

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 Pacifica Project (project or proposed project).

4.10.1 Existing Conditions

Existing and Surrounding Uses

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor's Parcel Numbers 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at the corner of Monica Circle and Macario Drive in the North Valley neighborhood of Oceanside. The project site is bound to the north by single-family homes fronting Claire Drive, to the east by single-family homes fronting Roja Drive, to the south by single-family homes fronting North Redondo Drive, and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78.

The project site has a General Plan designation of CI – Civic Institutional, and properties abutting the project site are designated as SFD-R – Single Family Detached Residential and OS – Open Space to the west. The project site is currently zoned as PS – Public/Semipublic, and properties abutting the site are zoned RS – Single-Family Residential and OS – Open Space (Figure 3-2, Existing Land Use and Zoning Designations). Other uses in the surrounding area include a range of residential densities, various commercial uses, a school, and a park.

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir's storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. As shown in Appendix G, school records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site, and it was used as a "swing school" to hold classes while permanent schools were under modernization. The site now includes remnant pavement, a parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. Disturbed habitat makes up the majority of the site, including the slopes around the perimeter, as well as the western portion of the site.

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 elements 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 an SCS, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas (GHG) 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 GHG 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 an SCS as an element of their RTPs. The SANDAG SCS integrates land use and transportation plans to achieve reductions in GHG 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 General Plan of the City of Oceanside (City) and other factors from the cities in the region and the County of San Diego (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 the General Plans of other local cities, may change based on amendments initiated by the jurisdiction or landowner applicants. These 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 2021 Regional Plan, which builds off the 2019 San Diego Forward Federal Transportation Plan (SANDAG 2021). The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and the RCP. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves GHG emissions reduction targets set by CARB, compliance with

federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation (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 ensure relevance and utility. The City's 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 the City. The plan is founded on the community's vision for the City and expresses the community's long-range planning goals. The City's General Plan contains 10 elements: Land Use (amended in 1986), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2021–2029 Housing Element adopted in June 2021), Environmental Resource Management (adopted in 1975), Public Safety (adopted in 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). 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, and the land use designations are described through policies within the General Plan (City of Oceanside 2002a).

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), Energy Climate Action Element (May 2019), and Climate Action Plan (CAP). Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Environmental Resource Management, Community Facilities, Safety, and Noise Elements. Oceanside's 2021–2029 Housing Element was adopted by the City Council June 2021 and is pending certification by the California Department of Housing and Community Development as of February 2023.

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: <https://onwardoceanside.com/>.

Land Use Element

The Land Use Element (City of Oceanside 2002b) and Land Use Map identify the type of land uses that have been planned for within the City. 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. 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 (City of Oceanside 2012) 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 (City of Oceanside 2002c) provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element (City of Oceanside 2021) is intended to identify and analyze the City'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, including meeting the City's Regional Housing Needs Assessment.

Environmental Resource Management Element

The Environmental Resource Management Element (City of Oceanside 2002d) 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 (City of Oceanside 2002e) 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 (City of Oceanside 2002f) 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'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 (City of Oceanside 2002g) is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a

coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City'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 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 (City of Oceanside 2002h) 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 (City of Oceanside 2002i) is to acknowledge the direct physical, social, and economic linkages between the City 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 has prepared an Economic Development Element 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 Economic Development Element 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 Economic Development Element 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 addresses energy consumption and other activities within the City 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's CAP (City of Oceanside 2019c) seeks to align with state efforts to reduce 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 City 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. 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 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 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 Program

The North County Multiple Habitat Conservation Program (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 Draft 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 Act of 1991 and the state and federal Endangered Species Acts. The Subarea Plan has not been adopted by the City Council, but is used as a guidance document for development projects. The City will continue to implement the key goals of the Subarea Plan until the Vital and Sustainable Resources Element is adopted as part of the General Plan Update.

City of Oceanside Zoning Ordinance

The City'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.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission for the County and develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon (ALUC 2010).

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 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 (RWQCB) 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 WQIP was originally submitted to the RWQCB 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 RWQCB. Following further comments, the RWQCB issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. In January 2022, an addendum to the WQIP for the San Luis Rey watershed was released (Project Clean Water 2022).

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 California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use would occur if the 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?

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road that would impact mobility within an existing community or between a community and outlying area.

The 14.55-acre project site is located in the North Valley neighborhood of the City, at the corner of the Monica Circle and Macario Drive. The project site is currently zoned PS –Public/Semipublic and has a General Plan land use designation of CI – Civic Institutional. The approvals required for the project include a General Plan Amendment and a Zone Amendment. The project proposes a General Plan land use of MDB-R – Medium Density Residential-B (10–15

dwelling units per acre [du/ac]) and a zone of PD – Planned Development (Figure 3-5, Proposed Land Use and Zoning Designations). The proposed Planned Development District would provide zoning, use regulations, and development standards for the future development of the site. A Planned Development Plan (the Pacifica Planned Development Plan) has been prepared in accordance with the City’s Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as, design guidelines that will provide a framework for the specific development of the site.

The project proposes 164 three-story attached townhomes. Of the 14.55-acre site, approximately 1.73 acres consist of 20- to 30-foot-tall slopes along the northern, southeastern, and western portions of the project site, resulting in a net area of 12.82 acres and a net density of 12.8 du/ac. Of the 12.82 net acres, only 10.23 acres are proposed for development. The remaining undeveloped areas include natural setbacks to the adjacent open space to the west. Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage (see Table 3-1, Proposed Building Summary).

A total of approximately 59,460 square feet of common open space and 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios associated with each residence. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit.

As described previously, the project site has been previously graded and heavily disturbed by the former development of Pacifica Elementary School, development of adjacent roadways, and previous uses within the site. Proposed land use and implementation of the project would not impede access to any adjacent land uses or roadways. Implementation of the project would improve the existing project site through the development of multifamily homes, open space areas, and landscaping. The project does not propose linear features that would physically divide an established community. Therefore, 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 plans, policies, and regulations that pertain to the proposed project are contained within the elements of the City’s General Plan, the City’s Zoning Ordinance, the Subarea Plan of the North County MHCP, the ALUCP, the San Luis Rey Watershed WQIP, the 2050 RTP/SCS, the State Implementation Plan (SIP), and Regional Air Quality Strategy (RAQS). The analysis herein outlines project consistency with these plans.

City of Oceanside General Plan

As outlined in Section 4.10.2, Regulatory Setting, above, the City’s 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 and expresses the community’s long-range planning goals. New development within the City, including the project, is subject to the goals and policies outlined in the City’s General Plan elements.

The existing General Plan land use designation is CI – Civic Institutional, which does not allow residential uses, and the project proposes a General Plan Amendment to change the land use to MDB-R – Medium Density Residential-B (10–15 du/ac). The project’s consistency with the City’s General Plan elements goals, policies, and objectives is provided below in Table 4.10-1,¹ City of Oceanside General Plan Consistency Evaluation. As outlined in Table 4.10-1, with the approval of the General Plan Amendment, 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 as PS – Public/Semipublic. Article 16 of the Zoning Ordinance states that the PS District is intended to “allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use” (City of Oceanside 1992). Consistent with the City’s General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The project proposes to change the zoning to PD – Planned Development. The requested entitlement includes a Planned Development Plan. As previously stated, the proposed Planned Development Plan would provide zoning, use regulations, and development standards for future development of the site. A Planned Development Plan (the Pacifica Planned Development Plan) has been prepared in accordance with the City’s Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as, design guidelines that will provide a framework for the specific development of the site.

In addition, a Development Plan is required for site plan approval pursuant to Article 43 of the City’s Zoning Code to ensure that new development complies with all applicable requirements of the Zoning Code. The Development Plan is proposed in conjunction with the Planned Development Plan and presents the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, landscaping and open space, and infrastructure. The Development Plan corresponds to the Tentative Map presenting the proposed building locations and conceptual grading elements of the project.

With approval of the requested zone change, Planned Development Plan, and Development Plan, the project would not conflict with the City’s Zoning Ordinance.

Oceanside Draft 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 Act of 1991 and the state and federal Endangered Species Acts. As outlined in Section 4.3, Biological Resources, the project site is not within a preserve, nor does it include any wetlands or riparian areas on site. Therefore, the project would not result in a conflict with the Oceanside Subarea Plan.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise,

¹ Given its length, Table 4.10-1 can be found at the end of this section.

overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The project site is located outside of the safety zone for the airport and is not within Review Area 1 or 2 (ALUC 2010). Therefore, no conflicts with the ALUCP would occur.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed 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 (and other interested parties) to prioritize and address pollutants through an appropriate suite of best management plans (BMPs) in each watershed. A Storm Water Quality Management Plan was prepared for the project based on requirements set forth in RWQCB's National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit that covers the San Diego region (Order No. R9-2013-0001). The stormwater design was prepared in accordance with the City's BMP Design Manual. Please refer to Section 4.9, Hydrology and Water Quality, for a detailed analysis and additional information. In summary, the 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.

2050 Regional Transportation Plan/Sustainable Communities Strategy

The most recent RTP/SCS was adopted in December 2021 with a planning horizon of 2016 through 2050. SANDAG's 2050 RTP/SCS outlines projects for rail and bus services, highways, local streets, bicycling, walking, and movement of goods, as well as systems and demand management. The 2050 RTP/SCS presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP/SCS is not directly applicable to the project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout the City and greater San Diego County, as stipulated under SB 375. Nonetheless, the project is expected to add 469 residents in 164 dwelling units. The added residents would represent approximately 6% of the anticipated population growth and 3% of the housing growth over the RTP/SCS planning horizon. Based on this information, the increase in population and housing units with implementation of the proposed project would be well within the growth projections. Environmental impacts due to inconsistency with the RTP/SCS would not occur.

State Implementation Plan and Regional Air Quality Strategy As outlined in Section 4.2, Air Quality, of this environmental impact report (EIR), the San Diego Air Pollution Control District (SDAPCD) and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the SIP and RAQS. The federal ozone maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the San Diego Air Basin based on the National Ambient Air Quality Standards. The RAQS was initially adopted in 1991 and is updated approximately every 3 years (most recently in 2020). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission

projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans.

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. Overall, the increase in the housing units and associated vehicle source emissions is not anticipated to result in air quality impacts that were not envisioned in the growth projections and RAQS, and the increase in residential units in the region would not obstruct or impede implementation of local air quality plans. Based on the analysis above, implementation of the project would not result in development in excess of that anticipated in local plans or increases in population/housing growth beyond those contemplated by SANDAG. As such, vehicle trip generation and planned development for the project are considered to be anticipated in the SIP and RAQS. Because the proposed land uses and associated vehicle trips are anticipated in local air quality plans, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS.

In summary, the project would not conflict with or obstruct implementation of an applicable plan or policy, and impacts would be **less than significant**.

4.10.5 Cumulative Analysis

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects would be subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The project proposes a General Plan and Zoning amendment in order to accommodate residential units on the site. As discussed in Table 4.10-1, the proposed project would not substantially conflict with General Plan goals and policies.

All cumulative projects would be subject to similar criteria as the proposed project, which would ensure compliance with existing applicable land use plans with jurisdiction over the project area. Any cumulative projects that propose amendments to the General Plan or Zoning Ordinance would be required to show that proposed uses would not result in significant environmental impacts due to a conflict with applicable policies in a similar way as the proposed project. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Similar to the proposed project, final site plans of all cumulative projects would be subject to review and approval by the City. Since all current and future projects would be analyzed for compatibility and compliance with land use regulations prior to approval, cumulative impacts related to land use and planning would be **less than significant**.

4.10.6 Mitigation Measures

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

4.10.7 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
City of Oceanside General Plan			
Land Use Element			
1.1 Community Values Objective	To ensure the enhancement of long-term community and neighborhood values through effective land use planning.	The project proposes to reuse the site of a former elementary school for multifamily units. The project would be located in an existing neighborhood, within the vicinity of transportation and commercial uses that would benefit the newly proposed residences.	The project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	The project aims to provide a contemporary interpretation of traditional styles found in the existing single-family neighborhood surrounding the site. 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 (City) and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc., or applicable waivers.	The 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 Civic Institutional (CI) per the City’s General Plan Land Use Map, and a change in land use is proposed. The project proposes to change the land use designation to Medium Density Residential-B (MDB-R), which would allow for a density of 10 to 15 dwelling units per acre (du/ac). 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	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		residential development and open space amenities.	
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 14.55-acre vacant lot. The proposed development project would utilize the otherwise underutilized site by constructing 164 multifamily units. Addition of new market rate housing stock would benefit the community. In addition, the tax revenue from the project would provide an economic benefit to the City.	The 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. Development on a vacant, but formerly developed, parcel within the City would ensure residents of the project site have access to existing infrastructure, parks, shopping centers, and schools.	The 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 project would provide the City with additional residential units. The proposed development would be consistent with the surrounding residential and open space uses. The project would connect to the existing sidewalk system to provide pedestrian connections to surrounding areas.	The project would be in conformance with this policy.
Policy 1.11B	The City shall analyze proposed 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 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 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 2021 Regional Transportation Plan. As outlined in Section 4.15, Transportation, of this EIR, Implementation of the project would result in less than significant	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		vehicle miles traveled impacts. In addition, the project would not overburden existing roadways in the area. Roadway improvements would not be required due to project implementation, as the increase in project-related traffic delay would not exceed the allowable threshold.	
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. Although the proposed multifamily units would be generally surrounded by single-family residential, there are a number of multifamily developments in close proximity to the site. The project would not alter the designated open space land uses to the southwest of the project site. Implementation of the project would not conflict with adjacent or related land uses.	The 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 project would be compatible with the surrounding land uses. The proposed residential development would be set back 15 feet from Monica Circle, approximately 74 feet from the northern and southern boundary, and approximately 65 feet from the eastern boundary. The western boundary is bordered by open space and a habitat setback and stormwater basin would buffer the development from the adjacent open space area. This buffer area would be a minimum of 100 feet.	The project would be in conformance with this policy.
Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	The project would construct a multifamily development with open space amenities and enhanced landscaping. The proposed project would enhance the views of the existing site and improve the visual impact through the creation of a thoughtfully designed development. The project sits below adjacent uses and has increased setbacks from the surrounding single-family homes than the minimum	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		standards require which reduce impacts on the surround development. Additionally, high quality architecture with a range of floorplans and amenities provides a highly desirable community for future homeowners to find attainable housing in the City. The proposed architectural design, landscaping, and amenities would be reviewed by the City for approval prior to development.	
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 project would be constructed in compliance with all local, state, and federal regulations. As outlined in Sections 4.1, Aesthetics; 4.2, Air Quality; and 4.8, Hazards and Hazardous Materials, of this EIR, implementation of the 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/buildings to reduce lighting impacts to the surrounding open space areas and improve dark sky regulation compliance.	The 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 north-central portion of the City , in the North Valley Neighborhood. The proposed Oceanside General Plan Land Use designation for the site is Medium Density Residential-B. The project site is surrounded by residential, commercial, and open space uses. The project would not impact any adjacent jurisdictions or responsible agencies.	The 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 project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 has formally noticed responsible agencies of the proposed development, including but not limited to the U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife (CDFW), and Native American Heritage Commission (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.	The project would be in 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 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 multifamily 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, Noise, of this EIR, the project would not generate noise levels in exceedance of the analyzed noise thresholds.	The 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 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 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 project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 project would be in conformance with this policy.
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 project by Dudek in 2022 that demonstrated that project construction and operation would result in acceptable noise levels.	The project would be in conformance with this policy.
Site Design Objective 1.2	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 project would provide residential and private open space uses on site. The project has been designed to incorporate sustainable design features, visual aesthetics, private and common open space area, privacy, enhanced landscaping, and land use compatibility.	The 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 would involve construction of 164 multifamily units, private open space, on-site amenities, and commercial space. The project includes a roof-top photovoltaic (PV) solar system, which will accommodate at least 50% of energy demand during operation. The recreation areas, landscape areas, and pedestrian pathways would encourage connectivity throughout the proposed development. The project would provide private open space and communal open space on site. Final site plans for the project would be subject to City review.	The project would be in conformance with this policy.
Policy 1.2B	A combination of deep, landscaped setback areas, berms, and decorative sound	The project does not abut a major or intense transportation corridor. However, the project would	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	attenuation walls shall be required where developments abut major or intense transportation corridors.	incorporate retaining walls, landscaped setback areas, and a variety of landscaping would create a buffer to the existing homes. Landscaping would be along the boundaries of the property.	
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 involves construction of multi-story residential buildings that would differ in visual character to existing one-story homes surrounding the site, the site is set down lower than the surrounding residences, and adjacencies would be respected through large setbacks and existing slopes. Requests of adjacent neighbors have been taken into consideration for the project site plan. Final site plans are subject to City review.	The 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 384 parking spaces on site for residents and guests. The project would include private two-car garages attached to each unit and 61 guest parking spaces. Parking would be located off the private loop road within the project site.	The 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.	A total of approximately 59,460 square feet of common open space and 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit.	The project would be in conformance with this objective.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 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 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 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 and along pedestrian pathways. 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 would be maintained by the property owner.	The project would be in conformance with this objective.
Policy 1.22A	Existing mature trees shall be retained wherever possible.	The City landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. This survey is provided in the landscape plan prepared for the proposed project and can also be viewed in Figure 4.3-3, Tree Survey. As shown in Figure 4.3-3, there are a total of 37 trees on site, and 16 trees are proposed for removal. The other 21 trees would remain in place. The City requires a 1:1 replacement ratio for all diameter at	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		breast height and brown trunk height removed. As also shown in Figure 4.3-3, the total diameter of all 16 trees to be removed is 358 inches, and the total diameter of all 248 proposed new trees to be planted is 744 inches. Therefore, the trees would be replaced at a ratio greater than 1:1.	
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.	The project would be in conformance with this policy.
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 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 wildfire.	The project would provide a large buffer to existing open space/riparian habitat off site. A minimum 50-foot biological buffer and a minimum 50-foot planning buffer would be established at the outer edge of the riparian habitat. 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 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 variations on the Spanish style. The project design is intended to promote the use of outdoor space and pedestrian usage. The project would go through design review approval by the City and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc., or applicable waivers.	The project would be in conformance with this objective.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 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 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 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 are relatively flat. The project would not contribute to slope instability, flooding, or erosion hazards. Please refer to Sections 4.6, Geology and Soils, and 4.9, Hydrology and Water Quality, of this EIR, which determine that potential impacts related to slope instability, flooding, and erosion hazards would be less than significant.	The 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 site is not zoned or proposed to be zoned for industrial or commercial development.	The project would be in conformance with this policy.
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 as the site has been previously graded and is relatively flat in its existing condition.	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 project would not create flat planes with sharp angles of intersection.	The 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. Elevations vary from approximately 80 above mean sea level to 120 feet above mean sea level. The project would blend with existing topography.	The 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 project by Geotek Inc. in January 2022. 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 Section 4.6 of this EIR, which determines impacts as a result of the project would be less than significant.	The project would be in conformance with this policy.
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 Section 4.9 of this EIR, impacts related to flooding, erosion, 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 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 from the project site due to an increase in impervious surface, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development, due to the installation of a new detention basin and storm drainage facilities.	The 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.	Access to the site would be provided via a new driveway at the intersection of Monica Circle and Macario Drive. An additional secondary emergency access would	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		also be provided via the terminus of Malaga Drive. Access at these locations would avoid excessive cut and fill and respect the existing topography of the site.	
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. Slopes surrounding the main building pad would remain intact and minimal disturbance would occur.	The 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 open space areas.	The 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 demolition, grading, and site preparation of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction, and re-vegetation of disturbed areas would occur. 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, Project Description, of this EIR.	The project would be in conformance with this policy.
Coastal Zone Objective 1.32	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.	This objective is not applicable to the project.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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.	This policy is not applicable to the project.
Commercial Subdivision Objective 2.01	To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	The project site does not include or propose commercial subdivisions that would promote economic benefits.	The project would be in conformance with this objective.
Commercial Subdivision 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.	The project would be in conformance with this policy.
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.	The project would be in conformance with this objective.
Neighborhood Commercial Policy 2.22A.	Neighborhood Commercial shall provide commercial uses which meet the day-to-day commercial needs of the community. Commercial center development is implicit. Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants and services are permitted as minor tenants and "convenience" businesses	Please see response to Objective 2.01.	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	may be allowed when well integrated into the center's design.		
Neighborhood Commercial Policy 2.22B	Since Neighborhood Commercial centers will meet the daily shopping needs of the community, they shall be located near residential areas along major arterials or secondary arterials, preferably at their intersections with collector streets. Consequently, there shall be limits on their intensity to be compatible with nearby residential areas. Areas shall generally be between 10 and 30 acres.	Please see response to Objective 2.01.	The project would be in conformance with this policy.
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.	The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78. The project would not include commercial uses or visitor serving uses.	The project would be in conformance with this policy.
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 and Policy 2.242 B.	The project would be in conformance with this policy.
Commercial Enhancement Policy 2.26A	The City shall encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.	Please see response to Objective 2.01.	The project would be in conformance with this policy.
Commercial Enhancement Policy 2.26B	The City shall not permit the proliferation and/or over-construction of commercial use that generate adverse	Please see response to Objective 2.01.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	impacts to the social structure, visual quality, economy, public safety, or well-being of the community.		
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 59,460 square-feet of common open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, tot lot, bocce ball courts, pickleball courts, open lawn, barbeque areas, internal trails, and landscaping to help encourage pedestrian connectivity. Existing public services and existing utilities and service systems would be utilized by the project but would not be overburdened, as analyzed in Sections 4.13, Public Services, and 4.17, Utilities and Service Systems, of this EIR.	The project would be in conformance with this objective.
Communities Facilities Management 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.	The project would be in conformance with this policy.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading	Several project design features have been incorporated to ensure adequate safety, with	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	and excavations in the City of Oceanside.	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.	
Grading and Excavations 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) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.	The recommended grading and geological measures have been incorporated into the project design; see Section 4.6 of this EIR.	The project would be in conformance with this policy.
Housing Element			
Goal 1	Produce opportunities for decent and affordable housing for all of Oceanside’s citizens.	The project is proposing to pay the in-lieu fee alternative in order to comply with the City’s Inclusionary Housing Ordinance. Because the project would exceed the base density allowance, and it involves 10 or more units at base density, the project is subject to an in-lieu fee payment as outlined in Section 14C.6(b).	The project would be in conformance with this goal.
Policy 1.1	Promote a high-quality urban environment with stable residential neighborhoods and healthy business districts.	Please see response to Goal 1. The project would provide high quality amenities to its residents. The project would be in close proximity	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		to public transportation and shopping centers. Furthermore, the project’s design, spaces, and site layout would enhance and respect the character of the surrounding area.	
Policy 1.3	Promote a high, stable rate of homeownership in Oceanside	The proposed residential development would include a total of 164 for-sale market-rate units.	The project would be in conformance with this policy.
Policy 1.6	Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.	The project site is not located in a transit corridor or smart growth area.	This policy is not applicable to the project.
Goal 2	Encourage the development of a variety of housing opportunities, with special emphasis on providing: <ul style="list-style-type: none"> ▪ A broad range of housing types, with varied levels of amenities and number of bedrooms. ▪ Sufficient rental stock for all segments of the community, including families with children. ▪ Housing that meets the special needs of the elderly, homeless, farm workers, and persons with disabilities, and those with developmental disabilities. ▪ Housing that meets the needs of large families. 	Please see response to Goal 1 and Policy 1.1.	The 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
Policy 2.1	Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.	Please see response to Goal 1 and Policies 1.1 and 1.6. The proposed residences vary in household sizes ranging between approximately 1,200 square feet to 1,800 square feet. The project proposes a higher-density residential development that is in proximity to public transportation. The project site is provided transit service via the North County Transit District (NCTD). Bus stops within a 0.5-mile radius of the project site include the stops located on North River Road and Vandegrift Boulevard (Routes 303, 309, 311, 313, and 315).	The project would be in conformance with this policy.
Goal 3	Protect, encourage, and provide housing opportunities for persons of low and moderate income.	Please see response to Goal 1.	The project would be in conformance with this goal.
Policy 3.4	Ensure that the development of lower income housing meets applicable standards of health, safety, and decency	The project does not include lower-income housing.	This policy is not applicable to the project.
Policy 3.5	Encourage the development of housing for low- and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services.	The project will pay the affordable housing in-lieu fee to help fund the development of low-income and moderate-income housing opportunities throughout the City.	The project would be in conformance with this policy.
Policy 3.7	Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.	The project will pay the affordable housing in-lieu fee to help fund the development of low-income and moderate-income housing opportunities throughout the City.	The project would be in conformance with this policy.
Policy 3.8	Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee.	The project is proposing to pay the in-lieu fee alternative in order to comply with the City's Inclusionary Housing Ordinance. Because the project would exceed the base density allowance, and it involves 10 or more units at base density, the project is subject to an in-lieu fee payment as outlined in Section 14C.6(b). Therefore, with payment of the in-lieu fee, the project would be	This policy "encourages" inclusionary housing; however, according to the City's Inclusionary Housing Ordinance, an in-lieu fee payment is an acceptable alternative.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		consistent with the City's Inclusionary Housing Ordinance.	Therefore, the project is in conformance with this policy.
Recreational Trails Element			
Goal 8	An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.	The project site is located within walking distance of numerous uses, services, and facilities that make Pacifica a walkable, transit-oriented community. Within the planning area, the project establishes a highly connected and efficient circulation system of sidewalks and pathways supported by pedestrian-friendly architecture and landscaping. Walkways are designed to provide access in accordance with the Americans with Disability Act (ADA) and to promote walkability and connectivity within the site and to the existing neighborhood.	The 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 would include pedestrian pathways throughout the project site to promote connectivity and provide access to common open space and recreational amenities within the project site.	The project would be in conformance with this objective.
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.	Please see response to Goal 8.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 would be built in compliance with the ADA and would not be designed in such a way to prevent access from disabled, elderly, or visually or hearing-impaired persons.	The project would be in conformance with this objective.
Public Safety Element			
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.	No walls, fences, or landscaping element would interfere with intersection visibility, line of sight, or other safety issue. Where screening or security walls (excluding wrought iron or other “open” fence types) are located within 10 feet of a public right-of-way, landscaping shall be provided between the wall and the right-of-way to a minimum height of 4 feet to minimize opportunities for crime and unsafe conditions.	The project would be in conformance with this goal.
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 project by Geotek Inc. in January 2022. 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 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 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 of this EIR.	The project would be in conformance with this objective.
Circulation Element			
Long Range Policy Direction			
Goal 1	A multimodal transportation system, which allows for the efficient and safe movement	See response to Goal 8 under the Recreation and Trails Element above.	The 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
	of all people and goods, and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.		
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The project proposes a higher-density residential development that is in proximity to public transportation. The project site is provided transit service via the NCTD. Bus stops within a 0.5-mile radius of the project site include the stops located on North River Road and Vandegrift Boulevard (Routes 303, 309, 311, 313, and 315).	The 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 project would be in conformance with this goal.
Goal 4	A citywide transportation system that integrates with the regional transportation system.	See response to Goal 2.	The 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 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 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 project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 area is served by an existing network of public transportation.	The project would be in conformance with this policy.
Master Transportation Roadway Plan			
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 project would be in conformance with this goal.
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.	Upon implementation of the project, all study area intersections and roadways would either continue to operate at acceptable levels of service, or project-generated traffic would not increase the delay beyond the threshold.	The 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 City’s transportation engineer and 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 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 response to Objective ii.	The project would be in conformance with this policy.
Policy 3.4	The City may permit construction of private streets	See response to Objective ii. On-site traffic circulation and fire access would be provided. Access to the project site would be provided via	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	<p>within individual development projects, provided that:</p> <p>They are designed geometrically and structurally to meet City standards.</p> <p>Only project occupants are served.</p> <p>All emergency vehicle access requirements are satisfied.</p> <p>The streets do not provide direct through route between public streets.</p> <p>The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.</p>	<p>the intersection of Monica Circle and Macario Drive, and a new secondary emergency access would be provided via the terminus of Malaga Drive. The newly proposed streets would not provide direct through route access between public streets. The future homeowners association would be responsible for coordinating street maintenance and any on-site facility repairs.</p>	
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.</p> <p>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</p>	<p>See response to Objective ii. No driveway access to a prime or major arterials would occur.</p>	<p>The project would be in conformance with this policy.</p>

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	<p>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>		
Policy 3.9	<p>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.</p>	<p>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.</p>	<p>The project would be in conformance with this policy.</p>
Policy 3.10	<p>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.</p>	<p>See response to Policies 3.4 and 3.6. 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 widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.</p>	<p>The project would be in conformance with this policy.</p>
Policy 3.11	<p>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</p>	<p>See response to Objectives ii. And iii.</p>	<p>The project would be in conformance with this policy.</p>

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	new and existing roadway continues to function as it was intended.		
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 City’s transportation engineer and 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 project would be in conformance with this policy.
Policy 3.14	The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.	See response to Policy 3.6.	The 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 is 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 project would be in conformance with this policy.
Policy 3.20	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	The project would not cause congestion on major streets and per the traffic study, the project area would continue to operate at a level of service (LOS) D or better with additional project trips. As related to transportation, the project would not create a safety hazard. This is	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	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.	further discussed in Section 4.15 of the EIR.	
Policy 3.21	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.	The project involves landscaping at the entrance of the project site, around the perimeter of the site, and throughout the site. Landscaping would include the addition of trees and ground-level vegetation.	The project would be in conformance with this policy.
Transportation Demand Management			
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 does not directly support programs that encourage increased vehicle occupancy, pedestrians and bicyclists would be able to access the project site from existing facilities. The project also proposes new and improved sidewalks on site as described in Chapter 3 of this EIR. The project area is served by an existing network of public transportation.	The 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 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 project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 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 public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.	See response to Goal 1 and Long-Range Policy Direction Goals 1 and 2.	The 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 384 parking spaces on site for residents and guests. The project would include private two-car garages attached to each unit and 61 guest parking spaces. Parking would be located off the private loop road within the project site.	The project would be in conformance with this policy.
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	The project includes residential development and therefore many of these facilities would be provided on site or within each unit. Bicycle parking would be provided.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Public Transit and Rail Policies and Guidelines			
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	See response to Long Range Policy Direction Goal 2. The project would include on-site improvements to the 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. The project site is located in close proximity to existing alternative public transportation. The availability of public transportation in the project area provides an alternative mode of transportation to the residents of the project and community.	The 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 development of new forms of transit and transit technologies as they become available.	See response to Goal 1. While the project would not directly develop, improve, expand, or increase transit ridership, it would be located in the vicinity of existing transit lines which would be available to new residents.	The project would be in conformance with this objective.
Objective iii.	Support Mixed-Use developments in transit focus areas and transit-oriented developments.	See response to Goal 1.	The 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 project would be in conformance with this policy.
Pedestrian Facilities			
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that	Pedestrian access is provided by pathways throughout the project site to create connectivity to the	The project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	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.	proposed buildings. The project would link to the existing sidewalk system within the area to provide pedestrian connections to surrounding properties. The project would not pose any unique barriers or hazards to pedestrians.	
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.	The project site is located within close proximity to existing alternative public transportation. The project is located within close proximity to major freeways, public transit, parks, and commercial centers.	The 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 ADA and would not be designed in such a way to prevent access from disabled, elderly, or visually or hearing-impaired persons.	The 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 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 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 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 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	See response to Goals 3 and 4.	The project would be in conformance with this policy.

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

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.		
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 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 project would be in conformance with this policy.
Environmental Resource Management Element			
Water Objective 2	Investigate sources of local water supplies to reduce dependence on imported water.	The City purchases the majority of its water supply from the San Diego County Water Authority (SDCWA). The project would comply with the General Plan and Zoning Code, and therefore water demand of the project has been considered in the City and regional water supply documents that are based on the buildout of the City. See Section 4.17.	The project would be in conformance with this objective.
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 SWPPP during construction to reduce sediment transport, in addition to other construction 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. Project impacts related to water quality would be less than significant.	The project would be in conformance with this objective.
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of	As discussed in detail in Sections 4.6 and 4.9, impacts related to soil erosion and siltation would be less than significant.	The project would be in conformance with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	the rocks, soil erosion, and the siltation of the lagoons.		
Vegetation and Wildlife Habitats Objective 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	As outlined in Section 4.3, the project would incorporate design features that 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 project would be in conformance with this objective.
Recreation and Scenic Areas Objective 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 open space and recreation 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 that would contribute to (but not be limited to) parks, public facilities, and schools.	The project would be in conformance with this objective.
Community Facilities Element			
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 an increase of approximately 469 residents. Potential impacts to public facilities would not be significant as analyzed in Section 4.13 of this EIR. 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 project would be in conformance with this objective.
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	Project impacts to public facilities are discussed in Section 4.13 of this EIR. The project would be required to pay public facilities impact fees based on the impact	The project would be in conformance with this policy.

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	adversely impacts by new development.	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 required public facility fees would ensure impacts to future public facilities would be less than significant.	
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).	The project proposes to develop 164 residential units on a vacant lot that is surrounded by a residential, commercial, and open space uses. Relevant subcomponents of Policy 0.6 would be addressed as follows. a. The project would be consistent with the surrounding residential development. b. The project would make available open space amenities to its residents. f. The project would provide market-rate housing stock for the City. g. As discussed in Section 4.2, project air quality impacts would be less than significant with mitigation. h. As discussed in Section 4.15, LOS levels would remain at acceptable levels (LOS D or better). j. The proposed residential development would not place a severe strain on the local freeway system. k. The project’s site plan has been reviewed by the Oceanside fire and police protection services to ensure the availability of services. l. As discussed in Section 4.17, adequate water and sewer service would be provided to the project, and minor off-site	The project would be in conformance with this policy.

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		<p>upgrades to existing lines would be required.</p> <p>m.As discussed in Section 4.9, although there would be an overall increase in runoff (due to increased impervious surface) from the project site by due to project development, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.</p>	
Fire Department Facilities Objective	To protect the health, safety , and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms.	The potential impacts to the project site as a result of natural disasters and hazardous materials are discussed in Sections 4.6, Geology and Soils, 4.8, Hazards and Hazardous Materials, and 4.18, Wildfire. It was determined that the potential for emergencies related to natural disasters, hazardous materials, and wildfire to occur within the project site would be less than significant.	The project would be in conformance with this objective.
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 current site plan has been approved by the Oceanside Fire Department as meeting the applicable fire requirements. All final plans will be subject to review by City Fire.	The 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	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. In	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.	addition, the project proposes to implement a landscape palette consisting of native species that would naturally serve as a fire retardant. The project would be required to comply with the City Code of Ordinances, Chapter 11 (Fire Protection), which provides regulations for fire prevention measures including fire sprinklers and landscape restrictions.	
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 project.	The 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.	See response to Policy 5.4. Some on-site sewer facilities for the project are proposed to be private, with the exception of the public lift station and associated public pipes that convey flows through the project. As discussed in Section 4.17, it has been determined that the proposed sewer system connection would adequately serve the project, and existing City infrastructure would have sufficient capacity to accommodate project demand.	The project would be in conformance with this policy.
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	Development of the project includes construction of adequately sized on-site water facilities.	The 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.	Water service would be provided via the existing water connections to the existing public water system. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site, which would adequately serve the proposed development, as outlined in Section 4.17.	The project would be in conformance with this policy.
Stormwater Management	All new development in the City of Oceanside shall pay drainage impact fees to defray	Storm drain systems and connections would be designed to collect on-site runoff and convey it	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
System Policy 6.2	that development’s proportionate share of drainage facilities serving the basin where the new development is located.	through the project site into existing drainage facilities. Stormwater treatment to meet water quality requirements would include the installation of inlets, storm drain facilities, and biofiltration basins. Additional stormwater management areas include the landscaped areas to treat runoff. No expansion of drainage facilities would occur beyond what is required on site.	
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 has been previously graded and heavily disturbed as a result of previous uses on site. The project’s source control measures would include prevention of illicit discharges, storm drain stenciling, and protection of outdoor materials storage areas and trash storage areas. Biofiltration systems are proposed throughout the project site to provide stormwater treatment for the pollutants discharged from the development. The project would be required to provide for ongoing implementation and maintenance of these features in accordance with the SWQMP.	The 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.	Please see response to Policy 6.4. Impacts related to hydrology and water quality would be less than significant, and no mitigation is required.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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, access to the project site would be provided via a driveway off the intersection of Monica Circle and Macario Drive. A secondary emergency access would be provided via the terminus of Malaga Drive. All existing roadway infrastructure would be sufficient to serve the project site.	The 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 administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.	The project applicant would pay all applicable fees required as part of the development process; such fees include but are not limited to fair-share circulation network improvement fess and public facility fee requirements as applicable and determined by the City.	The project would be in conformance with this policy.
Noise Element			
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 Section 4.11 of this EIR, project-related construction and operation noise would not exceed the noise thresholds analyzed in the Noise Study prepared for the project (Appendix J).	The project would be in conformance with this policy.
Policy 2	Noise shall be controlled at the source where possible.	See Policy 1.	The 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 Policy 1.	The project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Policy 1.	The 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 Policy 1.	The 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 Policy 1.	The 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 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.)	Construction equipment, including trucks, would be required during construction of the project. However, such equipment would remain on site and would not result in traffic in the surrounding neighborhoods. During project operation, no large trucks would be associated with the residential land use.	The project would be in 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 Policy 1.	The project would be in conformance with this recommendation.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Hazardous Waste Management Element			
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, 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, standard best management practices included in the SWPPP required of the 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 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 and commercial 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 release would be minimized, and impacts would be less than significant.	The project would be in conformance with this goal.
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A. 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 of elimination of the generation or production of hazards materials (including wastes); C) The use of safer	The 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 Sections 4.8 and 4.17, project impacts related to hazards, hazardous materials, and solid waste would be less than significant.	The project would be in conformance with these methods.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	<p>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.</p>		
Method K	<p>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</p>	Please refer to response to Methods A through J above.	The project would be in conformance with this method.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	<p>reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted by the City or other designated agency.</p>		
<p>Strategies for Meeting Prevention and Minimization Goals</p>	<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>	<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.</p>	<p>The project would be in conformance with these goals.</p>

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Energy and Climate Action Element			
Goal ECAE-1a	The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	The project would include sustainability design features to reduce potential energy and water usage, promote biking and walking, and reduce potential greenhouse gas emissions. The proposed sustainability features include: <ul style="list-style-type: none"> ▪ PV solar electricity system ▪ Energy star or equivalent energy efficient appliances ▪ Compliance with Title 24 energy efficiency standards. ▪ Low-flow water fixtures and appliances ▪ Drought-tolerant landscaping and water-efficient irrigation system ▪ Electrical vehicle charging stalls 	The project would be in conformance with this goal.
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 proposed buildings.	The 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 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.	See response to Policy ECAE-1a-1. The project is a residential project that includes more than 25 dwelling units and is therefore required to comply with the on-site renewable energy supply provisions of the checklist. The project includes a roof-top solar PV system, which will accommodate at least 50% of energy demand during operation.	The 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 project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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 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 project would be in conformance with this policy.
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 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 NCTD, which operates several bus stops within 0.5 miles of the project site.	The 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 proposed residential development would utilize low-flow water fixtures and appliances. The project would also plant drought-tolerant landscaping and water-efficient irrigation system.	The project would be in conformance with this goal.
Goal ECAE-5a	By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide.	The project will provide a minimum of 12% tree canopy coverage and 22% permeable surface, which meets the requirements outlined in Section 3049 of the City's Zoning Ordinance.	The project would be in conformance with this goal.
Policy ECAE-5a-6	Prioritize street tree planting in lower-income neighborhoods.	The project does not require new street tree plantings; however, trees will be provided on site.	This policy is not applicable.

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