main picnic areas and all of the disturbed habitat will be planted with native, non-irrigated pasture grasses to benefit the horses and to accommodate storm water requirements. This area will be fenced with 42-inch high rail fence to focus the activities on-site and out of the open space preserve (Lot 1).

The other equestrian feature of Lot 3 is the "open range" area. This area is connected to the riding and picnic area through an access gate off of the turnaround and is completely fenced in with 42-inch high rail fence to focus the activities on-site and out of the open space preserve (Lot 1). This area will largely be left in it's natural condition. The only improvement will be the revegetation of disturbed areas with native, non-irrigated pasture grasses to benefit the horses and to accommodate storm water requirements. This area can be used for the riding of horses or for the temporary "pasturing" of horses while residents use the picnic facilities. No overnight keeping of horses will be allowed in this area, or any other area of this project. There are no commercial operations proposed as part of the equestrian facilities. Other details of the management of the proposed equestrian facilities can be found in the operations and management plan. The Lot 4 equestrian area is passive and will remain as open space in perpetuity as required by the Resource Agencies.

## DEVELOPMENT PLAN - COMMERCIAL

The commercial parcel (existing Parcel A) will be graded only with this application. This grading will accommodate dirt from the residential development and needed utilities. The new utilities will serve the proposed residential units. A plantable retaining wall in excess of six feet in height is a part of this grading. A Variance is needed for this wall. There are no entitlements proposed with this application and any future uses on the site will have to go through the full-discretionary review-process. The Depot Road will serve as the future access point to the commercial pad when the property is developed in the future. No direct vehicular access between the commercial pad and the residential units is proposed.

### 9. Surrounding Land Uses and Setting:

The project site is located south of Expressway 76, west of Melrose Drive and the current terminus The Depot Road and at the north end of Old Ranch Road. It is surrounded by multiple types of residential uses, commercial uses (the Home Depot), a church, Expressway 76 and some vacant land. The property is situated within the Guajome Neighborhood Planning Area. The site is characterized by two creeks that divide it and converge into a large wetland area that extends from Expressway 76 on the north to the residential project on the south. The two creeks have created a plateau between them which is the site for the residential development. One of these creeks is known historically as Spring Creek which gives the project it's name.

10. Other agencies whose approval is required:

US Army Corps of Engineers – Section 404 (of the Federal Clean Water Act) Permit

US Fish and Wildlife Service – Section 7 Consultation (Federal Endangered Species Act).

California Department of Fish and Game – Streambed Alteration Agreement

California Regional Water Quality Control Board – Section 401 (of the Federal Clean Water Act) Permit

**Environmental Factors Potentially Affected**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |                        |                          |                                    |                                     |                        |                          |
|------------------------|--------------------------|------------------------------------|-------------------------------------|------------------------|--------------------------|
| Land Use and Planning  | <input type="checkbox"/> | Transportation/Circulation         | <input checked="" type="checkbox"/> | Public Services        | <input type="checkbox"/> |
| Population and Housing | <input type="checkbox"/> | Biological Resources               | <input checked="" type="checkbox"/> | Utilities/Service Sys. | <input type="checkbox"/> |
| Geological Problems    | <input type="checkbox"/> | Energy and Mineral Resources       | <input type="checkbox"/>            | Aesthetics             | <input type="checkbox"/> |
| Water                  | <input type="checkbox"/> | Hazards                            | <input type="checkbox"/>            | Cultural Resources     | <input type="checkbox"/> |
| Air Quality            | <input type="checkbox"/> | Noise                              | <input checked="" type="checkbox"/> | Recreation             | <input type="checkbox"/> |
|                        |                          | Mandatory Findings of Significance | <input type="checkbox"/>            |                        |                          |

**Determination:**

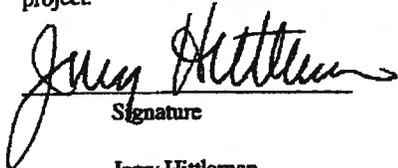
On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that EIR, including revisions or mitigation measures that are imposed upon the proposed project.

  
 \_\_\_\_\_  
 Signature  
 \_\_\_\_\_  
 Jerry Hittleman  
 Printed Name

July 23, 2004  
 Date of Draft  
January 18, 2005  
 Date of Final

**Evaluation of Environmental Impacts:**

This checklist is designed to identify the potential for significant environmental impacts which could be associated with the proposed project. All "Yes" and "Yes, Unless Mitigated" responses are discussed for the corresponding issue. "No" responses are explained where it is based on project-specific factors.

		YES	YES, UNLESS MITIGATED	NO	NOT APPLICABLE
<b>I.</b>	<b>LAND USE AND PLANNING</b>				
	Would the proposal:				
a)	Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with general plan environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II.</b>	<b>POPULATION AND HOUSING</b>				
	Would the proposal:				
a)	Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>III.</b>	<b>GEOLOGIC PROBLEMS</b>				
	Would the proposal result in or expose people to potential impacts involving:				
a)	Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Seiche, tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	YES, UNLESS MITIGATED	NO	NOT APPLICABLE
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV. HYDROLOGY AND WATER QUALITY**

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a potentially significant adverse impact on groundwater quality or cause or contribute to an exceedance of applicable groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existin land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	UNLESS MITIGATED	NO	NOT APPLICABLE
i) Result in significant alteration of receiving water quality During or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in an increase in pollutant discharges to receiving Waters? Consider water quality parameters such as Temperature, dissolved oxygen, turbidity and other typical storm water pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Be a tributary to an already impaired water body as listed On the Clean Water Act Section 303(d) list. If so, can it Result in an increase in any pollutant for which the water Body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Be a tributary to environmentally sensitive areas (e.g., MHCP, RARE, Areas of Special Biological Significance, Etc.)? If so, can it exacerbate already existing sensitive Conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m) Have a potentially significant environmental impact on surface water quality, to either marine, fresh or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
n) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard Delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p) Place within a 100-year flood hazard area Structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q) Expose people or structures to a significant risk of Loss, injury or death involving flooding, including Flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
r) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	YES, UNLESS MITIGATED	NO	NOT APPLICABLE
<b>V. AIR QUALITY</b>				
Would the proposal:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. TRANSPORTATION/CIRCULATION.</b>				
Would the project result in:				
a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VII. BIOLOGICAL RESOURCES.</b>				
Would the proposal result in impacts to:				
a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Locally designated species (e.g., heritage trees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YES      YES, UNLESS MITIGATED      NO      NOT APPLICABLE

- d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?
- e) Wildlife dispersal or migration corridors?

**VIII. ENERGY AND MINERAL RESOURCES.**  
Would the proposal:

- a) Conflict with adopted energy conservation plans?
- b) Use non-renewable resources in a wasteful and inefficient manner?
- c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

**IX. HAZARDS.** Would the proposal involve:

- a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?
- b) Possible interference with an emergency response or emergency evacuation plan?
- c) The creation of any health hazard or potential health hazard?
- d) Exposure of people to existing sources of potential health hazards?
- e) Increased fire hazard in areas with flammable brush, grass, or trees?

**X. NOISE.** Would the proposal result in:

- a) Increases in existing noise levels?
- b) Exposure of people to severe noise levels?

**XI. PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a) Fire protection?

	YES	UNLESS MITIGATED	NO	NOT APPLICABLE
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XII. UTILITIES AND SERVICE SYSTEMS.** Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIII. AESTHETICS.** Would the proposal:

a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIV. CULTURAL RESOURCES.** Would the proposal:

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

YES	YES, UNLESS MITIGATED	NO	NOT APPLICABLE
-----	-----------------------------	----	-------------------

**XV. RECREATION. Would the proposal:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Affect existing recreational opportunities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XVI. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XVII EARLIER ANALYSES**

Earlier analyses may be used where, pursuant to the tiering, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). The following is a discussion of earlier analyses:

None.

**XVIII MITIGATION MEASURES**

**Traffic:**

Prior to issuance of building permits, the project shall pay its fair share contribution of \$2,053, for construction of an offsite traffic signal at Melrose Drive and Old Ranch Road and Melrose Drive and Spur Avenue.

**Biology:**

The mitigation measures described below shall be installed prior to issuance of occupancy permits for any residential units (habitat restoration components of the mitigation plan will require a 5-year monitoring period):

Mitigation requirements for impacts to streambed, wetland habitats, native/saltgrass grassland, coyote brush scrub and coast live oak woodland are presented in the sensitive resource impacts and mitigation table below. Impacts to wetland habitats shall be mitigated through creation and restoration of on-site habitats and/or purchase of additional wetland mitigation credits in an off-site wetland mitigation bank such as Pilgrim Creek. Wetland impacts require creation of habitat at a ratio of at least 1:1 in order to ensure no net loss of habitat. Upland areas shall be mitigated onsite as noted.

<b>SENSITIVE RESOURCE IMPACTS AND MITIGATION (acre[s])</b>					
<b>Habitat</b>	<b>Existing</b>	<b>Impacted</b>	<b>Mit. Ratio<sup>1</sup></b>	<b>Preserved on Site</b>	<b>Mitigation Required<sup>2</sup></b>
<b>Riparian/Wetland Habitats</b>					
Streambed	0.02	0.01	1:1	0.01	0.01 (min. 0.01 creation)
Freshwater marsh	0.23	0.01	3:1	0.22	0.03 (min. 0.01 creation)
Southern riparian forest	2.78	0.09	3:1	2.69	0.51 (min. 0.17 creation)
Southern willow scrub <sup>3</sup>	0.56	0.46	3:1	0.10	1.38 (min. 0.46 creation)
Mule fat scrub - disturbed	0.45	0.45	2:1	0	0.90 (min. 0.45 creation)
Riparian scrub	0.95	0.00	2:1	0.95	0.00
Disturbed wetland	0.69	0.12	2:1	0.57	0.24 (min. 0.12 creation)
Native/Saltgrass grassland	0.01	0.01	2:1	0.00	0.02 (min. 0.01 creation)
Disturbed habitat	0.02	0.02	2:1	0.00	0.04 (min. 0.02 creation)
<b>Riparian/Wetland Total</b>	<b>5.71</b>	<b>1.17</b>	<b>--</b>	<b>4.54</b>	<b>3.13 (min. 1.17 creation)</b>
<b>Upland Habitats</b>					
Native/Saltgrass grassland	0.05	0.05	2:1	0.00	0.10
Coyote brush scrub <sup>3</sup>	1.39	0.19	2:1	1.20	0.38
Coast live oak woodland	0.06	0.06	2:1	0.00	0.12
Non-native woodland	0.11	--	--	0.11	0.00
Non-native grassland	0.81	0.78	0.5:1	0.03	0.39
Eucalyptus woodland	0.36	0.25	--	0.11	0.00
Disturbed habitat	11.47	9.35	--	2.12	0.00
<b>Upland Total</b>	<b>14.25</b>	<b>10.68</b>	<b>--</b>	<b>3.57</b>	<b>0.99</b>
<b>TOTAL</b>	<b>19.96</b>	<b>11.85</b>	<b>--</b>	<b>8.11</b>	<b>4.12</b>

<sup>1</sup>Mitigation ratios are based on a combination of Draft Subarea Plan mitigation measures, anticipated resource agency requirements, and anticipated requirements by the City. Impacts occur within Off-site Mitigation Zone II (Amec 2004). The

Draft Subarea Plan requires a replacement ratio between 1:1 and 3:1 for wetland/riparian habitat impacts. Impacts to wetland/riparian habitats require review and permit under Sections 401 and 404 of the federal Clean Water Act and Section 1602 of the state Fish and Game Code.

<sup>2</sup>No net loss of wetlands and wetland habitats is required. The creation component of the mitigation must be, at minimum, equal to the impacts (a 1:1 ratio).

<sup>3</sup>Including disturbed.

### **Jurisdictional Areas**

- Significant direct impacts to wetlands (0.04 acre and 1.17 acres of ACOE and CDFG jurisdictional habitats, respectively), including all impacted riparian habitats, will be mitigated via habitat creation, enhancement and/or preservation as discussed above. Alteration to or filling in of the impacted areas would be subject to regulation by the ACOE in the form of a permit pursuant to Section 404 of the federal Clean Water Act. A Section 401 certification from the SWRCB also is required. Impacts to riparian and wetland habitats also are under the jurisdiction of the CDFG and would require a Section 1602 Streambed Alteration Agreement. All permits are required prior to the issuance of grading permits by the City.
- The final wetland mitigation plan for the project shall be in substantial conformance with the Conceptual Wetland Mitigation Plan for the Casitas at Spring Creek project (Helix Environmental Planning, Inc. 2004).
- A revegetation/5-year monitoring plan shall be submitted to and approved by the Planning Director prior to issuance of grading permits

### **Construction Effects**

The construction effects can be effectively addressed by proper habitat management, including access restrictions, biological monitoring, stormwater and pollution management, nest site protection, noise levels during construction, location of construction staging and storage areas, and contingency measures in case of unforeseen impact to biological resources. The following measures mitigate the project to below the level of significance.

- Hazardous waste – proper measures will be taken to ensure that changing of oil, refueling, and other measures wherein hazardous leaks may occur be restricted to a minimum 100-foot distance from sensitive habitat.
- Erosion control – Erosion control measures, including silt-fencing and/or other measures shall be designed to direct runoff away from sensitive habitat.
- Fencing – Under the direction of a qualified biologist, construction fencing shall be installed immediately adjacent to sensitive habitat to prevent disturbance during construction. The integrity of construction fencing shall be checked regularly during the construction phase and repaired if necessary.
- Noise level control – During grading and construction, noise levels beyond 60 dBA  $L_{eq}$  at active nesting sites will be prevented during the vireo nesting season (March 15 to August 30) or southwestern willow flycatcher nesting season (late May through mid-August) by use of noise attenuation measures. Pre-construction surveys are required if grading occurs during the breeding season.
- Nest site protection: No clearing or grading would be allowed in vireo-occupied and flycatcher-occupied habitat between February 15 and August 30. Clearing activities within 200 feet of active raptor nest sites shall be avoided.
- Storage and staging area placement – Storage and staging areas will be placed as far from conserved habitat areas as possible, and these areas shall be kept free from trash and other waste that may attract scavengers.

### **Urban Edge Effects**

Urban edge effects to the preserved (sensitive) habitats shall be mitigated as follows:

- Lighting standards – Lighting will be directed away from conserved habitat areas and shielded. Residential lighting will be designed to not shine on conserved habitat areas.
- Landscaping directives – Invasive plant species shall not be used in landscaping adjacent to conserved habitat areas. A biologist will review the proposed species mixture adjacent to preserve areas. A list of invasive species to be avoided shall be provided in the Covenants, Codes, and Restrictions (CC&Rs) of the homeowners association. Slopes that are outside of required fuel modification zones should be revegetated with a native plant mix to further enhance the value of the overall preserve area on site.
- Fencing – Residential areas adjacent to the on-site open space area will be fenced to minimize human and pet intrusion into the adjacent habitat. A perimeter fence (such as split rail) should also be installed around the equestrian area to protect preserve areas from trampling or other adverse impacts. The location and type of fence to be used should be designed in coordination with the project engineer and biologist. Fencing types \*would differ depending on terrain and the circumstances.
- Signage shall be installed that forbids access to the preserve areas, except through designated crossing areas.

**Noise:**

The following mitigation measures shall be implemented prior to the issuance of building permits:

Interior noise mitigation (i.e. specialized door and window treatments) are required for all areas where the façade noise levels are in excess of 60 dBA. An interior noise analysis compliant with California Code of Regulations (CCR), Title 24, Noise Insulation Standards is required prior to issuance of building permits to ensure all project mitigation will be implemented. The acoustical analysis shall demonstrate that the proposed design would limit interior noise to less than 45 dBA CNEL or less. Worst case noise levels, either existing or future, must be used for this determination.

**XIX. REFERENCES USED IN COMPLETING THIS INITIAL STUDY**

The following documents may be viewed at the City of Oceanside Planning Department, 300 North Coast Highway, Oceanside California:

**ASM Affiliates**

Cultural Resource Study for the Old River Club Project. November 15, 2002.

**Buccola Engineering**

Hydrology Report.  
Stormwater Management Plan.

**GeoTek Insite, Inc.**

Phase I Environmental Site Assessment. May 16, 2002  
Preliminary Geotechnical Evaluation. June 14, 2002.

**Helix Environmental Planning, Inc.**

Biological Technical Report. December 13, 2004  
Conceptual Wetland Mitigation Plan. April 19, 2004.  
Jurisdictional Delineation. April 19, 2004.

**Investigative Science and Engineering, Inc.**

Acoustical Site Assessment – Casitas at Spring Creek Residential – Oceanside, CA. August 5, 2003.

**Kunzman Associates**

Casitas at Spring Creek Traffic Impact Analysis. July 5, 2004 (Revised January 14, 2005).

Oceanside, City of

Land Use Element (of the General Plan). 1989.

Noise Element (of the General Plan). 1974

Noise Ordinance.

Zoning Ordinance. 1995.

**EXPLANATION OF THE  
ENVIRONMENTAL CHECKLIST  
FOR THE  
CASITAS AT SPRING CREEK PROJECT  
(T-4-03, D-14-03, V-15-03 REVISION)**

**I. LAND USE AND PLANNING - Questions a, b, c, d, and e:**

The subject property is situated within the Guajome Neighborhood Planning Area. The site is characterized by two creeks that divide it and converge into a large wetland area that extends from Expressway 76 on the north to the residential project on the south. The two creeks have created a plateau between them, which is the site for the residential development. One of these creeks is known historically as Spring Creek which gives the project its name.

The site has a General Plan Land Use designation of Medium Density-B Residential (MDB-R; 10-15 du/ac for Parcel B) and Neighborhood Commercial (NC for Parcel A) with the corresponding zoning designations. In addition, both parcels are within the Scenic Park and Equestrian Overlay Zones (RM-B-SP-EQ & CN-SP-EQ). The Equestrian Overlay designation requires that 85 percent of the units/lots meet the development standards established by the overlay.

The proposed development is consistent with the provisions of the equestrian overlay zone and scenic park overlay zone. The proposed project is consistent with the underlying zoning and is compatible with surrounding commercial and residential uses. Potential construction-related impacts will be mitigated through adherence to the City's Grading and Noise Ordinances and mitigation measures in the biology section below. No land use impacts would occur with implementation of the proposed project.

**II. POPULATION AND HOUSING - Questions a, b, and c:**

Previous development in the area has resulted in the installation of most of the infrastructure needed for development of the project site including utilities and major roadways. Due to the developed nature of the project area and the type of improvements proposed, this project will not induce growth in the area by extending major infrastructure into an undeveloped area. Additionally, the project site is vacant and development of this project will not displace existing housing.

**III. GEOLOGIC PROBLEMS - Questions a, b, c, d, e, f, g, h, and i:**

Geotek Insite, Inc. (2002) prepared a preliminary geotechnical evaluation of the site. The majority of the proposed project site has been disturbed by past development activities. No unique geologic features on the site or surrounding area would prohibit grading of the commercial pad or residential development of the site. Further grading and development of the site may result in erosion and sediment impacts to the surrounding area. The project applicant will be required to provide erosion control in compliance with the City's Erosion Control Ordinance.

**IV. WATER - Questions a, b, c, d, e, f, g, h, I, j, k, l, m, n, o, p, q, r:**

Buccola Engineering, Inc. prepared a preliminary hydrology report (July 2003) and Storm Water Management Plan (SWMP - February 2004) for the proposed project. These reports are summarized below.

The site is in the San Luis Rey Hydrologic Unit which is a rectangular area of about 565 square miles. The project site is traversed from east to west by two natural drainage courses. The northern drainage course has a contributing

watershed of approximately 64 acres and generates an estimated runoff volume of 155 cubic feet per second (cfs); the southern drainage course encompasses 875 acres and generates approximately 930 cfs. The flows are conveyed by existing storm drain and open channel flow. The combined flows are conveyed through existing natural and improved drainage channels to Guajome Lake. Runoff from the lake is conveyed by storm drain under SR 76, to an open channel that outfalls to the San Luis Rey River.

The proposed onsite storm drain systems will convey storm water to the existing drainages described above. Onsite pipes and inlets will be sized to handle the 100-year storm event. The analysis of the combined offsite and onsite watershed indicates an anticipated Q100 of approximately 1,150 cfs for the 978-acre basin. A comparison between the pre and post development drainage scenarios indicates a modest increase of 9.6 cfs. The increase in runoff is not expected to have a negative impact on the downstream drainage facilities, as drainage courses experience different peak time.

The SWMP (Buccola 2004) describes the existing site conditions and possible historic sources of pollution. Upon identifying the existing sources of pollution, the report compares anticipated pollutants generated by land use type. The area of the proposed development is almost totally devoid of vegetation with evidence of frequent off-road vehicular activity. The drainages contain heavy plant cover. The site contains moderate amounts of refuse and evidence of transient activity. Non-visible pollutants may include airborne particulates from SR 76 and elevated levels of nutrients and metals may be present due to illegal dumping. The recent transient activity with no sanitary facilities present suggests the possible presence of bacterial and/or viral sources of pollution.

The proposed Casitas @ Spring Creek project is an attached residential development with garages. The potential pollutants generated by this land use are sediments, nutrients, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. To treat these possible pollutants, the site layout has been designed to maintain pre-development runoff characteristics by returning storm water runoff to historic outfall locations. Private street widths have been minimized to reduce impermeable areas. Common landscape areas will provide filtration for roof drains and lot runoff while grated private inlets will capture debris and silt before flows outfall to the private drainage system or public waters. A modified D-40 riprap energy dissipator will provide limited infiltration, while reducing exit velocities to non-erosive levels.

Additional methods of source pollution control will be to provide stenciling of storm drain inlets and catch basins with prohibitive language to discourage illegal dumping, posting of signs to prohibit illegal dumping, use of efficient irrigation systems and landscape design, requiring horse owners to collect and properly dispose of equine waste, and provision of green waste disposal facilities. To further reduce the sources of pollutants, the private street will receive regularly scheduled sweeping. Because these provisions are required by the SWMP and have been incorporated into the proposed project design, no significant water quality impacts will result from project implementation.

#### V. AIR QUALITY - Questions a, b, c, and d:

Air pollution standards are regulated through Federal Clean Air Act of 1970 and the Clean Air Amendment of 1977. Current standards are set for sulfur dioxide, carbon monoxide, nitrogen dioxide, hydrocarbons, ozone, and particulates of less than 10 microns in size. State of California standards, established by the Air Resources Board are generally more restrictive than national standards, and have incorporated additional pollutants, such as hydrogen sulfide.

The San Diego Air Pollution Control District (APCD) is responsible for administering state and federal air quality standards in San Diego County. Its tasks include monitoring air pollution, promoting rules and regulations, and preparing the State Implementation Plan (SIP), which includes strategies for reducing air pollution in the region.

Construction and grading of the site will involve movement of 10,543 cubic yards of dirt from the residential to the commercial portion of the site with no net export of dirt. Grading of the site will need to comply with all applicable rules and regulations of the San Diego Air Pollution Control District (APCD Rule 51). Dust control through regular watering and other fugitive dust abatement measures required by APCD will reduce dust emission levels by 50 to 75 percent.

The San Diego Air Basin (SDAB) is classified as a federal and state "serious" nonattainment area for ozone and must

attain federal ozone standards by 1999. The SDAB is a federal attainment area for particulate matter, but is a state nonattainment area for this pollutant. The proposed residential project is consistent with projected land uses in the area and is consistent with the SIP. The proposed 57-unit housing project would generate approximately 456 vehicle trips per day. This number is consistent with traffic projections used in preparing the SIP. No significant air quality impacts would result from project construction or operation.

**VI. TRANSPORTATION/CIRCULATION - Questions a, b, c, e, f, and g:**

A traffic study was prepared for the proposed project (Kunzman Associates, January 2005). The proposed project will generate 456 average daily trips (ADT) with 38 trips during the morning peak hour and 46 trips during the evening peak hour. Various roadways and intersections in the project area were studied with and without the project and with and without connection of Old Ranch Road to the west. The proposed project traffic plus existing and other recent project (cumulative) traffic and buildout traffic levels were all found to be at acceptable levels in the morning and evening peak hours. At buildout (Year 2020), it was found that a traffic signal will be needed at Melrose Drive and Old Ranch Road and Melrose Drive and Spur Avenue. The proposed project would need to contribute a fair share payment to those intersections as described in the mitigation section below. The traffic report was updated after public review to evaluate recently approved projects in the cumulative project analysis section. The revised report concluded that no new traffic impacts would result from implementation of the proposed project and other approved projects in the area.

**Mitigation**

Prior to issuance of building permits, the project shall pay its fair share contribution of \$2,053, for construction of an offsite traffic signal at Melrose Drive and Old Ranch Road and Melrose Drive and Spur Avenue.

**VII. BIOLOGICAL RESOURCES - Questions a, b, c, d, and e:**

A biology technical report (December 2004), jurisdictional wetland delineation (April 2004), and habitat mitigation plan (January 2005) were prepared for the proposed project by Helix Environmental Planning, Inc. These reports and project impacts are summarized below.

The majority of the site consists of disturbed upland habitat, although mature riparian vegetation occurs within and adjacent to the on-site drainages, and the project site contains a mixture of native and non-native upland plant communities. The project site supports six sensitive wetland habitats (freshwater marsh, southern riparian forest, southern willow scrub [including the disturbed phase], disturbed mule fat scrub, riparian scrub, and disturbed wetland) and three sensitive upland habitats (native/saltgrass grassland, coyote brush scrub [including the disturbed phase], and coast live oak woodland). Non-native woodland, non-native grassland, eucalyptus woodland, and disturbed habitat are not considered sensitive upland habitats. A portion of the native/saltgrass grassland and the disturbed habitat are considered wetland due to their location. In addition to these habitats, ornamental and developed areas occur off site within the project footprint; these habitats are not considered sensitive. Existing habitat and acreages are shown on the table below.

<b>EXISTING VEGETATION COMMUNITIES</b>	
<b>HABITAT</b>	<b>ACREAGE*</b>
<b>WETLAND HABITAT</b>	
Freshwater marsh	0.23
Southern riparian forest	2.78
Southern willow scrub	0.42
Southern willow scrub – disturbed	0.14
Mule fat scrub – disturbed	0.45
Riparian scrub	0.95
Disturbed wetland	0.69

Native/saltgrass grassland	0.01
Disturbed habitat	0.02
Streambed	0.02
<b>Subtotal</b>	<b>5.71</b>
<b>UPLAND HABITAT</b>	
Native/saltgrass grassland	0.05
Coyote brush scrub	1.22
Coyote brush scrub – disturbed	0.17
Coast live oak woodland	0.06
Non-native woodland	0.11
Non-native grassland	0.81
Eucalyptus woodland	0.36
Disturbed habitat	11.47
<b>Subtotal</b>	<b>14.25</b>
<b>TOTAL</b>	<b>19.96*</b>

\*Does not include 0.44 acre (labeled “not a part” on Figure 4) that was included in permitting and environmental review for a previous project.

No sensitive plants were observed on site. Four sensitive animal species, least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), yellow warbler (*Dendroica petechia*), and yellow-breasted chat (*Icteria virens*), were detected during the surveys on site. The vireo and flycatcher are both federally endangered species.

The site was evaluated as to its overall biological quality and regional importance under the City's Preliminary Final Subarea Plan (Amec 2004). The Subarea Plan is designed to become the primary guidance for determination of regional importance for the City. The Multiple Habitat Conservation Program (MHCP) for North County (SANDAG 2003) is the basis upon which the Draft Subarea Plan was formed. The Draft Subarea Plan includes a proposed preserve design that is consistent with the MHCP's regional preserve design.

The regional importance of the habitats and species on site was a factor under analysis. The site supports riparian habitats, native/saltgrass grassland, coyote brush scrub, and coast live oak woodland, which are important regional habitat types. Riparian habitats in any area are of importance due to their wildlife and habitat values. Additionally, the site fully or partially supports the federal- and state-listed endangered least Bell's vireo and the federal-endangered southwestern willow flycatcher. One individual of each species was observed on site in 2003 surveys. One least Bell's vireo was also observed during 2002 surveys. The state-listed species of concern yellow warbler, yellow-breasted chat and Cooper's hawk were also observed. No narrow endemic plant species were observed.

A portion of the property occurs within a MHCP focused planning area; the main drainage and its western branch are designated as a hardline area requiring 90 to 100 percent conservation (SANDAG 2003). The property is not within an area defined by the MHCP as Biological Core and Linkage Areas (BCLA); however, land to the west of the property in the vicinity of Guajome Lake is designated as BCLA. Connectivity with the Guajome Regional Park to the west is maintained via a narrow strip of undeveloped land adjacent to Mission Avenue. This native habitat area also is connected to other native habitat areas on the southern side of the property. The BCLA defines MHCP's “biologically preferred preserve alternative because it identifies all large contiguous areas of habitat, all areas supporting major and critical species populations or habitat areas, and all important functional linkages and movement corridors between them.” The easterly fork of the on-site drainages extends south of the site only until it intersects with Old Ranch Road, which limits its connectivity. The westerly fork extends further off site to the south.

Although a portion of the property is allotted special protective status within the MHCP, the Subarea Plan (Amec 2004) designates the property as Off-site Mitigation Zone II, which allows for vegetation removal subject to Draft Subarea Plan guidelines, including off-site mitigation. Additionally, the property is not within the City Subarea Plan's Wildlife Corridor Planning Zone.

Development of the site would require compliance with federal and state wetland regulations. Impacts to any area determined to be under ACOE jurisdiction, including the small, non-vegetated streambed, would require an ACOE 404 permit. Any impacts to habitat determined to be under CDFG jurisdiction would require a CDFG Streambed Alteration Agreement. A water quality certification from the State Water Resources Control Board (SWRCB) also would be required in conjunction with the 404 permit.

Two species listed under the federal Endangered Species Act (ESA), the federally listed endangered least Bell's vireo and southwestern willow flycatcher, occur on site. Impacts to federal endangered or threatened species are considered a take and require permitting with federal agencies under the existing federal regulations. These species were observed within areas planned for open space as part of the project; however, the project has been determined to have a may effect on these species. Federal take authorization for this project is being processed under provisions of Section 7 of the ESA.

The project would impact coyote brush scrub habitat. This habitat may be considered by the resource agencies to be a subset of Diegan coastal sage scrub and, if so, it may be necessary to comply with the Endangered Species Act provisions related to take of this habitat. It is noted that protocol gnatcatcher surveys were negative and that the solid stands of coyote brush scrub on site differs from typical coastal sage scrub habitat. If it is determined that the impacts to coyote brush scrub requires federal take authorization, then this would be included in the Section 7 consultation in conjunction with the 404 permit.

Four species listed under the California ESA also occur on site, including the state listed endangered least Bell's vireo and the yellow warbler, yellow-breasted chat, and Cooper's hawk, which are listed as California species of concern.

#### Impacts

The physical development of the project will result in two types of impacts: (1) direct impacts, such as clearing and grading of native vegetation and habitat; and (2) indirect impacts, such as increased human presence, increased light and noise, and the presence of domestic animals. Impacts from grading and brush management associated with development of the project are included within the direct impact analysis. As stated in Section 5.2.5 of the Subarea Plan, fire breaks and fuel modification zones must be considered part of the development footprint for determining project impacts and mitigation requirements. Direct impacts are shown in the table below.

<b>Table 5 IMPACT AND PRESERVE ACREAGE</b>			
<b>HABITAT</b>	<b>EXISTING</b>	<b>IMPACTED</b>	<b>PRESERVED</b>
<i>WETLANDS</i>			
Streambed	0.02	0.01	0.01
Freshwater marsh	0.23	0.01	0.22
Southern riparian forest	2.78	0.09	2.69
Southern willow scrub	0.42	0.32	0.10
Southern willow scrub – disturbed	0.14	0.14	0
Mule fat scrub – disturbed	0.45	0.45	0
Riparian scrub	0.95	0	0.95
Disturbed wetland	0.69	0.12	0.57
Native/saltgrass grassland	0.01	0.01	0
Disturbed habitat	0.02	0.02	0
<b>Wetlands Subtotal</b>	<b>5.71</b>	<b>1.17</b>	<b>4.54</b>
<i>UPLANDS</i>			
Native/saltergrass grassland	0.05	0.05	0.0

Coyote brush scrub	1.22	0.04	1.18
Coyote brush scrub -- disturbed	0.17	0.15	0.02
Coast live oak woodland	0.06	0.06	0
Non-native woodland	0.11	0	0.11
Non-native grassland	0.81	0.78	0.03
Eucalyptus woodland	0.36	0.25	0.11
Disturbed habitat	11.47	9.35	2.12
<b>Uplands Subtotal</b>	<b>14.25</b>	<b>10.68</b>	<b>3.57</b>
<b>GRAND TOTAL</b>	<b>19.96*</b>	<b>11.85</b>	<b>8.11</b>

\*Does not include 0.44 acre that was included in permitting and environmental review for a previous project (cul-de-sac at the terminus of Depot Road).

The project would result in direct impacts to .01 acre of streambed, 0.01 acre of freshwater marsh, 0.09 acre of southern riparian forest, 0.46 acre of southern willow scrub (including the disturbed phase), 0.45 acre of disturbed mule fat scrub, and 0.12 acre of disturbed wetland, all of which may provide habitat for sensitive bird species. The yellow-breasted chat, yellow warbler, least Bell's vireo, and southwestern willow flycatcher were observed in the 2.78-acre southern riparian forest areas on site within areas not directly impacted by the project. Approximately 0.09 acre along the margins of this habitat would be impacted by the project. The southwestern willow flycatcher was likely a transient individual, since one individual was observed but was not observed in subsequent surveys. The single, male least Bell's vireo that was observed during spring 2002 surveys for the coastal California gnatcatcher and the individual observed during 2003 focused surveys may be transient individuals. The yellow-breasted chat and yellow warbler are lower sensitivity species. These impacts are considered significant but mitigable by proposed restoration of wetland habitats on site. The Cooper's hawk was observed foraging over the site. Some loss of raptor foraging habitat will also result from the project. This impact is considered adverse but not significant given the highly disturbed nature of most of the upland areas on site.

Regional preserve design was analyzed as part of this effort. The property is located within an area of native habitat that contains four sensitive bird species. No narrow endemic species were observed or are likely to occur within the property. This native habitat area is connected to other native habitat areas on the southern side and northwest corner of the property. Connectivity with the Guajome Regional Park to the west is maintained via the undeveloped land adjacent to Mission Avenue. The project would maintain most of the central drainage corridors and would not impact the connectivity of the parcel to native habitat to the south and northwest. The project will introduce development along the sides of the drainages, which could impact wildlife use of the corridor. The proposed restoration of disturbed habitats along the northern drainage would also benefit wildlife use of the corridor. Replacing the current disturbed open channel with mature riparian woodland would benefit wildlife movement. Overall, the project is not considered to have a significant impact on regional preserve design.

According to the Preliminary Final Subarea Plan (2004), impacts to upland habitats for this site require habitat preservation off-site at any appropriate mitigation area within the City, including existing mitigation or Conservation Banks, Pre-approved Mitigation Areas, or the Wildlife Corridor Planning Zone (Amec 2004). This will be the case for the impacts to the Coyote Brush Scrub and non-native grassland. However, because impacts to native/saltgrass and coast live oak woodland are so small these habitats shall be restored on site in conjunction with the restoration of wetland habitats.

On-site preservation is allowable for properties located within Off-site Mitigation Zone II, as outlined in Section 5.3.5 of the Draft Subarea Plan, only if the mitigation is located within a Pre-approved Mitigation Area or the mitigation will conserve a significant population of narrow endemic species. Neither of these conditions occurs on site. However, due to the significance of the riparian corridors on site that link with Guajome Regional Park and the San Luis Rey River, and since they are considered important linkages in the North County MHCP (SANDAG 2003), it would be appropriate for the upland restoration to serve as onsite mitigation.

To offset urban edge effects to riparian and wetland habitat areas, the Draft Subarea Plan recommends that a biological buffer of at least 100 feet be maintained between riparian and wetland habitat areas and developments. However, strict

adherence to the 100-foot buffer would render the site undevelopable. As designed, this project impacts wetlands in some areas. The proposed buffer adjacent to the residential development includes a 40-foot area that would have transitional plantings and a 6-foot block wall around the development. Mitigation for edge effects will include implementation of an on-site wetland creation and restoration program that will significantly improve the quality of the habitat and improve the connectivity of the currently degraded riparian corridor on site.

**Mitigation**

The mitigation measures described below shall be initiated and implemented prior to issuance of occupancy permits for any residential units (habitat restoration components of the mitigation plan will require a 5-year monitoring period):

Mitigation requirements for impacts to streambed, wetland habitats, native/saltgrass grassland, coyote brush scrub and coast live oak woodland are presented in the sensitive resource impacts and mitigation table below. Impacts to wetland habitats shall be mitigated through creation and restoration of on-site habitats and/or purchase of additional wetland mitigation credits in an off-site wetland mitigation bank such as Pilgrim Creek. Wetland impacts require creation of habitat at a ratio of at least 1:1 in order to ensure no net loss of habitat. Upland areas shall be mitigated onsite as noted.

<b>SENSITIVE RESOURCE IMPACTS AND MITIGATION (acre[s])</b>					
<b>Habitat</b>	<b>Existing</b>	<b>Impacted</b>	<b>Mit. Ratio<sup>1</sup></b>	<b>Preserved on Site</b>	<b>Mitigation Required<sup>2</sup></b>
<b>Riparian/Wetland Habitats</b>					
Streambed	0.02	0.01	1:1	0.01	0.01 (min. 0.01 creation)
Freshwater marsh	0.23	0.01	3:1	0.22	0.03 (min. 0.01 creation)
Southern riparian forest	2.78	0.09	3:1	2.69	0.51 (min. 0.17 creation)
Southern willow scrub <sup>3</sup>	0.56	0.46	3:1	0.10	1.38 (min. 0.46 creation)
Mule fat scrub – disturbed	0.45	0.45	2:1	0	0.90 (min. 0.45 creation)
Riparian scrub	0.95	0.00	2:1	0.95	0.00
Disturbed wetland	0.69	0.12	2:1	0.57	0.24 (min. 0.12 creation)
Native/Saltgrass grassland	0.01	0.01	2:1	0.00	0.02 (min. 0.01 creation)
Disturbed habitat	0.02	0.02	2:1	0.00	0.04 (min. 0.02 creation)
<b>Riparian/Wetland Total</b>	<b>5.71</b>	<b>1.17</b>	<b>--</b>	<b>4.54</b>	<b>3.13 (min. 1.17 creation)</b>
<b>Upland Habitats</b>					
Native/Saltgrass grassland	0.05	0.05	2:1	0.00	0.10
Coyote brush scrub <sup>3</sup>	1.39	0.19	2:1	1.20	0.38
Coast live oak woodland	0.06	0.06	2:1	0.00	0.12
Non-native woodland	0.11	--	--	0.11	0.00
Non-native grassland	0.81	0.78	0.5:1	0.03	0.39
Eucalyptus woodland	0.36	0.25	--	0.11	0.00
Disturbed habitat	11.47	9.35	--	2.12	0.00
<b>Upland Total</b>	<b>14.25</b>	<b>10.68</b>	<b>--</b>	<b>3.57</b>	<b>0.99</b>
<b>TOTAL</b>	<b>19.96</b>	<b>11.85</b>	<b>--</b>	<b>8.11</b>	<b>4.12</b>

<sup>1</sup>Mitigation ratios are based on a combination of Draft Subarea Plan mitigation measures, anticipated resource agency requirements, and anticipated requirements by the City. Impacts occur within Off-site Mitigation Zone II (Amec 2004). The Draft Subarea Plan requires a replacement ratio between 1:1 and 3:1 for wetland/riparian habitat impacts. Impacts to wetland/riparian habitats require review and permit under Sections 401 and 404 of the federal Clean Water Act and Section 1602 of the state Fish and Game Code.

<sup>2</sup>No net loss of wetlands and wetland habitats is required. The creation component of the mitigation must be, at minimum, equal to the impacts (a 1:1 ratio).

<sup>3</sup>Including disturbed.

### **Jurisdictional Areas**

- Significant direct impacts to wetlands (0.04 acre and 1.17 acres of ACOE and CDFG jurisdictional habitats, respectively), including all impacted riparian habitats, will be mitigated via habitat creation, enhancement and/or preservation as discussed above. Alteration to or filling in of the impacted areas would be subject to regulation by the ACOE in the form of a permit pursuant to Section 404 of the federal Clean Water Act. A Section 401 certification from the SWRCB also is required. Impacts to riparian and wetland habitats also are under the jurisdiction of the CDFG and would require a Section 1602 Streambed Alteration Agreement. All permits are required prior to the issuance of grading permits by the City.
- The final wetland mitigation plan for the project shall be in substantial conformance with the Conceptual Wetland Mitigation Plan for the Casitas at Spring Creek project (Helix Environmental Planning, Inc. 2004).
- A revegetation/5-year monitoring plan shall be submitted to and approved by the Planning Director prior to issuance of grading permits

### **Construction Effects**

The construction effects can be effectively addressed by proper habitat management, including access restrictions, biological monitoring, stormwater and pollution management, nest site protection, noise levels during construction, location of construction staging and storage areas, and contingency measures in case of unforeseen impact to biological resources. The following measures mitigate the project to below the level of significance.

- Hazardous waste – proper measures will be taken to ensure that changing of oil, refueling, and other measures wherein hazardous leaks may occur be restricted to a minimum 100-foot distance from sensitive habitat.
- Erosion control – Erosion control measures, including silt-fencing and/or other measures shall be designed to direct runoff away from sensitive habitat.
- Fencing – Under the direction of a qualified biologist, construction fencing shall be installed immediately adjacent to sensitive habitat to prevent disturbance during construction. The integrity of construction fencing shall be checked regularly during the construction phase and repaired if necessary.
- Noise level control – During grading and construction, noise levels beyond 60 dBA  $L_{eq}$  at active nesting sites will be prevented during the vireo nesting season (March 15 to August 30) or southwestern willow flycatcher nesting season (late May through mid-August) by use of noise attenuation measures. Pre-construction surveys are required if grading occurs during the breeding season.
- Nest site protection: No clearing or grading would be allowed in vireo-occupied and flycatcher-occupied habitat between February 15 and August 30; Clearing activities within 200 feet of active raptor nest sites shall be avoided.
- Storage and staging area placement – Storage and staging areas will be placed as far from conserved habitat areas as possible, and these areas shall be kept free from trash and other waste that may attract scavengers.

### **Urban Edge Effects**

Urban edge effects to the preserved (sensitive) habitats shall be mitigated as follows:

- Lighting standards – Lighting will be directed away from conserved habitat areas and shielded. Residential lighting will be designed to not shine on conserved habitat areas.

- **Landscaping directives** – Invasive plant species shall not be used in landscaping adjacent to conserved habitat areas. A biologist will review the proposed species mixture adjacent to preserve areas. A list of invasive species to be avoided shall be provided in the Covenants, Codes, and Restrictions (CC&Rs) of the homeowners association. Slopes that are outside of required fuel modification zones should be revegetated with a native plant mix to further enhance the value of the overall preserve area on site.
- **Fencing** – Residential areas adjacent to the on-site open space area will be fenced to minimize human and pet intrusion into the adjacent habitat. A perimeter fence (such as split rail) should also be installed around the equestrian area to protect preserve areas from trampling or other adverse impacts. The location and type of fence to be used should be designed in coordination with the project engineer and biologist. Fencing types would differ depending on terrain and the circumstances.
- **Signage** shall be installed that forbids access to the preserve areas, except through designated crossing areas.

VIII. **ENERGY AND MINERAL RESOURCES** - Questions a, b, and c:

The proposed project would not conflict with adopted energy conservation plans, use non-renewable resources in a wasteful manner, or result in the loss of a known mineral resource that would be of future value to the region.

IX. **HAZARDS** - Questions a, b, c, d, and e:

GeoSyntac Inc. (2002) prepared an environmental assessment on the proposed property. The report concluded that no contaminants are present on the proposed site and no further investigation is required.

X. **NOISE** - Questions a and b:

*Investigative Science (2003) prepared an Acoustical Assessment for the proposed project. The proposed project is located east and west of Melrose Drive within proximity to SR 76. These roadways are the main source of noise for future residents of the project.*

The City of Oceanside Noise Element of the General Plan establishes noise standards for various uses. The maximum acceptable noise level for this type of residential use is 65 decibels (dB) for usable outdoor space and 45 dB for indoor areas in accordance with the State of California CCR Title 24, Noise Insulation Standards.

The primary source of noise in the project area is from SR 76, Old Ranch Road, and Melrose Drive. Based on acoustical modeling results, no ground level outdoor areas would exceed the City's noise abatement thresholds. Thus, no exterior mitigation measures need to be incorporated into the proposed project. However, interior noise mitigation (i.e. specialized door and window treatments) would be required for all areas where façade noise levels are in excess of 60dBA as identified in Table 2 of the noise report. Prior to issuance of building permits, an interior noise analysis compliant with the California Code of Regulations (CCR), Title 24 Noise Insulation Standards would be required. The acoustical analysis should demonstrate that the proposed design would limit interior noise to less than 45 dBA CNEL or less.

**Mitigation**

The following mitigation measures shall be implemented prior to the issuance of building permits:

Interior noise mitigation (i.e. specialized door and window treatments) are required for all areas where the façade noise levels are in excess of 60 dBA. An interior noise analysis compliant with California Code of Regulations (CCR), Title 24, Noise Insulation Standards is required prior to issuance of building permits to ensure all project mitigation will be implemented. The acoustical analysis shall demonstrate that the proposed design would limit

interior noise to less than 45 dBA CNEL or less. Worst case noise levels, either existing or future, must be used for this determination.

**XI. PUBLIC SERVICES - Questions a, b, d, and e:**

The proposed project would not require significant levels of additional public services as it is generally in conformance with the general plan and zoning ordinance, and would not be adding a significant amount of residents to the area. Therefore, no adverse impacts would occur in relation to fire protection, schools, parks, or other governmental services.

**XII. UTILITIES AND SERVICE SYSTEMS - Questions e, f, and g:**

The proposed project would not substantially affect power and natural gas supplies or systems, communication systems, water or sewer systems, or solid waste disposal systems.

**XIII. AESTHETICS - Questions a, b, and c:**

The proposed project would not result in the obstruction of any scenic vista or view open to the public. The proposed residential development would be compatible in terms of appearance with the surrounding neighborhood. No visual impacts would occur from project implementation.

**XIV. CULTURAL RESOURCES - Questions a, b, c, d, and e:**

A record search and cultural resource survey was performed for the site by ASM Affiliates (2002). No archaeological or historical site was identified on the property. Additionally, no geologic formations occur on the site that potentially contain paleontological resources or unique geologic formations. There is no potential for cultural resources on the project site.

**XV. RECREATION - Questions a and b:**

The proposed project would not impact the quality or quantity of existing recreational activities in the area. Recreational amenities including a pool and equestrian facilities are provided onsite for future residents and guests of the residential project.

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**RESPONSE TO COMMENTS RECEIVED DURING PUBLIC REVIEW**



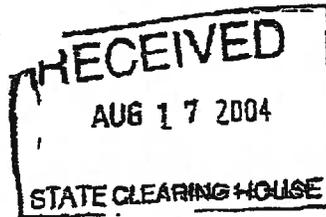
## DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
 P. O. BOX 85406, MS 50  
 SAN DIEGO, CA 92186-5406  
 PHONE (619) 688-6954  
 FAX (619) 688-4299  
 TTY (619) 688-6670



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August 11, 2004



Clear  
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11-SD-76  
 PM 7.65 (KP 12.3)  
 Casitas @ Spring Creek

Mr. Scott Morgan  
 State Clearinghouse  
 P.O. Box 3044  
 Sacramento, CA 95812

Dear Mr. Morgan:

RE: Mitigated Negative Declaration, Casitas @ Spring Creek - SCH 2004071139

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the above-referenced project. The Department has the following comments:

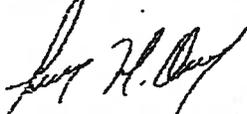
- It must be determined if grading would divert drainage from this proposed project and cause increased runoff to existing State facilities. This will not be allowed. 1
- All lighting (including reflected sunlight) within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on State Route 76 (SR-76). 2
- The Department will not be held responsible for any noise impacts to this development, including from the ultimate configuration of SR-76. If there is a noise impact, the developer has the responsibility to provide the mitigation. 3
- All signs visible to traffic on SR-76 need to be constructed in compliance with County and State regulations. 4
- The developer should be aware of the proposed New Vista Dual Magnet High Schools located at the SR-76/Melrose intersection. The Department encourages close coordination with the Vista Unified School District to address concerns and potential mitigation associated with increased pedestrian traffic at the SR-76/Melrose intersection. 5
- Any work performed, including utility construction, within the Department's right of way will require an encroachment permit. For those portions of the project within the Department's right of way, the permit application must be stated in both English and Metric units (Metric first, with English in parentheses). Additional information regarding encroachment permits may be obtained by contacting our Permits Office at (619) 688-6158. Early coordination with our agency is strongly advised for all encroachment permits. 6

Mr. Scott Morgan  
August 11, 2004  
Page 2

- If a developer proposes any work or improvements within the Department's right of way, the project's environmental studies must include such work. The developer is responsible for quantifying the environmental impacts of the improvements (project level analysis) and completing all appropriate mitigation measures for the impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements. 7

If you have any questions, please contact Jacob Armstrong, Development Review Branch, at 619-688-6960.

Sincerely,



MARIO H. ORSO, Chief  
Development Review Branch



**Vista Unified School District**  
1234 Arcadia Ave., Vista CA 92084-3495 (760) 726-2170

*no better place to burn*



Board Members  
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Stephen Guffanti  
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David Hubbard  
Valerie Wade

Superintendent  
Dr. Dave Cowles

*Serving the communities of Vista, Oceanside, San Marcos,  
Carlsbad and San Diego County*

August 25, 2004

**FAXED**  
**8-27-04**

Mr. Jerry Hittleman, Senior Planner  
Planning Department  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

**Subject: Comments on Casitas At Spring Creek Project Mitigated Negative Declaration**

Dear Mr. Hittleman:

Thank you for the opportunity to submit comments on the proposed Casitas at Spring Creek Project Mitigated Negative Declaration (MND) and to indicate our objections to the inadequate review this project has received in regards to its impact on the Vista Unified School District (District).

We understand the project proposes a new 57-unit townhome development, located just south of Highway 76, west of Melrose Drive in the City of Oceanside and within the District's attendance boundary area. The project's Mitigated Negative Declaration cites that the proposed homes would be 3 bedroom units ranging from 1,365 to 1,388 square feet in size.

This letter presents our specific concerns about the proposed Mitigated Negative Declaration and its failure to address impacts on the District. The Mitigated Negative Declaration is deficient in the following ways: 1) it fails to adequately address the impact of additional students on the District, 2) it fails to adequately address traffic and safety issues associated with the project, 3) the MND is inconsistent with, and fails to meet, the objectives and policies of the City of Oceanside General Plan, and 4) it provides no discussion or explanation of the project's contribution to cumulatively considerable impacts, including those on schools. The City's environmental review must be revised to provide a thorough review of these potentially significant impacts.

**Public Services**

The Mitigated Negative Declaration states "the proposed project would not require significant levels of public services as it is generally in conformance with the general plan and zoning ordinances, and would not be adding a significant amount of residents to the area. Therefore, no adverse impacts would occur in relation to fire protection, schools, parks, or other governmental services."

The Mitigated Negative Declaration provides no discussion of the project's impacts on the overcrowded conditions at the District's existing schools, but makes the assertion that services would not be impacted without any explanation as to how this could be true. The MND does not identify the schools in the area, their location or current capacities. On what basis is the conclusion made that existing schools have sufficient capacity to serve this project?

Neither the City nor the authors of this Mitigated Negative Declaration contacted the Vista Unified School District to inquire whether the District has the capacity to serve the elementary, middle and high school students generated by this project. If they had, the District would have explained that the District's schools are *seriously overcrowded* and the District is currently engaged in a major effort to provide desperately needed capacity by finding sites for new schools.

Table 1 shows the numbers of students the District expects from the Casitas at Spring Creek development.

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Table 1 Student Generation Casitas at Spring Creek Project				
	K-6	7-8	9-12	Total
Generation Rates for Multi-Family*	0.356	0.157	0.665	1.178
# of Students from Casitas Development (57 Units)	20	9	38	67

\* Data is provided from VUSD Fee Justification Report dated April 2004.

The majority of the 67 students generated by the Casitas development would attend the schools identified in Table 2. As this table demonstrates, the schools within the area surrounding the proposed new residential development are *seriously overcrowded*. In particular, Vista High School has nearly double the number the students for which it was designed.

Table 2 School Design Capacity and Current Enrollment			
School	Design Capacity (# of Students)	10/03 CBEDS Enrollment (# of Students)	Over/(under) Capacity (# of Students)
Vista High School 1 Panther Way Vista	1,800	3,385	1,585
Roosevelt Middle School 850 Sagewood Dr. Oceanside	1,200	1,438	238
Mission Meadows Elementary 5657 Spur Avenue Oceanside	600	687	87

The incremental increases in the number of students generated by the City's continued development of eastern Oceanside has resulted in a significant impact to the District and new

students added by this project will further exacerbate already significant overcrowded conditions. The City must recognize the connections between new residential developments and the need for new schools.

Given the serious overcrowded conditions at our existing schools, the District is very concerned about projects that will further burden these facilities. The analysis must be revised to consider the physical impacts associated with overcrowding caused by this project and the cumulative impacts associated with growth within the City of Oceanside, including the District's need for new schools to serve the eastern portions of Oceanside within the District's boundaries, especially high schools. The District maintains that these overcrowding impacts are significant and will require the preparation of an Environmental Impact Report.

The City previously misinterpreted the provisions of Government Code Section 65985(h) and *Goleta Union School District v. Regents of University of California* (1985) 37 Cal.App.4<sup>th</sup> 1025, 1032, in limiting its obligations to evaluate the impacts of residential developments on schools. Under the California Environmental Quality Act (CEQA), the City of Oceanside must evaluate the project's environmental impacts on public facilities, including schools, and its consistency with the General Plan. The MND is inadequate in that it does not evaluate these significant impacts. Even if the City's interpretation of "full and complete mitigation" were correct, the City is still fully obligated to acknowledge and evaluate the impacts of its actions in the CEQA document. If the City were to do so, it would have to acknowledge the serious consequences of its actions. The overcrowded conditions at existing schools are significant and will require physical changes to the environment to correct. The City must also acknowledge that these impacts are not simply related to overcrowded facilities but that such conditions create public health, safety and security impacts. Many of the impacts the District requests the City to address are related to impacts with City of Oceanside neighborhoods.

The City understood the importance of adequate public facilities when it approved its own General Plan, which contains policies intended to prevent the impacts the City is now creating.

*Traffic and Safety*

The Mitigated Negative Declaration indicates that grading at the residential development site would result in the export of dirt. It also indicates that this material would be transported to a commercial pad on Parcel A. It is unclear, however, if this movement of export material would impact any of the area roadways or if it would occur totally on private property with no vehicles crossing or utilizing the roadways. If any roadways are impacted by the export activities, the number of vehicle trips should be quantified and related impacts assessed.

Section VI, "Transportation/Circulation," states "the proposed project traffic plus existing and other recent project traffic and buildout traffic levels were all found to be at acceptable levels in the morning and evening peak hours." The MND does not mention the proposed high school despite its previous approval by the District. The MND should be revised to add the high school as a cumulative project and its analysis should be corrected as appropriate.

The document should explain its conclusion that area intersections would operate at acceptable conditions, when the District's recent EIR (*Vista New Dual Magnet High Schools - Hwy. 76/Melrose Site, February 25, 2004*) found significant impacts at these same intersections.

The proposed residential units would generate additional traffic along Highway 76 and contribute additional high school students. The additional traffic and students will increase District's burden to provide a safe crossing of Highway 76 at Melrose. The District requests calculation of the project's fair share contribution to the construction of a pedestrian overcrossing over Highway 76 and provision of a mitigation measure to collect this fee prior to issuance of building permits.

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### General Plan Consistency

The Mitigated Negative Declaration states "the proposed project would not require significant levels of public services as it is generally in conformance with the general plan and zoning ordinances, and would not be adding a significant amount of residents to the area". Furthermore, the Land Use and Planning section of the Mitigated Negative Declaration reviews the site's General Plan and zoning designations, but ignores relevant City-adopted policies. For example, the City's adopted General Plan contains the following objectives and policies relevant to public facilities:

City of Oceanside Land Use Element, Section 1.17. Public Facilities Management.

Objective: To provide a consistent and high-level quality of public services and facilities to the residents of the City.

Policies:

- A. Residential, commercial and industrial development throughout the City shall be coordinated to ensure that adequate public services and facilities are provided to serve future development.
- B. Land uses and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.

The proposed residential development is not consistent with these adopted policies.

As explained above, the District's schools within the area serving the City of Oceanside are seriously overcrowded. The project is clearly inconsistent with the City's own policies relating to the provision of public services. How has the City coordinated this development to ensure adequate public facilities as required (Policy A)? The City has not even contacted the District to determine how the project would impact school facilities, nor to determine how such impacts can be mitigated. Policy B mandates that the City disapprove this project because it is "inconsistent with the capability of any public service agencies to provide cost-effective services."

The MND is inadequate in that it does not even address the project's consistency with these critical policies. The District maintains that these inconsistencies with the City's policies are significant, unavoidable impacts, which will require serious review and will require the preparation of an Environmental Impact Report.

The following are objectives from the "City Of Oceanside Consolidated Plan For Housing And Community Development July 1, 2000 to June 30, 2005."

#### Community Services

- #18 To assist organizations that provide programs and services to youth and their families which enable them to positively develop their human potential and to prevent juvenile delinquency. (high priority)
- #20 To assist organizations that provide health programs, services, and education to low-income households. (high priority)
- #21 To assist organizations that provide services leading to employment, including literacy, job training and employment placement services, with special emphasis on programs that assist youth, seniors, and persons with disabilities. (high priority)

How are the City's efforts to approve the Casitas development consistent with these City-adopted objectives?

ccw

*Mandatory Findings of Significance*

The Mitigated Negative Declaration provides no discussion or explanation of the project's contribution to cumulatively considerable impacts. The District finds it especially disturbing that the City has not undertaken any effort to determine if the Casitas project, in combination with other developments in the area, will have a significant cumulative impact on schools.

The City of Oceanside is responsible for the population growth within its boundaries that is causing overcrowded school conditions. The District requests that the City take responsibility for the consequences of its development approvals by assisting the District in securing needed new school sites and that it fully consider school impacts when it evaluates residential development projects.

Sincerely,

VISTA UNIFIED SCHOOL DISTRICT

Mike Vail  
Assistant Superintendent,  
Facilities Planning and External Relations

Enclosure: Draft EIR, Vista New Dual Magnet High Schools - Hwy. 76/Malrose Site, February 25, 2004 - Transportation/Traffic Section.



August 20, 2004

Jerry Hittleman  
Senior Planner  
City of Oceanside Planning Department  
300 N. Coast Highway  
Oceanside, CA 92054

Subject: Comments on MND  
Casitas at Spring Creek

Dear Mr. Hittleman:

The following are our comments on the MND for the Casitas @ Spring Creek project:

On March 28, 2003 SANDAG approved the MHCP for north county. Although Oceanside has not yet approved their sub-area plan we ask that the following general issues be addressed in the analysis of impacts for this and all projects consistent with provisions in the MHCP and regional watershed planning:

- Is any part of the project within the BCLA as defined in the EIR/EIS for the MHCP? If so, what is the impact of the proposed project on the BCLA? The discussion in section 7.2.1 does not indicate if this was considered. 1
- Are any regional or local wildlife corridors effected by the proposed project? If so, will the project fully comply with the provisions for wildlife corridors in the MHCP? Again, the discussion in section 7.2.1 includes a very general discussion but does not relate back to either the MHCP, or the responses to comments on the MHCP which included that the Guajome area would receive special consideration in project planning because of the large area of natural habitat included. Will this parcel remain connected through the existing connections to the south and northwest- or will it become isolated when adjacent projects are developed? 2
- What actions have been taken to minimize the percentage of impervious cover? 3

In addition to these general comments, we have the following comments specific to this proposed project:

- San Diego County has lost an estimated 90% of its historic wetlands . The importance of wetlands to the health of the ecosystem is supported by their protection in Federal and State law, in the regional MHCP, and in Oceanside's draft Sub-Area Plan which references the MHCP for wetlands protection. The MHCP criteria Section 3.6.1 states " Any project that proposes to directly or indirectly impact wetlands or wetland vegetation communities (whether inside or outside the FPA) shall fully disclose and analyze such impacts in a CEQA document or in findings prepared under a local MHCP implementing ordinance. The CEQA document or findings document must fully analyze and factually substantiate that impacts to wetlands were avoided and minimized to the maximum extent possible while still maintaining some economic or productive use of the property." This CEQA document identifies both direct and indirect impacts and has failed to show how wetlands protection criteria have been met. 4

Furthermore wetlands impacts require compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines or whether the project is the least environmentally damaging practical alternative (LEDPA) as required by federal Clean Water Act regulations. Compliance with EPA Guidelines should also be included as part of the criteria for determining significance of impacts. Both the threshold and an analysis of compliance must be included as part of the assessment of impacts on biological resources.

4

- The proposed buffers do not meet the minimum guidelines for wetlands buffers identified in the MHCP- and in some places the development boundary is common to the limits of the ACOE jurisdictional area, ie there is no buffer. The proposed buffers are further compromised by the inclusion of equestrian trails/staging areas within the buffer area. The explanation that horses are there because of city zoning requirements is insufficient justification for the permanent impacts to wetland buffers that are proposed- nothing in city zoning says that equestrian trails must be within wetland buffer zones.

1

5

Wetland vegetation communities have the highest level of conservation and are assumed to be 100% conserved both inside and outside of the FPA. The MHCP (Vol 1 page 3-6) states "This calculation assumes 100% conservation of existing vegetation acreage as well as 100% conservation of biological functions and values as they pertain to MHCP species using these habitats."

The analysis has not adequately assessed the impacts of this compromised buffer. There should be some trade-offs for this loss of buffer area. The DEIR has failed to assess the impact on biological function and value. The project proposes to reduce buffers to less than the minimum guidelines, and to include a horse trail and staging area upslope and within less than 25 feet of the riparian habitat. The DEIR must assess both the quantitative and qualitative impacts of the proposed wetland buffer- not just the proposed change to the buffer.

Mitigation for the qualitative impacts to the buffer area should include more extensive invasive species removal/revegetation, and better controls on equestrian related impacts. There are pocket areas of iceplant and other invasives that are outside of the development footprint, but that are not included within the enhancement/restoration/creation area boundaries. Mitigation for impacts to the buffers should include invasive species removal from all areas within the project boundaries.

Furthermore, Figure 5 from the Wetlands Mitigation Plan does not clearly indicate which land will be subject to permanent management as a natural habitat, and which will remain under the control of the HOA.

**MM – Invasive plant species will be removed throughout the entire project area, with revegetation as required to prevent erosion and weeds.**

6

**MM – Final temporary and permanent vegetation maps showing areas to be protected as open space, areas for revegetation and areas of conversion of habitat types to be provided**

7

for approval by Project Engineer prior to issuance of grading permit.

- Equestrian trails and a staging area is being proposed as part of this project. Equestrian use can have significant adverse impacts on native habitat and species. While the impacts have been identified in the MND, the mitigation measures to minimize the impacts are insufficient. Given the reduction in area equestrian trails it is reasonable to assume that there will be increased use of those that remain so all equestrian related impacts need to be fully addressed.

8

It also appears that the provisions of the equestrian overlay zone will need to be reviewed and updated to be in compliance with the MHCP and SAP.

9

The adverse impacts from horse use have been documented in numerous studies. The following highlights a few of these:

- significant erosion to trails, especially when traveling uphill or on a wet trail ( Weir 2000)
- excreta causes a reduction in dissolved oxygen and elevated nitrates and phosphates concentrations in the aquatic environment causing ecosystem imbalance and possible algal blooms ( Seney 2000)
- adverse effects on exotics including the following(USGS 2002)
  - exotic frequency highest along horse trails
  - sites with horse trails supported high diversity of exotic species, and higher % cover of exotics
  - exotics were introduced directly through seeds in manure and indirectly because hooves disturb soils making it more susceptible to invasive plant growth
  - trail erosion and structural damage to vegetation (breaking of limbs and shrubs) to accommodate horse and rider
  - trails were wider
  - social conflicts –pedestrians must watch for excrement on trail, must move aside for horses to pass-manure and urine odors detract from nature experience
- Impacts from soil compaction (Denning 1997)
  - This includes vegetation trampling effects to trailside vegetation by changing soil conditions through compaction and surface disruption
  - soil 13-26% more compacted contributing to trail deterioration

10

vegetation height reduced 96%(compared to 85% from hikers)

soil loosening in surface layers very pronounced

requires different trail management than foot trails

trail width increases

increased predation by cowbirds associated with horses

10

]

The proposed horse trail is clearly intended to provide linkage to adjacent projects. In addition to the direct impacts on the project site, there will be additional indirect impacts that were not identified or mitigated for.

11

Specific mitigation for horse use on habitat/species needs to include the following:

**MM – Horses will only be allowed on trails approved for horse use and meeting specific requirements for such trails which will be included as part of the MND certification.**

12

**MM – Monitoring will be initiated for cowbirds with trapping if they are found in the project area.**

13

**MM – Horse use will be restricted during the rainy season.**

14

Horse use can also have significant water quality impacts that were not adequately identified or mitigated for in the MND. A single horse is generally assumed to produce 50 pounds of manure per day. This manure can contaminate streams, destroy shellfish and other macroinvertebrates, and effect water quality throughout the watershed. The provisions for manure pick-up are good-but additional mitigation measures are needed to protect water quality:

**MM - Equestrian use trails upslope from any wetlands will include earth berms on the creek side to reduce the ability for run-off to reach either vegetation or the wetlands.**

15

**MM - Stream and pond monitoring for water quality will be added through the SD Stream Team or other such means to assure if there is polluted run-off that adaptive management action will be taken.**

16

**MM - There will be no crossing of unprotected creeks by horse trails.**

17

**MM - Ponds and other wetlands features will be fenced to prevent access by horses with sufficient buffers to prevent direct runoff from horse urine or manure from reaching such wetlands.**

18

**MM - Management and Monitoring Plan for managing the open space to address issues of**

19

horse use including such items as limits on maximum number of horse trips per week, regular manure removal and trail maintenance, enforcement of use provisions, and the use of trail surface materials to provide some filtering and reduce compaction.

19

- Long Term Maintenance Annuity described in Section IX of the Wetland Mitigation Plan does not provide adequate assurances of open space management as written. What are the boundaries of the area subject to this agreement? What are the boundaries for the city area of responsibility and those of the developer? It is also unclear why the city will be responsible for any of the long term maintenance of this land that is within private ownership- please clarify.

20

There is no time frame specified for when funds must be provided for long term maintenance and if this will be sufficient to address all of the open space management tasks identified in the MHCP/SAP. Please clarify that land will be endowed/managed to fully comply with the open space management provisions included in the MHCP, endowment funds will be in place by the time of issuance of the take permit, and responsibility for management will start at that time.

21

We believe that further mitigation is needed to address the impacts that will result from this project. Thank you for your consideration of these comments. We look forward to working with you to achieve a project that fully protects the natural resources of this area.

22

Sincerely,

Diane Nygaard

Cc; Lee Ann Carranza, Nancy Frost

#### References

Denning, Faith J. and Mazzotti, Frank J., Impacts of Equestrian Trails on Natural Areas, University of Florida, June 1997.

Introduction of Equestrian Activities into Natural Areas, USGS, 2002. (Summary of findings from several other studies)

Weir, Donald V., Impacts of Non-Motorized Trail Use, 2000. From [www.mtnforum.org/resources/library/weird00a.htm](http://www.mtnforum.org/resources/library/weird00a.htm)





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In Reply Refer To:  
FWS-SDG-3895.2

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Mr. Jerry Hittleman  
Senior Environmental Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

Planning Department

Re: Draft Mitigated Negative Declaration for the Casitas at Spring Creek Project, City of Oceanside, San Diego County, California (SCH# 2004071139; T-4-03, D-14-03, V-15-03 Revision)

Dear Mr. Hittleman:

The California Department of Fish and Game (Department) and the U.S. Fish and Wildlife Service (Service) (collectively, "Wildlife Agencies") have reviewed the above-referenced draft Mitigated Negative Declaration (MND), received by the Service on July 26, 2004, and the Department on July 29, 2004. We appreciate the extension given for comments until September 3, 2004. The Wildlife Agencies have some concerns regarding the potential effects of this project on biological resources. The comments provided herein are based on the information provided in the draft MND; the Wildlife Agencies' knowledge of sensitive and declining vegetation communities in San Diego County; and our participation in regional conservation planning efforts. We offer our recommendations and comments to assist the City of Oceanside (City) in avoiding, minimizing, and mitigating future project impacts to biological resources on the Casitas at Spring Creek project site.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*). The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381, respectively. The Department is responsible for the conservation, protection, and management of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA). A CESA Permit (Section 2081 of the Fish and Game Code) or, if applicable, a Consistency Determination (Section 2080.1 of the Fish and Game Code), must be obtained if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project.

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The Department also administers the Natural Community Conservation Planning (NCCP) program. The City is participating in the NCCP program by preparing a Multiple Habitat Conservation Program Subarea Plan that is currently in draft form.

The project site is located south of Highway 76, west of Melrose Drive, and at the north end of Old Ranch Road, which is part of the Guajome Neighborhood Planning Area. The proposed project is the construction of 57 multi-family townhomes, equestrian use facilities, and mass grading for a commercial pad, on a 20.41-acre site. Access to the residential and equestrian facilities would be provided by Old Ranch Road, and access to the commercial portion would be provided by The Depot Road. The project site is surrounded by Highway 76 to the northwest, commercial to the northeast, residential and riparian habitat to the southeast, riparian habitat to the south, and open space and residential to the west.

Two drainages enter the property from the south and southeast, generally flow across the property to the northwest, join in the northwest portion of the site, and continue to the west, into Guajome Lake. The western drainage through the property is within the hardline (90 to 100% conservation) Focused Planning Area (FPA) identified in the approved MHCP Volume I that links with Guajome Regional Park, an area designated as a Pre-approved Mitigation Area within the draft Multiple Species Conservation Program North County Subarea Plan Working Draft Conservation Plan map.

A general biological survey, rare plant surveys, and protocol-level surveys for the federally threatened coastal California gnatcatcher (*Polioptila californica californica*; gnatcatcher) and federally and state endangered southwestern willow flycatcher (*Empidonax traillii extimus*; flycatcher) and least Bell's vireo (*Vireo bellii pusillus*; vireo) were performed by Helix Environmental Planning, Inc. No gnatcatchers or rare plants were detected on site. Protocol-level surveys for listed species resulted in the documented presence of individual vireo and flycatcher in the on-site riparian habitat. In addition, vireo critical habitat has been designated immediately adjacent to the site. Other sensitive species documented on site include yellow warbler (*Dendroica petechia*), yellow-breasted chat (*Icteria virens*), Cooper's hawk (*Accipiter cooperii*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and American kestrel (*Falco sparverius*). The general biological survey identified nine wetland and seven upland communities within the site boundaries. Acreage for the identified communities and proposed impacts, preservation, and mitigation are depicted in Table 1.

Table 1

<b>CASITAS AT SPRING CREEK HABITATS (acres)</b>				
<b>Habitat</b>	<b>Existing</b>	<b>Proposed Impact</b>	<b>Preserved</b>	<b>Additional Mitigation Required (ratio)</b>
Streambed	0.02	0.01	0.01	0.01 (1:1)
Freshwater marsh	0.23	0.02	0.21	0.06 (3:1)
Southern riparian forest	2.78	0.17	2.61	0.51 (3:1)
Southern willow scrub	0.56	0.45	0.11	1.38 (3:1)
Mule fat scrub	0.45	0.45	0	0.9 (2:1)
Riparian scrub	0.95	0	0.95	0
Disturbed wetland	0.69	0.09	0.6	0.18 (2:1)
Native saltgrass (wetland)	0.01	0.01	0	0.02 (2:1)
Disturbed riparian	0.02	0.02	0	0.04 (2:1)
Native saltgrass (upland)	0.05	0.03	0.02	0.06 (2:1)
Coyote brush scrub	1.39	0.23	1.16	0.44 (2:1)
Coast live oak	0.06	0.06	0	0.12 (2:1)
Non-native woodland	0.11	0	0.11	0
Non-native grassland	0.81	0.81	0	0.41 (0.5:1)
Eucalyptus woodland	0.36	0.25	0.11	0
Disturbed (upland)	11.47	10.19	1.28	0
<b>Total</b>	<b>19.96</b>	<b>12.79</b>	<b>7.17</b>	<b>4.13</b>

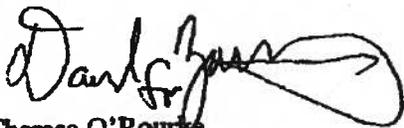
Mr. Jerry Hittleman (FWS-SDG-3895.2)

4

The Wildlife Agencies offer recommendations and comments in Enclosure 1 to assist the City in avoiding, minimizing, and mitigating project impacts to biological resources and to assure that the project is consistent with ongoing regional habitat conservation. Our comments are summarized as follows: (1) provide additional information on the proposed grading and construction activities; (2) provide a management and monitoring plan; (3) the MND should include applicable project conditions given in Volume 2 of the MHCP that must be met to adequately conserve the flycatcher and vireo; (4) discuss potential project impacts to adjacent populations of vireo at Guajome Lake; (5) provide a description of the construction schedule/duration, including wetland mitigation, including any conservation measures that will be taken to avoid and/or minimize impacts during the vireo/flycatcher breeding season; (6) provide adequate wetland buffers; (7) avoid vegetation clearing and construction during the bird nesting and breeding season; (8) impacts to oaks require mitigation; (9) any proposed trails should be approved by the Wildlife Agencies; (10) development should be consistent with the adjacency standards in the MHCP; (11) permanent fencing should be installed between the impact area and biological open space; (12) avoid the use of invasive exotic plant species in the landscape areas adjacent to and/or near mitigation/open space areas; (13) have a monitoring biologist on site during construction activities; and (14) discuss the amount of import or export of soil, including the location of acquisition and/or disposal sites.

If you have any questions concerning the contents of this email, please contact Nancy Frost (Department) at 858-637-5511, or Kurt Roblek (Service) at 760-431-9440.

Sincerely,



Therese O'Rourke  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service



Donald R. Chadwick  
Senior Environmental Scientist  
California Department of Fish and Game

cc: State Clearinghouse

**WILDLIFE AGENCY COMMENTS AND RECOMMENDATIONS  
ON THE DRAFT MITIGATED NEGATIVE DECLARATION (MND)  
FOR THE CASITAS AT SPRING CREEK PROJECT**

1. The MND should provide a discussion of and plans for all proposed grading and construction activities including residential housing, commercial development, fuel management zones, lighting, fencing, erosion control measures/energy dissipation structures, and wetland mitigation. It is our understanding that the proposed mass grading will result in the development of retirement complex, however, that is not made clear except for the intent to grade. Grading/construction plans should clearly show the ingress and egress to the commercial site, and distinguish the location and extent of temporary and permanent impacts, as well as the location of proposed staging and equipment storage areas. Figure 4 of the biology report shows off-site impacts along the southeastern corner of the property. These impacts must be included in impact calculations and mitigated accordingly.
2. The MND proposes that the remaining habitat on site will be placed in a conservation easement. If impacts to habitat will be mitigated through on site preservation or creation, the open space should be managed to ensure the long-term viability of the site. Management should be consistent with Volume 3 of the MHCP. The applicant should designate an appropriate conservation entity to manage these lands to preserve their biological value. Under the City's guidance and in conjunction with Wildlife Agency input/review, the conservation entity should prepare a management plan, outlining biological resources on the site, monitoring of biological resources, potential impacts to biological resources, actions to be taken to eliminate or minimize those impacts, and an estimate of the cost of those management actions. Mitigation for the project impacts to vireo and flycatcher populations should be addressed in the plan. The plan should include: cowbird management, population monitoring, horse waste and feed management (including seed free hay), non-native (exotic) plant species removal, riparian habitat restoration, success criteria, and reporting. An appropriate financial mechanism (e.g., a non-wasting endowment) should be established to provide funding for management of biological resources on the property. The amount of the endowment should be determined by analyzing the cost of the management actions outlined in the management plan, using a property analysis record or similar program. The conservation entity and management plan should be subject to the approval of the Wildlife Agencies. This plan, including funding, should be implemented prior to or concurrently with the initiation of construction.
3. The MND should include applicable project conditions given in Volume 2 of the MHCP that must be met to adequately conserve the flycatcher and vireo:
  - a. Nesting southwestern willow flycatchers shall be treated consistent with the Critical Population Policy (Appendix D) and impacts totally avoided. Although southwestern willow flycatcher is not an MHCP Narrow Endemic, wintering localities and confirmed vagrants shall be treated consistent with the Narrow Endemic Species Policy (Appendix D), including the following: (1) maximum avoidance of impacts, to the degree feasible while maintaining reasonable use of the property; (2) for unavoidable impacts, species-specific mitigation designed to minimize adverse effects to species viability and to

contribute to species recovery; and (3) no more than 5% gross cumulative loss of suitable habitat inside the FPA or 20% gross cumulative loss outside the FPA.

- b. Occupied habitat within the FPA shall be managed to restrict activities that could degrade willow flycatcher habitat, including livestock grazing, human disturbance, clearing or alteration of riparian vegetation, brown-headed cowbird parasitism, and insufficient water levels leading to loss of riparian habitat and surface water. Area-specific management directives shall include measures to provide appropriate successional habitat, cowbird control, and specific measures to protect against detrimental edge effects, and will remove invasive exotic species (e.g., *Arundo donax*). Human access to flycatcher-occupied habitat will be restricted during the breeding season (May 1-September 15) except for qualified researchers or land managers performing essential preserve management, monitoring, or research functions.
- c. Projects having direct or indirect impacts to the southwestern willow flycatcher shall adhere to the following measures to avoid or reduce impacts:
  - i. The removal of native vegetation and habitat shall be avoided and minimized to the maximum extent practicable. Determination of adequate avoidance and minimization of impacts shall be consistent with Sections 3.6 and 3.7 of the MHCP plan. Deviations from these guidelines shall require written concurrence of the USFWS and CDFG. For temporary impacts, the work site shall be returned to preexisting contours and revegetated with appropriate native species. All revegetation for temporary and permanent impacts shall occur at the ratios specified in Section 4.3 of the MHCP plan, with a minimum 3:1 ratio for creation of occupied or potential willow flycatcher habitat. Revegetation specifications shall ensure creation and restoration of riparian woodland vegetation to a quality that eventually is expected to support nesting southwestern willow flycatchers, in the opinion of experts on this species, recognizing that it may take decades to achieve this state. All revegetation plans shall be prepared and implemented consistent with Appendix C (Revegetation Guidelines) and shall require written concurrence of the USFWS and CDFG. If written objections are not provided by the wildlife agencies within 30 days of receipt of written request for concurrence by the local jurisdiction, then the deviation may proceed as approved by the local agency. The wildlife agencies shall provide written comments specifying wildlife agency concerns.
  - ii. Projects shall be carried out consistent with Appendix B (Standard Best Management Practices).
  - iii. Projects shall to the maximum extent practicable avoid impacts during the breeding season of the flycatcher (May 1 to September 15). Projects that cannot be conducted without placing equipment or personnel in or adjacent to sensitive habitats shall be timed to ensure that habitat is removed prior to the initiation of the breeding season.
  - iv. Construction noise levels at the riparian canopy edge shall be kept below 60 dBA Leq (measured as equivalent sound level) from 5 a.m. to 11 a.m. during the peak nesting period of May 1 to September 15. For the balance of the day/season, the noise levels

shall not exceed 60 decibels, averaged over a 1-hour period, on an A-weighted decibel (dBA) (i.e., 1 hour  $L_{eq}$ /dBA). Noise levels shall be monitored, and monitoring reports shall be provided to the jurisdictional city, the USFWS, and the CDFG. Noise levels in excess of this threshold shall require written concurrence from the USFWS and CDFG within 30 days of receipt of request for written concurrence from the local jurisdiction and may require additional minimization/mitigation measures.

- v. Brown-headed cowbirds and other exotic species that prey upon the flycatcher shall be removed from the site. For new developments adjacent to preserve areas that create conditions attractive to brown-headed cowbirds, jurisdictions shall require monitoring and control of cowbirds.
- vi. Biological buffers of at least 100 feet shall be maintained adjacent to occupied flycatcher habitat, measured from the outer edge of riparian vegetation. Within this 100-foot buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. Buffers less than 100 feet shall require written concurrence of the USFWS and CDFG within 30 days of receipt of request for written concurrence from the local jurisdiction.
- d. Suitable unoccupied habitat preserved within the FPA shall be managed to maintain or mimic effects of natural fluvial processes (e.g., periodic substrate scouring and deposition).
- e. Occupied habitat within the FPA shall be managed to restrict activities that could degrade least Bell's vireo habitat, including livestock grazing, human disturbance, clearing or alteration of riparian vegetation, brown-headed cowbird parasitism, and insufficient water levels leading to loss of riparian habitat and surface water. Area-specific management directives shall include measures to provide appropriate successional habitat, cowbird control, and specific measures to protect against detrimental edge effects, and will remove invasive exotic species (e.g., *Arundo donax*). Initiate cowbird trapping when cowbird parasitism rates exceed 10% or as recommended by monitoring results. Restrict human access to vireo occupied habitat during the breeding season (March 15 to September 15) except for qualified researchers or land managers performing essential preserve management, monitoring, or research functions.
- f. Projects having direct or indirect impacts to the least Bell's vireo within the MHCP planning area shall adhere to the following measures to avoid or reduce impacts:
  - i. The removal of native vegetation and habitat shall be avoided and minimized to the maximum extent practicable. Determination of adequate avoidance and minimization of impacts shall be consistent with Sections 3.6 and 3.7 of the MHCP plan. Deviations from these guidelines shall require written concurrence of the USFWS and CDFG. For temporary impacts, the work site shall be returned to preexisting contours and revegetated with appropriate native species. All revegetation for temporary and permanent impacts shall occur at the ratios specified in Section 4.3 of the MHCP plan, with a minimum 3:1 ratio for recreation of occupied or potential vireo habitat.

Revegetation specifications shall ensure creation and restoration of riparian woodland vegetation to vireo quality. All revegetation plans shall be prepared and implemented consistent with Appendix C (Revegetation Guidelines) and shall require written concurrence of the USFWS and CDFG. If written objections are not provided by the wildlife agencies within 30 days of receipt of written request for concurrence by the local jurisdiction, then the deviation may proceed as approved by the local agency. The wildlife agencies shall provide written comments specifying wildlife agency concerns.

- ii. Projects shall be carried out consistent with Appendix B (Standard Best Management Practices).
  - iii. Projects shall to the maximum extent practicable avoid impacts during the breeding season of the least Bell's vireo (generally March 15 - September 15). Projects that cannot be conducted without placing equipment or personnel in or adjacent to sensitive habitats shall be timed to ensure that habitat is removed prior to the initiation of the breeding season (generally before March 15).
  - iv. Construction noise levels at the riparian canopy edge shall be kept below 60 dBA Leq (Measured as Equivalent Sound Level) from 5 a.m. to 11 a.m. during the peak nesting period of March 15 to July 15. For the balance of the day/season, the noise levels shall not exceed 60 decibels, averaged over a 1- hour period on an A-weighted decibel (dBA) (i.e., 1 hour  $L_{eq}$ /dBA). Noise levels shall be monitored and monitoring reports shall be provided to the jurisdictional city, the USFWS, and the CDFG. Noise levels in excess of this threshold shall require written concurrence from the USFWS and CDFG and may require additional minimization/mitigation measures.
  - v. Brown-headed cowbirds and other exotic species detrimental to least Bell's vireo shall be removed from the site. For new developments adjacent to preserve areas that create conditions attractive to brown-headed cowbirds, jurisdictions shall require monitoring and control of cowbirds.
  - vi. Biological buffers of at least 100 feet shall be maintained adjacent to occupied least Bell's vireo habitat, measured from the outer edge of riparian vegetation. Within this 100- foot buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. Buffers less than 100 feet shall require written concurrence of the USFWS and CDFG within 30 days of receipt of written request for concurrence by the local jurisdiction.
4. Discuss potential project impacts to adjacent populations of vireo at Guajome Lake.
  5. Provide a description of the construction schedule/duration, including wetland mitigation, including any conservation measures that will be taken to avoid and/or minimize impacts during the vireo/flycatcher breeding season.

6. The MND states the following: "The residential development is located within approximately 30 feet of the adjacent wetland habitat. On the west side of the residential development, an equestrian trail is proposed between the residential development and the habitat. The residential portion of the project will have a 6-foot block wall surrounding the residential development for fire suppression purposes that also will help buffer the residential development from the adjacent habitat."

However, the Wildlife Agencies consider fire suppression zones to be part of the project impacts, that require mitigation and are not part of the biological buffer. Riparian buffers are crucial for the protection of riparian habitat. They provide numerous functions, including prevention of deleterious effects to wildlife and habitat from noise, lights, disturbance, depredation by pets, invasion by exotic species, and degradation of water quality. Buffers are an integral part of the complex ecosystems that provide food and habitat for the fish and wildlife in stream communities. As a component of an integrated management system, riparian buffers can also protect streams by managing natural levels of nutrients and sediment.

The width of an effective buffer is determined by the resources to be buffered, including their sensitivity, and the types of planned adjacent activities. Specific recommendations for riparian buffer width can be found in published journals (Darveau et al. 1995, Kilgo et al. 1998, Hagar 1999, Lambert and Hannon 2000, Pearson and Manuwal 2001), and range from 40 to 500 meters, or approximately 131 to 1,640 feet. To illustrate how species will benefit from an appropriate riparian buffer, consider the needs of vireos. Widespread loss or degradation of riparian habitats and brood parasitism by the brown-headed cowbird (*Molothrus ater*; cowbird) have resulted in the rapid reduction in numbers of vireo (Franzreb 1989). Additionally, urbanization has facilitated the introduction of house pets, feral cats, and abnormally high densities of predators such as raccoon (*Procyon lotor*), Virginia opossum (*Didelphus virginiana*), rat (*Rattus rattus*), and house mouse (*Mus musculus*) (Jones 1985). A wider riparian buffer width benefits the vireo directly, through habitat preservation, and indirectly, by reducing the chance of cowbird parasitism (Airola 1986) since cowbirds tend to parasitize nests nearest habitat edges (Budnek et al. 2002). After completing a nine-year study on the impacts of cowbird parasitism on the productivity of the vireo along the San Luis Rey River, Kus (1999) urged biologists to take a long-term view to restore vireos: "Habitat restoration to achieve conditions less conducive to cowbirds, such as enlarging or reconnecting remnants of habitat, should be pursued."

Furthermore, Section 5.2.4 of the City's draft Subarea Plan provides direction for Conservation and Buffer Requirements along Tributaries and Creeks. This section requires that a 100 foot buffer (50-foot biological buffer plus a 50-foot planning buffer) be established.

The project should be redesigned to maintain the quality of the vireo- and flycatcher-occupied habitat on site, in order to accommodate recovery of the species. Thus, we recommend that a minimum 100-foot buffer be maintained between the outer dripline of the riparian vegetation

and any development, including brush management zones that are considered to be part of the project impacts and should be included in the calculation of mitigation requirements. In addition, the proposed equestrian recreational amenities and trails (including drainage crossings) should be removed from the proposed project, as they constrain the wildlife movement corridor that leads to Guajome Lake. A revised CEQA document should include a map showing the location of the proposed wetland buffer and brush management zones.

If the project cannot be redesigned to provide substantial riparian buffers, impacts to the riparian habitat would be unmitigable and the Department would recommend that an environmental impact report (EIR) be prepared for the project. A Negative Declaration (ND) may only be prepared when no substantial evidence exists, in light of the whole record, that the project may have a significant environmental effect, or if the initial study identified potentially significant effects but the project plans agreed to by the applicant have been revised prior to release of the ND or MND to avoid or mitigate the impacts to a point where clearly no significant effects would occur (Pub. Res. Code sec. 21080(c); Guidelines sec. 15070). Also, construction of the project as proposed would likely further restrict movement of wildlife through the City, decreasing the likelihood of population persistence of some species of wildlife, particularly the vireo and flycatcher. In order to identify and evaluate a range of alternatives that may have less environmental impact than the project as currently proposed, the project should be revised to avoid significant impacts and processed according to CEQA requirements.

7. Proposed mitigation includes the avoidance of clearing vireo- or flycatcher-occupied habitat between February 15 and August 31, the bird nesting and breeding season. However, the Wildlife Agencies are also concerned about impacts to nesting birds if clearing of other types of vegetation occurs during the breeding season. Therefore, we recommend that all vegetation clearing occur outside of the bird breeding season.

Additionally, if project construction is necessary during the bird breeding season, a qualified biologist should conduct a survey for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area (including along access roads) would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer shall be a minimum width of 300 feet, (500 feet for raptors, not 200 feet as proposed in the MND), shall be delineated by temporary fencing, and shall remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone, until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. The mapped bird survey results will be submitted to the Wildlife Agencies for review and approval prior to project construction during the bird breeding season to ensure full avoidance measures are in place.

8. We recommend in-kind replacement of impacted oak trees within suitable areas that do not require impacting other sensitive habitats. Oak trees should be planted at least 20 feet apart.

The replacement ratios (using rooted plants in liners or direct planting of acorns) for oak trees which are removed should be as follows:

- a. trees less than 5 inches diameter at breast height (DBH) should be replaced at 3:1
- b. trees between 5 and 12 inches DBH should be replaced at 5:1
- c. trees between 12 and 36 inches DBH should be replaced at 10:1
- d. trees greater than 36 inches DBH should be replaced at 20:1

The replacement ratio for damaged trees less than 12 inches DBH should be 2:1, and greater than 12 inches DBH should be 5:1. All other oaks should be fenced off and tagged to prevent equipment from operating in the drip line of these trees. The oak tree replacement should be done based on a Wildlife Agency-approved restoration plan.

As an alternative, impacts to oak trees could be mitigated by the acquisition of oak tree credits in a Wildlife Agency-approved mitigation bank at a 3:1 ratio. The Wildlife Agencies would need verification that the mitigation site has oak trees that are comparable in density and tree age to those which are proposed for impact.

9. Any proposed trails should be approved by the Wildlife Agencies. We recommend that no new trails be established in the preserved open space. Any existing trails that will be maintained should be designed to avoid or minimize impacts to sensitive habitat areas, and should be fenced on both sides with split-rail fencing. There should be no trails that cross the *drainages on site or are within the minimum 100-foot wetland buffers*. Any indirect impacts to biological resources that may result from long-term use should be included in any impact assessment. Increases in indirect effects from pets or feral animals, human encroachment, and noise could disrupt various species' habitat use. Trails should be well-demarcated, have clearly-marked access areas, and have signs discouraging off-trail access and use. The final MND should describe the location of any trails planned for the open space preserve and address the Wildlife Agencies' concerns about the impact of these trails on the biological resources.
10. Because the project is adjacent to the FPA, development should be consistent with the adjacency standards in the MHCP.
11. We recommend that permanent fencing (with signs delineating the area as biological open space) be installed between the impact area and biological open space (on site and off site, to the east). Fencing should be designed in coordination with the Wildlife Agencies to minimize intrusion into the sensitive habitats from humans and pets. There should be no gates between the development and the open space.
12. The Wildlife Agencies recommend avoiding the use of invasive exotic plant species in the landscape areas adjacent to and/or near mitigation/open space areas. Exotic plant species not to be used include those species listed on Lists A & B of the California Invasive Plant Council's (CALEPPC) list of "Exotic Pest Plants of Greatest Ecological Concern in



*California Department of Transportation – Letter dated August 11, 2004*

- 1) The proposed project meets all state and local drainage and storm water mitigation requirements. The project will not effect a change in the overall watershed or result in any negative impact to downstream drainage facilities and therefore, no negative impacts will occur. The complete approved Storm Water Management Plan (dated February 26, 2004) for the project and the approved Drainage Study (dated July 30, 2003) for the project can be reviewed at the City of Oceanside Engineering Department.
- 2) All lighting will be directed on-site and appropriately shielded from adjacent uses in conformance with Chapter 39 of the City Code (Light Pollution Ordinance) and, therefore, no negative impacts will occur.
- 3) The project applicant is responsible for noise attenuation and will be subject to California Code of Regulations (CCR) Title 24 acoustical noise assessment subject to the expected buildout conditions of SR-76 at the time of construction for interior noise attenuation.
- 4) All signs visible to SR-76 shall be constructed in accordance with the City of Oceanside Sign Ordinance, Article 33 of the City of Oceanside Zoning Ordinance, and in compliance with County and State regulations.
- 5) Comment Noted. The City and the project applicant are aware of the Vista Unified School Districts plans to construct dual magnet high schools at the SR-76 and Melrose Drive intersection. The City will coordinate with VUSD on any improvements to the intersection with pedestrian safety as a priority.
- 6) Comment Noted. Although no project work is currently within Department right-of-way, it is understood that any project work within the Department's right-of-way will be subject to an encroachment permit issued by the Department and any other documentation required by the Department.
- 7) Comment Noted. Although no project work is currently within Department right-of-way, it is understood that any environmental impacts associated with the project to lands within the Department's right-of-way would be subject to the California Environmental Quality Act (CEQA).

*Vista Unified School District – Letter dated August 25, 2004*

1. The City acknowledges that the Vista schools are currently overcrowded. Based on the "VUSD Fee Justification Report" dated April 2004, the project is expected to generate a total of 62 new students. Of these 62 new students, 19 will be in the K-6 grade, 8 will be in the 7-8 grades, and 35 will be in the 9-12 grades. In order to accommodate the new students, it is our understanding that the State and VUSD specifically, has established a "school mitigation fee" for all new projects to collect a "fair share contribution" from those projects towards facilities needed to serve the "new" students. As conditioned, the project will comply with the established fair share contribution requirement.

In addition, the pre-existing overcrowding condition has also been acknowledged and addressed by the VUSD through the passage of Proposition "O" in 2002, the \$140,000,000 bond measure, and the VUSD Bond Implementation Plan. Again, all new development projects such as Casitas are required to pay their "fair share contribution" to school facilities in the form of the approved school mitigation fee. VUSD will

receive the required school mitigation fee money from The Casitas @ Spring Creek project prior to issuance of any building permits.

2. The project earthwork balances which means there is no export of dirt material from the project site to an off-site destination. The dirt will be transported to Parcel A within the project boundaries with no impact to external streets. Internal dirt movement is typical and any temporary disturbances outside of the finished grading area, if any, will be restored to the natural condition. It is because of this fact, that there is no significant impact associated with dirt export.
  3. The traffic study and the MND have both been modified to include a discussion and analysis of both the Hi-Hope Ranch project and Magnet High Schools project. No new traffic impacts were identified.
  4. The Project is required to analyze existing, approved and build out scenarios. The project contribution to overall intersection capacity is much less than a high school site would be and therefore, the project impacts are not significant. Due to the small amount of ADT for the project, no Congestion Management Program (CMP) is required (a CMP is triggered at 2,400 ADT or 200 or more peak hour trips and the project only generates 424 ADT).
- Overall, the study area intersections are projected to operate within acceptable levels of service during the peak hours for General Plan Land Use and transportation buildout with the project .
5. The project will be required to pay the State mandated statutory school fees (school impact fee) to the Vista Unified School District which under State law satisfies all impacts on school facilities.
  6. The District asserts that the project is inconsistent with the Public Facilities Management policies in Section 1.17 of the City of Oceanside Land Use Element, which require coordination of new development with adequate public services and facilities. The District asserts that the City has not contacted the District to determine project impacts on school facilities, nor to determine how such impacts can be mitigated. The District contends that the inconsistency between the project and school impacts are significant and unavoidable.

As discussed above in Response #1, the legislature has determined that impacts to school facilities are deemed fully mitigated by payment of statutory school fees. The City is prohibited by law from refusing to approve a tentative tract map on the grounds that it is inconsistent with school facility policies in its general plan. Finally, the issues raised by the District do not demonstrate that the project will have a significant adverse impact on the environment, either in the area of public facilities or General Plan consistency.

7. See responses #1 and #6 above.

8. See response #1 above.

*Diane Nygaard – Letter dated August 20, 2004*

1. The project site is not within an area defined by the City's MHCP as a Biological Core and Linkage Areas (BCLA).
2. The existing wildlife habitat corridor that connects to the site from the south and to Guajome Regional Park to the north and west will be maintained and enhanced by the project. After negotiations with the US Fish and Wildlife Service and the California Department of Fish and Game subsequent to the issuance of the MND, the wildlife habitat corridor included within the project preserve has been expanded, the unit count for the project reduced from 57 to 53 units, and the habitat restoration on-site has been enhanced. The project was revised by eliminating a row of units (4 units total) along the western edge of the residential lot adjacent to the channel to lessen impacts to the corridor in this

location. The project open space preserve areas will be enhanced and maintained as dedicated open space to an approved environmental resource management entity as part of the resource agency permitting process ensuring that it will remain connected to other area open space preserves. The project will remove exotics, revegetate degraded areas with appropriate plant species and create additional on-site wetlands in accordance with the project's Biological Resources Report, the resource agency permitting process and City imposed Conditions of Approval. This repair, restoration, and creation within the degraded corridor will be an improvement to the area's habitat value and its value as a wildlife corridor. The habitat management plan and the open space preserve will ensure the corridors connectivity and viability over the long-term. The scope and magnitude of this work has been established through multiple meetings with the appropriate environmental resource agencies.

3. The proposed project meets all state and local drainage and storm water mitigation requirements. The project will not effect a change in the overall watershed or result in any negative impact to downstream drainage facilities and therefore, no negative impacts will occur. The complete approved Storm Water Management Plan (dated February 26, 2004) for the project and the approved Drainage Study (dated July 30, 2003) for the project can be reviewed at the City of Oceanside Engineering Department.
4. A portion of the site (the main drainage basin and western channel) is identified within a focused planning area of the MHCP. This area is designated as a hard line area requiring 90% to 100% preservation. Of the project site's 5.71 acres of wetland habitats, 4.52 acres will be preserved and restored and/or enhanced. In addition, there will be 1.20 acres of wetland creation. The on-site wetland habitat preserve and wetland habitat creation equals 5.72 acres of wetland habitat preserve which achieves 100% wetlands preserved. The project, therefore, is in compliance with wetland protection criteria.
5. The project site is unique in that it is traversed by two creek channels (the westerly and easterly channels) and the main drainage to the north that create "pockets" of developable land. If the 100-foot buffer zone for creek/wetland habitat was strictly applied to the project, the site would lose all reasonable development potential as illustrated on the 100-foot Buffer Set Back Exhibit. The site is further constrained by the Equestrian Overlay Zone (EQ Zone) that requires a large amount of equestrian open space to be preserved. The project site is considered to have special circumstances that make the proposed buffers acceptable in conjunction with the habitat preservation, enhancement and creation proposed.

After the issuance of the draft MND, and in response to comment letters received from the US Fish & Wildlife Service and the California Department of Fish and Game and the public, the applicant has revised the proposed project footprint, the equestrian amenities, buffers, open space preserve areas and associated mitigation. These changes include the loss of 4 residential units adjacent to the western creek channel to minimize impacts to the creek channel, less active horse use area within the EQ lot which preserves and enhances the open space preserve in this area (an additional 1.39 acres preserved), less active recreational amenities on the "point" of the residential site which allows for the creation and enhancement of habitat in accordance with resource agency requests and permits, the elimination of the equestrian trail connection and creek crossing between the residential and the commercial uses, elimination of the equestrian trail adjacent to the eastern creek channel and an increased buffer between the commercial pad and the habitat as negotiated with the resource agencies.

The project proposes to preserve the largest portion of wetland and upland habitat as possible while restricting the residential, equestrian and commercial components to the logical locations dictated by the natural and physical environment. The open space area on site is approximately 8.1 acres and includes both creek channels and the large northerly drainage (open space lot 1). The open space includes Lot 4 within the EQ area (1.39 acres) and the northern "tip" of the residential area, which will be preserved and enhanced.

The residential portion of the site is restricted to the central plateau between the two creek channels. This portion of the site was historically used as a farm house and the old driveway that served the house still exists in places to the north of the proposed residential area. Several of the exotic plant species on-site that

will be removed as part of the project were introduced by the previous resident. This pad is characterized by "bicycle tracks" and transient encampments. It is illegally accessed and used and as a result the natural environment has been continually degraded. The site can be served by the existing Old Ranch Road on the south and no new roadways or associated environmental impacts are needed for vehicular access to the site. This site, however, is bordered on the east and west by the two creek channels. If the 100-foot buffer were strictly applied, the area would be largely devoid of its development potential. As proposed, there is a 30-foot planning buffer on each side of the project that will be planted with native transitional species and a block wall will be used to further restrict indirect impacts into the channels. As discussed above, the channels will be restored and improved over the existing degraded condition. Once the project is built out, access to the channels and associated habitats by transients and others whose presence degrades the environment, will be greatly reduced. This will have a positive effect on the habitat and wildlife within the open space preserve.

The 1.87-acre equestrian area is isolated to the west of the residential area and west of the western creek channel. This location is accessed by an existing trail. This location was chosen because no vehicular access would be required which means less environmental impacts. In addition, the area would serve as a buffer from any future development that may occur on the vacant parcel to the west. This buffer on the western side of the creek channel is 180 feet at its widest point and 20 feet at its narrowest. This area is approximately 720 feet in length and the 100-foot buffer it provides extends for 470 feet. As discussed above, 1.39 acres of this area are now proposed as non-active preserve area which adds to the buffer and preserve areas of the site. Through this project, the 1.39 acres will have an open space preserve easement over it and be maintained by an approved conservancy group.

The commercial pad is adjacent to the existing Home Depot and is accessed via the existing The Depot Road. Again this location was dictated by the natural and built environments. The eastern creek channel, which extends to just beyond The Depot Road to the south, separates the residential and the commercial pad. The future commercial use would be best suited adjacent to another commercial use which make this the logical location. Again, no new vehicular access would be required and no new environmental impacts would result. In addition, an increased buffer of 40 feet was negotiated with the resource agencies adjacent to the confluence of the creek channels as this area was deemed the most sensitive. Also, the equestrian trail connection across the creek channel in this area and the extension of the equestrian trail to the south have been eliminated from the plans.

6. Comment Noted.
7. Comment Noted.
8. The equestrian component of the project is required for compliance with Article 28 of the City of Oceanside Zoning Ordinance. The project meets the requirements of Article 28 and the proposed equestrian facilities have been sited to minimize equestrian impacts on the environment. Subsequent to the issuance of the draft MND, several aspects of the equestrian use amenities have been revised in consultation with the City of Oceanside, the US Fish & Wildlife Service and the California Department of Fish & Game. The changes to the equestrian use amenities, which will reduce the equestrian related impacts on the environment, are as follows: 1) A reduction in "active" equestrian use within the equestrian area from 1.87 acres to 0.48 acres (lot 3) with 1.39 acres (lot 4) being preserved as passive equestrian area, 2) deletion of the eastern creek channel equestrian trail crossing and 3) the elimination of the equestrian trail adjacent to the eastern creek channel on the commercial pad. The revised proposed mitigation measures have been reviewed by and agreed to by the US Fish & Wildlife Service and the California Department of Fish & Game.
9. Revision of Article 28 of the Zoning Ordinance for compliance with MHCP and the SAP is beyond the scope of this project. However, projects within the EQ Overlay Zone are required to comply with CEQA and all relevant biological resource protection regulations.
10. Comment noted.

11. The proposed private equestrian trail connects to the existing public trail system at Old Ranch Road. The equestrian use amenities have been revised as discussed in response number 8 above to reduce impacts to the maximum extent practicable and to levels acceptable to the City of Oceanside, the US Fish & Wildlife Service and the California Department of Fish & Game.
12. Equestrian use on site is regulated in the project "Equestrian Operations & Management Plan".
13. A cowbird monitoring and trapping program will be required as established in consultation with the City of Oceanside, the US Fish & Wildlife Service and the California Department of Fish & Game.
14. Horse use will be restricted during and after periods of inclement weather in accordance with the provisions of the projects "Equestrian Operations & Management Plan". The plan states: "At no time shall horses be allowed on-site during periods of rain and any use of the Lot 3 Equestrian Facilities are strictly prohibited during and immediately after (for a full 48-hour period) rain events. Failure to comply with this restriction will result in the permanent revocation of equestrian use privileges as they relate to these Facilities."
15. Comment noted.
16. Comment noted.
17. Comment noted.
18. Comment noted.
19. Comment noted.
20. The long-term maintenance of all of the proposed open space preserve areas will be provided by an approved land conservancy maintenance group as approved through the permitting process.
21. The open space preserve will be endowed/managed to fully comply with the open space management provisions included in the MHCP and as negotiated with the US Fish & Wildlife Service and the California Department of Fish & Game.
22. Comment noted.

Wildlife Agency Letter of Comment September 3, 2004

- 1) Specific plans for the development of the retirement complex were not available at the time the draft MND was issued. Instead, grading of a pad only for this area was included as part of the project evaluated in the MND. Once plans for the proposed seniors living center are available, they will be submitted to the City, and the City will conduct an Initial Study to determine the appropriate CEQA document. It is noted that in response to the Agencies' requests on the wetland permitting that is in progress, additional information for the seniors living center project recently became available and was submitted to the agencies and discussed in a series of meetings. Please refer to the attached letter recently sent to the resource agencies that documents changes made to the project that reduce biological impacts to acceptable levels. The revised project substantially increased wetland buffers, reduced impacts, and increased the on site open space. The pad area available for future use on the commercial site will be established by this project and no new encroachments will be permitted when a commercial project is processed.
- 2) It is agreed that a long-term management plan, PAR, management entity, and funding will be provided. These will be provided as part of the wetland permitting process.
- 3) The MHCP has not been officially adopted and is therefore considered a draft plan. It should also be noted that the text cited from the MHCP refers to "nesting" southwestern willow flycatchers. During protocol

surveys in 2002 and 2003, this species was observed only one time to the south of the project site during the second survey conducted for the 2003 survey. This individual was not observed in subsequent surveys and a thorough effort was made to rule out the possibility of a silent nesting pair. The subject property is not considered ideal habitat for this species given the small size of the riparian area, lack of open water and disturbed nature of the site.

- 3a) The project is preserving the FPA corridor, and impacts to riparian habitat have been minimized while at the same time providing reasonable use of the property. Because there is riparian habitat that is located on both sides of the proposed residential development, maintenance of a 100-foot buffer is not possible and would result in little or no development of this portion of the property. Please also refer to Response 5 to the Nygaard letter, Response 1 above to this letter, and to the attached letter to the agencies.
- 3b) The project proposes a number of mitigation measures in response to this comment. The project will remove exotics on the site, increase the riparian habitat onsite, provide cowbird trapping, provide for long-term maintenance and management activities, and provide wetland mitigation. The equestrian area that is required by City zoning regulations is anticipated to be used very little, if at all, and measures will be followed to minimize any impacts, including the above-mentioned cowbird-trapping program. The sum of the mitigation measures will be expensive and are expected to improve certain aspects of the biological resources on site.
- 3.c.i) Restoration will be carried out at the recommended ratios and according to the recommended guidelines. The City and project applicant have had field and office meetings with the resource agencies and will continue to work with them through the wetland permit process and endangered species consultation process. Please refer to the attached letter that documents recent changes that have been made to the project at the request of the resource agencies.
- 3.c.ii) The project does include BMPs. See Response 1 to the Caltrans letter.
- 3.c.iii) Impacts during the breeding season shall be minimized as described in this comment.
- 3.c.iv) Impacts during the breeding season shall be minimized as described in this comment.
- 3.c.v) The project includes a brown-headed cowbird trapping program.
- 3.c.vi) Please refer to Response 3a and 3b above with regard to buffers.
- 3.d) The project will not have adverse effects to natural fluvial processes.
- 3.e) The habitat within the FPA will be managed as discussed above.
- 3.f) Vireos were not observed during 2002 protocol surveys, however, one individual was observed during 2002 gnatcatcher surveys. One individual was observed during 2003 surveys and was probably a floater male. The recommended area specific management directives will be carried out. Cowbird trapping will be conducted and human access will be restricted.
- 3.f.i) Please refer to Response 3.c.i.
- 3.f.ii) Please refer to Response 3.c.ii.
- 3.f.iii) Please refer to Response 3.c.iii.
- 3.f.iv) Please refer to Response 3.c.iv.
- 3.f.v) Please refer to Response 3.c.v.
- 3.f.vi) Please refer to Response 3.c.vi.

4. The project is not expected to have adverse effects to adjacent vireo populations at Guajome Lake. The site is isolated from Guajome Lake, so human access from this site should not be an issue. Any potential impacts from the proposed equestrian uses will be addressed by the required brown-headed cowbird trapping program.
5. Grading for the project will take about two months. Grading for the wetland mitigation would occur at the same time as the project grading. The mitigation site will be planted shortly after that. The MND includes mitigation measures that state that no clearing or grading would be allowed in vireo-occupied and flycatcher-occupied habitat between February 15 and August 30. During grading and construction, noise levels beyond 60 dBA Leq at active nesting sites will be prevented during the vireo nesting season (March 15 to August 30) or southwestern willow flycatcher nesting season (late May through mid-August) by use of noise attenuation measures. Pre-construction surveys are required if grading occurs during the breeding season.
6. With regard to buffers for this project, please refer to Response 3a to this letter and to Response 5 to the Nygaard letter. With regard to equestrian facilities, please refer to Response 3b. With regard to the type of CEQA document, the City has conducted an initial study and determined that biological impacts from this project can be mitigated to below a level of significance. In addition, biology issues will be addressed as part of resource agency permitting. At the end of this comment, reference is made that this project would likely further restrict movement of wildlife through the City. This project will maintain the corridor through the western portion of the site. The extension of Old Ranch Road was avoided as part of this project to avoid impact this corridor. It is acknowledged that the riparian vegetation does provide habitat for riparian bird species. The project does include enhancement of 3.74 acres of riparian habitat on site by removal of junk and exotics, restoration of 0.57 acre of disturbed wetlands, and creation of 1.20 acres of new habitat; implementation of a cowbird trapping program; and long-term maintenance and management of the site.
7. If clearing is scheduled during the breeding season, a survey shall be conducted to determine any nesting birds are present. If they are, measures shall be taken in coordination with the City to ensure that nesting birds are not impacted.
8. The oak woodland on the subject property is limited to one tree along the northern portion of the site. Mitigation for this impact includes planting oak trees on site.
9. Equestrian use is required by the City zoning regulations. The equestrian area and associated trails, that is required by City zoning regulations, has been substantially reduced as a result of discussions with the City and Resource Agencies. Please refer to the attached letter that documents these meetings. The equestrian use is anticipated to be infrequent, if there is any, and mitigation measures will be implemented to minimize any impact, including manure management and cowbird trapping.
10. Comment noted. Adjacency issues related to buffers, location of trails, invasives, water-quality impacts, etc. are addressed in the project mitigation measures and by the responses to comments above.
11. As shown on the latest landscape concept plan, the entire equestrian area will be fenced with a three-board polymer lumber fence. Both sides of the Casitas residential development will include a 6-foot block wall and ornamental iron predation fence. The three-board polymer lumber fence will be installed around the active use equestrian area. A five-foot predation fence will be installed along the interface of the seniors assisted living project with the riparian habitat areas. Appropriate signage will be provided on all fencing.
12. Comment noted. Exotic species are not being used in areas adjacent to the open space.
13. A monitoring biologist will be required during construction.
14. The export and import grading is balanced on site.
15. Comment noted. The appropriate fee will be paid.



# Application for Discretionary Permit

Development Services Department / Planning Division  
(760) 435-3520  
Oceanside Civic Center 300 North Coast Highway  
Oceanside, California 92054-2885

### STAFF USE ONLY

ACCEPTED

BY

5/22/12

### Please Print Or Type All Information

HEARING

### PART I - APPLICANT INFORMATION

1. APPLICANT

Casitas Oceanside Two LP

2. STATUS

Owner/Applicant

GPA

MASTER/SP.PLAN

ZONE CH.

3. ADDRESS

1775 Hancock St., Suite 200  
San Diego, CA 92110

4. PHONE / FAX / E-mail

619-296-9000 phone  
ssandoval@pacificacompanies.com

TENT. MAP

PAR. MAP

5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)

The Lightfoot Planning Group attn: Ann Gunter

DEV. PL

D12 - 00014

C.U.P.

CU12 - 00015

6. ADDRESS

5900 Pasteur Ct. Suite 110  
Carlsbad, CA 92008

7. PHONE / FAX / E-mail

(760) 692-1924 phone  
ann@lightfootpg.com

VARIANCE

V12 - 00002

COASTAL

### PART II - PROPERTY DESCRIPTION

O.H.P.A.C.

8. LOCATION

South of Expressway 76, west of Melrose Drive at the terminus of The Depot Drive

9. SIZE

6.71 Acres

10. GENERAL PLAN

NC & MDB-R

11. ZONING

CN-SP-EQ &  
RMB-SP-EQ

12. LAND USE

Vacant Graded Pad

13. ASSESSOR'S PARCEL NUMBER

157-411-19

14. LATITUDE

33.25 N

15. LONGITUDE

117.27 W

### PART III - PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION

Revised Development Plan for a Senior Residential Care Facility with 196 beds in 131 living units, including Assisted Living and Memory Care services, a Conditional Use Permit for Residential Care use in the residential zone and a Variance for retaining wall heights in excess of 6 feet.

17. PROPOSED GENERAL PLAN

No Change

18. PROPOSED ZONING

No Change

19. PROPOSED LAND USE

Residential Care-General

20. NO. UNITS

131 living units  
(196 beds)

21. DENSITY

N/A

22. BUILDING SIZE

109,186 sf total  
926 sf each living unit

23. PARKING SPACES

69 spaces

24. % LANDSCAPE

56.5%

25. % LOT COVERAGE or FAR

23.1%

### PART IV - ATTACHMENTS

26. DESCRIPTION/JUSTIFICATION

27. LEGAL DESCRIPTION

28. TITLE REPORT

29. NOTIFICATION MAP & LABELS

30. ENVIRONMENTAL INFO FORM

31. PLOT PLANS

32. FLOOR PLANS AND ELEVATIONS

33. CERTIFICATION OF POSTING

34. OTHER (See attachment for required reports)

### PART V - SIGNATURES

SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print):

Casitas Oceanside Two LP

36. DATE

5/4/12

37. OWNER (Print)

Casitas Oceanside Two LP

38. DATE

5/7/12

Sign:

Sign:

- I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTAND THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.

- I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.

**Spring Creek Senior Living Community**  
Revised Development Plan,  
Conditional Use Permit and Variance

Received

JAN 23 2012

Planning Division

**Description & Justification**  
Updated January 2013

**INTRODUCTION**

This application is for a revision to the approved Development Plan, Conditional Use Permit and Variance for a Senior Residential Care Facility previously known as "Club Life." The original project included 180 living units with 332 beds in 3-story and 4-story buildings with underground parking. This revised project is reduced in scale, with 127 living units and 191 beds, in a traditional residential care facility, including both memory care and assisted living. This revision does not require a Tentative Map, since there will no longer be individual ownership of units.

The project site is 6.71 acres in the Guajome Neighborhood Planning Area, south of SR-76 Expressway, south of Melrose Drive at the southerly terminus of The Depot Road (APN 157-411-19). Uses in the vicinity include single-family and multi-family residential uses, commercial uses (the Home Depot), the San Luis Rey Valley United Methodist Church and Mission Vista High School.

The site is currently vacant and was graded in conjunction with "The Casitas @ Spring Creek" project (hereinafter, The Casitas), which was approved and permitted by both the City and the environmental resource agencies in 2005. A portion of the designated open space area associated with Spring Creek is located immediately south of the site, which contains riparian habitat. No new environmental impacts are proposed with this application.

The property has two General Plan/Zoning designations, with the majority and portion closest to SR-76 Expressway designated Neighborhood Commercial (5.05 acres), and the portion adjacent to The Depot Road designated Residential Medium Density (B) (1.66 acres). The site also has the corresponding zones of RM-B and CN, as well as the Scenic Park (SP) and Equestrian Overlay Zone (EQ) designators.

The use is classified as a commercial operation that is defined as Residential Care, General by the Zoning Ordinance. This use type is permitted in the CN Zone for residents age 55 and older and is allowed in the RM Zone with the approval of a Conditional Use Permit. Because a portion of the site is Zoned RM-B, a Conditional Use Permit is a part of this application.

The Variance is for plantable retaining walls greater than 6 feet in height (including the extension of existing walls which were previously granted a Variance).

## DEVELOPMENT PLAN

This revised project includes 127 living units in a two-story Assisted Living building, and a one-story Memory Care building in place of the previous 5 residential buildings and separate community center building. Previously, the building located on the residentially zoned portion of the site and the Community Center were 3-story buildings, while each of the other buildings contained both 3-story and 4-story elements up to the 50-foot height limit of the CN Zone. The revised project is designed with a 2-story assisted living building and a 1-story memory care building, having a maximum height of 33 feet.

The memory care building has 31 living units organized around a central courtyard to provide a secure area for outdoor activity. The memory care building has the front/entry oriented towards SR 76, providing an attractive view into the project. It includes common dining and living room areas, with activity areas, kitchen and staff offices.

The original project included a community resource building in the central portion of the site. The revised project will maintain the central location for the main lobby, drop-off area, dining and activity rooms, incorporated into the main assisted living building. The 100 living units in the assisted living building are organized along central hallways and oriented along the length of the site. The building is divided into wings, with two ground floor openings with additional access point/ lobby into each wing.

The first floor common area includes the main lobby and reception area, a central living room and community dining room for residents. In addition there will be a mailroom, staff lounge, laundry and storage areas. The second floor contains more resident serving facilities including a gym, private meeting/dining room, lounge area and beauty salon. The kitchen is also located on this level with elevator access to the main dining room. In addition, there is an outdoor balcony area along the buildings southern elevation that takes advantage of the vistas toward the open space adjacent to the site. Table 2 presents breakdowns for the living units within each building.

**Table 2**

UNIT TYPE	SIZE (SF)	# LIVING UNITS	# BEDS/UNIT	TOTAL BEDS
<b>Memory Care</b>				
Studio	455	31	2	62
<b>Assisted Living</b>				
Studio	485	34	1 and 2	64
1 BR	625	59	1	59
2 BR	926	3	2	6
<i>Subtotal Asst. Living</i>		96		129
<b>TOTAL</b>		<b>127</b>		<b>191</b>

### **Architecture:**

The original project architecture used southwestern style elements, including tile roofing, stucco, arches, exposed rafter tails, and ornamental iron features. The revised project design uses a more traditional Spanish Mission/Spanish Colonial architecture. Design elements and building materials include smooth trowel finish stucco, red concrete tile roofs, curved parapets, projecting eaves with exposed rafter ends. Classic forms are used for detailing, with round-topped arches, recessed windows, decorative tile accents, and ornamental ironwork at patio and balcony railings.

In order to address the larger scale and bulk of the original buildings, the design previously used varied building heights with 3-story and 4-story elements, off-sets and multiple roof line elements, and color blocking to help visually break up the massing. The proposed project design addresses the long linear dimension by providing deep recesses between the building wings and a slight offset angle. Between the wings, there are four ground floor openings. These areas provide for required fire access, add a visual break in the length of the structure, and provide for additional landscape and hardscape elements at the ground level. An inset hallway bridge connection between the wings is provided at the second level at two of the openings, with a full second floor bridge at the other two openings. To further break down the massing each individual wing has recessed balconies/patios and extended curved parapets above the roofline.

The central common area southern façade includes focal point elements that distinguish from the residential wings. The roof of the common area uses a flat roof with various parapet heights and curvilinear accents at the main entry to differentiate the common area building from the Spanish tile-roofed residential areas. A raised “tower” element is provided at the elevator location to create an additional visual break between the building sections, and an arcade will provided a shaded and covered outdoor area adjacent to the dining room. The terrace area above the arcade is covered by a trellis to provide a shaded and protected outdoor area for the residents that complements the roofline.

### **Access and Parking:**

The project site will have a single access point from the existing cul-de-sac bulb of The Depot Road. No direct access to SR-76 Expressway is proposed or required for the project. The site will have a drive aisle that will extend from The Depot Road to the turnaround located at the southwestern end of the site. The surface drive aisle is a minimum of 28-feet wide to accommodate emergency vehicles and the turnaround at the southwestern end of the drive aisle is a full 80-foot diameter cul-de-sac bulb. A second turnaround is located at the main entry to the assisted living building and has also been widened to a full 80-foot diameter at the request of the fire department. With this project revision, the access drive alignment will be shifted slightly to the south, which eliminates the need for offsite grading into the Home Depot property. The prior grading would have required relocation of an existing sewer main, which will now remain in place. The onsite project sewer line has been realigned to better serve the site design, and will connect into the existing easement at the southwest end of the site, rather

than requiring an additional connection to the trunk line within the Caltrans right-of-way as previously proposed.

There are numerous surface parking spaces that will serve the memory care and assisted living buildings. There are separate dedicated "delivery" locations on the northern side of each building. Parking requirements for this residential care use is 64 spaces, based on one space per 3 beds. A total of 68 spaces are provided, and the parking is distributed throughout the site for convenient access to each portion of the buildings for visitors, staff and any residents who may have a vehicle. Transportation service will be provided as part of the onsite services, and parking is provided for a shuttle van at the west end of the assisted care building.

**Stormwater/Water Quality**

The stormwater management design addresses both water quality and hydro-modification to meet current standards, which have changed since the original project approval. Storm water will be directed across the site generally from east to west and south to north through facilities that include two bio-retention basins – one near the north central portion of the site adjacent to the assisted care building, and a second at the southwesterly end of the site, both of which ultimately tie back into a single storm drain outlet point along the southerly property frontage.

**Grading**

The total grading quantities have been reduced from the prior project. The earthwork quantities have been reduced from a net export of 25,680 cubic yards to 10,957 cubic yards of import.

<b>EARTHWORK</b>	<b>PRIOR PROJECT</b>	<b>CURRENT PROJECT</b>
Cut	33,423 CY	2,214 CY
Fill	7,743 CY	13,171 CY
Import/Export	Export 25,680 CY	Import 10,957 CY

**Retaining Walls**

There are a number of plantable, keystone retaining walls adjacent to the site that range in height up to 14 feet. These walls had a variance approval, and were constructed at the time the site was graded to preserve additional habitat areas within the creek. There are new and modified retaining walls as part of this revised project that are included in the variance request for retaining wall height.

One is along the access drive, in the same location as the prior design. This wall will be plantable, with an updated maximum height of 8.8 feet at the turnaround, tapering to 0 at either end, and is not visible from offsite areas. A new plantable wall is included between the upper parking lot adjacent to The Depot Road and the 1st floor of the Assisted Living Building. It will have a maximum height of 8 feet, tapering to 0 at either end, and will not be visible from offsite areas.

There is also a modification of the wall closest to the SR-76 Expressway. In order to extend the sewer and water connections to the existing utility easement, the existing 14-foot high wall will be removed at the southwest corner of the site, re-graded, and the new retaining wall will be built to wrap around the corner along the southeasterly edge of the utility corridor. A new wall will be located opposite, along the west edge of the utility corridor, that will be a maximum of 7 feet high, and tapering to 0.5 feet at either end. This wall will face the expressway and will be plantable. The new design will reduce the visual prominence of the existing retaining wall from the SR-76 Expressway.

There will also be two new sections of wall built along the western edge of the graded pad, consistent with the previous wall design and height. These will maintain the existing pad elevation, and their height varies based on the adjacent slope as it drops away from the site. The wall behind the Memory Care building will be 10-13 feet high, and connects with an existing 14-foot wall. The wall adjacent to the Assisted Living building will be a maximum of 8 feet high. These walls will be visually screened from offsite areas by existing vegetation in the creek and adjacent slope area. All of the walls will be plantable, segmented walls, with a 42-inch ornamental iron safety rail fencing installed along the site perimeter.

### **Landscape Concept Plan**

The landscape is designed to provide for a series of passive recreational amenities and outdoor living areas for future residents. An overall total of 3.3 acres (49%) of the site will be in landscape areas, in addition to the 0.5-acre natural open space area within the site boundaries. The design expands on the architectural style with the use of a lush yet drought tolerant palette that uses color texture and form to complement and enhance the architecture and site amenities. Open spaces are distributed throughout the site and are linked by a pedestrian path that encircles the assisted living building and extends along the open space adjacent to the Memory Care building. Seating areas, fountains and passive overlook areas take advantage of the adjacent open space area. A series of vegetated archways are used to help define the spaces and outdoor rooms, along with paired tree groupings to enhance the paseo design.

The plant materials used for the site are in compliance with the provisions established in Section 3019 of the Zoning Ordinance. Special consideration was given to the general edge conditions throughout the project. The plant materials adjacent to the creek and wetlands were permitted through The Casitas project and were planted with native non-invasive, transitional plant species to complement the open space preserve. The existing retaining wall planting was not completed along the edge of this site, and so this project will install the native plantings in the new and existing plantable walls along the southerly edge of the site.

### **Equestrian Overlay**

The project is subject to the requirements of the City's Equestrian (EQ) Overlay. Section 2802 (C) of the Zoning Ordinance establishes that all commercial projects shall provide a public equestrian trail. In this community, the public equestrian trail was required to be incorporated into the project design at The Depot Road cul-de-sac within the public right-of-way, and was constructed in conjunction with mass grading of the site.

### **Scenic Park Overlay**

The project is situated within the Scenic Park Overlay District whose purpose is to conserve and protect the resources within the Guajome Regional Park. The requirements of the District dictate that the structures utilize stucco, concrete or wood and be painted in earth tone colors. The development should limit the amount of grading and the structures should be oriented to preserve views of the park. As proposed, the project grading is minimal. As this grading will not be visible from the park, the grading is in conformance with the Scenic Park Overlay District. The natural color palette and materials are also consistent with the District requirements and the surrounding communities. In addition, the proposed project will not obstruct any public or private views of the park due to its location east of existing residential uses (which are closer to the park than the project itself) and its location just west of the Home Depot. As proposed, the project is in compliance with the Scenic Park Overlay District requirements.

### **SUMMARY**

The Spring Creek Senior Living Community project will provide for a residential care use in this area, using smaller scale structures than the previously approved project at this site. It will maintain the transitional use on this parcel with split GP designations and zoning, adjacent to a high intensity retail use and the expressway, and the open space and residential uses nearby. The architecture and landscape are designed to be appealing to residents, neighbors and visitors.

### **REQUIRED FINDINGS**

#### **Findings for the Development Plan**

The City of Oceanside Zoning Ordinance stipulates that five specific findings must be made before a Development Plan can be adopted. The proposed findings are provided as follows:

1. *That the site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance.*

The site plan and physical design of the project is consistent with the purposes of the Zoning Ordinance because it meets the intent of applicable development regulations and design standards over the entire site by adhering to required setbacks, height limitations, landscape requirements, and off-street parking requirements.

2. *That the Development Plan as proposed conforms to the General Plan of the City.*

The Development Plan as proposed conforms to the General Plan of the City of Oceanside because the proposed use and intensity are consistent with the Land Use Element requirements established for the site.

3. *That the area covered by the Development Plan can be adequately, reasonably and conveniently served by existing and planned public services, utilities and public facilities.*

The area covered by the Development Plan can be served by existing and proposed public services, utilities and public facilities. As part of previous development, infrastructure was sized and located to serve development of this site and the proposed design includes onsite facilities to connect with the existing facilities.

4. *That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.*

The project is compatible with existing and potential development in the surrounding areas because it conforms to the intensity and design requirements under the regulations the City previously established for the site and provides a transition between the more intense retail commercial and the multi-family and single family developments located nearby. The proposed residential architecture will respect the scale of the surrounding residential developments.

5. *That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillsides, and Section 3039 of this ordinance.*

The site plan and physical design of the proposed project is consistent with Section 1.24 and 1.25 of the General Plan Land Use Element because it was designed to be sensitive to the adjacent natural habitat conserved by The Casitas project. The subject site does not contain undevelopable land or qualifying slopes, and is not subject to provisions of the Land Use Element or the Development Guidelines for Hillsides in Section 3039 of the Zoning Ordinance.

#### **Findings for the Conditional Use Permit - Residential Care in the RM District**

The City of Oceanside Zoning Ordinance stipulates that three specific findings must be made before a Conditional Use Permit can be adopted. This proposal meets those conditions as follows:

1. *That the location is in accord with the objectives of the Zoning Ordinance and the purposes of the district.*

The project location is consistent with the intent of the Ordinance and the purposes of the RM zoning district because the residential nature of the use is similar in intensity to surrounding residential uses, it is an appropriate transitional use between the commercial (the Home Depot) and the adjacent RM uses (Rancho Rose and The Casitas), and the seniors community will be much less intense than a more traditional commercial use would be and thereby it is more appropriate directly adjacent to the existing residential uses.

2. *That the proposed location and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city.*

The proposed project will be consistent with the General Plan because it is an allowed use in both land use categories on the site and the Conditional Use Permit will allow the City to exercise appropriate controls over the project to insure it continues to operate as it was intended. The project will not result in any detrimental effects on the public health, safety and welfare of the local and general public, and it will not be detrimental to property or improvements in the vicinity, or the City as a whole, because the proposed use is allowed within the Zones and the project has been designed in accordance with all applicable development regulations.

3. *That the proposed conditional use complies with the provisions of the Zoning Ordinance.*

The project location is consistent with the intent of the Ordinance and the purposes of the RM Zone because the residential nature of the use is similar in intensity to surrounding residential uses, it is an appropriate transitional use between the commercial (the Home Depot) and the adjacent RM uses (Rancho Rose and The Casitas), and the seniors community will be much less intense than a more traditional commercial use would be and thereby it is more appropriate directly adjacent to the existing residential uses.

The proposed use is in compliance with the provisions of the Ordinance, because it meets all development criteria and it is an allowed use within the Zones and the Conditional Use Permit and project Conditions of Approval will further insure the project operates as represented and intended.

### **Findings for the Variance -Retaining Wall Height**

The City of Oceanside Zoning Ordinance stipulates that three specific findings must be made before a Variance can be adopted. This proposal meets those conditions as follows:

1. *Because of special circumstances or conditions applicable to the development site - including size, shape, topography, location or surroundings, - strict application of the requirements of the zoning ordinance deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classification;*

The Variance has been requested due to the topography differences between the site and the adjacent existing Home Depot project and open space, as well as the new access design. The existing Home Depot is significantly higher than the project site which

gets progressively lower from east to west and from north to south. In addition, the creek habitat preserve area along the site's southern edge also limits the grading opportunities of the site which makes the use of the retaining wall the most environmentally attractive alternative. In addition, the extension of the existing retaining wall accommodates the existing pad and the new turn-around cul-de-sac bulb required for the public health, safety and welfare. The walls do not represent a special privilege to the site.

2. *Grading the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare;*

The granting of this Variance will not be detrimental to adjacent properties or the neighborhood as a whole because the retaining walls will be screened from view from adjacent parcels, and will not have any negative impacts on the health, safety or welfare of the general public, or on the adjacent open space areas.

3. *Granting the application is consistent with the purposed of the zoning ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district.*

The granting of this Variance will not constitute a granting of special privilege to the project because the existing site topography, the existing Home Depot improvements, the existing creek channel open space area, and the existing retaining wall that is to be extended, are unique circumstances to this specific site that in combination warrant the use of retaining walls in excess of 6 feet.

**Spring Creek Senior Living Community  
Revised Development Plan, CUP and Variance  
D-12-05Rev, V-7-05Rev, C-28-05Rev**

**LEGAL DESCRIPTION**

Real property in the City of Oceanside, County of San Diego, State of California, described as follows:

PARCEL 2 OF THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. PLA-03-04 RECORDED FEBRUARY 16, 2005 AS INSTRUMENT NO. 131238 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF PARCELS A AND B OF PARCEL MAP NO. 12811, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 15, 1983 LYING NORTHEASTERLY AND NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF SAID PARCEL A DISTANT SOUTH 51° 18' 57" WEST 176.16 FEET FROM THE MOST EASTERLY CORNER THEREOF;  
THENCE, LEAVING SAID SOUTHEASTERLY LINE, NORTH 64° 58' 23" WEST 692.83 FEET;  
THENCE NORTH 84° 09' 49" WEST 416.05 FEET;  
THENCE NORTH 85° 39' 21" WEST 71.64 FEET;  
THENCE NORTH 55° 51' 11" WEST 272.45 FEET, MORE OR LESS, TO A POINT IN THE NORTHWESTERLY LINE OF SAID PARCEL B, SAID NORTHWESTERLY LINE BEING A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 8925.08 FEET, CENTRAL ANGLE OF 02° 23' 16" AND ARC LENGTH OF 371.95 FEET AS SHOWN ON SAID PARCEL MAP NO. 12811.

APN: 157-411-19-00