

600 - App. A : NIP + Responses

# Oceanside Circulation Element Update

## Appendix A

---

Notice of Preparation and Responses

Received

JAN 25 2010

Planning Division



**NOTICE OF PREPARATION  
City of Oceanside**

**Notice of Preparation of a Draft Program Environmental Impact Report for  
the General Plan - Circulation Element Update**

The City of Oceanside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the General Plan - Circulation Element Update. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Oceanside when considering your permit or approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 45 days after receipt of this notice (public review period December 10, 2009 to January 25, 2010).

Please send your response to Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054. We will need the name for a contact person in your agency.

**Scoping Meeting:** A public scoping meeting for the EIR has been scheduled for:

Date: Thursday, January 12, 2010  
Time: 6:00-8:00 P.M.  
Location: City of Oceanside, Council Chambers (300 North Coast Highway). Access to the Council Chambers is from Mission Avenue to Ditmar Street. Parking is available in the City's parking structure.

**Project Applicant:** City of Oceanside

Date: 12/1/2009

Signature [Signature]  
Title Planning Associate  
Telephone (760) 435-3526

FILED IN THE OFFICE OF THE COUNTY CLERK  
San Diego County on DEC 16 2009  
Posted DEC 16 2009 Removed 1-20-10  
Returned to agency on 1-20-10  
Deputy L. Kesian

**FILED**  
David Butler, Recorder/County Clerk  
DEC 16 2009  
BY L. Kesian  
DEPUTY

# **General Plan – Circulation Element Update Environmental Scoping and Public Information Meeting**

## **WHAT'S BEING PROPOSED?**

Pursuant to Government Code Section 65302(b), a Circulation Element is a required component in all County and City General Plans. The Circulation Element provides goals, objectives, and policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors, and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space. Implementation of the Circulation Element policies will also help to efficiently accommodate the growth envisioned in the Land Use Element.

The City of Oceanside is proposing to update the Circulation Element of the City's General Plan. The Update will establish Goals and Objectives for the Circulation Element, and the recommended Policies needed to support and achieve them. The Update will address the following components of the element:

- Master Transportation/Circulation Plan
- Level of Service Policies
- Transportation Issues, Traffic Growth and Potential Future Roadway Improvements (see map)
  - SR-78/I-5 Interchange (Caltrans and City)
  - Rancho Del Oro Road/SR-78 Interchange (Caltrans)
  - SR-76 Improvements to Six Lanes (Caltrans)
  - Melrose Drive Extensions (northern and southern extensions) - Separate project-level EIR currently under preparation for southern extension.
  - College Boulevard Widening to Six Lanes
  - Pala Road Extension
  - Mission Avenue Improvement
  - Coast Highway Improvement
  - Old Ranch Road Connection
- Goals & Policies for Comprehensive Transportation Demand Management (TDM) Program
- Goals & Policies for Existing & Future Public Transit and Railway Systems
- Goals and Policies for Local and Regional Bicycle (Comprehensive Bicycle Master Plan December 2008), and Equestrian Facilities (including Mountain Bike Trails)
- Goals and Policies for Pedestrian Facilities (Pedestrian Master Plan November 2009)

- Identification and Incorporation of Intelligent Transportation System (ITS) Technologies with Supporting Goals and Policies
- Goals and Policies for Traffic Calming Program

The Update components identified above will be analyzed at the level of a Program Environmental Impact Report (EIR), under the California Environmental Quality Act (CEQA). Probable environmental impacts that will be analyzed as part of the Program EIR include: aesthetics, agricultural resources, air quality (including Greenhouse Gas emissions), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, public services, recreation, transportation and traffic, and utilities and service systems.

The highlighted proposed network improvements (see map) were derived from the various alternatives outlined below based on input from interested community members and the City.

Alternative A Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- Old Ranch Road Connection

Alternative B Proposed Network Improvements Not Included:

- Melrose Drive Extensions (northern and southern extensions)
- Old Ranch Road Connection Removed

Alternative C Proposed Network Improvements Not Included:

- College Boulevard Widening to Six-Lanes
- Melrose Drive Extensions (northern extension)
- Old Ranch Road Connection

Alternative D Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- College Boulevard Widening to Six-Lanes
- Melrose Drive Extensions (northern and southern extensions)
- Old Ranch Road Connection

Alternative E Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- Melrose Drive Extensions (northern and southern extensions)
- College Boulevard Widening to Six-Lanes
- Pala Road Extension
- Mission Avenue Improvements
- Coast Highway Improvements
- Old Ranch Road Connection

## **HOW CAN YOU LEARN MORE AND COMMENT?**

The City of Oceanside will be holding a public scoping meeting (January 12, 2010, 6:00-8:00 P.M., Council Chambers) on the project to provide public agencies and members of the public with information about the proposed project. The format of the meeting will be informal with a brief project presentation at the beginning of the meeting. The primary purpose of the meeting is an opportunity for interested parties to provide input on environmental issues, which should be considered in the upcoming EIR. Forms will be available for the public to document issues to be addressed in the EIR. In addition, a series of exhibits will be available to convey information on the project. Representatives of the City and its consultant team will be available to answer questions and receive input.

For more information, contact the John Amberson, Project Manager with the City of Oceanside at (760) 435-5091.

# 2030 Proposed Network Improvements





## NOTICE OF PREPARATION City of Oceanside

---

### Notice of Preparation of a Draft Program Environmental Impact Report for the General Plan - Circulation Element Update

Dear Interested Parties,

The City of Oceanside will be the Lead Agency and will prepare a Program Environmental Impact Report (PEIR) for the General Plan - Circulation Element Update. We need to know your views as to the scope and content of the environmental information that is important to you in connection with the Circulation Element Update.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Please send your response at the earliest possible date, but no later than 45 days after receipt of this notice.

Please send your response to Scott Nightingale, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us)

**Scoping Meeting:** A public scoping meeting for the PEIR has been scheduled for:

Date: Monday, February 8, 2010

Time: 6:00-8:00 P.M.

Location: City of Oceanside, Council Chambers (300 North Coast Highway). Access to the Council Chambers is from Mission Avenue to Ditmar Street. Parking is available in the City's parking structure.

**Project Applicant:** City of Oceanside

Date: January 21, 2010

Signature

Title

Telephone

  
\_\_\_\_\_  
City Planner  
\_\_\_\_\_  
760-435-3520  
\_\_\_\_\_

# **General Plan – Circulation Element Update Environmental Scoping and Public Information Meeting**

## **WHAT'S BEING PROPOSED?**

Pursuant to Government Code Section 65302(b), a Circulation Element is a required component in all County and City General Plans. The Circulation Element provides goals, objectives, and policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors, and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space. Implementation of the Circulation Element policies will also help to efficiently accommodate the growth envisioned in the Land Use Element.

The City of Oceanside is proposing to update the Circulation Element of the City's General Plan. The Update will establish Goals and Objectives for the Circulation Element, and the recommended Policies needed to support and achieve them. The Update will address the following components of the element:

- Master Transportation/Circulation Plan
- Level of Service Policies
- Transportation Issues, Traffic Growth and Potential Future Roadway Improvements (see map)
  - SR-78/I-5 Interchange (Caltrans and City)
  - Rancho Del Oro Road/SR-78 Interchange (Caltrans)
  - SR-76 Improvements to Six Lanes (Caltrans)
  - Melrose Drive Extensions (northern and southern extensions) - Separate project-level EIR currently under preparation for southern extension.
  - College Boulevard Widening to Six Lanes
  - Pala Road Extension
  - Mission Avenue Improvement
  - Coast Highway Improvement
- Goals & Policies for Transportation Demand Management (TDM) Program
- Goals & Policies for Existing & Future Public Transit and Railway Systems
- Goals and Policies for Local and Regional Bicycle (Comprehensive Bicycle Master Plan updated December 2008), and Equestrian Facilities (including Mountain Bike Trails)
- Goals and Policies for Pedestrian Facilities (Pedestrian Master Plan updated November 2009)

- Identification and Incorporation of Intelligent Transportation System (ITS) Technologies with Supporting Goals and Policies
- Goals and Policies for Neighborhood Traffic Calming Program

The Update components identified above will be analyzed at the level of a Program Environmental Impact Report (PEIR), under the California Environmental Quality Act (CEQA). Probable environmental impacts that will be analyzed as part of the Program EIR include: aesthetics, agricultural resources, air quality (including Greenhouse Gas emissions), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, public services, recreation, transportation and traffic, and utilities and service systems.

The highlighted proposed network improvements are shown on the attached map.

### **HOW CAN YOU LEARN MORE AND COMMENT?**

The City of Oceanside will be holding a public scoping meeting (February 8, 2010, 6:00-8:00 P.M., Council Chambers) on the project to provide public agencies and members of the public with information about the proposed project and to provide input on the Program Environmental Impact Report (PEIR). The format of the meeting will be to provide a brief project presentation at the beginning of the meeting. The primary purpose of the meeting is an opportunity for interested parties to provide input on environmental issues, which should be considered in the upcoming PEIR. Forms will be available for the public to document issues to be addressed in the PEIR. In addition, a series of exhibits will be available to convey information on the project. Representatives of the City and its consultant team will be available to answer questions and receive input.

For more information, contact the John Amberson, Project Manager with the City of Oceanside at (760) 435-5091, email: [jamberson@ci.oceanside.ca.us](mailto:jamberson@ci.oceanside.ca.us)



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

Notice of Preparation

December 9, 2009

To: Reviewing Agencies  
Re: General Plan - Circulation Element Update  
SCH# 2009121020

Attached for your review and comment is the Notice of Preparation (NOP) for the General Plan - Circulation Element Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Scott Nightingale  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Acting Director

Attachments  
cc: Lead Agency

Received  
DEC 16 2009  
Planning Division

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



December 28, 2009

Received

Mr. Scott Nightingale

**CITY OF OCEANSIDE**

300 North Coast Highway  
Oceanside, CA 92054

DEC 30 2009

Planning Division

Re: SCH#2009121020 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (EIR) for the General Plan – Circulation Element Update; located in the City of Oceanside; San Diego County, California

Dear Mr. Nighingale:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3<sup>rd</sup> 604*) The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources were identified within one-half mile of the APE/entire City boundary... Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11..

Consultation with tribes and interested Native American tribes and individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]) *et se*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. .

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

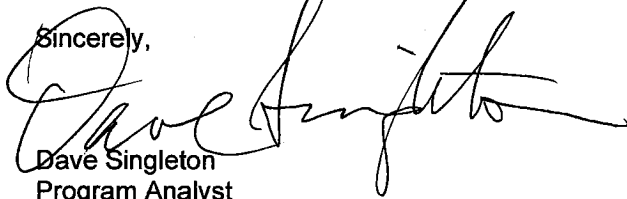
CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts  
San Diego County  
December 28, 2009

Pauma & Yuima  
Christobal C. Devers, Chairperson  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
paumareservation@aol.com  
(760) 742-1289  
(760) 742-3422 Fax

Pauma Valley Band of Luiseño Indians  
Bennae Calac, Tribal Council Member  
P.O. Box 369 Luiseno  
Pauma Valley CA 92061  
bennaecalac@aol.com  
(760) 617-2872  
(760) 742-3422 - FAX

Rincon Band of Mission Indians  
Angela Veltrano, Rincon Culture Committee  
P.O. Box 68 Luiseno  
Valley Center, CA 92082  
council@rincontribe.org  
(760) 749-1051  
(760) 749-8901 Fax

San Luis Rey Band of Mission Indians  
Carmen Mojado, Co-Chair  
1889 Sunset Drive Luiseno  
Vista, CA 92081  
cjmojado@slrmissionindians.org  
(760) 724-8505  
(760) 724-2172 - FAX

San Luis Rey Band of Mission Indians  
Henry Contreras, Most Likely Descendant  
1763 Chapulin Lane Luiseno  
Fallbrook, CA 92028  
(760) 728-6722 - Home  
(760) 908-7625 - Cell

Kupa Cultural Center (Pala Band)  
Shasta Gaughen, Assistant Director  
35008 Pala-Temecula Rd. PMB Box Luiseno  
Pala, CA 92059  
cupa@palatribe.com  
(760) 891-3590  
(760) 742-4543 - FAX

San Luis Rey Band of Mission Indians  
Russell Romo  
12064 Old Pomerado Road Luiseno  
Poway, CA 92064  
(858) 748-1586

La Jolla Band of Mission Indians  
ATTN: Rob Roy, Environmental Director  
22000 Highway 76 Luiseno  
Pauma Valley CA 92061  
lajolla-sherry@aol.com and  
(760) 742-3790  
(760) 742-1704 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106, and federal NAGPRA.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed General Plan - Circulation Element Update; located in the City of Oceanside; San Diego County, California for which a Sacred Lands File search and Native American Contacts list were requested.

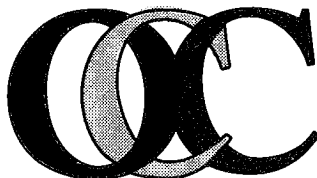
Native American Contacts  
San Diego County  
December 28, 2009

Mel Vernon, Chairperson  
San Luis Rey Band of Mission Indians  
1044 North Ivy Street Luiseno  
Escondido , CA 92026  
melvern@aol.com  
(760) 746-8692  
(760) 703-1514 - cell

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106, and federal NAGPRA.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed General Plan - Circulation Element Update; located in the City of Oceanside; San Diego County, California for which a Sacred Lands File search and Native American Contacts list were requested.**



OCEANSIDE  
CHAMBER OF  
COMMERCE

January 14, 2010

Mr. John Amberson  
Transportation Planner  
City of Oceanside

Dear Sir,

The Oceanside Chamber of Commerce has reviewed the city's circulation plan and participated in the visioning process during the last several years.

There is no question that an ongoing analysis and continued study of transportation issues is important to the city and our citizens. Smart growth also means smart transportation.

The Chamber supports the connection of Rancho Del Oro road to Highway 78 and would like for it to continue to be a part of the circulation element. The development of the El Corazon recreation area with soccer fields and parks will be severely hampered if there is not access to a major freeway.

We understand at this time there is no money for the project to go forward, however that is not a good reason to leave it out of the circulation element.

Thank you for your consideration.

David L. Nydegger  
President & CEO  
Oceanside Chamber of Commerce

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11

PLANNING DIVISION

4050 TAYLOR STREET, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6681

FAX (619) 688-2511

TTY 711



Received

JAN 26 2010

Planning Division

*Flex your power!  
Be energy efficient!*

January 21, 2010

11-SD-5

PM 51.0-54.2

Oceanside General Plan Update

NOP

SCH 2009121020

Mr. Scott Nightingale  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Dear Mr. Nightingale:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Notice of Preparation (NOP) for the Draft Program Environmental Impact Report (PEIR) for the City of Oceanside (City) General Plan Update. Caltrans would like to submit the following comments:

- Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. Therefore, Caltrans encourages local agencies as part of their general plan updates to work towards a safe, functional, interconnected, multi-modal system integrated with land use planning that supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. Transit accommodations can be accomplished through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities serving the City: Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78).
- **SR-78 Corridor Study:** The San Diego Association of Governments (SANDAG) and Caltrans are currently working on the SR-78 Corridor Study – Caltrans looks forward to coordinating with the City of Oceanside to work towards a mutual vision for improving transportation and land use along the SR-78 corridor. The SANDAG project manager for the SR-78 Corridor Study is Heather Werdick (619-699-6967), and the Caltrans project manager is Jacob Armstrong (619-688-6960).
- **SANDAG 2030 RTP:** The Revenue Constrained Plan in the SANDAG 2030 Regional Transportation Plan (RTP) includes widening SR-76 from Melrose Dr. to I-15 to four general purpose lanes to be built by 2014, along with freeway connectors for the I-5/SR-78 interchange (West to South and South to East) and adding four Managed Lanes on I-5 from the Interstate 805 (I-805) Merge to Vandegrift Blvd. to be built by 2030. The Reasonably

Expected Revenue Scenario also includes the addition of two High Occupancy Vehicle (HOV) lanes on SR-78 from I-5 to I-15 to be built by 2030. The Unconstrained Needs Network also includes widening SR-76 from I-5 to Mission Rd. to six general purpose lanes, adding two general purpose lanes on I-5 from SR-56 to Vandegrift Blvd., and HOV connectors for the I-5/SR-78 interchange (South to East, West to North, North to East, and West to South) to be built by 2030.

Two of the three Caltrans improvements on the 2030 Proposed Network Improvements map included in the NOP are in the 2030 RTP: the I-5/SR-78 Interchange (Revenue Constrained) and the SR-76 Widening (Unconstrained).

- **SANDAG 2050 RTP:** With SANDAG's Sustainable Communities Strategy efforts in the 2050 RTP Update, per Senate Bill 375 (SB 375), Caltrans encourages the City to coordinate with SANDAG to address regional strategies to reduce greenhouse gases (GHG) and vehicle miles traveled (VMT).
- **Traffic Impact Study:** A traffic impact study is necessary to determine this proposed plan's near-term and long-term impacts to State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies* (TIS Guide), which is located at the following website:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.  
Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS Guide.

The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

All freeway entrance and exit ramps where future traffic will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in

Mr. Scott Nightingale  
January 21, 2009  
Page 3

the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

- **Encroachment Permit:** Any work performed within Caltrans right-of-way (ROW) will require discretionary review and approval by the Department.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at 619-688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

Caltrans looks forward to continuing coordination with City staff on the Oceanside General Plan Update; please include Caltrans in future notifications for related public meetings and workshops. If you have any questions, please contact Connery Cepeda, Community Planning Liaison, at 619-688-6968.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

## John Amberson

---

**From:** Scott Nightingale  
**Sent:** Thursday, January 21, 2010 11:33 AM  
**To:** John Amberson  
**Subject:** FW: Wildlife Agencies' letter on the NOP of a PEIR for Oceanside's Circulation Element Update  
**Attachments:** NOP letter - Oceanside Circulation Element 1-21-2010.pdf

FYI

-----Original Message-----

**From:** Elizabeth Lucas [mailto:ELucas@dfg.ca.gov]  
**Sent:** Thursday, January 21, 2010 9:36 AM  
**To:** Brian.Moore@usace.army.mil; Amy Chen; Esther Sanchez; Jerry Hittleman; Scott Nightingale; lsimon@coastal.ca.gov  
**Cc:** David Lawhead; Janet Stuckrath  
**Subject:** Wildlife Agencies' letter on the NOP of a PEIR for Oceanside's Circulation Element Update

All,

Please find attached the Wildlife Agencies' comment letter on the NOP of a Draft Program EIR for the City of Oceanside's General Plan - Circulation Element Update (SCH No. 2009121020). We have not attached the two enclosures cited in the letter. We would appreciate an email confirmation that you received this email.

Honorable Councilmember Sanchez, we will also send you a hard copy of the letter with its two enclosures. Please see page 3 of the Attachment to the letter, specifically the discussion about the Melrose Drive Northern Extension across the San Luis Rey River.

Scott Nightingale, we will also send you a hard copy of the letter with its two enclosures.

Abraham Chen, please see page 4 of the Attachment to the letter, specifically the discussion about Melrose Drive Southern Extension (we met with you on this project), and any other discussions in comment #3 on road improvements in which you are involved.

Jerry Hittleman, please read all the specific comments in the Attachment to the letter.

Brian Moore, please see page 4 of the Attachment to the letter, specifically the discussions about Melrose Drive Southern Extension and the Pala Road Extension.

Larry Simone, please see page 4 of the Attachment, specifically the discussion the Pala Road Extension.

If you have any questions about our comments, please call Libby Lucas (CDFG, 858 467-4230) or Janet Stuckrath (USFWS, 760 431-9440, ext. 270).

Thank you.

Libby Lucas  
Staff Environmental Scientist  
NCCP Program  
California Department of Fish and Game  
4949 Viewridge Avenue  
San Diego CA 92123

Phone: 858 467-4230  
Fax: 858 467-4299  
e-mail: [ELucas@dfg.ca.gov](mailto:ELucas@dfg.ca.gov)

I will be out of the office the first three Fridays of each month pursuant to the Governor's Executive Order S-16-09 requiring State employees to take three furlough days monthly.



U. S. Fish and Wildlife Service  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road, Suite 101  
Carlsbad, California 92011  
(760) 431-9440  
FAX (760) 431-9618



California Department of Fish and Game  
South Coast Region  
4949 Viewridge Avenue  
San Diego, California 92123  
(858) 467-4201  
FAX (858) 467-4299

In Reply Refer To:  
FWS/CDFG-SDG-10B0090-10TA0177

January 21, 2010

Mr. Scott Nightingale  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

Subject: Comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the General Plan – Circulation Element Update, Oceanside, San Diego County, California (SCH No. 2009121020)

Dear Mr. Nightingale:

The California Department of Fish and Game (Department) and U. S. Fish and Wildlife Service (Service) (collectively, “Wildlife Agencies”) have reviewed the above-referenced Notice of Preparation (NOP) of a draft Program Environmental Impact Report (PEIR) for the City of Oceanside’s (City) General Plan – Circulation Element Update (Update), and offer the following comments and recommendations. The comments and recommendations provided herein are based upon information provided in the NOP, our knowledge of sensitive and declining vegetation communities in the County of San Diego (County), and upon the City’s draft Multiple Habitat Conservation Program (MHCP) Subarea Plan (SAP). We received the NOP dated December 1, 2009, on December 15.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act. The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state’s biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program. The City of Oceanside is participating in the Department’s NCCP and the Service’s HCP programs through the preparation of its MHCP SAP.

The proposed Update will establish the goals and objectives for the Circulation Element, and recommend policies to support and achieve them. The NOP identifies the following road segments to be analyzed at a programmatic level.




Mr. Scott Nightingale (FWS/CDFG-SDG-10B0090-10TA0177)

2

- a. SR-78 / I-5 Interchange (Caltrans and City)
- b. Rancho Del Oro Road/SR-78 Interchange (Caltrans)
- c. SR-76 Improvements to Six Lanes (Caltrans)
- d. Melrose Drive Extensions (northern and southern extensions)
- e. College Boulevard Widening to Six Lanes
- f. Pala Road Extension
- g. Mission Avenue Improvement
- h. Coast Highway Improvement
- i. Old Ranch Road Connection

The Wildlife Agencies have a number of concerns about several of the identified road improvements' potential direct and indirect effects on sensitive biological resources, and we offer the attached comments and recommendations to assist the City in its analysis of these effects in the PEIR and subsequent CEQA documentation, and to ensure consistency with the MHCP SAP. To summarize our primary specific comments on the identified road improvements, we request that the City eliminate the Melrose Drive northerly and Pala Road extensions from further consideration for the Circulation Element Update.

We appreciate the opportunity to provide comments on the NOP. Should you have any questions regarding this letter, please contact Libby Lucas (Department) at (858) 467-4230 or Janet Stuckrath (Service) at (760) 431-9440.



Karen A. Goebel  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service

Sincerely,



Stephen M. Juarez  
Environmental Program Manager  
California Department of Fish and Game

Attachment (1)

Enclosures (2)

cc: Councilmember Esther C. Sanchez  
Abraham Chen, City of Oceanside (by email only)  
Jerry Hittleman, City of Oceanside (by email only)  
Dave Lawhead, Department of Fish and Game  
Brian Moore, U.S. Army Corps of Engineers (by email only)  
Larry Simone, California Coastal Commission (by email only)  
State Clearinghouse (by fax only)

## ATTACHMENT

### Wildlife Agencies' Comments and Recommendations on the Notice of Preparation of a Draft Program Environmental Impact Report for the General Plan – Circulation Element Update

#### Specific Comments

1. As detailed in subsequent comments, the Wildlife Agencies are concerned about several of the identified road improvements' potential effects on sensitive biological resources, especially to the MHCP Preserve areas and wildlife corridors, and the species proposed to be covered by the MHCP SAP. The PEIR and subsequent CEQA documentation should discuss these improvements relative to the requirements in the SAP that pertain to roads,<sup>1</sup> considering that a major goal of NCCP planning is to improve habitat connectivity and to reduce threats to covered species' persistence and that new roads or road improvements can compromise efforts towards meeting this goal.<sup>2</sup> The SAP requires that CEQA documents (or findings prepared under a City implementing ordinance) prepared for projects involving new road construction, or upgrades, realignments, or improvements to existing roads that are adjacent to or within the existing or proposed Preserve fully disclose and analyze the effects of the road(s) on habitat fragmentation, roadkill, or movements of covered species in the vicinity of the project. Based on this language and other such requirements in the SAP, and as warranted per the CEQA Guidelines [Section 15168(c)], the City should commit in the PEIR to fully analyzing these issues in project-level CEQA documents for the identified road improvements that might affect Preserve and/or wetlands areas.<sup>3</sup>

The City should also commit in the PEIR to, in subsequent CEQA documents, fully justifying the need for the road improvements that would cause significant impacts to SAP Preserves, and provide feasible alternatives to avoid or lessen impacts. The PEIR itself should provide justification for the proposed road improvements, and acknowledge that, like traffic circulation infrastructure, the SAP Preserve areas are also a form of infrastructure that the City is prioritizing for conservation and improvement. Furthermore, to allow the Wildlife Agencies to have substantive input on the road improvements that might affect Preserve and/or wetlands areas, the City should engage us early on in its process to further consider, locate, and design them.

---

1 The pertinent sections in the SAP are 5.2.1, 5.2.4 (*Findings of Unavoidable Impacts, Conservation and Buffer Requirements along the San Luis Rey River*, and *Conservation and Buffer Requirements along Tributaries and Creeks*), and 7.2.1. The latter prohibits roads in Preserve areas (e.g., SLR River), absent written concurrence from the City and Wildlife Agencies through an amendment process.

2 One of the Wildlife Agencies' comments on the City's draft SAP (pages 2-10 and 2-11) is that it needs to include the Circulation Element among the elements of the General Plan that are "particularly applicable to conservation and open space." The requirements in the SAP that pertain to roads are intended to address the fact that linear projects such as roadways, have the potential for significant adverse impacts to wildlife populations not only by the direct loss of habitat and habitat quality on adjacent lands, but also (particularly in the case of multi-lane highways designed for high speeds) by the restriction or elimination of habitat connectivity.

3 The City is already preparing an EIR for the Melrose Drive southerly extension.

2. Relative to the biological impact analyses, we request that the City maximize the following advantages of the programmatic approach [CEQA Guidelines Section 15168(b)]:
  - a. provide a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
  - b. consider fully the cumulative impacts that might be slighted in a case-by-case analysis; and,
  - c. consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

Each of these is particularly important to the biological integrity of the SAP Preserve areas and the persistence within the City of some of the proposed covered species. For example, the PEIR should comprehensively address the potential for the implementation of the proposed improvements, individually or in combinations of two or more, to preclude the City's ability to obtain coverage for the proposed SAP covered species (*e.g.*, the implementation of certain of the improvements could compromise the City's coverage for least Bell's vireo, *Vireo bellii pusillus*).

3. Here, we provide comments on the proposed improvements of each of the road segments listed in the NOP, excepting the Mission Avenue, Coast Highway, and College Boulevard improvements, about which we have no concerns at this time, assuming that the latter will not reach south of SR-78 and affect Buena Vista Creek, its associated wetland and riparian habitats, and the species it supports. To summarize these comments, we request that the City eliminate the Melrose Drive northerly and Pala Road extensions from further consideration for the Circulation Element Update.

Even though Caltrans is the lead agency for the first three road improvement projects, the PEIR should provide information on the (a) status of each project and projected schedule, if any, for the circulation of Caltrans' project-related CEQA documents, (b) City's efforts to coordinate with Caltrans to avoid, minimize, and adequately mitigate for the project-related biological impacts, and (c) analyze the project-related impacts on the City's SAP Preserve and covered species.

#### SR-78 / I-5 Interchange (Caltrans and City)

We are concerned about the impacts of the proposed improvements at this Interchange on the Buena Vista Lagoon Ecological Reserve (ER, owned and managed by the Department) and the future restoration work in the ER.

#### Rancho del Oro Road / SR-78 Interchange (Caltrans)

This interchange is within or adjacent to one of the constrained areas of the Wildlife Corridor Planning Zone (WCPZ) in the SAP (Figure 3-7 and section 3.2.3.3). Road

improvements at this interchange could negatively affect the (a) ability of coastal California gnatcatcher (*Polioptila californica californica*) to travel between the WCPZ and preserve area in the City of Carlsbad south of SR-78, (b) gnatcatchers that may still occupy the property southwest of the intersection of Rancho del Oro Road and Vista Way, just north of SR-78, and (c) reach of Buena Vista Creek in this area.

SR-76 Improvements to Six Lanes (Caltrans)

We are concerned about the potential biological impacts from these improvements, although they are being addressed through the CEQA and permitting processes with Caltrans.

Melrose Drive Northern Extension across the San Luis Rey River

In the contexts of both the Vista Unified School District's (VUSD) Dual Magnet High Schools and the residential Hi Hope Ranch projects, the Wildlife Agencies commented in meetings, letters, and electronic mail about our concerns about the biological impacts of the City's future extension of Melrose Drive across the San Luis Rey (SLR) River (purported at that time by the City and the applicants to be unrelated to either of the projects). The City (as most recently relayed to Jerry Hittleman via electronic mail from the Wildlife Agencies on May 18, 2007) has not fully addressed our concern that, by pre-determining the location and design of the approach of the Melrose Drive crossing, the Hi Hope Ranch project, particularly in conjunction with the VUSD Dual Magnet High School Project, would significantly limit the alternatives available for avoiding and minimizing impacts on the SLR River and the species it supports.

During our work in 2005 on the VUSD Dual Magnet High School Project, the VUSD drew our attention to the minutes of the September 7, 2005, City Council meeting, which reflect the City Council's direction to staff to study removal of SLR River Bridge at Melrose in advance of the Circulation Element Update.<sup>4</sup> In the same electronic mail cited above, we requested that the City provide us the status of any studies related to Melrose Drive, the studies' results if the studies were completed, and any further actions the City Council had taken on this matter. To date, we have not received a response.

It is unclear whether the lack of mention of this extension in the SAP<sup>5</sup> and the information on the City's website<sup>6</sup> are indicative of the City's decision not to build it, but the NOP's

---

4 The minutes state, "Request by Deputy Mayor Sanchez to remove the Melrose SLR River bridge from the circulation element and general plan, and direction to staff to Direct staff to study removal of SLR River Bridge at Melrose in advance of Circulation Element Approved 3-2, Chavez and Feller No" (sic).

5 Section 2.4.2 of the SAP states, "Circulation Element - The Circulation Element that is currently in effect was approved in 1990 and anticipates construction of various roadway improvements to complete the Oceanside roadway network. Examples of facility improvements include an interchange at SR 78 and Rancho del Oro Drive, as well as the extension of Melrose Drive between SR 76 and North Santa Fe, amongst others. The City is in the process of updating the Circulation Element; it is anticipated that the current update to the Circulation Element and associated environmental impact report (EIR) will be completed in 2010."

6 The link at <http://www.ci.oceanside.ca.us/Datarelation.aspx?Content=327>, under the heading *Other Construction Projects Near SR-76*, states, "there are no plans to" extend Melrose Drive past SR-76 to North River Road.

inclusion of it suggests that the City has not made such a decision. Based on the concerns we have already raised about this extension, it is unlikely that the City could meet the requirements in the SAP pertaining to roads as they apply to this extension. Accordingly, we request that the City eliminate it in the Circulation Element Update. If the City intends to retain the Melrose Drive crossing of the SLR River, the PEIR and any subsequent CEQA documentation need to thoroughly address the SAP's requirements and the Wildlife Agencies comments to date on the crossing. The PEIR and subsequent CEQA documentation should also provide a discussion of the study (and its conclusions) the City Council directed staff to conduct. In addition, the Wildlife Agencies need to know the City's intention during our ongoing review of the SAP.

#### Melrose Drive Southern Extension

On February 5, 2008, the Wildlife Agencies sent the City a comment letter on the NOP for the EIR for this extension. During subsequent meetings on site on February 25, 2008, and at the Department's office on May 13, 2008, among the City, its consultants, the U.S. Army Corps of Engineers (ACOE), and the Wildlife Agencies, we informed the City that, of the three alternative alignments described at that time, we preferred Alternative B. Relative to Alternatives A and C, the biological impacts from Alternative B would be of far less magnitude and severity on Guajome Regional Park and wetlands. We also provided several recommendations<sup>7</sup> about the design of the extension. We expect that the project-level EIR the City is preparing for this extension will reflect the input the Wildlife Agencies have already provided.

#### Pala Road Extension across the SLR River

In the context of the Pavilion at Oceanside Project (Pavilion), the Wildlife Agencies and the ACOE have commented in letters and meetings on our concerns about the biological impacts from the Pala Road Extension across the SLR River proposed as part of Alternative B for the Pavilion. In our July 10, 2008, letter to the City commenting on the draft EIR for the Pavilion, the Wildlife Agencies expressed appreciation for the applicant's willingness to incorporate revisions to the project footprint to minimize impacts to sensitive resources, and requested that the City adopt Reduced Project/Draft SAP Alternative because it would be consistent with the SAP and the MHCP. The Wildlife Agencies' September 26, 2008, letter to the City commenting on the final EIR for the Pavilion provided reasons why the City should not adopt Alternative B, and concluded that it would be inconsistent with the SAP, the MHCP, and the Service's biological opinion (FWS-SDG-1366.20) and the Department's CESA permit issued for the SLR River Flood Control Project. These reasons and conclusion would apply to any project involving the Pala Road Extension as described in the draft and final EIRs. Our September 26 letter also requested that the letter, and the City's responses, be read and incorporated into the administrative record for the Pavilion at the Planning Commission hearing that was to be held on October 6, 2008.

---

<sup>7</sup> For example, for the intersection of Melrose Drive and North Santa Fe Avenue, install (a) two arched culverts with soft bottoms rather than the proposed four 10 foot wide x 5 foot high x 200 foot long concrete box culverts, (b) elevated wildlife trails along the outside edges of the two archways, and (c) solar tubes to allow light into the tunnel from above during the day. We also requested that upland and wetland mitigation occur on site where feasible.

Based on the concerns we and the ACOE have already raised about the Pala Road Extension, we are very concerned that the City apparently still considers it as a component of the Circulation Element Update, and we request that the City eliminate it in the Update. If the City intends to retain this Extension crossing the SLR River, the PEIR and any subsequent CEQA documentation prepared for it need to thoroughly address the issues we and ACOE have raised to date about it. In addition, the Wildlife Agencies need to know the City's intention during our ongoing review the SAP.

#### Old Ranch Road Extension

It appears that this Extension would cross a stream, which Figure 4-1 in the SAP denotes as hardline Preserve. If the City further considers this Extension, the design should span the stream, as should all the proposed crossings of waterways to conform to the SAP.

#### **General Comments**

- A. The Service and Department have regulatory authority over the take of species listed under the Act and CESA, respectively. If any of the road improvements have the potential to result in the take of listed species, and depending on the status of the SAP, the City should contact us (and the ACOE or any other federal action agency as warranted) early on in the planning process to determine whether the project requires take authority from one or both of the Wildlife Agencies.
- B. The Department has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and/or Streambed Alteration Agreement (LSA or SAA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of an LSA or SAA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) CEQA document for the project. To minimize additional requirements by the Department pursuant to Section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA or SAA.<sup>8</sup>
- C. To assist the Wildlife Agencies in our review of the PEIR and/or subsequent CEQA documentation (CEQA documentation) for any of the identified road improvements,

---

<sup>8</sup> A notification package for a LSA or SAA may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at [www.dfg.ca.gov/1600](http://www.dfg.ca.gov/1600).

assist the City in compliance with pertinent Federal and State statutes and laws, and ensure consistency with the SAP and MHCP, we request that the CEQA documentation contain the following information.

1. A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas. All construction and post-construction Best Management Practices (BMPs) should be located within the development footprint (i.e., included in the impact analysis). The CEQA documentation should include a figure depicting the location of BMPs in relation to the development footprint.
2. Analyses of a range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas of lower resource sensitivity where appropriate.
3. A complete discussion on compliance with the SAP, including focusing, in particular, on the sensitive resources associated with MHCP Preserve.
4. A complete list and assessment of the flora and fauna within and adjacent to the project area, with particular emphasis on identifying state or federally listed rare, threatened, endangered, or proposed candidate species, California Species of Special Concern and/or Protected or Fully Protected species, and any locally unique species and sensitive habitats. Specifically, the CEQA documentation should include the following.
  - a. Discussions regarding the regional setting, pursuant to the CEQA Guidelines, Section 15125(c), with special emphasis on resources that are rare or unique to the region that would be affected by the project. These discussions are critical to an assessment of environmental impacts.
  - b. A thorough assessment of Rare Natural Communities on site and within the area of impact. We recommend following the California Department of Fish and Game's enclosed *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (November 24, 2009).
  - c. A current inventory of the biological resources (to include rare, threatened, and endangered, and other sensitive species) associated with each habitat type within the area of direct and indirect potential effects. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, Section 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 322-2493 or [bdb@dfg.ca.gov](mailto:bdb@dfg.ca.gov) to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

- d. Discussions regarding seasonal variations in use by sensitive species of the project site as well as the area of impact on those species, using acceptable species-specific survey procedures as determined through consultation with the Wildlife Agencies. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the wildlife Agencies.
5. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources. All facets of the project should be included in this assessment. Specifically, the CEQA documentation should provide:
    - a. Specific acreage and descriptions of the types of wetlands, coastal sage scrub, and other sensitive habitats that will or may be affected by the proposed project or project alternatives. Maps and tables should be used to summarize such information.
    - b. Detailed discussions, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species (fish, wildlife, plants), and their habitats on the proposed project site, area of impact, and alternative sites, including information pertaining to their local status and distribution. The anticipated or real impacts of the project on these species and habitats should be fully addressed.
    - c. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed NCCP reserve lands. These discussions should minimally address the following:
      - i) impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated.
      - ii) discussions of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage, the latter of which should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site; and,
      - iii) if applicable, a discussion of the effects of any project-related dewatering or ground water extraction activities to the water table and the potential resulting impacts on the wetland/riparian habitat, if any, supported by surface and groundwater.

- d. Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development project and natural habitats. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions.
  - e. An analysis of cumulative effects, as described under the CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.
  - f. If applicable, an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. We recommend that the Lead Agency ensure that the development of this and other proposed projects do not preclude long-term preserve planning options and that projects conform to other requirements of the NCCP program. Jurisdictions participating in the NCCP program should assess specific projects for consistency with the NCCP Conservation Guidelines. Additionally, the jurisdictions should quantify and qualify: 1) the amount of coastal sage scrub within their boundaries; 2) the acreage of coastal sage scrub habitat removed by individual projects; and 3) any acreage set aside for mitigation. This information should be kept in an updated ledger system.
  - g. A cumulative effects analysis as described under CEQA Guidelines, Section 15130, assessing the impacts of the proposed project in conjunction with past present, and anticipated future projects, relative to their impacts on native plants communities and wildlife.
6. A thorough discussion of mitigation measures for adverse project-related impacts on sensitive plants, animals, and habitats. Specifically, the CEQA documentation should include/address:
- a. Measures to fully avoid and otherwise protect rare natural communities from project-related impacts (see enclosure entitled *Sensitivity of Top Priority Rare Natural Communities in Southern California*). The Wildlife Agencies consider these communities as threatened having both regional and local significance.
  - b. Where avoidance is infeasible, mitigation measures that emphasize minimization of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable (e.g., it would not adequately mitigate the loss of biological functions and values), off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. The Wildlife Agencies generally do not encourage the use of relocation, salvage, and/or transplantation as mitigation for impacts on rare, threatened, or endangered species. Studies have shown these

efforts are experimental in nature and do not provide for the long-term viability of the target species.

- c. Mitigation measures to alleviate indirect project-related impacts on biological resources, including measures to minimize changes in the hydrologic regimes on site, and means to convey runoff without damaging biological resources, including the morphology of on-site and downstream habitats.
- d. Where proposed grading or clearing is within 100 feet of proposed biological open space, or otherwise preserved sensitive habitats, a requirement for temporary fencing. Fencing should be placed on the impact side and should result in no vegetation loss within open space. All temporary fencing should be removed only after the conclusion of all grading, clearing, and construction activities.
- e. A requirement that a Wildlife Agency-approved biological monitor to be present during initial clearing, grading, and construction in sensitive habitat areas and/or in the vicinity of biological open space areas to ensure that conservation measures associated with resource agency permits and construction documents are performed. The biological monitor should have the authority to halt construction to prevent or avoid take of any listed species and/or to ensure compliance with all avoidance, minimization, and mitigation measures. Any unauthorized impacts or actions not in compliance with the permits and construction documents should be immediately brought to the attention of the Lead Agency and the Wildlife Agencies.
- f. Plans for restoration and revegetation, to be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria (e.g., percent cover of native and non-native species; species richness); (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.
- g. Measures to protect, in perpetuity, the targeted habitat values of proposed preservation and/or restoration areas from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Permanent fencing should be installed between the impact area and biological open space and be designed to minimize intrusion into the sensitive habitats from humans and domestic animals, particularly cats. There should be no gates that would allow access between the development and biological open space. Additional issues that should be addressed include proposed land dedications,

monitoring and management programs, control of illegal dumping, water pollution, etc.

- h. A requirement for the development and implementation of a management and monitoring plan (MMP), including a funding commitment, for any on- and/or off-site conservation or biological open space easements, if applicable. The MMP should identify an appropriate natural lands management organization subject to approval by the Wildlife Agencies, outline biological resources on the site, provide for monitoring of biological resources, address potential impacts to biological resources, identify actions to be taken to eliminate or minimize those impacts, and include a Property Analysis Record (PAR) or equivalent to identify the amount of funding needed for the perpetual management, maintenance, and monitoring of the conservation or biological conservation easement areas by the natural lands management organization. It should be demonstrated that the proposed funding mechanism would ensure that adequate funds would be available on an annual basis to implement the MMP. The natural lands management organization should submit a draft MMP, PAR, and proposed funding mechanism to the City and Wildlife Agencies for review and approval prior to initiating construction activities; the final plan should be submitted to the Wildlife Agencies and the funds for implementing the MMP transferred within 90 days of receiving approval of the draft plan.
  - i. To avoid impacts to nesting birds, the CEQA documentation should require that all clearing and grubbing occur outside the avian breeding season. The general breeding season for nesting birds occurs approximately February 15 through September 15; however, raptors may begin breeding as early as January. If project construction is necessary during the avian breeding season, a qualified biologist should conduct a survey for nesting birds within three days prior to the work in the area to ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer shall be a minimum width of 300 feet (500 feet for raptors), shall be delineated by temporary fencing, and shall remain in effect as long as construction is occurring or until the nest is no longer active. The buffer width may be reduced if it can be demonstrated to the satisfaction of the Wildlife Agencies that existing conditions (e.g., intervening screening vegetation, existing ambient noise levels, etc) warrant a reasonable buffer reduction. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be affected by the construction.
7. Appropriate native plants should be used to the greatest extent feasible in landscaped areas adjacent to and/or near open space areas and/or wetland/riparian areas. The applicant should not plant, seed, or otherwise introduce invasive exotic plant species to landscaped areas adjacent and/or near native habitat areas. Exotic plant species not to be used include those species listed on the California Invasive Plant Council's (Cal-IPC)

Invasive Plant Inventory. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom.<sup>9</sup> In addition, landscaping adjacent to native habitat areas should not use plants that require intensive irrigation, fertilizers, or pesticides. Water runoff from landscaped areas should be directed away from open space and/or wetland/riparian areas and contained and/or treated within the development footprint.

---

<sup>9</sup> A copy of the complete list can be obtained by contacting the Cal-IPC at 1442-A Walnut St. #462 Berkeley, CA 94709, or by accessing their web site at <http://www.cal-ipc.org>.



# San Diego County Archaeological Society, Inc.

Environmental Review Committee

28 January 2010

Received

JAN 29 2010

Planning Division

To: Mr. Scott Nightingale  
Planning Division  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

Subject: Notice of Preparation of a Draft Environmental Impact Report  
General Plan Circulation Element Update


Dear Mr. Nightingale:

Thank you for the Notice of Preparation for the subject project, which was received by this Society last week.

We are pleased to note that cultural resources have been included in the list of subject areas to be addressed in the DEIR. In order to permit us to review the cultural resources aspects of the project, please include us in the distribution of the DEIR when it becomes available for public review. Also, in order to facilitate our review, we would appreciate being provided with one copy of the cultural resources technical report(s) along with the DEIR.

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

Notice of Preparation

January 26, 2010

Received

FEB 01 2010

Planning Division

To: Reviewing Agencies

Re: City of Oceanside Circulation Element of the General Plan Update  
SCH# 2009121020

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Oceanside Circulation Element of the General Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

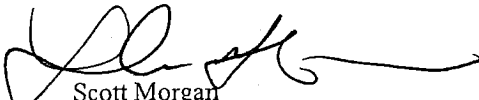
Please direct your comments to:

**Jerry Hittleman**  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
for: Scott Morgan  
Acting Director, State Clearinghouse

Attachments  
cc: Lead Agency



**Reviewing Agencies/Distribution:**

- Resources Agency
- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry & Fire Protection
- Office of Historic Preservation
- Parks & Recreation
- Reclamation Board
- S.F. Bay Conservation & Dev. Commission
- Water Resources (DWR)
- Business, Transportation & Housing**
- Aeronautics
- California Highway Patrol
- CALTRANS District # 11
- Department of Transportation Planning (HQs)
- Housing & Community Development
- Food & Agriculture
- Health & Welfare**
- Health Services

- State & Consumer Services**
- General Service
- OLA (Schools)
- Environmental Protection Agency**
- Air Resources Board
- California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- Regional WQCB # 9
- Youth & Adult Corrections**
- Corrections
- Independent Commissions & Offices**
- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency
- Other \_\_\_\_\_

**Public Review Period (to be filled in by lead agency)**

Starting Date January 21, 2010

Ending Date March 8, 2010

Signature 

Date January 20, 2010

**Lead Agency (Complete if applicable):**  
Consulting Firm: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Contact: \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_\_

**Applicant:** \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_\_

**For SCH Use Only:**  
Date Received at SCH \_\_\_\_\_  
Date Review Starts \_\_\_\_\_  
Date to Agencies \_\_\_\_\_  
Date to SCH \_\_\_\_\_  
Clearance Date \_\_\_\_\_  
Notes: \_\_\_\_\_

Revised October 1989

Resources Agency	Public Utilities Commission	Caltrans, District 8	Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Fish & Game Region 2 Jeff Drangesen	<input type="checkbox"/> Leo Wong	<input type="checkbox"/> Dan Kopulsky	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Fish & Game Region 3 Charles Armor	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input type="checkbox"/> State Lands Commission Marina Brand	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input checked="" type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input checked="" type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans &amp; Housing</u>	<input type="checkbox"/> Caltrans, District 12 Chris Herre	<input type="checkbox"/> RWQCB 5 Central Valley Region (5)
<input type="checkbox"/> Fish & Game Region 6 I/M Brad Henderson Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<u>Cal EPA</u>	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol Scott Loetscher Office of Special Projects	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development CEQA Coordinator Housing Policy Division	<input checked="" type="checkbox"/> Transportation Projects Douglas Ito	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Dept. of General Services Public School Construction	<u>Dept. of Transportation</u>	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Public Health Bridgette Blinning Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<u>Independent</u>	<input type="checkbox"/> Caltrans, District 3 Bruce de Terra	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> Other
<u>Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 4 Lisa Carboni	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	
<input type="checkbox"/> Delta Protection Commission Linda Flack	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<input checked="" type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 6 Michael Navarro	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	
<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 7 Elmer Alvarez		
<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway			
<u>Resources Agency</u>	<input type="checkbox"/> Fish & Game Region 2 Jeff Drangesen	<input type="checkbox"/> Public Utilities Commission Leo Wong	
<input type="checkbox"/> Resources Agency Ladell Gayou	<input type="checkbox"/> Fish & Game Region 3 Charles Armor	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	
<input type="checkbox"/> Dept. of Boating & Waterways Mike Sotelo	<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input type="checkbox"/> State Lands Commission Marina Brand	
<input checked="" type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	
<input type="checkbox"/> Colorado River Board Seraul R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans &amp; Housing</u>	
<input type="checkbox"/> Dept. of Conservation Rebecca Salazar	<input type="checkbox"/> Fish & Game Region 6 I/M Brad Henderson Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	
<input type="checkbox"/> Cal Fire Allen Robertson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol Scott Loetscher Office of Special Projects	
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development CEQA Coordinator Housing Policy Division	
<input type="checkbox"/> Dept. of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	
<input type="checkbox"/> F. Bay Conservation & Lev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Public Health Bridgette Blinning Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	
<input type="checkbox"/> Dept. of Water Resources Resources Agency Ladell Gayou	<u>Independent</u>	<input type="checkbox"/> Caltrans, District 3 Bruce de Terra	
<input type="checkbox"/> Conservancy	<u>Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 4 Lisa Carboni	
<u>and Game</u>	<input type="checkbox"/> Delta Protection Commission Linda Flack	<input type="checkbox"/> Caltrans, District 5 David Murray	
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 6 Michael Navarro	
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 7 Elmer Alvarez	
<input type="checkbox"/> Fish & Game Region 1E Aurie Harnsberger	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway		

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



January 28, 2010

Received

FEB 01 2010

Mr. Jerry Hittleman, City Planner

**CITY OF OCEANSIDE**

300 North Coast Highway  
Oceanside, CA 92054

Planning Division

Re: SCH#2009121020 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the City of Oceanside Circulation Element of the General Plan Update; located in the City of Oceanside; San Diego County, California

Dear Mr. Hittleman:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3<sup>rd</sup> 604*) The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources were identified within one-half mile of the City-wide APE encompassing the General Plan.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] *et se*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. .

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

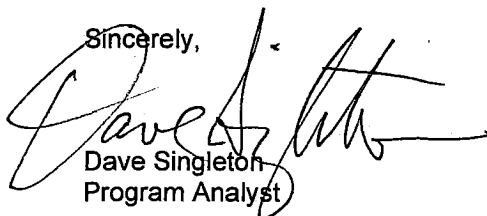
CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

## Native American Contacts

San Diego County

January 27, 2010

Pauma & Yuima  
Christobal C. Devers, Chairperson  
P.O. Box 369 Luiseno  
Pauma Valley , CA 92061  
paumareservation@aol.com  
(760) 742-1289  
(760) 742-3422 Fax

Rincon Band of Mission Indians  
Angela Veltrano, Rincon Culture Committee  
P.O. Box 68 Luiseno  
Valley Center , CA 92082  
council@rincontribe.org  
(760) 749-1051  
(760) 749-8901 Fax

San Luis Rey Band of Mission Indians  
Henry Contreras, Most Likely Descendant  
1763 Chapulin Lane Luiseno  
Fallbrook , CA 92028  
(760) 728-6722 - Home  
(760) 908-7625 - Cell

San Luis Rey Band of Mission Indians  
Russell Romo  
12064 Old Pomerado Road Luiseno  
Poway , CA 92064  
(858) 748-1586

Pauma Valley Band of Luiseño Indians  
Bennae Calac, Tribal Council Member  
P.O. Box 369 Luiseno  
Pauma Valley , CA 92061  
bennaecalac@aol.com  
(760) 617-2872  
(760) 742-3422 - FAX

San Luis Rey Band of Mission Indians  
Carmen Mojado, Co-Chair  
1889 Sunset Drive Luiseno  
Vista , CA 92081  
cjmojado@slrmissionindians.org  
(760) 724-8505  
(760) 724-2172 - FAX  
(760) 917-1736 - cell

Kupa Cultural Center (Pala Band)  
Shasta Gaughen, Assistant Director  
35008 Pala-Temecula Rd. PMB Box 445 Luiseno  
Pala , CA 92059  
cupa@palatribe.com  
(760) 891-3590  
(760) 742-4543 - FAX

La Jolla Band of Mission Indians  
ATTN: Rob Roy, Environmental Director  
22000 Highway 76 Luiseno  
Pauma Valley , CA 92061  
lajolla-sherry@aol.com and  
(760) 742-3790  
(760) 742-1704 Fax

Mel Vernon, Chairperson  
San Luis Rey Band of Mission Indians  
1044 North Ivy Street Luiseno  
Escondido , CA 92026  
melvern@aol.com  
(760) 746-8692  
(760) 703-1514 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009121020; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the City of Oceanside Circulation Element of the General Plan Update: located in the City of Oceanside: San Diego County.

January 25, 2010

Received

FEB 01 2010

Mr. Scott Nightingale, Associate Planner, City of Oceanside  
Planning Division  
300 North Coast Highway  
Oceanside, CA 92054

Planning Division

Re: Notice of Preparation

Dear Mr. Nightingale,

Thank you for the Notice of Preparation of a Draft Program Environmental Impact Report for the General Plan – Circulation Element Update document.

Per your request in the document, I am providing to you a contact name for our agency, the Bonsall Union School District. Please use the following contact name:

Tom Krzmarzick, Assistant Superintendent  
(760)631-5200 X 1000  
e-mail: [tkrzmarzick@sdcoe.net](mailto:tkrzmarzick@sdcoe.net)

If you need additional information, please give me a call at the number above.

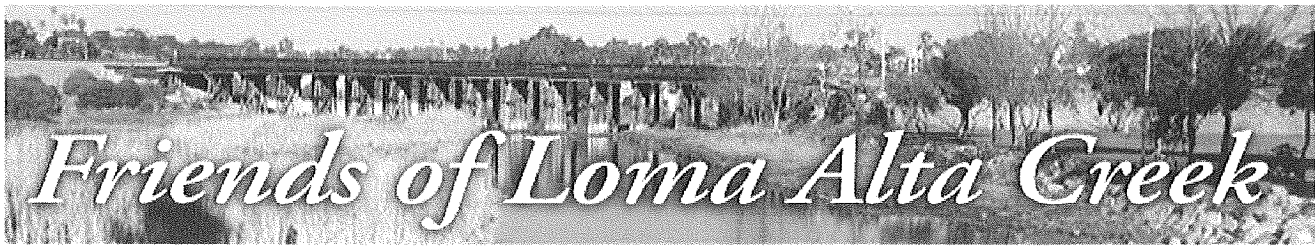
Again, thank you for the update document.

Sincerely,



Tom Krzmarzick





550 Hoover Street  
Oceanside CA 92054  
760-803-6813  
www.lomaaltacreek.org

February 20, 2010

City of Oceanside  
300 N Coast Highway  
Oceanside CA 92054

*Emailed:* jhittleman@ci.oceanside.ca.us,  
snightingale@ci.oceanside.ca.us,  
gbuell@ci.oceanside.ca.us, jamberson@ci.oceanside.ca.us,

**Re: Scoping Comments - - Draft PEIR Oceanside Circulation Element**

Thank you for the opportunity to place Scoping Comments in the Record for the Oceanside Circulation Element Draft Programmatic EIR. We appreciate staffs' efforts in reissuing the Notice of Preparation, providing additional workshops with additional, informative materials for review and extending the time to comment. It's always reassuring when Staff hears the publics' concerns and responds to them. We hope this trend continues.

The Friends of Loma Alta Creek have an overriding concern about ensuring proper development along the City's watersheds and drainages. We also desire the City to appropriately apply the Multiple Habitat Species Plan Oceanside Sub-area Plan to such development. Such an overriding concern necessarily involves ensuring proper road management and developments throughout the City so as to least impact watersheds and its inhabitants.

- Please explain how the DEIR will incorporate the MHCP Oceanside Sub-area plan.

However, it is apparent that this entire process is flawed as the 'baseline' should be existing *conditions*, not circulation element proposals. Further many ideas that should have been prominent in the workshops was either missing or glossed over.

- Please properly reflect the true baseline, which is no project and existing conditions.
- Not enough attention was paid to pedestrian traffic and bicycle traffic. Please enhance the Draft plan to include these.
- Please include in the draft all alternatives for traffic removal and ideas to slow traffic down in neighborhoods.
- Please discuss use of synchronized signals versus enhanced roadways.

Justification for Project(s)/Roadway Segments: Having driven in this City extensively, I personally have not experienced significant delays and congestion at any of the proposed projects although I know others do not have the same perception. It is apparent that traffic fluctuates throughout the day with the vast majority of the roadways showing *no significant impacts* throughout most daytime and evening hours. By significant, I mean delays over 3-5 minutes. It is difficult to determine justification for *any* roadway improvements without additional information.

- Please explain in detail all justifications for *each* proposed roadway.
- Please analyze peak roadway traffic and define alternatives for vehicle traffic removal.
- Please define 'significant delays' using seconds/minutes as the criteria.

It is also nearly impossible to comment with specificity on the proposals without completion of the Traffic Study that is currently being prepared for the City of Oceanside. Staff related that this Study will not be completed until Spring, 2010 at the soonest.

- Please explain in detail how the public will be involved in and can comment on the Traffic Study and how their comments will be incorporated and correlated with the DEIR.
- Please explain in detail how changes to Level of Service Policies (LOS) discussed by staff at a recent Planning Commission workshop will be developed and how that may impact the DEIR proposed and existing roadway segments individually and any other proposed enhancements. Explain how the general public will be engaged in these discussions.
- Please explain how roadway segments throughout Oceanside will be monitored. (Circulation Element p.32)
- Please explain why Average Daily Trips is the appropriate measure for traffic impacts. Also discuss alternative measures or studies to ADT. Staff said certain land use assumptions were made. Please describe these with specificity and upon what evidence or studies such assumptions were made.
- Please explain if street design criteria will be updated.

Alternatives/Proposed Projects/Key Transportation Issues: Several proposals have been presented by Staff including Alternatives A through E. Nowhere in the presentations was this grouping explained nor can one glean why such combinations of proposed projects were developed. Further, several areas of concern were not discussed at all.

- Please explain and justify *in detail* why such combinations of projects were made.
- Please explain why each proposed project was not considered as a *separate* Alternative.
- Please explain why removal of all proposed projects was not an alternative. This would be the true baseline which is existing conditions only.
- Please explain why improvements to El Camino Real interchange at I-78, College at I-78, El Camino Real at Mission and Oceanside Boulevard were not considered as projects? Please explain if, when and why or why not these impacted intersection areas were studied? Please explain how these intersections impact vehicle, pedestrian and bicycle traffic throughout the City and how improvements can lessen those impacts including widening, redesign, signal synchronization, alternative transportation, etc.
- Please explain in detail and justify why Old Grove Road and Jeffries Ranch were included in this proposal even though they are not in current Circulation Element.
- Please explain why Cal Trans proposed project for Oceanside Boulevard and I-5 interchange was not discussed. This is a crucial element to traffic, pedestrian and bicycle flow in the area.

- Please explain all traffic alternatives to reduce peak volume traffic on North River Road and Vandergrift Road, including but not limited to non-vehicle alternatives, changing directional flows of traffic, flexible work scheduling, enhanced shuttle/bus service to and from the Camp Pendleton Base, parking alternatives including park & rides in the local area, enhanced / improved bike lanes with creative striping, etc.
- Please describe how synchronized signaling as a roadway improvement will improve existing roadway segments and traffic flow on Oceanside Boulevard, College Avenue and Mission 76 Expressway, and El Camino Real.
- Please explain how commuter traffic impacts all proposed roadway segments.
- Please explain how the proposed San Luis Rey Transit Center will reduce roadway volumes.
- Please update existing public transit service information including NCTD's projected purchase of smaller vehicles, creation of additional routes and times to serve the area, creation of additional rail service on the Coast Highway corridor, etc.
- Please incorporate alternative and creative designs for bike and pedestrian paths that are safe and effective.

Consistency: Please explain how each of the proposed projects and any alternative or additional proposed traffic enhancements is consistent with the General Plan and all of its land-use elements with other existing plans including the Oceanside Boulevard Vision Plan, the Coast Highway Plan, Multiple Habitat Species Oceanside Sub-Area Plan, El Corazon Specific Plan, etc.

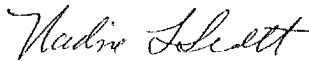
Fiscal, Socio-Economic & Miscellaneous Impacts: Please discuss all fiscal and socio-economic impacts for each of the proposed and any alternative projects including cost, funding sources, cost to purchase properties including homes and businesses, and whether or not each roadway has the potential to trigger environmental justice concerns.

- Please discuss in detail all impacts to existing agricultural lands, particularly in regard to Morrow Hills area and the Agricultural Conservation Area, for each proposed or alternative/additional project. This should include revenue analysis, cost and impacts of infrastructure needs should rezoning occur including water, sewer, trash, utility and public safety needs, the loss of habitat and open space, urban degradation effects, growth-inducing impacts and cumulative impacts including on various listed and endangered species.
- Please discuss adjacent cities' and regional circulation elements, roadway analyses and land use elements and how these impact Oceanside.
- Please include reductions in traffic as a goal of the Circulation Element.
- Please include analyses of low impact development and stormwater rules particular to San Diego County and the City of Oceanside.
- Please discuss impacts relative to widening Highway 76 to 6 lanes.
- Please specify how population studies will be incorporated into this Element.
- Please discuss how future plans for the Oceanside Airport and Drive-In Theater land will be analyzed in the Circulation Element.
- Please explain how AB32 will be analyzed and incorporated into the DEIR.
- Please discuss whether or not the Land Use Element will be updated and how this could affect the DEIR.

- Please discuss how a pending application for condo-izing Cavalier Mobile Home Park will impact traffic.
- Please discuss staff's assumption of land use and build out scenarios in detail and any supporting documentation for their assumptions.
- Please explain why a Federal NEPA study is not needed for the RDO segment that will impact the historic Maron Adobe, which is a federally recognized historical landmark.

Based on our foregoing comments, it's clear that much more work needs to be done to eliminate traffic, improve pedestrian and bicycle traffic, synchronize traffic on major internal thoroughways like Mission Avenue, El Camino Real, College Boulevard and Oceanside Boulevard and propose all types of alternatives to the proposed roadway segments. It also is our desire that the Draft PEIR should be coordinated with the Wildlife Agencies in order to harmonize the goals of the SubArea Plan with the Circulation element. All environmental impacts should be discussed and planned for in advance as a citywide concern and citywide program. Last, all efforts should be made to decrease growth inducing roadway segments and increase/encourage commuter flows to the 76 Expressway, Highway 78 and I-5 rather than providing enhanced internal roadways to handle commuter flow. It is not fiscally responsible to build roadways for commuter traffic that does not contribute to the economy of Oceanside.

Thank you for the opportunity to comment on this matter.



Nadine L. Scott, Co-Founder  
Attorney at Law



# SAN LUIS REY BAND of Mission Indians

## Tribal Council

Mal Vernon

*Captain*

Carmen Mojado

*Secretary of Government  
Relations*

Charlotte Herrera

*Secretary of the Treasury*

Tom Beltran

*Secretary of Economic  
Development*

Al Cerda

*Secretary of Tribal Ethics  
and Information*

Clara Guy

*Tribal Elder*

Henry Contreras

*Council Member*

David Herrera

*Council Member*

Mary Lou Beltran

*Council Member*

Carrie Lopez

*Tribal Advisor*

Merri Lopez, Esq.

*Tribal Legal Advisor*

Contact information

1889 Sunset Drive

Vista, CA 92081

Tel: (760) 724-8505

Fax: (760) 724-2172

FEBRUARY 22

2010

Received

FEB 24 2010

Planning Division

Re: Comments on Proposed (PEIR) for General Plan -  
Circulation Element Update

Dear City of Oceanside,

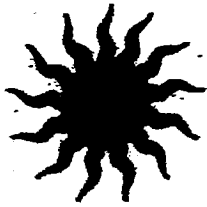
The San Luis Rey Band of Mission Indians hereby submits the following  
comments on the proposed (PEIR) for General Plan - Circulation Element  
Update. ("Project").

The San Luis Rey Band ("Band" or "Tribe") is a San Diego County Tribe whose traditional territory includes the current cities of Vista, Oceanside, Carlsbad, San Marcos and Escondido, among others. The Band's primary concerns are the preservation and protection of cultural, archaeological, sacred and historical sites of significant to the Band located within the Project area.

The Band is concerned about protecting the unique and irreplaceable cultural resources which will be affected by the Project. The Tribe is also concerned about the appropriate and lawful treatment of Native American human remains and cultural and sacred items which are likely to be disturbed during the Project's development and ground disturbing activities. The Band does have a Most Likely Descendant on file with the Native American Heritage Commission in the event that human remains are discovered during the grading process.

The need for mitigation measures for this Project are undisputed. The strongest protections must be afforded to protect these invaluable resources. The Band intends to use all appropriate and necessary procedures available to ensure that these resources are properly addressed via the CEQA and SB 18 processes.

To ensure a complete and undisputed understanding by all parties regarding the protection of these priceless resources, the Band respectfully



# SAN LUIS REY BAND of Mission Indians

## Tribal Council

Me1-Vernon

*Captain*

Carmen Mojado

*Secretary of Government  
Relations*

Charlotte Herrera

*Secretary of the Treasury*

Tom Beltran

*Secretary of Economic  
Development*

Al Cerda

*Secretary of Tribal Ethics  
and Information*

Clara Guy

*Tribal Elder*

Henry Contreras

*Council Member*

David Herrera

*Council Member*

Mary Lou Beltran

*Council Member*

Carrie Lopez

*Tribal Advisor*

Merri Lopez, Esq.

*Tribe Legal Advisor*

Contact information

1889 Sunset Drive  
Vista, CA 92081

Tel: (760) 724-8505

Fax: (760) 724-2172

requests that the following mitigation measures be added as mandatory conditions for approving the grading permit for the Project. The Developer must be required to submit written proof of these requirements before the permit may be issued.

1. The Developer must execute a Pre-Excavation Agreement with the Band prior to any ground-disturbing activities on the Project site. The agreement will, at minimum, include the following provisions:
  - A. Require appropriate treatment of human remains and cultural items.
  - B. Require a good faith effort by the parties to agree on what is appropriate treatment and dignity when addressing human remains and cultural items.
  - C. Require that any human remains or cultural items recovered during the grading process be returned to the Band, and not curated in a facility absent the express written consent of the Band.
  - D. Require avoidance for all significant and sacred archaeological sites which may be found during development. Avoidance is the preferred method of preservation under CEQA for such resources.
  - E. Require Native American monitors to be present during all ground-disturbing activities.
  - F. Provide for the compensation of tribal monitors at the expense of the Developer.
  
2. Additionally, the Band requests that Native American monitors be added as a mandatory requirement, in addition to any archaeological monitor required by state law.

With these clarifications, the San Luis Rey Band believes that the mitigation measures described above will provide adequate protection for the cultural resources and human remains that may be discovered in the Project area. The Band intends to carefully monitor this Project to ensure that the requirements imposed by CEQA and SB 18 are rigorously applied for the duration of the Project.



# SAN LUIS REY BAND of Mission Indians

## Tribal Council

Mel Vernon

*Captain*

Carmen Mojado  
*Secretary of Government  
Relations*

Charlotte Herrera  
*Secretary of the Treasury*

Tom Beltran  
*Secretary of Economic  
Development*

Al Cerda  
*Secretary of Tribal Ethics  
and Information*

Clara Guy  
*Tribal Elder*

Henry Contreras  
*Council Member*

Mel Vernon  
*Council Member*

Mary Lou Beltran  
*Council Member*

Carrie Lopez  
*Tribal Advisor*

Merri Lopez, Esq.  
*Tribe Legal Advisor*

Contact information  
1889 Sunset Drive  
Vista, CA 92081

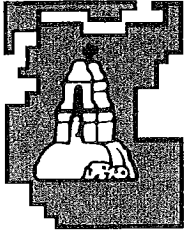
Tel: (760) 724-8505  
Fax: (760) 724-2172

The Band truly appreciates the commitment of City of Oceanside to continue consultation with the Tribe during the Project. We look forward to continuing this positive relationship and we thank you for your assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,

Mel Vernon

San Luis Rey Band of Mission Indians



**PALA BAND OF MISSION INDIANS**  
Tribal Historic Preservation Office  
35008 Pala Temecula Rd. PMB 445  
Pala, CA 92059

Ph: (760) 891-3591  
Fax: (760) 742-4543

February 24, 2010

Scott Nightingale  
City of Oceanside- Development Services Dept.  
300 N. Coast Highway  
Oceanside, CA 92054

Received  
FEB 26 2010  
Planning Division

Re: General Plan Amendment (GPA10-00001), Circulation Element Update

Dear Mr. Nightingale:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. It is, however, within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we request to be kept in the information loop as the project progresses and would appreciate being maintained on the receiving list for project updates, reports of investigations, and/or any documentation that might be generated regarding previously reported or newly discovered sites. Further, we may recommend archaeological monitoring pending the results of site surveys and records searches associated with the project. If the project boundaries are modified to extend beyond the currently proposed limits, we request updated information and the opportunity to respond to your changes.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3591 or by e-mail at [sgaughen@palatribe.com](mailto:sgaughen@palatribe.com).

Sincerely,

Shasta C. Gaughen, MA  
Tribal Historic Preservation Officer  
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH. PLEASE ALSO NOTE THAT JOE NIXON NO LONGER WORKS FOR THE PALA THPO.



CITY OF  
**CARLSBAD**

Planning Department

www.carlsbadca.gov

March 9, 2010

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

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL  
IMPACT REPORT FOR THE OCEANSIDE GENERAL PLAN – CIRCULATION  
ELEMENT UPDATE – OAJ 10-02**

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (PEIR) for General Plan – Circulation Element Update.

The Notice of Preparation indicated that the PEIR will analyze a number of environmental issue areas including but not limited to Transportation/Traffic, Hydrology/Water Quality, and Biological Resources. In order to gain an understanding of the potential for impacts to infrastructure facilities and important natural resources in Carlsbad, we request that the PEIR address direct, indirect, and cumulative impacts on the regional transportation network. The EIR should address hydrology/water quality issues as they relate to downstream impacts within the Buena Vista Creek Watershed as well as receiving bodies of water, including Buena Vista Lagoon and the Pacific Ocean. The PEIR should also address impacts to sensitive habitats and biological resources particularly as they relate to the sub-regional Multiple Habitat Conservation Program (MCHP).

The following comments were provided by Doug Bilse, T.E., Traffic Signal Systems Engineer who attended the public scoping meeting on January 12, 2010. If you have any questions about the following comments, please contact him by phone at 760-602-7504 or via email at Doug.Bilse@carlsbadca.gov:

1. It appears that the baseline conditions for modeling purposes will be based on the year 1995. It was not clear why current counts and the current transportation network are not used to define the baseline conditions.
2. If the 1995 baseline conditions are used, the SANDAG Series 11 model most likely won't be calibrated backwards to 1995. Staff is concerned that the model used by Oceanside to develop 2030 forecasts be calibrated to the baseline conditions used in the EIR.
3. Several of the alternatives under review do not include an SR78 interchange at Rancho del Oro with full access to Marron Road. This is inconsistent with the City of Carlsbad Circulation Element. We request that at least one alternative be included that has an SR78 interchange at Rancho del Oro with full access to the Marron Road extension.
4. Several alternatives include a College Boulevard using a 6/4 lane hybrid. This may not be consistent with proposed development in the area of Carlsbad near the College Boulevard interchange with SR 78.
5. It is not clear what types of mitigation measures are being considered along El Camino Real. We encourage Oceanside staff to consult with Carlsbad staff in developing viable options at the intersection of El Camino Real and Vista Way in order to improve traffic conditions in both cities.



OAJ 10-02 – NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL  
IMPACT REPORT FOR THE OCEANSIDE GENERAL PLAN CIRCULATION UPDATE

March 9, 2010

Page 2

---

The following comments were provided by Scott Donnell, Senior Planner. If you have any questions about the following comments, please contact him by phone at (760) 602-4618 or via email at Scott.Donnell@carlsbadca.gov:

1. Recently, the City of Carlsbad approved a formal network of off-road trails around Lake Calavera and an open space preserve bordering Lake Boulevard and Oak Riparian Park in the City of Oceanside (see attached). All trails around the lake will be designated and signed for both pedestrians and bicyclists. The Circulation Element Update needs to study and identify links to ensure public access to Lake Calavera trails from Oak Riparian Park, Lake Boulevard, and Sky Haven Lane. The City of Oceanside's 2008 Comprehensive Bicycle Master Plan discusses connections to Lake Calavera trails and identifies Oak Riparian Park as providing opportunities for mountain bikers. A map of the approved Lake Calavera Trails Master Plan with access points along the Carlsbad and Oceanside border is enclosed.
2. The City of Carlsbad is currently in the final design stage of the portion of the Coastal Rail Trail (CRT) along Carlsbad Boulevard from the city's downtown area north to the Oceanside boundary. Please ensure cooperation with Carlsbad on siting and signing the CRT is a priority in the Circulation Element. Additionally, it would be helpful if the updated Circulation Element contains a map of the CRT in Oceanside, including existing and future trail segments.
3. In addition to CRT improvements, the City intends to widen Carlsbad Boulevard from its intersection with State Street north to the Oceanside boundary. This widening will likely require coordination with the City of Oceanside. Furthermore, along this stretch of Carlsbad Boulevard, which crosses Buena Vista Lagoon, design of a pedestrian boardwalk is underway by the Buena Vista Lagoon Foundation in cooperation with California Department of Fish and Game. This boardwalk would terminate at the Audubon Nature Center on the north side of the lagoon in Oceanside.
4. The potential exists for a trail system along Buena Vista Creek, particularly in the vicinity of the Quarry Creek shopping center (in Oceanside) and the large mostly undeveloped area to the west of Quarry Creek (in Carlsbad). It is recommended the Circulation Element Update include policies encouraging the consideration of connecting trails between the two cities in this area.

The City of Carlsbad requests that we be notified of any future public review and requests copies of any project related studies and environmental documents when they become available.

If you have any further questions, please contact Chris Garcia in the Planning Department via email at Chris.Garcia@carlsbadca.gov or by phone at (760) 602-4622.

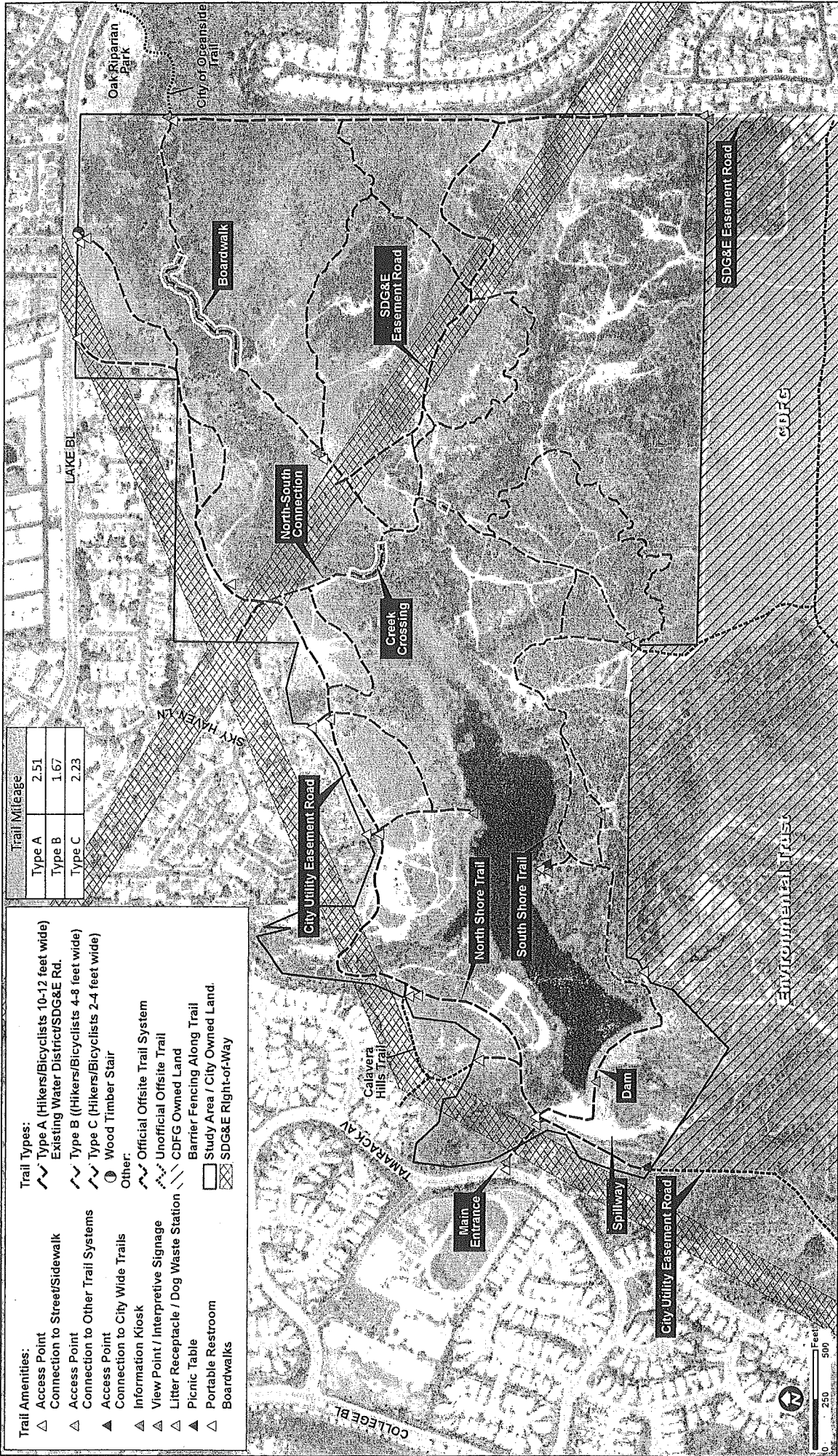
Sincerely,



**DAVID De CORDOVA**  
Principal Planner

DD:CG:sm

c: Don Neu, Planning Director  
Scott Donnell, Senior Planner  
Chris Garcia, Junior Planner  
Doug Bilsle, Traffic Signal Systems Engineer  
Jacob Moeder, Associate Engineer  
File  
Data Entry



Trail Mileage	
Type A	2.51
Type B	1.67
Type C	2.23

- Trail Types:**
- Type A (Hikers/Bicyclists 10-12 feet wide)
  - Type B (Hikers/Bicyclists 4-8 feet wide)
  - Type C (Hikers/Bicyclists 2-4 feet wide)
  - Wood Timber Stair
- Other:**
- Official Offsite Trail System
  - Unofficial Offsite Trail
  - CDFG Owned Land
  - Barrier Fencing Along Trail
  - Study Area / City Owned Land
  - SDG&E Right-of-Way
- Trail Amenities:**
- Access Point
  - Connection to Street/Sidewalk
  - Access Point
  - Connection to Other Trail Systems
  - Access Point
  - Connection to City Wide Trails
  - Information Kiosk
  - View Point / Interpretive Signage
  - Litter Receptacle / Dog Waste Station
  - Picnic Table
  - Portable Restroom
  - Boardwalks

# City of Carlsbad Final Lake Calavera Trails Plan, November 2009

J:\Requests\Recreation\3953495\_09

REVISED DRAFT  
Program Environmental Impact Report

for the proposed

Oceanside Circulation Element Update

SCH #2009121020

prepared for

City of Oceanside  
Development Services Department  
300 North Coast Highway  
Oceanside, CA 92054

prepared by

BRG Consulting, Inc.  
304 Ivy Street  
San Diego, CA 92101

under contract to

IBI Group  
701 B Street, Suite 1170  
San Diego, CA 92101

December 2011

# TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY .....	ES-1
1.0 INTRODUCTION .....	1-1
1.1 Legal Requirements .....	1-1
1.2 Project Background .....	1-2
1.2.1 City of Oceanside General Plan Update .....	1-2
1.2.2 Notice of Preparation and Scoping Meetings .....	1-2
1.2.3 Environmental Topics .....	1-3
1.2.4 Areas of Public Controversy .....	1-3
1.3 Availability of Reports .....	1-3
1.4 Comments Requested .....	1-3
1.5 Structure of this EIR .....	1-4
1.5.1 Draft EIR .....	1-4
1.5.2 Technical Appendices and Data Sources .....	1-5
2.0 ENVIRONMENTAL SETTING .....	2-1
2.1 Regional Setting and Project Location .....	2-1
2.2 Project Area Characteristics .....	2-1
2.2.1 Climate .....	2-1
2.2.2 Topography .....	2-1
2.2.3 Circulation System .....	2-1
2.2.4 Population .....	2-1
2.3 City of Oceanside Plans .....	2-3
2.4 Regional Planning Context .....	2-4
2.4.1 California Coastal Act and Local Coastal Program (LCP) .....	2-4
2.4.2 Water Quality Control Plan for the San Diego Basin .....	2-4
2.4.3 California State Implementation Plan .....	2-5
2.4.4 SANDAG Regional Transportation Plan .....	2-5
2.4.5 County of San Diego .....	2-5
2.4.6 City of Carlsbad .....	2-6
2.4.7 City of Vista .....	2-6
3.0 PROJECT DESCRIPTION .....	3-1
3.1 Site Location and Description .....	3-1
3.2 Project Characteristics .....	3-1
3.2.1 Master Transportation Roadway Plan .....	3-1
3.2.2 Transportation Demand Management .....	3-10

## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
3.2.3 Public Transit and Rail Policies and Guidelines .....	3-10
3.2.4 Bicycle Facilities .....	3-10
3.2.5 Pedestrian Facilities .....	3-13
3.2.6 Traffic Calming .....	3-13
3.2.7 Intelligent Transportation System Technologies .....	3-13
3.3 Project Objectives.....	3-15
3.4 Intended Uses of the EIR.....	3-15
3.4.1 Discretionary Actions and Approvals by the City of Oceanside.....	3-15
3.4.2 Discretionary Actions and Approvals by Other Agencies.....	3-15
4.0 ENVIRONMENTAL IMPACT ANALYSIS.....	4.1-1
4.1 Land Use.....	4.1-1
4.1.1 Existing Conditions .....	4.1-1
4.1.2 Thresholds for Determining Significance .....	4.1-6
4.1.3 Environmental Impact.....	4.1-6
4.1.4 Mitigation Measures .....	4.1-14
4.1.5 Impact After Mitigation.....	4.1-14
4.2 Traffic/Circulation.....	4.2-1
4.2.1 Existing Conditions .....	4.2-1
4.2.2 Impact Significance Criteria .....	4.2-26
4.2.3 Impact Analysis.....	4.2-26
4.2.4 Mitigation Measures .....	4.2-99
4.2.5 Impact After Mitigation.....	4.2-121
4.3 Hazardous Materials and Hazards .....	4.3-1
4.3.1 Existing Conditions .....	4.3-1
4.3.2 Thresholds for Determining Significance .....	4.3-4
4.3.3 Environmental Impact.....	4.3-8
4.3.4 Mitigation Measures .....	4.3-11
4.3.5 Impact After Mitigation.....	4.3-12

## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
4.4	Air Quality..... 4.4-1
4.4.1	Existing Conditions ..... 4.4-1
4.4.2	Thresholds for Determining Significance ..... 4.4-7
4.4.3	Environmental Impact..... 4.4-7
4.4.4	Mitigation Measures ..... 4.4-13
4.4.5	Impact After Mitigation..... 4.4-13
4.5	Greenhouse Gas Emissions ..... 4.5-1
4.5.1	Existing Conditions ..... 4.5-1
4.5.2	Thresholds for Determining Significance ..... 4.5-3
4.5.3	Environmental Impact..... 4.5-4
4.5.4	Mitigation Measures ..... 4.5-5
4.5.5	Impact After Mitigation..... 4.5-10
4.6	Noise ..... 4.6-1
4.6.1	Existing Conditions ..... 4.6-1
4.6.2	Thresholds for Determining Significance ..... 4.6-6
4.6.3	Environmental Impact..... 4.6-6
4.6.4	Mitigation Measures ..... 4.6-16
4.6.5	Impact After Mitigation..... 4.6-16
4.7	Biological Resources ..... 4.7-1
4.7.1	Existing Conditions ..... 4.7-1
4.7.2	Thresholds of Significance ..... 4.7-22
4.7.3	Environmental Impact..... 4.7-23
4.7.4	Mitigation Measures ..... 4.7-39
4.7.5	Impact After Mitigation..... 4.7-43
4.8	Cultural Resources ..... 4.8-1
4.8.1	Existing Conditions ..... 4.8-1
4.8.2	Thresholds of Significance ..... 4.8-6
4.8.3	Environmental Impact..... 4.8-8
4.8.4	Mitigation Measures ..... 4.8-13
4.8.5	Impact After Mitigation..... 4.8-17

## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
4.9	Geology/Soils..... 4.9-1
4.9.1	Existing Conditions ..... 4.9-1
4.9.2	Thresholds for Determining Significance ..... 4.9-4
4.9.3	Environmental Impact..... 4.9-5
4.9.4	Mitigation Measures ..... 4.9-8
4.9.5	Impact After Mitigation..... 4.9-8
4.10	Agricultural Resources ..... 4.10-1
4.10.1	Existing Conditions ..... 4.10-1
4.10.2	Thresholds of Significance ..... 4.10-6
4.10.3	Environmental Impact..... 4.10-6
4.10.4	Mitigation Measures ..... 4.10-9
4.10.5	Impact After Mitigation..... 4.10-9
4.11	Aesthetics..... 4.11-1
4.11.1	Existing Conditions ..... 4.11-1
4.11.2	Thresholds for Determining Significance ..... 4.11-1
4.11.3	Environmental Impact..... 4.11-2
4.11.4	Mitigation Measures ..... 4.11-3
4.11.5	Impact After Mitigation..... 4.11-3
4.12	Hydrology/Water Quality ..... 4.12-1
4.12.1	Existing Conditions ..... 4.12-1
4.12.2	Thresholds for Determining Significance ..... 4.12-8
4.12.3	Environmental Impact..... 4.12-8
4.12.4	Mitigation Measures ..... 4.12-11
4.12.5	Impact After Mitigation..... 4.12-13
4.13	Paleontological Resources ..... 4.13-1
4.13.1	Existing Conditions ..... 4.13-1
4.13.2	Thresholds for Determining Significance ..... 4.13-3
4.13.3	Environmental Impact..... 4.13-3
4.13.4	Mitigation Measures ..... 4.13-8
4.13.5	Impact After Mitigation..... 4.13-9

## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
5.0 CUMULATIVE IMPACTS.....	5-1
5.1 Background and Analytic Approach.....	5-1
5.2 Specific Environmental Topics.....	5-2
6.0 PROJECT ALTERNATIVES .....	6-1
6.1 Introduction .....	6-1
6.2 No Project Alternative .....	6-7
6.3 Alternatives Considered But Rejected .....	6-7
6.4 Summary Comparison of Anticipated Oceanside Circulation Element Alternatives.....	6-7
6.5 Environmentally-Preferred Alternative.....	6-13
7.0 OTHER CEQA CONSIDERATIONS .....	7-1
7.1 Effects Found Not to Be Significant.....	7-1
7.1.1 Mineral Resources.....	7-1
7.1.2 Population/Housing.....	7-1
7.1.3 Public Services and Utilities.....	7-1
7.1.4 Recreation.....	7-1
7.2 Growth Inducement .....	7-2
7.3 Significant and Unavoidable Environmental Impacts.....	7-3
7.4 Significant Irreversible Environmental Effects.....	7-4
8.0 LIST OF PREPARERS AND ORGANIZATIONS CONTACTED .....	8-1
9.0 REFERENCES.....	9-1

## LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
2-1 Existing Roadway Network .....	2-2
3-1 Regional Location .....	3-2
3-2 Vicinity Map .....	3-3
3-3 Roadway Classifications, Baseline Circulation Element Alternative .....	3-5
3-4 Circulation Element Alternative 1 .....	3-8
3-5 Roadway Classification: Alternative 1 .....	3-9
3-6 Circulation Element Alternative 2.....	3-11
3-7 Roadway Classification: Alternative 2 .....	3-12
3-8 Existing, Planned and Recommended Class 1 Bicycle Facilities .....	3-14

# TABLE OF CONTENTS

## LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
4.1-1	Current Land Use, 2009 ..... 4.1-2
4.1-2	Planned Land Use, 2009 ..... 4.1-3
4.2-1	Existing Roadway Network and Roadway Classifications ..... 4.2-2
4.2-2a	Existing Study Area Intersection Geometry and Control ..... 4.2-11
4.2-2b	Existing Study Area Intersection Geometry and Control ..... 4.2-12
4.2-3a	Existing Peak Hour Traffic Volumes, Intersections at LOS D or Worse ..... 4.2-14
4.2-3b	Existing Peak Hour Traffic Volumes, Intersections at LOS D or Worse ..... 4.2-15
4.2-4	Existing Intersection LOS Operations ..... 4.2-18
4.2-5	Existing Average Daily Traffic Volumes ..... 4.2-24
4.2-6	Existing Roadway Level of Service ..... 4.2-25
4.2-7	Modified 1995 CE Year 2030 Alternative Roadway Classifications ..... 4.2-28
4.2-8	Modified 1995 CE Year 2030 Intersection Geometry ..... 4.2-29
4.2-9	Baseline Volumes Year 2030 AM/PM Peak Hour Volumes ..... 4.2-31
4.2-10	Modified 1995 CE Year 2030 Intersection LOS Operations ..... 4.2-35
4.2-11	Baseline Year 2030 Alternative Roadway Traffic Volumes ..... 4.2-46
4.2-12	Baseline Year 2030 Alternative Roadway Level of Service ..... 4.2-47
4.2-13	Alternative 1 Roadway Network and Classifications ..... 4.2-54
4.2-14	Alternative 1 Year 2030 Intersection Geometry ..... 4.2-55
4.2-15	Alternative 1 Year 2030 AM/PM Peak Hour Volumes ..... 4.2-57
4.2-16	Alternative 1 Year 2030 Intersection LOS Operations ..... 4.2-62
4.2-17	Alternative 1 Year 2030 Roadway Traffic Volumes ..... 4.2-72
4.2-18	Alternative 1 Year 2030 Roadway Level of Service ..... 4.2-73
4.2-19	Alternative 2 Roadway Classifications ..... 4.2-75
4.2-20	Alternative 2 Year 2030 Intersection Geometry ..... 4.2-77
4.2-21	Alternative 2 Year 2030 AM/PM Peak Hour Volumes ..... 4.2-79
4.2-22	Alternative 2 Year 2030 Intersection LOS Operations ..... 4.2-84
4.2-23	Alternative 2 Year 2030 Roadway Traffic Volumes ..... 4.2-95
4.2-24	Alternative 2 Year 2030 Roadway Level of Service ..... 4.2-96
4.2-25	Existing, Planned and Recommended Class 1 Bicycle Facilities ..... 4.2-98
4.3-1	Location of Potential Hazardous Sites in the City of Oceanside ..... 4.3-2
4.3-2	Fire Hazard Areas ..... 4.3-7
4.4-1	Air District Boundaries ..... 4.4-4
4.7-1	Biological Constraints near the SR-78/I-5 Interchange (Caltrans Improvements) ..... 4.7-3
4.7-2	Biological Constraints near SR-76 Six Lanes ..... 4.7-4
4.7-3	Biological Constraints near the Pala Road Extension ..... 4.7-5

# TABLE OF CONTENTS

## LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
4.7-4 Biological Constraints near College Blvd Six Lanes .....	4.7-6
4.7-5 Biological Constraints near the Rancho del Oro Interchange .....	4.7-7
4.7-6 Biological Constraints near the Melrose Drive Northern Extension .....	4.7-8
4.7-7 Biological Constraints near the Melrose Drive Southern Extension .....	4.7-9
4.7-8 Biological Constraints near Mission Avenue Four Lanes .....	4.7-10
4.7-9 Biological Constraints near Coast Highway Four Lanes.....	4.7-11
4.9-1 Regional Fault Map .....	4.9-3
4.10-1 Important Farmlands on Melrose Drive Northern and Southern Extensions .....	4.10-4
4.12-1 Floodplain Map .....	4.12-2

## LIST OF TABLES

<u>Table</u>	<u>Page</u>
ES-1 Network Alternatives Key Assumptions .....	ES-2
ES-2 Summary of Significant Impacts and Mitigation Measures .....	ES-10
3-1 Roadway Network Alternatives: Modified 1995 Circulation Element, Alt 1, and Alt 2.....	3-6
3-2 City of Oceanside Street Design Criteria.....	3-7
4.2-1 HCM Level of Service Description for Signalized Intersections.....	4.2-8
4.2-2 HCM Level of Service Description for Unsignalized Intersections.....	4.2-8
4.2-3 Circulation Element Roadway Classification LOS & Capacity .....	4.2-9
4.2-4 Existing Peak Hour Intersection LOS.....	4.2-16
4.2-5 Existing Segment Volumes on Segments .....	4.2-19
4.2-6 Modified 1995 Circulation Element Alternative (Year 2030) Intersections.....	4.2-33
4.2-6a Comparison of Existing Intersection LOS with Projected 2030 LOS by Circulation Element Alts ...	4.2-37
4.2-7 Modified 1995 Circulation Element Alternative (Year 2030) Additional Peak Hour Rancho Del Oro Road Intersection Operations.....	4.2-39
4.2-8 Modified 1995 Circulation Element Alternative (Year 2030) Segment ADT Volumes.....	4.2-41
4.2-8a Comparison of Existing Road Segment LOS with Projected 2030 LOS by Circulation Element Alternatives.....	4.2-48
4.2-9 Alternative 1 (Year 2030) Intersection Operations & Level of Service Intersections.....	4.2-59
4.2-10 Alternative 1 (Year 2030) Additional Peak Hour Rancho Del Oro Road Intersection Operations	4.2-64
4.2-11 Alternative 1 (Year 2030) Segment ADT Volumes.....	4.2-65
4.2-12 Alternative 2 (Year 2030) Intersection Operations.....	4.2-81
4.2-13 Roundabout Performance – AM Peak Hour Critical Approaches .....	4.2-86

# TABLE OF CONTENTS

## LIST OF TABLES

4.2-14	Roundabout Performance – PM Peak Hour Critical Approaches.....	4.2-86
4.2-15	Alternative 2 (Year 2030) Additional Peak Hour Rancho Del Oro Road Intersection Operations .....	4.2-86
4.2-16	Alternative 2 (Year 2030) Segment ADT Volumes.....	4.2-88
4.3-1	Potential Hazardous Sites Located in the City of Oceanside .....	4.3-1
4.3-2	Oceanside Municipal Airport Land Use Compatibility Plan: Safety Compatibility Criteria .....	4.3-5
4.4-1	California and Federal Ambient Air Quality Standards .....	4.4-5
4.4-2	Roadway Segment Incremental Increases of Criteria Pollutants .....	4.4-8
4.5-1	2030 Greenhouse Gas Emission Projections (Existing Conditions, Mod '95CE Alt, Alt 1, and Alt 2) .....	4.5-6
4.6-1	Traffic Noise Existing Conditions .....	4.6-3
4.6-2	Projected 2030 Traffic Noise Conditions (Mod '95CE 2030 Alternative, Alt 1 and Alt 2) .....	4.6-7
4.6-3	Comparison of Projected Traffic Noise Increases.....	4.6-10
4.7-1	Regional Vegetation Types Within the BSA .....	4.7-2
4.7-2	USFWS/CNDDDB Special Status Species Records within the BSA .....	4.7-17
4.7-3	Federally Designated Critical Habitat within the BSA .....	4.7-19
4.7-4	Waterways Located within the BSA .....	4.7-21
4.7-5	Potential Biological Resource Impacts Planned and Recommended Class 1 Bicycle Paths City of Oceanside Bicycle Master Plan (BMP), 2008.....	4.7-36
4.7-6	MHCP Habitat-Based Mitigation Ratios .....	4.7-40
4.8-1	Cultural Resource Locations Within the Project Area .....	4.8-2
4.8-2	Historic Addresses Located Within or Adjacent to the Project Area.....	4.8-5
4.8-3	Potential Cultural Resource Impacts Planned and Recommended Class 1 Bicycle Paths City of Oceanside Bicycle Master Plan (BMP), 2008 .....	4.8-11
4.9-1	Soil Properties .....	4.9-2
4.10-1	Department of Conservation Important Farmlands.....	4.10-3
4.12-1	Beneficial Uses of Project Affected Surface Water, Coastal Water and Groundwater .....	4.12-3
4.12-2	303(d) List of Water Quality Limited Segments.....	4.12-5
4.13-1	Geologic Formations and Sensitivity Rating.....	4.13-2
5-1	Population Projections for Oceanside and Surrounding Jurisdictions.....	5-2
6-1	Series 11 Model Baseline Options and Network Alternative Scenarios.....	6-2
6-2	Five Focused Potential Network Alternatives/Key Network Assumptions .....	6-4
6-3	Two Selected Network Alternatives Key Network Assumptions .....	6-7
6-4	Summary Impact Comparison of the Circulation Element Alternatives.....	6-8

## TABLE OF CONTENTS

### LIST OF APPENDICES

Appendix A: Notice of Preparation and Responses  
*(Bound with the EIR)*

*(The following are contained on the CD, which is attached to the back of this EIR.)*

Appendix A, Attachments 1-3

1. Scoping Meeting Comment Forms, January 12, January 14 and February 2, 2010
2. Comments Letters
3. Scoping Meeting Transcripts, January 12, January 14 and February 2, 2010

Appendix B: Combined Impact Analysis, Acoustical/Air Quality/Greenhouse Gas  
*Prepared by Investigative Science and Engineering, Inc.*  
*March 9, 2011*

Appendix C: Biological Technical Report  
*Prepared by Merkel & Associates, Inc.*  
*April 27, 2011*

Appendix D: Cultural and Historical Resources Study  
*Prepared by ASM Affiliates*  
*August 24, 2010*

Appendix E: Traffic Impact Analysis Report  
*Prepared by IBI Group*  
*May 2011*

Appendix F: Oceanside General Plan Circulation Element  
*Prepared by IBI Group*  
*June 2011*

Appendix G: SB 18 Tribal Coordination Correspondence  
*Prepared by the City of Oceanside*  
*February 2010*

*This page intentionally left blank.*

Received

JAN 25 2010

Planning Division



**NOTICE OF PREPARATION  
City of Oceanside**

**Notice of Preparation of a Draft Program Environmental Impact Report for  
the General Plan - Circulation Element Update**

The City of Oceanside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the General Plan - Circulation Element Update. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Oceanside when considering your permit or approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 45 days after receipt of this notice (public review period December 10, 2009 to January 25, 2010).

Please send your response to Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054. We will need the name for a contact person in your agency.

**Scoping Meeting:** A public scoping meeting for the EIR has been scheduled for:

Date: Thursday, January 12, 2010

Time: 6:00-8:00 P.M.

Location: City of Oceanside, Council Chambers (300 North Coast Highway). Access to the Council Chambers is from Mission Avenue to Ditmar Street. Parking is available in the City's parking structure.

**Project Applicant:** City of Oceanside

Date: 12/1/2009

Signature *Scott Nightingale*

Title

Planning Associate

Telephone

(760) 435-3526

FILED IN THE OFFICE OF THE COUNTY CLERK

DEC 16 2009

San Diego County on

Posted DEC 16 2009

Removed 1-20-10

Returned to agency on 1-20-10

Deputy L. Kesian

FILED

David Butler, Recorder/County Clerk

DEC 16 2009

BY L. Kesian  
DEPUTY

# **General Plan – Circulation Element Update Environmental Scoping and Public Information Meeting**

## **WHAT'S BEING PROPOSED?**

Pursuant to Government Code Section 65302(b), a Circulation Element is a required component in all County and City General Plans. The Circulation Element provides goals, objectives, and policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors, and workers. These policies are complemented by the policies in the Land Use, Noise, Recreational Trails, and Community Facility Elements on related topics such as smart growth and management of public space. Implementation of the Circulation Element policies will also help to efficiently accommodate the growth envisioned in the Land Use Element.

The City of Oceanside is proposing to update the Circulation Element of the City's General Plan. The Update will establish Goals and Objectives for the Circulation Element, and the recommended Policies needed to support and achieve them. The Update will address the following components of the element:

- Master Transportation/Circulation Plan
- Level of Service Policies
- Transportation Issues, Traffic Growth and Potential Future Roadway Improvements (see map)
  - SR-78/I-5 Interchange (Caltrans and City)
  - Rancho Del Oro Road/SR-78 Interchange (Caltrans)
  - SR-76 Improvements to Six Lanes (Caltrans)
  - Melrose Drive Extensions (northern and southern extensions) - Separate project-level EIR currently under preparation for southern extension.
  - College Boulevard Widening to Six Lanes
  - Pala Road Extension
  - Mission Avenue Improvement
  - Coast Highway Improvement
  - Old Ranch Road Connection
- Goals & Policies for Comprehensive Transportation Demand Management (TDM) Program
- Goals & Policies for Existing & Future Public Transit and Railway Systems
- Goals and Policies for Local and Regional Bicycle (Comprehensive Bicycle Master Plan December 2008), and Equestrian Facilities (including Mountain Bike Trails)
- Goals and Policies for Pedestrian Facilities (Pedestrian Master Plan November 2009)

- Identification and Incorporation of Intelligent Transportation System (ITS) Technologies with Supporting Goals and Policies
- Goals and Policies for Traffic Calming Program

The Update components identified above will be analyzed at the level of a Program Environmental Impact Report (EIR), under the California Environmental Quality Act (CEQA). Probable environmental impacts that will be analyzed as part of the Program EIR include: aesthetics, agricultural resources, air quality (including Greenhouse Gas emissions), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, public services, recreation, transportation and traffic, and utilities and service systems.

The highlighted proposed network improvements (see map) were derived from the various alternatives outlined below based on input from interested community members and the City.

Alternative A Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- Old Ranch Road Connection

Alternative B Proposed Network Improvements Not Included:

- Melrose Drive Extensions (northern and southern extensions)
- Old Ranch Road Connection Removed

Alternative C Proposed Network Improvements Not Included:

- College Boulevard Widening to Six-Lanes
- Melrose Drive Extensions (northern extension)
- Old Ranch Road Connection

Alternative D Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- College Boulevard Widening to Six-Lanes
- Melrose Drive Extensions (northern and southern extensions)
- Old Ranch Road Connection

Alternative E Proposed Network Improvements Not Included:

- Rancho Del Oro Road/SR78 Interchange
- Melrose Drive Extensions (northern and southern extensions)
- College Boulevard Widening to Six-Lanes
- Pala Road Extension
- Mission Avenue Improvements
- Coast Highway Improvements
- Old Ranch Road Connection

## **HOW CAN YOU LEARN MORE AND COMMENT?**

The City of Oceanside will be holding a public scoping meeting (January 12, 2010, 6:00-8:00 P.M., Council Chambers) on the project to provide public agencies and members of the public with information about the proposed project. The format of the meeting will be informal with a brief project presentation at the beginning of the meeting. The primary purpose of the meeting is an opportunity for interested parties to provide input on environmental issues, which should be considered in the upcoming EIR. Forms will be available for the public to document issues to be addressed in the EIR. In addition, a series of exhibits will be available to convey information on the project. Representatives of the City and its consultant team will be available to answer questions and receive input.

For more information, contact the John Amberson, Project Manager with the City of Oceanside at (760) 435-5091.