

## 3.13 Recreation and Parks

This section provides an assessment of potential impacts related to recreation and parks and recreational facilities that could result from project implementation. Potential impacts addressed in this section include increased use of existing recreational facilities and the need for the expansion of existing or the construction of new recreational facilities that could occur with implementation of the proposed project.

### 3.13.1 Environmental Setting

#### Existing Recreational and Park Facilities

Several types of recreational facilities are provided throughout the city, including recreation and community centers, community parks, regional parks, outdoor museums and trails, golf courses, and nature centers (City of Oceanside 2016a). Many of the recreational facilities offer amenities such as barbeques, sports fields, community centers, and trails. **Table 3.13-1** summarizes the recreational facilities that are located in the project area and west of Interstate 5 in the city.

**TABLE 3.13-1  
RECREATIONAL FACILITIES IN OR NEAR THE PROJECT AREA**

Recreational Facility	Location
Oceanside Harbor, Beach and Launch Ramp	Off of North Coast Highway
City of Oceanside Pier	300 S Pacific Street
Sunshine Brooks Theater	217 North Coast Highway
Buena Vista Lagoon Nature Center	2202 South Coast Highway
Lion's Club Park	Cassidy Street and Broadway
Buccaneer Park	1506 South Pacific Street
Oceanside Harbor and Beaches	Beaches/Pacific Ocean
Marshall Street Park/Swim Center	1404 Marshall Street
Junior Seau Beach Community Center	300 North The Strand
Strand Beach Park (Seagaze Park)	The Strand and Seagaze
Tyson Street Park	Pacific Street and Tyson Street
South Oceanside School Park	Cassidy Street and Steward Street
Sunshine Brooks Theater	217 N Coast Highway
Ron Ortega Recreation Park	Brooks and Maxson Street
Beaches	Pacific Ocean Coastline
Cesar Chavez Park	Division Drive

SOURCE: City of Oceanside 2016a; City of Oceanside 2017.

## **City of Oceanside Parkland Goal**

The City's General Plan Community Facilities Element establishes a parkland goal of 5 acres of dedicated park land per every 1,000 residents (City of Oceanside 2002). In 2015, the City's population was approximately 175,691 residents (United States Census Bureau 2015). Thus, based on the 2015 population, the City should be providing just under 900 acres of parkland.

### **3.13.2 Regulatory Framework**

#### **Local**

##### ***City of Oceanside General Plan***

The elements of the City of Oceanside General Plan that address the goals and policies related to recreation are the Community Facilities Element and the Recreational Trails Element, which are both described further below.

##### **Community Facilities Element**

The Community Facilities Element provides overall guidance for maintaining and developing the City's public services and facilities, including parks and other recreational facilities. The goals and policies contained in the Community Facilities Element aim to provide adequate public facilities that support recreational and leisure activities as well as to contribute to the overall health of the city's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the city.

##### **Bicycle Master Plan**

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and Recreational Trails Element and identifies points where the city's bikeway system could be integrated with the San Diego County regional bikeway system (City of Oceanside 2008). The Bicycle Master Plan evaluates the city's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommends improvements wherever appropriate. Additionally, the goal of the Bicycle Master Plan is to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways as well as to promote a viable alternative to the automobile travel in a climate particularly conducive to bicycle transportation. The City aims to implement the Bicycle Master Plan to provide a more convenient bikeway system for cyclists, especially for those who choose bicycle transportation over vehicle transportation.

##### **Pedestrian Master Plan**

The City of Oceanside Pedestrian Master Plan (PMP) aims to guide how the City plans and implements pedestrian projects, including projects to enhance neighborhood quality or mobility options by providing pedestrian improvement projects (City of Oceanside 2009b). The PMP identifies and prioritizes pedestrian projects based on technical analyses and community input and provides a prioritized list of projects to improve the City's ability to receive grant funding to implement the top priority projects.

### ***Parks and Recreation Master Plan***

Adopted in January 1996, the Parks and Recreation Master Plan provides guidance on the development of future parks, recreation, and open space facilities in order to meet the needs of the community. The Master Plan identifies existing facilities, provides a citywide needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, maintenance, renovation, and acquisition of park facilities. The City is expected to initiate a process to update the Parks and Recreation Master Plan in late-2017. This effort would be funded by the parks fund of the Capital Improvement Program (Mertz 2017).

### ***City of Oceanside Fee Schedule***

The City of Oceanside conducted a public hearing on October 21, 2015, for the purpose of revising the community facility, park, major thoroughfare, traffic signal, and drainage impact fees. As part of Resolution No. 15-R0638-1 Section 3-4, the City established a parks fee of \$4,431 per dwelling unit for the purposes of financing park improvements needed for the city (City of Oceanside 2015). The parks fee provides funding to accommodate the needs generated by future development within the city in accordance with the City's Parks and Recreation Master Plan.

### ***Coast Highway Vision and Strategic Plan***

The Coast Highway Vision and Strategic Plan (Vision Plan) was prepared in 2009 and was the impetus and original visionary document for the planning efforts for the Coast Highway Corridor Study, including the proposed roadway improvements and Incentive District zone described herein as the proposed project. Because the Vision Plan was not formally adopted by the City, it is only an advisory document. The Vision Plan includes conceptual design elements intended to revitalize and enhance the Coast Highway corridor, focusing on a pedestrian-oriented network of streets and pedestrian paths, narrower street scales, crossings, bike paths, transit, and linkages to open space and other recreational facilities such as pocket parks and park pathways (City of Oceanside 2009a).

## **3.13.3 Impacts and Mitigation Measures**

### **Significance Criteria**

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to parks and recreational facilities if it would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
2. Include recreational facilities or require the construction or expansion of recreational facilities in order to maintain performance objectives, which might have an adverse physical impact on the environment.

## Impact Analysis

**Issue 1: Would implementation of the project result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

### ***Complete Streets Improvements***

Implementation of the Complete Streets improvements would reconfigure Coast Highway to a two-lane highway with bicycle lanes, roundabouts, mid-block pedestrian crossings, and streetscaping within the existing right-of-way. The Complete Streets improvements are transportation improvements by nature and would not induce population growth within the city. However, the implementation of the Complete Streets improvements could improve connectivity of pedestrian and bicycle facilities within the city, make the use of these facilities more desirable, and result in an indirect increase of the use of existing city parks and recreation facilities. However, this increase is well within the realm of the expected use of recreational facilities the City anticipates, would be addressed by current park and recreation maintenance activities, and would not result in substantial physical deterioration of the existing facilities. For these reasons, deterioration of the city's parks and recreational facilities would not occur as a result of the implementation of the Complete Streets project components.

### ***Incentive District***

Adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, where the different types of residential uses could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential development, the City of Oceanside requires developers to satisfy one of the following three options in order to accommodate recreational needs generated by future development within the city: (1) pay the city's established parks fee; (2) pay a portion of the parks fee and provide dedicated parkland; or (3) provide dedicated parkland. Currently, the City has established a parks fee of \$4,431 per dwelling unit (City of Oceanside 2015). The payment of the fee or provision of dedication of appropriate parkland is a requirement for all residential developments within the Incentive District boundaries (and within the city). The parks fee applies only to residential uses because the payment of the parks fee provides funding to accommodate the increased recreational needs generated by population growth as a result of future residential developments within the city. Similar to the parks fee, the amount of dedicated parkland required by a developer would be determined on a project-by-project basis because dedicated parkland acreage would be dependent on the specifics of a project. If more development occurs in the project area as a result of the adoption of the Incentive District, additional fees and/or dedicated

parkland would be collected or provided, which could then result in the development of additional parks and recreational facilities.

If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional parks fees and/or dedicated parkland would be collected and/or provided. Additional parks fees would then provide for the development of additional recreational facilities to service the new development and population. However, the specific location, timing, and nature of these additional park facilities are not known at this time. While consideration of the environmental effects of future parks and recreational facilities within the city would be speculative and is not within the scope of this CEQA document, consideration of the environmental effects of future development of those facilities will be required in accordance with CEQA when they are proposed by the City of Oceanside.

Because all future project applicants and private developers proposing residential projects under the Incentive District would be providing for the development of additional parklands, either through the payment of fees or by directly constructing or providing the parkland, the increased use of existing parks and recreational facilities would not expect to result in substantial physical deterioration of the existing facilities. The additional parkland provided for or by the new development would offset a growth in demand and use of current parkland facilities. It can be reasonably assumed that the City of Oceanside will continue to keep pace with the population growth within the city such that these types of environmental effects would not occur. Development and redevelopment under the Incentive District could increase recreational opportunities within the project area since the Incentive District provides a development incentive to provide open space and recreational opportunities within specified areas within the Incentive District area. Furthermore, the environmental effects of any future development within the Incentive District boundary are considered within the scope of this EIR at a programmatic level (e.g., potential for impacts to issue areas such as biological resources and cultural resources).

In conclusion, with the payment of the parks fee and/or provision of dedicated parkland and the potential for additional recreational opportunities to be provided with the implementation of the Incentive District, physical deterioration of existing recreational facilities would not occur from implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

**Significance Determination:** Less than significant

**Issue 2: Would implementation of the project include recreational facilities or require the construction or expansion of recreational facilities in order to maintain acceptable performance objectives, which might have an adverse physical effect on the environment?**

***Complete Streets Improvements***

While construction of the Complete Streets improvements would result in temporary interferences along Coast Highway—which could result in interference to current pedestrian and bicycle facilities—these interferences would be temporary and limited and would not require the provision of new parks or recreation facilities elsewhere in the city.

Once constructed, the Complete Streets improvements would improve connectivity of pedestrian and bicycle facilities within the city, making the use of these facilities and connected parks and recreation facilities more desirable. This is an expected and desired outcome of the proposed project. This increase would be addressed by current park and recreation maintenance activities and would not result in substantial demand for new or expanded park facilities. For these reasons, the Complete Streets improvements would not require new or physically altered park facilities in order to maintain performance objectives, and impacts would be less than significant.

***Incentive District***

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential development, the City of Oceanside requires developers to pay a parks fee to provide funding to accommodate recreational needs generated by future development within the city or provide parkland directly in lieu of the parks fee. Currently, the City has established a parks fee of \$4,431 per dwelling unit (City of Oceanside 2016b). Either development of parkland or the payment of this fee would be required of all residential developments within the Incentive District boundaries (and within the city). If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional parks fees would be collected and/or parklands developed. If fees are paid, the fees would then provide for the development of additional parks and recreational facilities to service the new development and population. However, the specific location, timing, and nature of these additional park facilities are not known at this time. While consideration of the environmental effects of these future parks and recreational facilities within the city would be speculative and is not within the scope of this CEQA document, consideration of the environmental effects of future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed by the City of Oceanside.

Because all future project applicants and private developers proposing residential projects under the Incentive District would be required to pay the parks fee or develop additional parkland, it can be reasonably assumed that the City of Oceanside will continue to keep pace with the population growth within the city such that demand and performance objectives of these facilities would be met.

The city's population is expected to grow with or without the proposed project, although the project could accelerate or incentivize growth in areas of the Incentive District. As the city's population grows, the City's departments will continue to evaluate this growth and the provision of additional parkland. Given that the growth would be incremental and not instantaneous, it is reasonable that the City would be able to respond to these increases in parkland demand over time. The City currently forecasts growth using a variety of sources, including the General Plan, the regional San Diego Association of Governments projections, and the City's own demand projections. While individual projects could be encouraged in the Incentive District that might not be encouraged under current conditions, the Incentive District would not significantly intensify the type of development or growth that would be expected to occur. In addition, as each individual development project is proposed, the City would have the opportunity to review and consider their effect on parkland. Within these parameters and safeguards, the Incentive District is not expected to significantly affect the City's parkland goal.

Development and redevelopment under the Incentive District could increase recreational opportunities within the project area since the Incentive District provides a development incentive to provide open space and recreational opportunities within specified areas of the Incentive District project area. However, the environmental effects of any future development within the Incentive District boundary are considered within the scope of this EIR at a programmatic level (e.g., potential for impacts to issue areas such as biological resources and cultural resources).

**Mitigation Measures:** No mitigation measures are required.

**Significance Determination:** Less than significant