

## 4.10 LAND USE AND PLANNING

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Cypress Point Project (proposed project).

### 4.10.1 Existing Conditions

#### Existing Uses

The proposed project site consists of a vacant parcel (APN 158-301-46) and includes approximately 7.3 acres located in the San Luis Rey Neighborhood Area of the City of Oceanside, California. The proposed project site is located west of Los Arbolitos Boulevard at the Aspen Street and Pala Road intersections in the northern portion of the City of Oceanside. Majority of the property has been previously disturbed by land development on adjacent parcels. The property has been impacted by previous grading and the construction of two man-made drainage trenches and dirt paths. The residents of adjacent neighborhoods currently use the project site as an extension of the adjacent City designated open space area to the west of the project site, for dog walking, passive recreation, and access to the San Luis Rey River corridor and associated trail.

The topography of the project site is generally flat and roughly rectangular with a gentle slope towards the southwest end of the project site. Elevations vary between approximately 48 feet above mean sea level to approximately 50 feet above mean sea level. A portion of the northwest corner of the project site is included in the City's Draft Subarea Plan hardline preserve.

The property is zoned RS-Single family residential, corresponding with the City of Oceanside's General Plan designation of SFD-R. The purpose of the RS Single-Family Residential District is to provide opportunities for single-family residential land use in neighborhoods, subject to appropriate standards. Duplexes, triplexes, and fourplexes existing as of the effective date of this ordinance are allowed to remain, but all new residential construction shall be single-family dwellings or approved accessory structures (except as otherwise noted in Section 1030). In the RS District, the base density is 3.6 dwelling units per gross acre and the maximum potential density is 5.9 dwelling units per gross acre.

#### Surrounding Areas

The project site is located in a residential area and is surrounded by existing development and major roads within the City of Oceanside. Surrounding areas to the project site are zoned open space (to the north and west of the project site), and a variety of residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District), RM-B (Medium Density B District), and RH (High-Density Residential District) in the adjacent neighborhoods (to

the east and south of the project site). The property is located adjacent to the San Luis Rey (SLR) River flood channel and SLR trail/bikeway along the top of the flood channel berm, approximately 0.9 mile north of State Route 76 Highway and approximately 0.5 mile southeast of Camp Pendleton. Commercial zones are located alongside Highway 76, less than a mile south of the project site. Please refer to Figure 2-3, Zoning Designations in Chapter 2, Environmental Setting, of this EIR.

## **4.10.2 Regulatory Setting**

### **State**

#### *California Planning and Zoning Law*

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

### **Regional**

#### *San Diego Association of Governments*

The Regional Comprehensive Plan (RCP), adopted in 2004 by the San Diego Association of Governments (SANDAG), laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a sustainable communities strategy, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each

region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region’s per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop a Sustainable Communities Strategy (SCS) as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (Regional Plan). The Regional Plan combines the two previously described existing regional planning documents: the RCP and the RTP/SCS. The Regional Plan updates growth forecasts and is based on the most recent planning assumptions considering currently adopted land use plans, including the City’s General Plan and other factors from the cities in the region and the County. SANDAG’s Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City’s General Plan, and other local General Plans of cities, may change based on General Plan amendments initiated by the jurisdiction or landowner applicants. The General Plan amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, SANDAG’s RTP/SCS latest forecasts of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction’s ongoing land use planning because that planning is not static, as recognized by the need for updates to SANDAG’s RTP/SCS every 4 years). The most recent regional plan is the 2019 San Diego Forward Federal Transportation Plan, which builds off the 2015 plan (SANDAG 2019). The 2021 Regional Plan is currently being prepared and is the long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The draft 2021 Regional Plan and its Draft Environmental Impact Report are expected to be released for public and policymaker review in Spring 2021, and the SANDAG Board of Directors will be asked to adopt the 2021 Regional Plan in fall 2021 (SANDAG 2021).

## **Local**

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

The State of California requires each city to have a general plan to guide its future, and mandates that the plan be updated periodically to assure relevance and utility. The City of Oceanside (Oceanside) General Plan is the primary source of long-range planning and policy direction that is used to guide development within the city and serves as a policy guide for determining the

appropriate physical development and character of Oceanside. The plan is founded on the community's vision for the City of Oceanside and expresses the community's long-range planning goals. The Oceanside General Plan contains 10 elements: Land Use (adopted 1986), Circulation (adopted 2012), Recreational Trails (adopted 1996), Housing (adopted 2013), Environmental Resource Management (adopted 1975), Public Safety (adopted 1975), Noise (adopted 1974), Community Facilities (adopted 1990), Hazardous Waste Management (adopted 1990), and Military Reservation (adopted 1981) (City of Oceanside 1974, 1975a, 1975b, 1981, 1986, 1990a, 1990b, 1996, 2012, 2013). Each of the General Plan elements contains goals for the future of the City. In addition, the Land Use and Zoning Map Viewer depicts the planned land uses and zoning within the City of Oceanside, and the land use designations are described through policies within the General Plan (City of Oceanside 2021).

On May 8, 2019, the City Council adopted Phase I of the General Plan Update, which consisted of new General Plan elements including the Economic Development Element (April 2019) and the Energy Climate Action Element (May 2019), as well as the Climate Action Plan (CAP). Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety, and Noise elements. The Draft of Oceanside's 2021-2029 Housing Element was submitted for review by the California Department of Housing and Community Development in March 2021.

The release of five project background reports in June 2021 was the first technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports include, #1: Baseline Economic and Market Analysis; #2: Land Use and Community Resources; #3: Mobility; #4: Environmental Resources; and #5: Smart and Sustainable Corridors Background Report. These reports are available for review at the City's Onward Oceanside website here: <https://onwardoceanside.com/>.

### Land Use Element

The Land Use Elements and Land Use Map identify the type of land uses that have been planned for within the City of Oceanside. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City of Oceanside. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development.

### Circulation Element

The purpose of the Circulation Element is to ensure that the Oceanside Master Transportation Plan and its implementation policies and programs would safely and efficiently accommodate the growth envisioned in the Land Use Element. The Oceanside Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

### Recreational Trails Element

The Recreational Trails Element provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City of Oceanside. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City of Oceanside's trail system for bicycles, pedestrians, and equestrians.

### Housing Element

The Housing Element is intended to identify and analyze the City of Oceanside's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive 5-year program of actions to achieve the identified goals and objectives.

### Environmental Resource Management Element

The Environmental Resource Management Element is a program designed to conserve natural resources and preserve open space. This element contains goals, objectives, and implementation strategies related to water, soil, erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreation and scenic areas.

### Public Safety Element

The purpose of the Public Safety Element is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, and seismic and geologic hazards and to promote civil disaster preparedness.

### Noise Element

The Noise Element is composed of three sections: Introduction, Long-Range Policy Direction, and Noise Plan. In the Long-Range Policy Direction section, goals, objectives and policies are identified to address noise-related issues in the community. The goals and objectives are overall statements of the City of Oceanside's desires and comprise broad statements of purpose and direction. The policies serve as guides for reducing or avoiding adverse noise effects on residents.

Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

#### Community Facilities Element

The purpose of the Community Facilities Element is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City of Oceanside in a coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City of Oceanside's community facilities; a summary of the conditions, capacities, and status of all public facilities serving the city; a system of objectives, policies, and standards to be used by the City of Oceanside for programming its primary public facilities; and a comprehensive improvement plan and program for community facilities through the year 2010 to serve projected land use development in the City.

#### Hazardous Waste Management Element

The Hazardous Waste Management Element provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

#### Military Reservation Element

The purpose of the Military Reservation Element is to acknowledge the direct physical, social, and economic linkages between the City of Oceanside and U.S. Marine Corps Base Camp Pendleton and to propose policies that would strengthen the bond between the community and the base.

#### Economic Development Element

The City of Oceanside has prepared an Economic Development Element (EDE) to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. Addressing both municipal operations and the economic dynamics of the community at large, the EDE will provide direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. These City disciplines include the Economic Development Division, the Development Services Department, the Public Works Department, the Property Management Division, the Housing Division, the Parks and Recreation Division, the Water Utilities Department, and the City's public safety apparatus. The EDE will guide these disciplines in fulfilling their respective missions in a manner supportive of the City's long-term fiscal and economic health (City of Oceanside 2019a).

### Energy Climate Action Element

The Energy and Climate Action Element (ECAE) addresses energy consumption and other activities within the City of Oceanside that may contribute to adverse environmental impacts, with particular emphasis on those activities associated with human-induced climate change (City of Oceanside 2019b).

### *City of Oceanside Climate Action Plan*

The City of Oceanside's (City) Climate Action Plan (CAP) (April 2019) seeks to align with state efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. The CAP outlines the measures the Oceanside community will take to make progress towards meeting the State of California's 2050 GHG reduction goal. While federal and state measures are contributing significantly to GHG emissions reduction, climate action at the local level is essential in reducing global emissions to sustainable levels. In California, achieving the State's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires both local government action as well as a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by activities in the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Nevertheless, the City recognizes its role as an exemplar for the Oceanside community and is thus committed to reducing GHG emissions from municipal operations. Led by the Water Utilities and Public Works Departments, the City has already significantly reduced its GHG emissions through a variety of means, including methane (CH<sub>4</sub>) cogeneration, streetlight retrofitting, solar photovoltaic installation at numerous municipal facilities, solid waste diversion, energy efficiency retrofitting in municipal buildings, and the Green Oceanside campaign's community education programs. The City will continue to pursue GHG reduction in local government operations while encouraging emissions reduction in the community at-large through a combination of requirements, incentives, and community outreach efforts. As climate action planning continues to evolve, through advancements in climate science, technology, and public policy, the City's CAP will need to be periodically updated. These updates will be informed by new GHG emissions inventories, which will show how the City's emissions are trending and reveal which emissions reduction measures are most effective. In light of new information, and as new constraints and opportunities arise, the City will adjust its emissions reduction strategy to achieve state-aligned targets.

While the City is on track to meet its state-aligned emissions reduction targets for 2020 and 2030 without additional emissions reduction measures, it is understood that meeting long-term reduction targets requires aggressive action and that taking action now will better position the City to reach long-term reduction targets (City of Oceanside 2019c).

#### ***Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan (MHCP)***

The MHCP is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County (SANDAG 2003). The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species.

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City of Oceanside, California, would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991 and the California and U.S. Endangered Species Acts (CESA and ESA).

#### ***City of Oceanside Zoning Ordinance***

The City of Oceanside's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City.

#### ***San Luis Rey Watershed Water Quality Improvement Plan***

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. Agencies involved in the development of the San Luis Rey Water Quality Improvement Plan (WQIP) include the Cities of Oceanside and Vista, the County of San Diego, and the California Department of Transportation. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board (Regional Board) according to Order No. R9-2013-0001, as amended by Order Nos. R9 2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would 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 San Luis Rey Water Quality Improvement Plan was originally submitted to the Regional Board on June 26, 2015, as required by the Municipal Permit. The WQIP was subsequently

revised and resubmitted in order to incorporate comments received from the public and the Regional Board. Following further comments, the Regional Board issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. As of April 2021, the stakeholders in the San Luis Rey Watershed are in process of updating the WQIP for the watershed. This process will include a re-evaluation of priority water quality conditions for the watershed and possible updates to strategies to address the priorities and metrics to demonstrate improvements over time (Project Clean Water 2021).

### **4.10.3 Thresholds of Significance**

The significance criteria used to evaluate the project impacts to land use are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use would occur if the proposed project would:

1. Physically divide an established community.
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### **4.10.4 Impacts Analysis**

#### *Would the project physically divide an established community?*

As described above, the 7.3-acre project site is located in the San Luis Rey Neighborhood Area of the City. The proposed project site is located west of Los Arbolitos Boulevard at the Aspen Street and Pala Road intersection. Majority of the property has been previously disturbed by land development on adjacent parcels to the north, east and south. The property has been impacted by previous grading, the construction of two man-made drainage trenches, and dirt paths.

The project site is surrounded by existing development and major roads within the City of Oceanside. Surrounding areas to the project site are zoned open space (to the north and west of the project site), and a variety of residential zones, including RS (Single-Family Residential District), RM-A (Medium Density A District), RM-B (Medium Density B District), and RH (High-Density Residential District) in the adjacent neighborhoods (to the east and south of the project site). The property is located adjacent to the San Luis Rey (SLR) River flood channel and SLR trail/bikeway along the top of the flood channel berm, approximately 0.9 mile north of State Route 76 Highway and approximately 0.5 mile southeast of Camp Pendleton. Commercial zones are located alongside Highway 76, less than a mile south of the project site. Please refer to Figure 2-3, Zoning Designations in Chapter 2, Environmental Setting, of this EIR.

The property is zoned RS-Single family residential, corresponding with the City of Oceanside's General Plan designation of SFD-R. Consistent with the designated land use, the project proposes

to develop 54 single-family units and associated amenities on the vacant project site located within an established residential area. Pala Road would provide the primary vehicular access to the proposed project from a proposed westerly extension of Pala Road at the southern edge of the project site. Secondary access to the project site would be available via Aspen Street, at the midpoint of the project on the east side. However, Aspen Street will be gated and closed at all times except in the event of an emergency; which would limit project-related daily vehicle use in- and out of the adjacent neighborhood to the east via Aspen Street. The project proposes sidewalk improvements to Aspen Street, including extending the curb, gutter, and sidewalk on both sides of the street leading to the project site with ADA-accessible corner curbs. Pedestrian access doors will be installed on both the Aspen Street and Pala Road sidewalks and closed to the general public. Both entries lead to the private road within the project site, with frontage for residences and guest parking (refer to Figure 3-1, Site Plan, in Chapter 3 of this EIR).

Proposed land uses and on- and off-site improvements would not impede access to any portion of the existing residential community to the east and south, and would not restrict access to the San Luis Rey River trail to the north and west. Considering the proposed project’s location on a vacant parcel within the existing San Luis Rey Neighborhood Area, and land use consistency with the General Plan land use and zoning designations, it is determined that implementation of the proposed project would not physically divide an established community, and impacts would be **less than significant**.

***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The project is subject to several local and regional plans intended to avoid environmental effects. Such local plans include the City’s General Plan, and the Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan (MHCP). The applicable regional plans include the 2019 Federal Regional Transportation Plan, Regional Air Quality Plan, and San Luis Rey Watershed Water Quality Improvement Plan. The analysis herein outlines project consistency with these plans.

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

As outlined in Section 4.10.2 above, the City of Oceanside General Plan is the primary source of long-range planning and policy direction that is used to guide development within the city and serves as a policy guide for determining the appropriate physical development and character of Oceanside. The plan is founded on the community’s vision for the City of Oceanside and expresses the community’s long-range planning goals. New development within the City, including the proposed project, is subject to the goals and policies outlined in the City’s General Plan Elements.

As mentioned above, the proposed project is consistent with the City’s General Plan’s land use designation and zoning for the project site. The project’s consistency with the City’s General Plan Elements goals, policies, and objectives is provided below in Table 4.10-1, City of Oceanside General Plan Consistency Evaluation. As outlined in Table 4.10-1, the project would not conflict with the goals, policies, and objectives of the City’s General Plan.

### ***City of Oceanside Zoning Ordinance***

The City’s Zoning Ordinance designates the project site RS (Single-Family Residential District). Article 10 of this Zoning Ordinance states that the Single-Family Residential District is intended to “provide opportunities for single-family residential land use in neighborhoods, subject to appropriate standards...all new residential construction shall be single-family dwellings or approved accessory structures (except as otherwise noted in Section 1030)” (City of Oceanside 1992). The project proposes to develop 54 single-family homes on a 7.3-acre project site. As the project proposes 8 low-income units, the Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting waivers to the following development standards for a housing development: overall lot size, lot width, setbacks, lot front landscaping requirements, and fences and walls height and plantable retaining walls. As the proposed land uses are consistent with the City’s zoning and general plan designation for the project site, project implementation would not conflict with the City’s Zoning Ordinance.

### ***Oceanside Subarea Plan of the North County (MHCP)***

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991 and the California and U.S. Endangered Species Acts (CESA and ESA). Please refer to Chapter 4.3, Biological Resources, for more information regarding project consistency with this plan. In summary, the proposed project would be consistent with the biological resource avoidance and mitigation requirements set forth by this plan and would not result in a conflict with the Oceanside Subarea Plan.

### ***San Luis Rey Watershed Water Quality Improvement Plan***

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would 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 allows the City of Oceanside (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed. A Storm Water Quality Management Plan (SWQMP) was prepared for the proposed project based on requirements set

forth in the Regional Water Quality Control Board’s National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The storm water design was prepared in accordance with the City’s Best Management Plan (BMP) Design Manual. Please refer to Chapter 4.9, Hydrology and Water Quality for a detailed analysis and additional information. In summary, the proposed project is meeting these goals by complying with all local and regional water quality programs and policies that are intended to reduce water pollutants and control runoff in a manner to avoid impacts to downstream waters. Therefore, the project would not conflict with the San Luis Rey WQIP.

#### ***2019 Federal Regional Transportation Plan***

The project site is located within the 2019 Federal RTP which is focused on improving the transportation system for the future of San Diego. These initiatives are addressed in more depth in Chapters 4.1, Air Quality, 4.7, Greenhouse Gas Emissions, and 4.15 Traffic and Circulation. In summary, the proposed project is consistent with the applicable objectives by protecting open space, encouraging multi-modal transportation, and promoting sustainable resources.

#### ***Regional Air Quality Plan***

The project site is located within the San Diego Air Pollution Control District. Please refer to Section 4.1, Air Quality, for more information. In summary, the proposed project is consistent with this plan, as the project is consistent with the land use assumptions utilized to prepare the regional RAQs, and the project emissions would not exceed the SDAPCD thresholds.

In conclusion, it is determined that the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and project impacts related to land use would be **less-than-significant**.

#### **4.10.5 Mitigation Measures**

No impacts to land use were identified, and no mitigation measures are required.

#### **4.10.6 Level of Significance After Mitigation**

No impacts to land use were identified, and therefore no mitigation measures are required. Impacts related to land use would be **less than significant**.

**Table 4.10-1**  
**City of Oceanside General Plan Consistency Evaluation**

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
<i>City of Oceanside General Plan</i>			
<i>Land Use Element</i>			
1.1 Community Values Objective	To ensure the enhancement of long term community and neighborhood values through effective land use planning.	The project would be consistent with the City of Oceanside land use designations and zoning ordinance. The project would be located in an existing neighborhood, within the vicinity of an existing state route system, and commercial uses that would benefit the newly proposed residences.	The proposed project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	The project would have an architectural style inspired by traditional farmhouse styles with patios at the face of each home making the pedestrian entry a focal point. The project design is intended to promote the use of outdoor space and pedestrian usage. In addition, the project would go through design review approval by the City of Oceanside and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc, or applicable waivers. A total of approximately 27,023 square-feet of private common open space is proposed, which consists of central green space, and the north and south sides of the eastern landscaped area. The project proposes a common open space area that would create a gathering spot for neighbors, and a recreational turf area would provide an area for children to play, and an arbor arc through the center of the green space would provide shade over the proposed picnic tables.	The proposed project would be in conformance with this policy.
Policy 1.1B	Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	The project site is designated residential uses per the Oceanside General Plan Land Use Map. The proposed housing development would be consistent with the surrounding residential and open space uses and zoning designations. The project would not negatively impact surrounding conforming land uses because it proposes similar residential development and open space amenities.	The proposed project would be in conformance with this policy.

**Table 4.10-1  
City of Oceanside General Plan Consistency Evaluation**

<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.1C	The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	The project site currently consists of a 7.3-acre vacant lot. The proposed residential development project would utilize the otherwise underutilized site by constructing 54 single-family homes, of which 8 would be low-income units. Addition of new market rate and affordable housing stock would benefit the community. In addition, the tax revenue from the proposed project would provide an economic benefit to the City of Oceanside.	The proposed project would be in conformance with this policy.
1.11 Balanced Land Use Objective	To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.	Increased housing stock is essential to provide a balanced, efficient, community. The inclusion of affordable housing would also promote a socio-economic diversity within the area, and development on a vacant infill parcel within the City would ensure residents of the project site have access to existing infrastructure, parks, shopping centers and schools.	The proposed project would be in conformance with this objective.
Policy 1.11A	The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.	The proposed project would provide the City of Oceanside with additional residential units, including low-income housing. The proposed development would be consistent with the surrounding residential and open space uses. The project would provide sidewalk and road improvements, and maintained connection to the adjacent San Luis Rey Trail.	The proposed project would be in conformance with this policy.
Policy 1.11B	The City shall analyze proposes land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.	The proposed project would accommodate the growing population of the greater San Diego area. Increased housing stock near existing infrastructure is essential to provide a balanced, efficient, community. The inclusion of affordable housing would also promote a socio-economic diversity within the area.	The proposed project would be in conformance with this policy.
Policy 1.11C	The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	The project would be consistent with the City's General Plan Circulation Element and the 2019 Regional Transportation Plan. As outlined in Chapter 4.15 of this EIR, the project would not result in impacts related to	The proposed project would be in

**Table 4.10-1  
City of Oceanside General Plan Consistency Evaluation**

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		traffic and circulation. The project includes public street improvements and sufficient parking on-site for the residential development. Implementation of the project would not overburden existing roadways in the area.	conformance with this policy.
1.12 Land Use Compatibility Objective	To minimize conflicts with adjacent or related land use.	The proposed housing development would be consistent with the surrounding residential land uses, as the site is zoned and designated for single-family residential. Project site access has been designed to reduce the potential for additional traffic on Los Arbolitos Boulevard and Aspen Street in the existing neighborhood to the east. The project would not alter the designated open space land uses to the north and west of the project site.	The proposed project would be in conformance with this objective.
Policy 1.12A	Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	The proposed project would be compatible with the surrounding land uses. The project proposes to avoid the northwestern corner of the project property to accommodate the encroachment of the Preserve/WCPZ within a 100-foot riparian habitat buffer that also includes the existing flood berm/trail and brow ditch in this area. The project also proposes appropriate retaining walls and fencing along this boundary to restrict human access into the corridor and to ensure that project fuel management requirements would not directly impact the adjacent wildlife corridor. Refer to Section 4.3. Biological Resources. Furthermore, the proposed homes in the development would be setback from existing residential homes along the eastern project boundary by approximately 70 – 75 feet from structure to structure with 48 feet separation between property lines, in order to provide privacy and visual relief to the existing homes on Los Arbolitos Boulevard.	The proposed project would be in conformance with this Policy.

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Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	The proposed project would construct a residential development with open space amenities, roadway improvements and enhanced landscaping. The proposed farmhouse style architectural design, landscaping and amenities would be reviewed by the City for approval prior to development.	The proposed project would be in conformance with this Policy.
Policy 1.12C	The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	The proposed project would be constructed in compliance with all local, state and federal regulations As outlined in Chapters 4.1, 4.2, and 4.8, of this EIR, implementation of the proposed project would not result in impacts related to noise, light, odor, or release of hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting would be provided through lighting on individual homes rather than overhead lighting to reduce lighting impacts to the surrounding open space areas and improve dark sky regulation compliance.	The proposed project would be in conformance with this policy.
1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective	To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.	The project site is located within the northwestern portion of the City of Oceanside, in the San Luis Rey Neighborhood. The Oceanside General Plan Land Use designation for the site is Single Family Detached Residential. In addition, the project site is surrounded by residential and open space uses. The project would not impact any adjacent jurisdictions or responsible agencies.	The proposed project would be in conformance with this objective.
Policy 1.121A	Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.	Please see response to Objective 1.121 above.	The proposed project would be in conformance with this policy.
Policy 1.121B	Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	Through the Notice of Preparation (NOP) for the project, the City of Oceanside has formally noticed responsible agencies of the proposed development, including but not limited to USFWS, Army Corps of Engineers, Regional	The proposed project would be in

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		Water Quality Control Board, CDFW, and NAHC. In addition, Oceanside has provided formal solicitation for comments from these agencies during the NOP, and the public review process as defined by CEQA Guidelines Section 15103.	conformance with this policy.
Policy 1.121C	To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.	Please see response to Objective 1.121 above.	The proposed project would be in conformance with this policy.
1.14 Noise Control Objective	To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	The proposed residential development would be constructed in an existing residential area. Construction of the project would be subject to City noise ordinances, and as discussed in Section 4.11 of this EIR, the project would not generate noise levels in exceedance of the analyzed noise thresholds.	The proposed project would be in conformance with this objective.
Policy 1.14A	Noise emissions shall not reach levels that pose a danger to the public health.	Please see response to Objective 1.14 above.	The proposed project would be in conformance with this policy.
Policy 1.14B	Noise emissions shall be controlled at the source where possible.	Please see response to Objective 1.14 above.	The proposed project would be in conformance with this policy.
Policy 1.14C	Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Please see response to Objective 1.14 above.	The proposed project would be in conformance with this policy.
Policy 1.14D	Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	Please see response to Objective 1.14 above.	The proposed project would be in conformance with this policy.

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Policy 1.14E	Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.	Please see response to Objective 1.14 above. A Noise Study was prepared for the proposed project by Ldn Consulting, Inc in 2021 which demonstrated that project construction and operation would result in acceptable noise levels.	The proposed project would be in conformance with this policy.
1.2 Site Design Objective	To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	The proposed project would be constructed on a vacant lot located adjacent to the San Luis Rey trail and existing open space. The project proposes to provide residential and private open space uses on-site and would maintain a connection to the trail for pedestrian and cyclists. The project has been designed to incorporate sustainable design features, visual aesthetics, private and common open space area, privacy, enhanced landscaping, road and sidewalk improvements, and land use compatibility.	The proposed project would be in conformance with this objective.
Policy 1.1A	The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities.	The project proposes to construct 54 three and four bedroom residences, private open space, and on-site amenities. The project proposes solar systems for each residential unit, private driveways, private open space, and communal open space on a site designated for single-family residential. Residents of the project would have access to open space and the San Luis Rey River bike path to the west and north of the site, and would be consistent with the existing residential neighborhoods to the east and to the south. Final site plans for the project would be subject to City review.	The proposed project would be in conformance with this policy.
Policy 1.2B	A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.	The proposed project does not abut a major or intense transportation corridor. However, the project would incorporate landscaped setback areas, and a variety of bushes and planting would create a buffer to the existing homes in the area where underground utilities limit the use of trees. Landscaping would be in front of all walls where possible, except along the western boundary where walls are located on the property line.	The proposed project would be in conformance with this policy.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.2C	New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.	Although the project proposes two-story homes which would differ in visual character to existing one-story homes to the east and south, the overall project design would be consistent with the designated land use for the site and the single-family homes would be consistent with the surrounding neighborhood. Requests of adjacent neighbors have been taken into consideration for the project site plan. Final site plans are subject to City review.	The proposed project would be in conformance with this policy.
Policy 1.2D	Street hardware including but not limited to: mailboxes or multiple box units; bus shelters, bike racks, benches, etc.; fire hydrants; utility poles and boxes; street lighting; parking meters; road signage; and other ancillary facilities shall not detract, but shall enhance, the streetscape and adjoining land uses and community.	All street hardware would be consistent with the overall architectural design of the project, including color palate and theme of the proposed residences. All proposed design features and facilities would be maintained by the HOA.	The proposed project would be in conformance with this policy.
Policy 1.2G	All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	The project would provide a total of 254 parking spaces on site for residents and guests. Each home would have a two-car garage set back from the front façade, and driveways would be designed to allow for two full sizes parked cars, allowing parking for four cars per home. In addition to the parking at each residence, the project would also provide 38 surface parking spaces on site for guests and residents.	The proposed project would be in conformance with this policy.
1.21 Common Open Space Objective	To provide and maintain common open areas for a wide range of uses.	Approximately 24% of the project site is planned as open space. A total of approximately 27,023 square-feet of private common open space is proposed, which consists of central green space, and the north and south sides of the eastern landscaped area. The centrally located common open space creates a gathering spot for neighbors, and a recreational turf area would provide an area for children to play, and an arbor arc through the center of the green space would provide shade over the proposed picnic tables. The proposed project would be	The proposed project would be in conformance with this objective.

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		constructed on a vacant lot located adjacent to the San Luis Rey trail and existing open space. The project proposes to provide residential and open space uses along site and would maintain a connection to the trail for pedestrian and cyclists.	
Policy 1.21A	Common open space must be accessible and usable by potential users of the common open space.	See response to Objective 1.21.	The proposed project would be in conformance with this policy.
Policy 1.21B	Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	See response to Objective 1.21.	The proposed project would be in conformance with this policy.
Policy 1.21C	Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.	See response to Objective 1.21.	The proposed project would be in conformance with this policy.
1.22 Landscaping Objective	The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	The project proposes ample new landscaping. Landscaping would be in front of all walls where possible, except along the western boundary where walls are located on the property line. Water conserving landscaping and efficient irrigation design would be utilized, along with consideration of aesthetic and functional requirements for the site. Landscaping adjacent to public rights-of-ways, including the central green space, stormwater basins, and the front yards of residences would be maintained by an HOA.	The proposed project would be in conformance with this objective.
Policy 1.22A	Existing mature trees shall be retained wherever possible.	The project site is vacant and does not require tree removal.	Not applicable.

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Policy 1.22B	Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	See response to Policy 1.22A.	Not applicable.
Policy 1.22C	Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	The development would be landscaped with native plant species. In addition, the project would provide drought-tolerant landscaping and water efficient irrigation system.	The proposed project would be in conformance with this policy.
Policy 1.22F	A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wild fire.	The site plan has been designed to comply with the planning buffer regulations. In addition, the project proposes to landscape with native drought tolerant plant species. Proposed landscaping and setbacks have been reviewed and approved by City Fire.	The proposed project would be in conformance with this policy.
1.23 Architecture Objective	The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	The project would have an architectural style inspired by traditional farmhouse styles. The project design is intended to promote the use of outdoor space and pedestrian usage. The project would maintain access to the San Luis Rey River Trail bike path. In addition, the project would go through design review approval by the City of Oceanside and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc, or applicable waivers. A total of approximately 27,023 square-feet of private common open space is proposed, which consists of central green space, and the north and south sides of the eastern landscaped area. The project proposes a private common open space area that would create a gathering spot for neighbors, and a recreational turf area would provide an area for children to play, and an arbor arc through the center of the green space would provide shade over the proposed picnic tables.	The proposed project would be in conformance with this objective.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.23A	Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	See response to Objective 1.23.	The proposed project would be in conformance with this policy.
Policy 1.23B	Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.	See response to Objective 1.23.	The proposed project would be in conformance with this policy.
Policy 1.23C	Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.	See response to Objective 1.23. All site plans, including proposed building materials and landscaping would be provided to the City for final review.	The proposed project would be in conformance with this policy.
1.24 Topographic Resources Objective	To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	The project site and more specifically, the project development footprint, is relatively flat. The project development footprint would primarily be located on the previously flat portions of the project site. The project would not contribute to slope instability, flooding, or erosion hazards. Please refer to Chapter 4.6 and 4.9 of this EIR which determines that potential impacts related to slope instability, flooding and erosion hazards would be less than significant.	The proposed project would be in conformance with this objective.
Policy 1.24A	Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.	The project is not located in an industrial or commercial area.	Not applicable.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.24F	Excessive cut and fill grading to create standard prepared pads shall be prohibited.	The project would not require excessive cut and fill. The project site is relatively flat in its existing condition. 33,093 cubic yards of fill would be imported, as the project would include approximately 3,139 cubic yards of cut and 29,898 cubic yards of fill. This amount is not considered excessive given the size and proposed use of the project.	The proposed project would be in conformance with this policy.
Policy 1.24G	Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	Please refer to response to Policy 1.24F. The proposed project would not create flat plans with sharp angles of intersection.	The proposed project would be in conformance with this policy.
Policy 1.24H	Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.	The topography of the project site is generally flat with a gentle slope towards the southwest end of the project site. Elevations vary between approximately 48 feet above mean sea level to approximately 50 feet above mean sea level. The project site is bounded on the north and west by the San Luis Rey River corridor and on the south and east by existing residential properties. The project would blend with existing topography and would not alter existing slopes to the north and west of the site.	The proposed project would be in conformance with this policy.
Policy 1.24I	The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	A Geotechnical Investigation was prepared for the proposed project by Leighton and Associates, Inc. in October 2020. The report documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety. Please refer to Chapter 4.6 of this EIR which determines impacts as a result of the project would be less than significant.	The proposed project would be in conformance with this policy.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.24J	Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.	As outlined in Chapter 4.9 Hydrology and Water Quality, of this EIR, impacts related to flooding, erosion and sedimentation and site drainage as a result of project implementation would be less than significant. Proposed site drainage would ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures.	The proposed project would be in conformance with this policy.
Policy 1.24K	Vehicular access to intermittent and perennial streams shall be controlled through project design.	The project does not propose vehicular access to intermittent or perennial streams.	Not applicable.
Policy 1.24L	Setbacks from stream banks shall be established in the project design to maintain the health and usefulness of the watercourse for the benefit of the public.	The proposed project would be compatible with the surrounding land uses. The project proposes to avoid the northwestern corner of the project property to accommodate the encroachment of the Preserve/WCPZ within a 100-foot riparian habitat buffer that also includes the existing flood berm/trail and brow ditch in this area. The project also proposes appropriate retaining walls and fencing along this boundary to restrict human access into the corridor and to ensure that project fuel management requirements would not directly impact the adjacent wildlife corridor. The project would not restrict access to the existing San Luis Rey River bike path.	The proposed project would be in conformance with this policy.
Policy 1.24M	The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	Although there would be an overall increase in runoff (due to increased impervious surface) from the project site by approximately 15% due to project development, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.	The proposed project would be in conformance with this policy.
Policy 1.24N	Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.	See response to Policies 1.24F and 1.24H. The extension of Pala Road to serve project site access, and improvements to existing sidewalks on Aspen Street would not require excessive grading, and the topography of the site would not be substantially altered.	The proposed project would be in conformance with this policy.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.24O	Parking areas shall adapt to the topographic character of the site.	The project site is relatively flat and therefore the existing topography would not need to be substantially altered in order to accommodate the proposed development, including parking on-site.	The proposed project would be in conformance with this policy.
Policy 1.24P	Site disturbance shall be limited to the minimum area necessary as construction proceeds.	The project site is located on a previously disturbed, vacant lot. Development of the project would improve existing conditions with enhanced landscaping on-site and preservation of designated open space to the north and west.	The proposed project would be in conformance with this policy.
Policy 1.24Q	Groundcover shall be re-established as early as possible as construction proceeds.	The first phase of construction would include grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. The project would implement a stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to reduce erosion. Proposed landscaping would be established on-site in accordance with the construction schedule outlined in Chapter 3 of this EIR.	The proposed project would be in conformance with this policy.
1.25 Undevelopable Lands Objective	To enhance the community welfare and increase public safety through the preservation of significant natural resources, or the provision of adequate building setbacks from natural hazards.	The project site consists of a vacant lot. While structures would be placed in a 100-year flood zone, project design features would ensure that impacts from flooding would be minimized, as discussed in Chapter 4.9, Hydrology and Water Quality.	The proposed project would be in conformance with this objective.
Policy 1.25A	Lands considered undevelopable shall be unbuildable and shall not be included in density calculation that defines the development potential on a site. Undevelopable lands include slopes in excess of forty percent (40%) with a minimum elevation differential of twenty-five (25) feet and riparian corridors or associated vegetated areas of: 1) rivers, 2) intermittent or perennial streams, or 3) lakes. As a minimum, riparian corridors shall include channel ways and banks.	The project site is located on a relatively flat, previously disturbed, vacant parcel. The site has a designated land use of single-family residential and is not considered undevelopable.	Not applicable.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 1.25B	Since land use patterns and developments are long-term features, land on which significant natural hazards are likely to occur within the economic life of the proposed use shall be evaluated for their developability. The City may require studies, mitigation measures, and/or hazard setbacks to fulfill this policy.	Please refer to response to Objective 1.25. Additionally, the Geotechnical Investigation conducted for the project site (Appendix F) provides the recommended method to construct buildings on the project site. With incorporation of the measures provided in the investigation, impacts related to seismic and geologic hazards would be less than significant.	The proposed project would be in conformance with this policy.
1.32 Coastal Zone Objective	To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.	The project would not be subject to California Coastal Commission review nor subject to the Oceanside Local Coastal Plan because it is not located in a coastal zone.	Not applicable.
Policy 1.32A	The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (Figure 3 of the Land Use Element). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.	Please see response to Objective 1.32	Not applicable.
2.01 Commercial Subdivision Objective	To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	The project does not include a commercial subdivision or other commercial components.	Not applicable.
Policy 2.01B	Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.	Please see response to Objective 2.01	Not applicable.
2.2 Commercial Development Objective	The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations: community commercial, neighborhood commercial, general commercial, special commercial and professional commercial.	Please see response to Objective 2.01	Not applicable.
Special Commercial Policy 2.24A	Special commercial shall designate commercial sites within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway off-ramps, the Coastal Zone, and other unique or special areas.	Please see response to Objective 2.01	Not applicable.

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Special Commercial Policy 2.24B	Signage in Special Commercial developments shall be consistent with any special guidance systems established for the area.	Please see response to Objective 2.01	Not applicable.
Coastal Zone Policy 2.241A	Development on property designated Special Commercial within the boundaries of the Coastal Zone or Local Coastal Program (LCP) Area shall provide coastal dependent, recreational and visitor serving uses and facilities as specified by the LCP and Coastal Act of 1976 (see Figure LU-16 of the Land Use Element).	Please see response to Objective 1.32	Not applicable.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 A	Commercial sites adjacent to freeway off-ramps and expressway intersections shall coordinate site development to provide joint use of entrance/exit points, parking areas, freeway/expressway-oriented signage, rest areas and visitor-serving facilities (see LU-18 of the Land Use Element).	Please see response to Objective 2.01	Not applicable.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 B	Given the proximity and visibility from major travel corridors, development shall place a major emphasis on providing visitor-serving uses and facilities. Larger sites may provide commercial development of community serving or higher level.	Please see response to Objective 2.01	Not applicable.
Interstate 5, State Highway 76, and State Highway 78 Corridors Policy 2.242 D	Commercial developments shall be encouraged to provide facilities that promote and support the use of public transportation systems.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 A	Commercial architecture shall emphasize establishing prominence and identity to businesses while presenting tasteful, dignified, and visually appealing designs compatible with their surroundings.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 B	Landscape design shall incorporate areas for benches, trash receptacles, bicycle racks, and other forms of street furniture where appropriate.	Please see response to Objective 2.01	Not applicable.

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Commercial Design Policy 2.27 C	Parking areas shall be designed to meet the following criteria: 1) parking spaces shall be provided in sufficient number to serve all proposed and probable uses within the development; 2) parking areas shall balance the number of spaces according to individual tenant requirements; 3) parking spaces shall be located within convenient walking distance to commercial structures; 4) access lanes shall be located so not to disrupt pedestrian movements nor traffic flow from parking area loading aisles; 5) compact parking spaces shall be well dispersed throughout the parking area.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 D	Trash disposal areas and loading/unloading facilities shall be screened from view and, whenever possible, separated from customer serving areas.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 E	All commercial developments shall be designed to insure that visual, noise, lighting, traffic, and other negative impacts do not adversely affect surrounding residential areas.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 F	Where appropriate, walkways, arcades, concourses, malls, plazas, courtyards, and other pedestrian-oriented design features shall be provided to encourage pedestrian movement within the development and to adjacent developments.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 G	The phasing of commercial projects shall be permitted to allow initial development and expansion in response to demographic and economic changes. Site designs shall illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding commercial properties.	Please see response to Objective 2.01	Not applicable.
Commercial Design Policy 2.27 H	The City shall not approve any phasing plan that allows a development or use that is inconsistent with the site's land use designation.	Please see response to Objective 2.01	Not applicable.

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2.7 Community Facilities Management Objective	To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.	A total of approximately 27,023 square-feet of private common open space is proposed, which consists of central green space, and the north and south sides of the eastern landscaped area. The common open space creates a gathering spot for residents of the project, and a recreational turf area would provide an area for children to play, and an arbor arc through the center of the green space would provide shade over the proposed picnic tables. The proposed project would be constructed on a vacant lot located adjacent to the San Luis Rey trail and existing open space. The project would maintain a connection to the trail for pedestrian and cyclists. Existing public services and existing utilities and service systems would be utilized by the project but would not be overburdened, as analyzed in Chapters 4.13 and 4.17 of this EIR.	The proposed project would be in conformance with this objective.
Policy A	Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities.	Prior to the issuance of the building permits, the project applicant would pay all required development fees to the approval of the City of Oceanside.	The proposed project would be in conformance with this policy.
3.11 Vegetation and Wildlife Habitats Objective	Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.	The proposed project would be compatible with the surrounding land uses. The project proposes to avoid the northwestern corner of the project property to accommodate the encroachment of the Preserve/WCPZ	The proposed project would be in conformance with this objective.

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		within a 100-foot riparian habitat buffer that also includes the existing flood berm/trail and brow ditch in this area. The project also proposes appropriate retaining walls and fencing along this boundary to restrict human access into the corridor and to ensure that project fuel management requirements would not directly impact the adjacent wildlife corridor. Refer to Section 4.3. Biological Resources which analyzes potential impacts to biological resources in detail.	
Policy A	A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.	A Biological Resources Impact Analysis Report prepared for the proposed project by Merkel & Associates, Inc. (M&A) in June 2021. The purpose of the report was to document the existing biological conditions within the study area; identify potential impacts to biological resources that could result from implementation of the proposed project, and recommend measures to avoid, minimize, and/or mitigate significant impacts consistent with the California Environmental Quality Act (CEQA) and applicable federal, state, and local rules and regulations including the City of Oceanside Multiple Habitat Conservation Program (MHCP) Draft Subarea Plan (SAP).	The proposed project would be in conformance with this policy.
Policy C	In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation will be considered.	Please refer to response to Objective 3.11	The proposed project would be in conformance with this policy.
Policy D	Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.	Please refer to response to Objective 3.11	The proposed project would be in conformance with this policy.

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3.12 Floodplain Policy A	Construction is prohibited within the floodway and restricted in the floodplain by requiring flood-proofing measures for all structures.	The project site is located within a 100-year flood zone. The project is designed to import several feet of fill to raise the site above the 100-year flood elevation; the site will also be regraded to generate a gradual slope of 0.5% to the south to accommodate sufficient drainage conditions. The project shall also be required to construct flood elevations above the 100-year flood elevation level and all proposed structures shall meet California Building Code specifications.	The proposed project would be in conformance with this policy.
Policy B	The City shall require property owners with land adjacent to the floodway to make reasonable channel improvements concurrent with development for their land or to contribute to a fund for future improvements of the length of the channel by the City.	The project is located in a 100-year flood zone. See response to Policy 3.12A.	The proposed project would be in conformance with this policy.
3.13 Erosion and Siltation Controls	To preserve the Buena Vista Lagoon's critical habitats by a comprehensive program of erosion and siltation control.	The project is not located adjacent to or in close proximity to Buena Vista Lagoon.	Not applicable.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading and excavations in the City of Oceanside.	Several project design features have been incorporated to ensure adequate safety, with considerations of the geologic conditions of the project site. Prior to issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Investigation have been incorporated into the project design and construction documents to the satisfaction of the City Engineer.	The proposed project would be in conformance with this objective.
Policy A	Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6)	The recommended grading and geological measures have been incorporated into the project design; see Chapter 4.6 of this EIR, Geology and Soils.	The proposed project would be in conformance with this policy.

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	construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.		
3.2 Cultural Resources Policy B	The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.	As discussed in Section 4.4, Cultural Resources, due to the heightened archaeological sensitivity of the project site, mitigation measures were implemented to ensure that archaeological and paleontological monitoring occurs during grading and excavation activities for the proposed project. If cultural or paleontological resources are found, ground-disturbing activities would temporarily halt to allow recovery of the find.	The proposed project would be in conformance with this policy.
3.2 Cultural Resources Policy C	Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.	As discussed in Section 4.4, Cultural Resources, due to the heightened archaeological sensitivity of the project site mitigation measures were implemented to ensure that archaeological monitoring occurs during the grading and excavation activities of the proposed project. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ proper protection and signage would be provided.	The proposed project would be in conformance with this policy.
3.2 Cultural Resources Policy D	An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified archaeologist for a project proposed for grading or development if any of the following are met: 1) the site is completely or largely in a natural state; 2) there are recorded sites on nearby properties; 3) the project site is near or overlooks a water body (creek, stream, lake freshwater lagoon); 4) the project site includes large boulders and/or oak trees; or 5) The project site is located within a half-mile of Mission San Luis Rey.	A Cultural Resources Survey Report for the Cypress Point Project was prepared by Brian F. Smith and Associates, Inc. in September 2020 which addresses the criteria in this policy.	The proposed project would be in conformance with this policy.
3.23 Paleontological Resources Objective	Recovery, retention and evaluation of paleontological resources.	As discussed in Section 4.6, Geology and Soils, mitigation measures have been incorporated to provide recovery, retention and evaluation of paleontological resources.	The proposed project would be in conformance with this objective.

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Policy A	Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management data base system.	Both a Cultural Resources Report and Geological Technical Report were prepared for the proposed project. Please refer to Mitigation Measures MM-GEO-1 and MM-GEO-2 in Chapter 4.6 of this EIR, which address potential impacts related to paleontological resources.	The proposed project would be in conformance with this policy.
<i>Recreational Trails Element</i>			
Long Range Policy Direction Goal I	Encourage safe multiple use trails within the City that provide a variety of experiences.	There are currently Class II bike lanes in each direction of travel on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue) in the vicinity of the project site. The project would maintain access to the San Luis Rey River Trail and bike path.	The proposed project would be in conformance with this goal.
Objective 1.1	Encourage the development of Class I (off street) trails for multiple use.	Please refer to response to Recreational Trails Element Goal 1.	The proposed project would be in conformance with this objective.
Objective 1.3	Where feasible, design trails to the maximum width to safely accommodate multiple trail users.	The project does not involve construction of new trails or trail improvements.	Not applicable.
Objective 1.6	Design trails which are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.	See response to Objective 1.3.	Not applicable.
Goal 8	An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.	See Recreational Trails Element Goal 1, Pedestrian Connection. The retention of the public trail connection and on-site improvements to public sidewalks streets would contribute to furthering this goal.	The proposed project would be in conformance with this goal.
Objective 8.2	Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.	See response to Goal 8. The project does not propose new park or commercial centers. The project would include a new public open space area that includes approximately 27,023 square-feet of private common open space, which consists of central green space, and the north and south sides of the eastern landscaped area. The common open space creates a gathering spot	The proposed project would be in conformance with this objective.

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		for neighbors, and a recreational turf area would provide an area for children to play, and an arbor arc through the center of the green space would provide shade over the proposed picnic tables.	
Objective 8.3	Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements.	The project proposes sidewalk improvements to Aspen Street, including extending the curb, gutter, and sidewalk on both sides of the street leading to the project site with ADA-accessible corner curbs. A 5-foot curb, gutter, and sidewalk would surround the homes on the interior side of the loop road, with an additional sidewalk along the Pala Road extension into the project site that would connect with corner curbs to the inner loop sidewalk.	The proposed project would be in conformance with this objective.
Objective 8.4	Provide links and associated signage to pedestrian amenities such as Buena Vista Lagoon and Calavera Lake in adjacent cities, the beach, and public parks.	Besides the San Luis Rey River trail which is already marked with signage, the project is not in the vicinity of pedestrian amenities to Buena Vista Lagoon or Calavera Lake.	The proposed project would be in conformance with this objective.
Objective 8.7	Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.	On-site pedestrian circulation network, and sidewalk improvements off-site would be built in compliance with the Americans with Disabilities Act (ADA) and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons.	The proposed project would be in conformance with this objective.
<i>Public Safety Element</i>			
Public Safety Element Goal	Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.	The project proposes a masonry perimeter wall that would prevent access from the developed site towards the trail in order to protect the natural landscape and help minimize intrusion. Wood fencing would provide privacy around yards, except for some lots along the northern and western boundaries of the project site, which will have retaining walls. These walls are 4 to 5-feet high facing open space, the eastern neighbors and the San Luis Rey Trail, and have open tubular steel fencing above	The proposed project would be in conformance with this goal.

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		where needed for security. Backyard fenced and side yard spaces would also be maintained by the homeowners.	
Seismic and Geologic Hazard Objective 1	Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	A Geotechnical Investigation that was prepared for the proposed project by Leighton and Associates, Inc. in October 2020. The report documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety.	The proposed project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 2	Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	See response to Objective 1 above.	The proposed project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 3	Provide to the public all available information about existing seismic and geologic conditions.	The existing seismic and geologic conditions are provided in the geotechnical reports prepared for the project site and are further discussed in Section 4.6, Geology and Soils, of this EIR.	The proposed project would be in conformance with this objective.
Flood Hazard Objective 1	Consider the potential for flooding when making land use decisions.	The project site is located within a 100-year flood zone. The project is designed to import several feet of fill to raise the site above the 100-year flood elevation; the site will also be regraded to generate a gradual slope of 0.5% to the south to accommodate sufficient drainage conditions. The project shall also be required to construct flood elevations above the 100-year flood elevation level and all proposed structures shall meet California Building Code specifications.	The proposed project would be in conformance with this objective.
<i>Circulation Element</i>			
<i>Long Range Policy Direction</i>			
Goal 1	A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the	Pedestrian access is provided by sidewalks in each direction of travel along the project site from Los Arbolitos Boulevard, Pala Road, Fredricks Avenue, El Camino Real,	The proposed project would be in

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	population and projected land uses with minimal impact to the environment.	Mission Avenue, and Aspen Street. Sidewalk improvements proposed for Aspen Street would include extending the curb, gutter, and sidewalk on both sides leading into the project site with ADA-accessible corner curbs. Aspen Street will be gated and closed at all times except in the event of an emergency. In addition, in the project vicinity, there are currently Class II bike lanes in each direction of travel on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue) in the vicinity of the project site. The project would maintain access to the San Luis Rey River Trail bike path. The closest public access point to the San Luis Rey River Trail bike path from the project site would be located immediately east of the project site, off Cypress Road.	conformance with this goal.
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The project area is provided transit service via the North County Transit District (NCTD), which operates the Oceanside Transportation Center located approximately 4.3 miles from the project site. The routes that operate near the project area are routes 303, 309, and 311. Bus stops within a 1-mile radius of the project site include the stops located at Pala Road and Fredricks Avenue, Los Arbolitos Boulevard and Orr Street, and El Camino Real and Mission Avenue. Additionally, the Oceanside Transportation Center has connections to several NCTD routes. The availability of public transportation in the project area provides an alternative mode of transportation to the residents of proposed project and community.	The proposed project would be in conformance with this goal.
Goal 3	Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	See response to Goal 2.	The proposed project would be in conformance with this goal.

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Goal 4	A citywide transportation system that integrates with the regional transportation system.	See response to Goal 2.	The proposed project would be in conformance with this goal.
Goal 5	A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	See response to Goals 1 and 2.	The proposed project would be in conformance with this goal.
Objective i.	Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.	See response to Goals 1 and 2.	The proposed project would be in conformance with this objective.
Policy 2.4	The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.	See response to Goal 2.	The proposed project would be in conformance with this policy.
Policy 2.5	The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.	See response to Goals 1 and 2. Pedestrians and Bicyclists would be able to access the project site from existing facilities. The project also proposes new and improved sidewalks for the development. The project area is served by an existing network of public transportation.	The proposed project would be in conformance with this policy.
<i>Master Transportation Roadway Plan</i>			
Goal 1	A transportation network that supports safe and efficient travel for all modes of transportation.	See response to Long Range Policy Direction Goals 1 and 2.	The proposed project would be in conformance with this goal.
Goal 2	A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.	The proposed project would provide circulation system improvements as described in Long Range Policy Direction Goals 1 and 2.	The proposed project would be in conformance with this goal.

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Objective i.	Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.	The results of the Local Transportation Assessment prepared for the project, conducted by Linscott, Law, and Greenspan Engineers show that all study intersections will continue to operate at acceptable levels of service (level of service (LOS) D or better) during AM and PM peak periods with addition of project trips.	The proposed project would be in conformance with this objective.
Objective ii.	Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout [Chapter 3 of the Circulation Element].	The project would be reviewed by the Planning Commission to ensure that all Oceanside -required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this objective.
Policy 3.3	All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.	See Objective ii. The project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this policy.
Policy 3.4	The City may permit construction of private streets within individual development projects, provided that: They are designed geometrically and structurally to meet City standards. Only project occupants are served. All emergency vehicle access requirements are satisfied. The streets do not provide direct through route between public streets. The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.	The project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. On-site traffic circulation and fire access would be provided. Primary access to the project site is proposed from a westerly extension of Pala Road, at the southern edge of the project site. Secondary emergency only access would be via Aspen Street, at the midpoint of the project site on the east side. In the event of an	The proposed project would be in conformance with this policy.

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		<p>emergency the Aspen Street gate can be accessed by the Fire Department by Knox box entry device. Both road entries would lead to the private loop within the project site. The newly proposed streets would not provide direct through route access between public streets. The HOA for the development would be responsible for coordinating street maintenance and any on-site facility repairs.</p>	
Policy 3.5	<p>The City may allow private streets to be designed with narrower right-of-way, if approved after City review.</p>	<p>The project is not requesting a narrower right-of-way for its proposed streets.</p>	Not applicable.
Policy 3.6	<p>The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access:</p> <p>The City shall prohibit driveway access to prime arterials. Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity.</p> <p>Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.</p> <p>Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.</p>	<p>The project does not propose access from prime or major arterial roads.</p> <p>Additionally, the project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.</p>	<p>The proposed project would be in conformance with this policy.</p>

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Policy 3.9	The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.	See response to Policies 3.4 and 3.6. The project does not propose access or driveways on high collector or busier streets. Additionally, the project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this policy.
Objective iii.	Construct the roadway in phases consistent with the needs and growth of the community.	Proposed project roadway, sidewalk, curb, and gutter improvements would be constructed prior to the residences to ensure those facilities can serve the increased local population caused by the project. These improvements would enhance the existing circulation system and ensure future users of the site and site vicinity are provided a safe, efficient roadway, bicycle and pedestrian network.	The proposed project would be in conformance with this objective.
Policy 3.10	The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.	The proposed project is not located on a Master Transportation Roadway Plan key intersection; however, the project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this policy.
Policy 3.11	The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.	See response to Objectives ii. and iii.	The proposed project would be in conformance with this policy.

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Policy 3.12	The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.	The project would be reviewed by the Planning Commission to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.	The proposed project would be in conformance with this policy.
Policy 3.15	The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.	The project would be subject to fair share fees to be paid by the project applicant. These fees would be assessed by the City and applicable districts and collected before development permits are issued.	The proposed project would be in conformance with this policy.
Policy 3.16	The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.	Proposed project road extension and sidewalk improvements would be reviewed by the Planning Commission to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this policy.
Policy 3.17	The City shall require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties whenever access is not feasible from a lower classification street system.	The project does not propose development along major arterial roads and therefore this policy does not apply.	Not applicable.
Policy 3.18	The City shall: Require new developments to provide collector and local street improvements according to the standards of the City Engineering Department.	Proposed project road extension and sidewalk improvements would be reviewed by the Planning Commission to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Roadway, bicycle and pedestrian improvements	The proposed project would be in conformance with this policy.

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	<p>Require new developments to dedicate necessary right-of-way when the subdivision or development of property adjacent to Circulation Element streets is proposed.</p> <p>Require new developments to provide all necessary grading, installation of curbs, gutters, sidewalks, parkway tree planting, and street lights, unless these improvements are provided through other means.</p> <p>Require new developments to provide half-street improvements plus 12 feet beyond the centerline in accordance with City standards.</p>	<p>would be implemented to enhance the circulation system on the site including grading, curb installation, circulation connectivity improvements, sidewalks, etc.</p>	
Policy 3.20	<p>If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.</p>	<p>The project would not cause congestion on major streets and per the traffic study, the project area would continue to operate at a LOS D or better with additional project trips. As related to transportation, the project would not create a safety hazard. This is further discussed in Section 4.15, Traffic and Circulation, of the EIR.</p>	<p>The proposed project would be in conformance with this policy.</p>
Policy 3.21	<p>The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.</p>	<p>The proposed project involves landscaping in front of each newly proposed residence, as part of the street frontage. In addition, the primary project entrance at the Pala Road extension would include the addition of street trees and ground level vegetation.</p>	<p>The proposed project would be in conformance with this policy.</p>
Policy 3.22	<p>Prior to approving any street widening project, the City shall explore all alternatives to adding additional lanes or acquiring additional right-of-way.</p>	<p>The project does not propose street widening.</p>	<p>Not applicable.</p>

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<i>Transportation Demand Management</i>			
Goal 1	Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.	See response to Long Range Policy Direction Goals 1 and 2. While the project doesn't directly support programs that encourage increased vehicle occupancy, pedestrians and bicyclists would be able to access the project site from existing facilities and the project would include bicycle parking facilities. The project also proposes new and improved sidewalks on- and off-site as described in Chapter 3 of this EIR. The project area is served by an existing network of public transportation.	The proposed project would be in conformance with this goal.
Objective i.	Move more people in fewer vehicles while providing high quality modes of transportation.	See response to Goal 1.	The proposed project would be in conformance with this objective.
Objective ii.	Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	See response to Goal 1.	The proposed project would be in conformance with this objective.
Objective iii.	Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	See response to Goal 1.	The proposed project would be in conformance with this objective.
Policy 4.1	The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of TDM strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the	See response to Long Range Policy Direction Goals 1 and 2. While the project doesn't directly support programs that encourage reduction of VMT or TDM strategies, pedestrians and bicyclists would be able to access the project site from existing facilities and the project would include bicycle parking facilities. The project also proposes new and improved sidewalks on- and off-site. The project area is served by an existing network of public transportation.	The proposed project would be in conformance with this policy.

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	public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.		
Policy 4.2	The City shall maintain and implement the policies and recommendations of the Bicycle Master Plan as part of the Recreational Trails Element. These facilities shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.	The proposed project would enhance bicycle lane connectivity and on- and off-site bicycle circulation access. There are currently Class II bike lanes in each direction of travel surrounding the project on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue). The project would maintain access to the San Luis Rey River Trail bike path.	The proposed project would be in conformance with this policy.
Policy 4.4	The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available.	The project would provide a total of 254 parking spaces on site for residents and guests. Each home would have a two-car garage set back from the front façade, and driveways would be designed to allow for two full sizes parked cars, allowing parking for four cars per home. In addition to the parking at each residence, the project would also provide 38 surface parking spaces on site for guests and residents.	The proposed project would be in conformance with this policy.
Policy 4.5	The City shall encourage businesses to offer financial incentives to use modes of transportation other than the single occupant vehicle by way of subsidized transit, carpool/vanpool programs, bike to work programs, parking cash-out programs, or some combination of these.	The project does not propose a commercial or business use.	Not applicable.
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	The proposed project is a private residential development and therefore many of these facilities would be provided on-site or within each unit.	The proposed project would be in conformance with this policy.
Policy 4.7	The City shall coordinate with businesses and employers to organize and facilitate transportation commuter fairs that provide information on carpools, vanpools, transit, bicycling, and other alternative commute modes to the single occupant	The project does not propose a commercial use. No new business or employment is proposed.	Not applicable.

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	vehicle, as well as the advantages and costs savings of alternative forms of transportation.		
Policy 4.10	The City shall maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs, and short- and long term parking.	The project would be reviewed by the Planning Commission to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Curb uses would be typical of residential areas, primarily involving parking and deliveries.	The proposed project would be in conformance with this policy.
<i>Public Transit and Rail Policies and Guidelines</i>			
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. Additionally, the project area is provided transit service via the North County Transit District (NCTD), which operates the Oceanside Transportation Center located approximately 4.3 miles from the project site. The routes that operate near the project area are routes 303, 309, and 311. Bus stops within a 1-mile radius of the project site include the stops located at Pala Road and Fredricks Avenue, Los Arbolitos Boulevard and Orr Street, and El Camino Real and Mission Avenue. Additionally, the Oceanside Transportation Center has connections to several NCTD routes. The availability of public transportation in the project area provides an alternative mode of transportation to the residents of proposed project and community.	The proposed project would be in conformance with this goal.
Objective ii.	Support the development, improvement, expansion, and increased ridership of transit within the City, including the	While the project would not directly develop, improve, expand, or increase transit ridership, it would be located in	The proposed project would be in

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
	development of new forms of transit and transit technologies as they become available.	the vicinity of existing transit lines which would be available to new residents. See response to Goal 1.	conformance with this objective.
Objective iii.	Support mixed use developments in transit focus areas and transit oriented developments.	See response to Goal 1.	The proposed project would be in conformance with this objective.
Policy 5.2	The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD.	Although the project does not include the construction of transit facilities, it would be located within the vicinity of existing transit networks, as described in Goal 1.	The proposed project would be in conformance with this policy.
<i>Bicycle Facilities</i>			
Goal 1	Provide a safe, interconnected network of bicycle facilities within Oceanside for recreational and commuter users.	The proposed project would enhance bicycle lane connectivity and on- and off-site bicycle circulation access. There are currently Class II bike lanes in each direction of travel surrounding the project on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue). The project would maintain access to the San Luis Rey River Trail bike path.	The proposed project would be in conformance with this goal.
Objective i.	Ensure the bikeway system will endeavor to be a complete system emphasizing local and regional continuity and connectivity.	See response to Goal 1.	The proposed project would be in conformance with this objective.
Objective iii.	Ensure safety along the bikeway system by focusing on maximum visibility for the cyclist, signage, bikeway segment selection, and utilizing easily-recognized markers to clearly identify paths, lanes and routes.	The project would maintain access to the San Luis Rey River Trail bike path, and would not impair existing visibility, access or signage.	The proposed project would be in conformance with this objective.
Objective iv.	Conform to the minimum design standards established by Caltrans Highway Design Manual Chapter 1000.	The project would be reviewed by the Planning Commission to ensure that all Oceanside -required design parameters are met. Design parameters include street widths, access	The proposed project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	
Objective vii.	Whenever possible, develop bikeway system design and layout to minimize potential financial burden to the City by engaging development to implement bike segments, locating segments within the existing right-of-way, and minimizing the need for acquisition.	See response to Goal 1. No bicycle improvements would occur that would increase financial burden to the City of Oceanside.	The proposed project would be in conformance with this objective.
Objective viii.	Whenever possible, construct the bikeway system to utilize environmentally sensitive routing to minimize environmental impacts.	The proposed project would be located directly adjacent to the San Luis Rey River Trail bike path. Direct access would increase bicycling opportunities in and around the project site would not pose environmental impacts and.	The proposed project would be in conformance with this objective.
Objective ix.	Strive to include bicycle facilities including, but not limited to, bike lockers and locking racks at existing and new developments.	The proposed project would include bicycle parking facilities on-site.	The proposed project would be in conformance with this objective.
Policy 6.7	The City shall encourage large new developments to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.	See response to Objective ix.	The proposed project would be in conformance with this policy.
<i>Pedestrian Facilities</i>			
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	For safe access along the project site, pedestrian sidewalks site would be properly lit via residential lights for safety. No overhead lights are proposed as to comply with the City's light ordinance and dark sky regulations. The residential project would not pose any unique barriers or hazards to pedestrians. The project would also be subject to review by the Planning Commission. This review would ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The proposed project would be in conformance with this goal.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Goal 3	Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places and other essential pedestrian destinations.	As previously mentioned, the project is located on an infill site, adjacent to the San Luis Rey River bike trail, and within close proximity to major freeways, public transit, parks, and commercial centers.	The proposed project would be in conformance with this goal.
Goal 4	Ensure that pedestrian facilities meet local, State and federal access requirements. Utilize “Universal Access” principles that go beyond the minimum standards, since all pedestrians benefit from this approach.	On-site pedestrian circulation network and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons.	The proposed project would be in conformance with this goal.
Objective i.	Support projects, improvements, and programs that create a safer pedestrian walking environment.	See responses to Goals 1, 3, and 4.	The proposed project would be in conformance with this objective.
Objective ii.	Encourage development patterns that promote walking and increase connectivity.	See response to Goal 3.	The proposed project would be in conformance with this objective.
Objective iv.	Promote accessibility and mobility for all people including children, disabled, and the elderly.	See response to Goal 4.	The proposed project would be in conformance with this objective.
Policy 7.2	The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues.	See response to Goal 1.	The proposed project would be in conformance with this policy.
Policy 7.7	The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.	See response to Goals 3 and 4.	The proposed project would be in conformance with this policy.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy 7.8	The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments.	See response to Goals 1 and 3.	The proposed project would be in conformance with this policy.
Policy 7.10	The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	See response to Goal 4.	The proposed project would be in conformance with this policy.
<i>Environmental Resource Management Element</i>			
Water Objective 3	Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	The project would be required to prepare a project-specific stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to further reduce erosion and runoff. A project stormwater quality management plan (SWQMP) was also prepared to address the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 4.9, Hydrology and Water Quality. Project impacts related to water quality were determined to be less than significant.	The proposed project would be in conformance with this objective.
Water Objective 4	Minimize loss of life and property in flood prone areas.	The project site is located within a 100-year flood zone. The project is designed to import several feet of fill to raise the site above the 100-year flood elevation; the site will also be regraded to generate a gradual slope of 0.5% to the south to accommodate sufficient drainage conditions. The project shall also be required to construct flood elevations above the 100-year flood elevation level and all proposed structures shall meet California Building Code specifications. Please refer to Chapter. 4.6, 4.8,	The proposed project would be in conformance with this objective.

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<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
		and 4.9 which determine the project would not result in potential impacts related to flooding.	
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.	As discussed in detail in Chapter 4.6 Geology and Soils and 4.9 Hydrology and Water Quality, impacts related to soil erosion and siltation would be less than significant.	The proposed project would be in conformance with this objective.
Coastal Preservation Objective 2	Review and develop plans for the wise utilization of the coastal areas for the general welfare and socio-economic benefit of the community as a whole, taking into consideration the environmental recommendations of the Coastal Zone Commission, Natural Flood Insurance Administration and other governmental agencies dealing with the planned management and preservation of coastal resources.	The project is not located within the Oceanside coastal zone.	Not applicable.
Vegetation and Wildlife Habitats 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	As outlined in Chapter 4.3 Biological Resources, the project would incorporate design features which would ensure conservation and enhancement of existing vegetation and wildlife habitats in adjacent open space land uses. It was determined there are no existing rare, endangered or threatened species on-site.	The proposed project would be in conformance with this objective.
Recreation and Scenic Areas 1	Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	Although the project would potentially increase the utilization of existing parks and recreational facilities within the City; the EIR determined that the combination of proposed project open space amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for applicable Development Services Department Impact Fees which would contribute to (but not limited to) parks, public facilities, and schools.	The proposed project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
<i>Community Facilities Element</i>			
Long Range Policy Direction Objective	To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.	The project would cause a minimal increase of approximately 151 residents. Potential impacts to libraries or other public facilities are not anticipated to be substantial. The two existing public libraries, in addition to school libraries that would serve students at the project site are expected to adequately serve the approximately 151 residents generated by the project. Furthermore, payment of development impact fees, as applicable, in accordance with Municipal Code Sections 32B and 32C would address the need for additional public services generated by new development.	The proposed project would be in conformance with this objective.
Policy 0.1	Compact and sequenced infill community development shall be encouraged in order to concentrate expenditures for community facilities and services in a cost-effective manner.	The proposed project is considered an infill development located on a vacant, previously disturbed site, in an existing neighborhood. The project is located in an urban area of the City that is currently served by public utilities and community facilities and services. Addition of 54 homes in proximity to existing infrastructure would concentrate community expenditures.	The proposed project would be in conformance with this policy.
Policy 0.2	A thorough review of all social, economic, and environmental factors shall be conducted before major extensions of facilities or services are made by the City in order to evaluate land use impacts.	The project's land use and environmental impacts are addressed in this EIR. The proposed residential project would provide market-rate and low-income housing stock and tax revenue for the City of Oceanside. Final site plans for the project would be subject to review by the City.	The proposed project would be in conformance with this policy.
Policy 0.3	The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacts by new development.	Project impacts to public facilities are discussed in Section 4.13 of this EIR. The proposed project would be required to pay public facilities impact fees based on the impact fee schedule in effect at the time of issuance of a building permit. Fees collected are to be used to fund public service capital improvements, the need for which is attributable to the proposed development. Payment of	The proposed project would be in conformance with this policy.

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		the required public facility fees would therefore reduce the project's impacts to future public facilities and services.	
Policy 0.6	The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the open space of the City; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air quality; h) ensure that traffic demands do not exceed the capacity of the streets; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate water and sanitary sewage systems; m) ensure adequate stormwater management systems. (The following subcomponents of this policy did not apply to the proposed project: c, d, e, and i).	<p>The residential development project proposes to 54 residences on a vacant lot that is surrounded by a residential and open space uses. In addition, the proposed residential development would be consistent with the General Plan land use designation. Relevant subcomponents of Policy 0.6 would be addressed as follows;</p> <ul style="list-style-type: none"> <li>a. The proposed project would be consistent with the surrounding residential development.</li> <li>b. The project would make available open space amenities to its residents.</li> <li>f. The project would provide market-rate and low-income housing stock for the City.</li> <li>g. As discussed in Section 4.2, Air Quality, project air quality impacts would be less than significant.</li> <li>h. As discussed in Section 4.15, LOS levels would remain at acceptable levels (LOS C or better).</li> <li>j. The proposed residential development would not place a severe strain on the local freeway system.</li> <li>k. The project's site plan has been reviewed by the Oceanside fire and police protection services to ensure the availability of services.</li> <li>l. As discussed in Section 4.17, Utilities and Services Systems, no expansion of existing water and sewage facilities would be required beyond the construction of on-site connections.</li> <li>m. As discussed in Section 4.10, Hydrology and Water Quality, although there would be an overall increase in</li> </ul>	The proposed project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		runoff (due to increased impervious surface) from the project site by approximately 15% due to project development, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.	
Fire Department Facilities Policy 3.10	In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.	The Oceanside Fire Department reviewed and provided comments on the development applications. The current site plan has been approved by the Fire Department as meeting the applicable fire requirements.	The proposed project would be in conformance with this policy.
Fire Department Facilities Policy 3.11	Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.	The project site is not located within or adjacent to a State Responsibility Area (SRA) or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ). The project site is located within an urbanized and developed area of the City. Although the project site borders the San Luis Rey River corridor, this wildland is not in an area subject to high fire risk. In addition, the project proposes to implement a landscape pallet consisting of native species that would naturally serve as a fire retardant. The project would be required to comply with the City of Oceanside Code of Ordinances, Chapter 11 (Fire Protection), which provides regulations for fire prevention measures including fire sprinklers and landscape restrictions.	The proposed project would be in conformance with this policy.
Sanitary Sewer Policy 5.4	New development shall be responsible for on-site facility improvements required by that development.	The project would construct all necessary on-site facility improvements required for the development of the proposed project.	The proposed project would be in conformance with this policy.
Sanitary Sewer Policy 5.5	The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.	The project proposes a new 8-inch sewer line on site and a new 8-inch sewer line in Pala Road that would connect to the existing line in Los Arbolitos Boulevard. All on-site sewer facilities for the project are proposed to be private,	The proposed project would be in conformance with this policy..

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		and each home within the project site would have its own sewer lateral. As discussed in Section 4.17, modeling results indicate that the proposed sewer system connection would adequately serve the proposed project, and existing City infrastructure would have sufficient capacity to accommodate project demand.	
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	Development of the proposed project includes construction of adequately sized on-site water facilities.	The proposed project would be in conformance with this policy.
Water Supply Policy 5.12	The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.	The proposed project would be consistent with the General Plan Land Use Designation for residential uses. Therefore, the project would be consistent with projected land use intensities of the General Plan, which acts as one of the bases for water supply projections. Additionally, the on-site water distribution and existing water service facilities would be adequate to serve the increase in demand from the project.	The proposed project would be in conformance with this policy.
Stormwater Management System Objective	To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.	As discussed in Section 4.9, Hydrology and Water Quality, runoff would be conveyed to four on-site bioretention basins prior to being discharged off site. Implementation of a Stormwater Quality Management Plan and proposed on-site drainage system improvements would ensure that the project would not require the construction of new stormwater drainage facilities or the expansion of existing facilities and impacts regarding stormwater runoff are minimized.	The proposed project would be in conformance with this objective.
Policy 6.2	All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.	See Stormwater Management System Objective. No expansion of drainage facilities would occur beyond what is required on site.	The proposed project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 6.3	The City shall continue to participate in the National Flood Insurance program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.	The project site is located within a 100-year flood zone. The project is designed to import several feet of fill to raise the site above the 100-year flood elevation; the site will also be regraded to generate a gradual slope of 0.5% to the south to accommodate sufficient drainage conditions. The project shall also be required to construct flood elevations above the 100-year flood elevation level and all proposed structures shall meet California Building Code specifications.	The proposed project would be in conformance with this policy.
Policy 6.4	To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.	The project site is relatively flat, with minor sloping. The topography of the project site is generally flat with a gentle slope towards the southwest end of the project site. Elevations vary between approximately 48 feet above mean sea level to approximately 50 feet above mean sea level. The project site is bounded on the north and west by the San Luis Rey River corridor and on the south and east by existing residential properties. Even with proposed grading and earthwork, the project would blend with existing topography. Flood hazards would be minimized through construction of habitable spaces above 100-year flood elevations and adherence to state building code specifications.	The proposed project would be in conformance with this policy.
Policy 6.7	The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.	The proposed project would be compatible with the surrounding land uses. The project proposes to avoid the northwestern corner of the project property to accommodate the encroachment of the Preserve/WCPZ within a 100-foot riparian habitat buffer that also includes the existing flood berm/trail and brow ditch in this area. The project also proposes appropriate retaining walls and fencing along this boundary to restrict human access into the corridor and to ensure that project fuel management	The proposed project would be in conformance with this policy.

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		requirements would not directly impact the adjacent wildlife corridor. Refer to Section 4.3. Biological Resources.	
Policy 6.8	The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors throughout the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.	As discussed in Section 4.9, Hydrology and Water Quality, runoff would be conveyed to four on-site bioretention basins prior to being discharged off site. Implementation of a Stormwater Quality Management Plan and proposed on-site drainage system improvements would ensure that the project would not require the construction of new stormwater drainage facilities or the expansion of existing facilities and impacts regarding stormwater runoff are minimized.	The proposed project would be in conformance with this policy.
Circulation System Policy 12.5	Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets, and Local Streets necessary to provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors, and arterials to insure and maintain a smooth, functional, and safe circulation system.	As described in the project description, Pala Road would provide the primary vehicular access to the proposed project from a proposed westerly extension of Pala Road at the southern edge of the project site. Secondary access to the project site would be available via Aspen Street, at the midpoint of the project on the east side. Both public road entries lead to the private road with frontage for residences and guest parking. The project proposes sidewalk improvements to Aspen Street, including extending the curb, gutter, and sidewalk on both sides of the street leading to the project site with ADA-accessible corner curbs. A 5-foot curb, gutter, and sidewalk would surround the homes on the interior side of the loop road, with an additional sidewalk along the Pala Road extension into the project site that would connect with corner curbs to the inner loop sidewalk.	The proposed project would be in conformance with this policy.
Community Facilities Financing Policy 14.1	All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City	The project applicant would pay all fees required as part of the development process; such fees include, but are not limited to fair-share circulation network improvement fees and public facility fee requirements as applicable and determined by the City of Oceanside.	The proposed project would be in conformance with this policy.

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	administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.		
<i>Noise Element</i>			
Policy 1	Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.	As described in Chapter 4.11 of this EIR, project related construction and operation noise would not exceed the noise thresholds analyzed in the Noise Report prepared for the project (Appendix I).	The proposed project would be in conformance with this policy.
Policy 2	Noise shall be controlled at the source where possible.	See Noise Element Policy 1.	The proposed project would be in conformance with this policy.
Policy 3	Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	See Noise Element Policy 1.	The proposed project would be in conformance with this policy.
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Noise Element Policy 1.	The proposed project would be in conformance with this policy.
Policy 5	Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.	See Noise Element Policy 1.	The proposed project would be in conformance with this policy.
Recommendation 2	In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.	See Noise Element Policy 1.	The proposed project would be in conformance with this recommendation.
Recommendation 4	Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from residents subjected to severe noise and	Construction equipment, including trucks, would be required during construction of the proposed project. However, such equipment would remain on-site and	The proposed project would be in

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	disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)	would not result in traffic in the surrounding neighborhoods. During project operation, no large trucks would be associated with the residential land use.	conformance with this recommendation.
Recommendation 5	Land uses in the City of Oceanside should be planned in order to ensure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).	See Noise Element Policy 1.	The proposed project would be in conformance with this recommendation.
<i>Hazardous Waste Management Element</i>			
Pollution Prevention, Hazardous Waste Reduction Goal	The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWME.	As discussed in Section 4.2, Air Quality, the project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. In addition, as outlined in Section 4.9, Hydrology and Water Quality, standard best management practices included in the SWPPP required of the proposed project by the Construction General Permit, and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the proposed project. Once project construction is complete, the transport, use, or disposal of hazardous materials during the operational phase of the project would be limited to residential cleaning products, landscaping chemicals and fertilizers, and other substances associated with residential uses that are required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. Overall, hazardous materials	The proposed project would be in conformance with this goal.

**Table 4.10-1  
City of Oceanside General Plan Consistency Evaluation**

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		release would be minimized and impacts are determined to be less than significant.	
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A) The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; B) The reduction or elimination of the generation or production of hazardous materials (including wastes); C) The use of safer substitutes for hazardous materials; D) The recycling of hazardous materials whenever possible; E) The prevention and elimination of releases of hazardous materials into all media (air, water and land); F) The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes; G) The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; J) The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.	The proposed project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. As outlined in Chapters 4.8 and 4.17, project impacts related to hazards and hazardous materials, and solid waste would be less than significant.	The proposed project would be in conformance with these methods.
Method K	Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the “Hazardous Waste Source Reduction and Management Act of 1989” Health and Safety Code section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source	Please refer to response to Methods A through J above.	The proposed project would be in conformance with this method.

**Table 4.10-1  
City of Oceanside General Plan Consistency Evaluation**

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	reduction measures may be conducted by the City or other designated agency.		
Strategies for Meeting Prevention and Minimization Goals	<p>The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division (“HMMD”) in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes:</p> <p>a) A hazardous Waste Reduction Plan and a Plan Summary;                      b) a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.</p>	Please refer to response to Methods A through J above. The project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste. The project, during both the construction and operational phases, would not be considered a generator of substantial hazardous waste.	The proposed project would be in conformance with this goal.
<i>Energy and Climate Action Element</i>			
Goal ECAE-1a	The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	<p>The project would include sustainability design features to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential greenhouse gas emissions. The proposed sustainability features include:</p> <p>Solar system for each home                      Installation of 90% light-emitting diode (LED) lighting or other high-efficiency lightbulbs                      Energy star or equivalent energy efficient appliances                      Compliance with Title 24 energy efficiency standards.</p>	The proposed project would be in conformance with this goal.

**Table 4.10-1  
City of Oceanside General Plan Consistency Evaluation**

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Low-flow water fixtures and appliances Drought-tolerant landscaping and water efficient irrigation system Bicycle parking facilities	
Policy ECAE-1a-1	Incentivize the installation of solar photovoltaic systems in existing development, through community outreach and education, permit streamlining, and support of creative financing programs	The project would include PV solar electricity systems for each of the 54 residences.	The proposed project would be in conformance with this policy.
Policy ECAE-1a-2	Require that new development supply a portion of its energy demand through renewable sources, to the extent practical and financially feasible.	See response to Policy ECAE-1a-1.	The proposed project would be in conformance with this policy.
Policy ECAE-1b-3	In dedicating resources to energy efficiency and conservation in the residential sector, prioritize lower-income households that may lack the financial means to invest in retrofitting and/or other means of reducing energy use.	The project involves the development of 8 lower-income residences that would be equipped with PV solar electricity systems.	The proposed project would be in conformance with this policy.
Policy ECAE-1b-4	Assist lower-income households in accessing financial incentives for energy efficiency and renewable power upgrades.	See response to Policy ECAE-1b-3.	The proposed project would be in conformance with this policy.
Goal ECAE-1c	The City Will Encourage Energy Efficiency and Conservation in New Development	See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances and lighting.	The proposed project would be in conformance with this goal.
Policy ECAE-1c-2	Encourage passive solar building design in new development.	See response to Policy ECAE-1a-1.	The proposed project would be in conformance with this policy.

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City of Oceanside General Plan Consistency Evaluation**

<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Policy ECAE-1c-7	As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances.	The proposed project would be in conformance with this policy.
Policy ECAE-2a-1	In areas served by transit, promote land use intensities that increase transit ridership and, in turn, the quality and frequency of transit service.	The project area is provided transit service via the North County Transit District (NCTD), which operates the Oceanside Transportation Center located approximately 4.3 miles from the project site. The routes that operate near the project area are routes 303, 309, and 311. Bus stops within a 1-mile radius of the project site include the stops located at Pala Road and Fredricks Avenue, Los Arbolitos Boulevard and Orr Street, and El Camino Real and Mission Avenue. Additionally, the Oceanside Transportation Center has connections to several NCTD routes. The availability of public transportation in the project area provides an alternative mode of transportation to the residents of proposed project and community.	The proposed project would be in conformance with this policy.
Policy ECAE-2b-2	In conjunction with infill and redevelopment projects, pursue opportunities to integrate public open space into the City's urbanized corridors	The project is considered an infill residential development. The project would provide approximately 27,023 square-feet of private common open space which consists of central green space, and the north and south sides of the eastern landscaped area. The project would provide access to adjacent open space areas to the north and west, including the San Luis Rey Reiver bike trail.	The proposed project would be in conformance with this policy.
Goal ECAE-4a	The City Will Be Among The Most Water Efficient Local Jurisdictions In the San Diego Region	As discussed in the response to Goal ECAE-1a, the project and new residencies would utilize low-flow water fixtures and appliances. The project would also plant drought-tolerant landscaping and water efficient irrigation system.	The proposed project would be in conformance with this goal.

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City of Oceanside General Plan Consistency Evaluation**

<b>Policy Number</b>	<b>Policy Text</b>	<b>Consistency Analysis</b>	<b>Conformance/ Non-conformance</b>
Goal ECAE-5a	By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide.	The project would plant new trees on a site for every residence and in open space areas. The project site currently has no trees as it exists.	The proposed project would be in conformance with this goal.
Policy ECAE-5a-6	Prioritize street tree planting in lower-income neighborhoods.	As discussed in Goal ECAE-5a, new trees would be planted as part of the project, which includes 8 new lower-income residences.	The proposed project would be in conformance with this policy.

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