

## V3. CHAPTER 2

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### Errata to EIR

This section contains revisions to the Draft EIR (DEIR) and Partially Recirculated Draft EIR (PRDEIR), collectively referred to as the EIR hereinafter. The changes below were made to the EIR in response to comments received during the two public comment periods for the DEIR and PRDEIR, respectively. These corrections and clarifications represent additional information or revisions that do not significantly alter the proposed project, change the EIR’s significance conclusions, or result in a conclusion that significantly more severe environmental impacts will result from the proposed project. Instead, the errata made to the EIR below merely “clarifies or amplifies or makes insignificant modifications” in the already adequate EIR, as is permitted by CEQA Guidelines Section 15088.5(b).

The revisions that follow were made to the text of the EIR and have been separated between the DEIR and the PRDEIR. Amended text is identified by page number. Additions to the EIR text are shown with underlining and text removed from the EIR is shown with ~~striketrough~~. The errata to the EIR has been included in this volume with the stated format to easily disclose these minor changes or revisions to the EIR to the public and decision-makers of the project. The following revisions have also been incorporated in clean text into the EIR contained in this volume.

#### V3.2.1 Revisions to the DEIR

The following revisions to the text of the DEIR are made:

##### Chapter 2, Project Description

Page 2-10 has been revised to include additional details about the improvements proposed under the Complete Streets improvements and includes a new figure showing the design of a typical roundabout proposed for Coast Highway (please note that subsequent figures have been renumbered in the clean EIR):

“Furthermore, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting trees. The 12 roundabouts would include dedicated, setback pedestrian crosswalks along all roadways leading into the roundabout, as shown in Figure 2-5. In combination with the 10 mid-block crosswalks, the proposed project would result in 22 new pedestrian crosswalks

along Coast Highway, which would increase pedestrian safety and allow for greater access to the coastal area. These enhancements to the landscaping and roadway would help implement the vision of the corridor established within the Vision Plan”.

## Section 3.2, Air Quality

Page 3.2-10 has been revised to include an additional San Diego Air Pollution Control District (SDAPCD) regulation that is applicable to new construction:

“The following SDAPCD rules and regulations apply to new construction:

- Regulation IV: Prohibitions; Rule 50: Visible Emissions. Specifies standards for the discharge of any air contaminant other than uncombined water vapor, except as otherwise provided in Section (b) of the Rule.
- Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property.”

Page 3.2-18 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised Traffic Impact Analysis (TIA) (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

“The TIA for the project evaluates daily per capita vehicles miles traveled (VMT) for 2008 base-year conditions and for 2035 both with and without project implementation. Future year 2035 with project conditions would be approximately ~~6.36~~6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI ~~2017~~2018). Future year 2035 conditions without the project would be approximately ~~7.44~~7.02 VMT per capita (IBI ~~2017~~2018). Thus, project implementation would reduce VMT per capita compared to the 2008 model base year and future no project conditions by approximately ~~34~~ percent and ~~44~~10 percent, respectively. Therefore, the project would result in increased transportation efficiency on a per-capita basis relative to the 2008 model base year and future year 2035 no project conditions, and would reduce per capita mobile source emissions. This reduction in per-capita VMT is supportive of per-capita VMT reduction efforts in the SANDAG 2050 RTP and SCS.”

Page 3.2-19 has been revised to include additional measures under MM Incentive District AIR-1a:

“**MM Incentive District AIR-1a:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual development projects proposed under the Incentive District shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities:

- All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur with complete coverage of disturbed soil areas.

Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.

- All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour as measured by an on-site anemometer or an off-site anemometer that is representative of the construction area), if disturbed material is easily windblown, or (b) when visible dust plumes impact public roads, occupied structures, or neighboring property.
- Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites identifying the maximum speed limit.
- All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least 2 feet of freeboard, in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- If more than 5,000 cubic yards of fill material will be imported or exported from the site, all haul truck access points shall be equipped with a gravel pad, rumble pad, or similar control to reduce vehicle trackout.
- Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using street sweepers.
- Stockpiles of soil or other fine loose material shall be stabilized by watering, covered with tarp, or other appropriate method to prevent wind-blown fugitive dust.
- Where acceptable to the local fire department, weed control should be accomplished by mowing instead of digging, thereby, leaving the ground undisturbed and with a mulch covering.
- Locate construction staging areas away from sensitive receptor areas, such as schools, to the extent practicable.
- Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the immediate area around the truck bed or storage pile.
- Install project landscaping in appropriate areas as soon as construction in an area is complete to minimize exposed soils.”

Page 3.2-19 has been revised to include additional measures under MM Incentive District AIR-1b:

**“MM Incentive District AIR-1b:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual proposed projects shall comply with the following construction equipment mitigation measures:

- Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications.
- Construction contractors shall be required to comply with California’s on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards, as required by 13 CCR, Sections 2485, 2025(h), and 2449.
- Off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrappers, tractors, loaders, etc.) shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB such as certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit’s certified BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Route construction trucks away from sensitive receptor areas.
- Where available, use electricity from power poles rather than temporary diesel or gasoline powered generators.”

Pages 3.2-20 has been revised to include additional measures under MM Incentive District AIR-2:

**MM Incentive District AIR-2:** Prior to the issuance of a building permit, individual development projects proposed under the Incentive District regulations shall comply with the following mitigation measures:

- a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to ~~off-site adjacent neighborhood amenities, parks, schools, shopping areas, existing bike paths, and transit stops~~ the public right-of-way. Low-, medium-, and high-density Incentive District developments shall ~~have provide~~ provide curbs and sidewalks on ~~both sides of the street~~ all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.
- b. For medium- to high-density residential, mixed-use, or commercial developments in the Incentive District area where transit services exist but no transit stop is located within 0.5 mile of the development site, or where transit service does not exist and the development project is within a transit district’s sphere of influence, development projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider.
- c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or

electric vehicle supply equipment within the development that meets or exceeds the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

- d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.
- e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.
- f. Development projects shall promote transportation demand management principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate.

## Section 3.6, Greenhouse Gas Emission

Page 3.6-11 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

“As discussed previously, the TIA for the project shows that daily per capita VMT under future year 2035 with project conditions would be reduced compared to the 2008 model base year and future no project conditions by approximately ~~34~~ 34 percent and ~~110~~ 110 percent, respectively (IBI ~~2017~~ 2018). The project would reduce per capita VMT by locating more people near residential and commercial land uses and services, which would allow residents to walk to both places of employment and play. Because both the Complete Streets and Incentive District would be generally consistent with the scoping plan measures and the SANDAG RTP/SCS, impacts would be less than significant.”

## Section 3.8, Hydrology and Water Quality

Page 3.8-12 has been revised to include a discussion of the Carlsbad Watershed Management Area Water Quality Improvement Plan under the regional regulatory setting heading:

### **“Carlsbad Watershed Management Area Water Quality Improvement Plan**

The Carlsbad Watershed Management Area WQIP was developed to demonstrate compliance with the Regional MS4 Permit (Order No. R9-2013-0001) discussed above. This watershed-specific plan was developed by the Copermittees of the Carlsbad Watershed Management Area (City of Oceanside, City of Carlsbad, City of Encinitas, City of Escondido, City of San Marcos, City of Solana Beach, City of Vista, and the County of San Diego), and is intended to provide a process by which the Copermittees can select and address the highest priority water quality issues (Project Clean Water 2019). The ultimate goal of the Carlsbad Watershed Management Area WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The WQIP includes drainage area assessments of the highest priority areas in order to identify the pollutant discharges and other sources that are causing the high priority condition. It also provides strategies to address high-priority water quality conditions, interim and final water quality targets for these strategies, and timelines to achieve the targets. While the primary focus of the WQIP is on water quality, it also provides multi-benefit project goals, targets, identification, assessment, prioritization, and timelines for implementation within the Watershed Management Area.”

## Section 3.14, Transportation and Traffic

Page 3.14-11 has been revised to include the preferred name of the San Diego Association of Governments’ (SANDAG) Regional Plan:

### **“San Diego Associated Governments San Diego Forward: The Regional Plan 2050 Regional Transportation Plan**

The 2050 Regional Transportation Plan (RTP) SANDAG’s San Diego Forward: The Regional Plan (Regional Plan) acts as a blueprint for maintaining and improving the region’s transportation systems. The plan focuses on building a transportation system that encompasses sustainability, land use patterns, and social equity. The Regional Plan-RTP also outlines plans for maintaining, improving, and developing regional modes of transit, including rail systems, bus rapid transit, and roadways.

### **San Diego County Congestion Management Program**

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is part of SANDAG’s Regional Plan-RTP. SANDAG is the subregional planning agency for

San Diego County and is responsible for the preparation and adoption of the county's CMP. The purpose of the CMP is to monitor the performance of the region's....”

## Chapter 4, Cumulative Impacts

Table 4-2, Cumulative Projects within the Project Area, and Figure 4-1 have been revised to remove the reference to the 1010 Oceanside project, as shown below. All references to 44 cumulative projects will be revised to 43 cumulative projects in the EIR contained in this volume of the Final EIR.

**TABLE 4-2  
CUMULATIVE PROJECTS WITHIN THE PROJECT AREA**

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
1	Hyatt Place	APN: 1430404100	Commercial	120-Unit Hotel 11,800 sf Restaurant	Entitled
2	Cleveland St. Beach Lofts	314 N. Cleveland St.	Mixed-Use	2,000 sf Office and Retail 10 Condo Units	Entitled
3	Portola	303 Pier View Way	Residential	15 Residential Condos 7 Live/Work Units	Entitled
4	The Belvedere	902 Seagaze Dr.	Mixed-Use	124-Room Hotel, 90 Live/Work Lofts, 8,357 sf Retail	Entitled
5	Oceanside Beach Resort	Pier View Way and Pacific St.	Commercial	389-Unit Hotel, 18,500 sf Visitor Commercial 20,000 sf Multifunctional Space	Entitled
6	GF Properties Mixed-Use Project Block 5	APN: 1473700400	Mixed-Use	35 Residential Units 1,602 sf Retail	Entitled
7	GF Properties Mixed-Use Project Block 18	APN: 1473700300	Mixed-Use	66 Residential Units 10,563 sf Retail	Under Construction
8	GF Properties Mixed-Use Project Block 19	APN: 1473700400	Mixed-Use	101 Residential Units 12,340 sf Retail	Entitled
9	GF Properties Mixed-Use Project Block 20	APN: 1473700400	Mixed-Use	29 Residential Units 15,057 sf Retail	Entitled
10	Seacliff Terraces	APN: 14304023 and 14304054	Mixed-Use	52 Residential Units Underground Parking Garage (122 spaces) 1,056 sf Retail	Entitled
11	Cleveland St. Townhomes	414 S. Cleveland	Residential	8 Residential Units	Under Construction
12	Breeze Luxury Apartments	APN: 152-121-06, 152-123-05, 152-123-20, 152-320-11	Residential	90 Residential Units 2 levels of underground parking	Under Review
13	Pacific Terrace	514 Morse St.	Residential	32 Residential Condos	Under Construction
14	Vine St. Collection	APN: 152-320-40	Residential	58 Townhome Units	Entitled



Reference Number	Project Name	Project Location	Project Type	Project Description	Status
15	508 N. Tremont Condos	508 N. Tremont	Residential	3 Residential Condos	Entitled
16	519 S. Myers Condos	519 S. Myers	Residential	4 Residential Condos	Entitled
17	206 S. Pacific Residence	206 S. Pacific	Residential	Replace 3 apartment units with 1 new 5,000 sf SFD	Entitled
18	Weitzel Apartments	402 Weitzel	Residential	32 Affordable Apartment Units	Entitled
19	Myers 12	1909 S Myers St.	Residential	12 Single-Family Attached Units with Off-Street Parking	Under Review
20	150 S. Myers Condos	150 S. Myers	Residential	4 Residential Condos	Under Review
21	910 S. Tremont	910 S. Tremont	Mixed-Use	5 Units with 1 Live/Work Unit	Under Review
22	1213 S. Nevada St. Apartments	1213 S. Nevada St.	Residential	3 Residential Condos	Entitled
23	829 S. Pacific Condos	829 S. Pacific	Residential	2 Residential Condos	Under Review
24	624 N. Coast Hwy.	624 N. Coast Hwy	Commercial	3,720 sf Commercial Space	Under Review
25	Coast Highway Bridge	San Luis Rey River	Bridge Replacement	Replace existing structure	EIR in process
26	Villa Capri	1002 Costa Pacifica Way	Residential	3 Residential Condos	Entitled
27	308 N. Tremont	308 N. Tremont St.	Residential	3 Residential Condos	Pending Application
28	Fraser & Covell	378 Sportfisher Dr.	Residential	4 Single-Family Row Homes	Entitled
29	Hayek	405 N. Tremont	Residential	2 Units	Entitled
30	SDG&E Substation	Civic Center Dr. and Tremont St.	Utility	Utility Substation	Pending Application
34	4010-Oceanside	Mission Ave., between Clementine St. and Horne St.	Mixed-Use	124-Room Hotel 90 Live/Work Lofts 8,357-sf Retail	Entitled
<del>31</del> 3132	Japanese Craft Brewery	Mission Ave., between Tremont St. and Cleveland St.	Commercial	Brewery	Pending Application
<del>32</del> 3233	Chapman Condos	416 S. Meyers St.	Residential	2 Residential Condos	Entitled
<del>33</del> 3334	523 S. Meyers	523 S. Meyers St.	Residential	7 Residential Condos	Entitled
<del>34</del> 3435	602 S. Meyers	602 S. Meyers St.	Residential	2 Residential Condos	Under Construction
<del>35</del> 3536	502 S. The Strand	502 S. The Strand	Residential	2 Single-Family Units	Under Construction

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
<del>3637</del>	412 S. The Strand	412 S. The Strand	Residential	4 Residential Condos	Entitled
<del>3738</del>	Pack Duplex	312 S. The Strand	Residential	2 Residential Condos	Entitled
<del>3839</del>	217 S. Pacific St.	217 S. Pacific St.	Residential	2 Residential Condos	Entitled
<del>3940</del>	218 S. The Strand	218 S. The Strand	Residential	2 Residential Condos	Entitled
<del>4044</del>	North Beach Promenade – Lot 23	Cleveland St., between Civic Center Dr. and Pier View Way	Mixed-use	10,000 sf Retail 52 Residential Units 357 Parking Spaces	Entitled
<del>4142</del>	Windward Way	Windward Way and Meyers St.	Residential	3 Single-Family Homes	Entitled
<del>4243</del>	Stone Terrace	724 N. Pacific St	Residential	4 Units	Entitled
<del>4344</del>	Tin Fish Restaurant Patio	302 The Strand	Commercial	Patio Repairs	Pending Application

## Chapter 6, Other CEQA Considerations

The California Resources Agency adopted updates to the State CEQA Guidelines, including updates to Appendix G, in December 2018 for implementation in 2019. The updates to the State CEQA Guidelines caused the following section numbers to be revised.

Page 6-1 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of growth-inducing impacts:

### **“6.1 Growth-Inducing Impacts**

Pursuant to Section ~~15126.2(d)~~15126.2(e) of the CEQA Guidelines, an EIR must address whether a project will directly or indirectly foster growth. Section ~~15126.2(d)~~15126.2(e) reads as follows:

*[An EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in population may further tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”*

Page 6-2 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of significant irreversible environmental changes:

### **“6.2 Significant Irreversible Environmental Changes**

CEQA Guidelines Section ~~15126.2(e)~~15126.2(d) requires that an EIR analyze the extent to which a proposed project’s primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations would not be able to reverse.”

Page 6-3 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of significant and unavoidable impacts:

## “6.3 Significant Unavoidable Impacts

CEQA Guidelines Section ~~15126.2(b)~~15126.2(a) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level.”

Page 6-11 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

“The TIA for the project shows that daily per capita vehicles miles traveled (VMT) under future year 2035 with project conditions would be approximately ~~6.36~~6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI ~~2017~~2018). Future year 2035 conditions without the project would be approximately ~~7.44~~7.02 VMT per capita (IBI ~~2017~~2018). Thus, VMT per capita would be reduced with the project compared to the 2008 model base year and future no project conditions by approximately ~~34~~ percent and ~~44~~10 percent, respectively. Therefore, future development that could occur through adoption of the Incentive District would result in increased transportation efficiency on a per capita basis relative to the 2008 model base year and future year 2035 “no project conditions,” and would reduce per capita mobile source energy demand. This reduction in per capita VMT is supportive of per capita VMT reduction efforts in the SANDAG 2050 RTP and SCS.”

## Chapter 7, Acronyms, References, and List of Preparers

Page 7-15 has been revised to include the following reference under the heading, Hydrology and Water Quality:

“Project Clean Water, 2019. *Carlsbad Water Quality Improvement Plan*. Accessed March 20, 2019. Available at: <http://www.projectcleanwater.org/carlsbad-water-quality-improvement-plan/>”

## Appendix 13, LUP Text Amendments

Page 7 of Appendix 13 is revised to include Table 2:

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

DEMOLITION PERMIT  
(where applicable)

COASTAL DEVELOPMENT  
PERMIT

DESIGN REVIEW

TYPE OF PROJECT

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT	DESIGN REVIEW	DEMOLITION PERMIT (where applicable)
Projects within Coastal Appeal Area:			
All developments	X	X	*
Projects Outside the Coastal Appeal Area:			Residential Demolitions Only
Single Family Residences			*
Multi Family Projects of 2 to 20 units			"
Multi Family Projects of 20 or more units	X		"
Commercial Uses on sites of less than 2½ acres		X	"
Commercial Uses on sites greater than 2½ acres	X	X	"
Industrial Uses	X	X	"
Subdivisions pursuant to the State Subdivision Map Act	X		
All developments within the Redevelopment Area pursuant to the Redevelopment Design Guidelines	X	X	"
All developments in the Harbor Precise Plan Area pursuant to the Harbor Design Guidelines and Application Procedures	X	X	X

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT		DESIGN REVIEW		DEMOLITION PERMIT (where applicable)
All developments within the San Luis Rey River Specific Plan Area	X		X		* Residential Demolitions Only
Any other uses requiring Conditional Use Permits pursuant to the City's Zoning Ordinance	X		X		"
Sign Permits					
Public Projects such as parks, community buildings, and recreational facilities	X		X		
Shoreline structure projects, such as seawalls, revetments, jetties, groins, etc.					
Mining or extraction of materials	X				

X Indicates projects for which local permits are already required.

\* Indicates projects which are currently regulated by the Coastal Commission, but not by the City. The City would assume permit authority for these types of projects upon certification of the LCP.

## V3.2.2 Revisions to the PRDEIR

The following revisions to the text of the PRDEIR are made:

### Section 3.14, Transportation and Traffic

Page 3.14-2 has been revised to clarify that parallel parking is allowed on Oceanside Boulevard, west of Coast Highway but not east of Coast Highway:

**“Oceanside Boulevard** – A collector street located south of Wisconsin Avenue. It begins at Pacific Street, crosses the TIA study area and continues east outside the TIA study area boundaries. Parallel on-street parking is permitted west of Coast Highway. Between Coast Highway and I-5, Oceanside Boulevard has a striped bicycle lane and parallel parking is not permitted.”

