# CHAPTER 5
# Alternatives

The Coast Highway Corridor Study Project, as proposed by the City, has been described and analyzed in the previous chapters of this Environmental Impact Report (EIR) with an emphasis on potentially significant impacts and recommended mitigation measures to reduce these impacts. This chapter's purpose is to describe and analyze a range of reasonable alternatives that could feasibly attain most of the objectives of the proposed project while avoiding or substantially lessening one or more of the significant effects of the project (California Environmental Quality Act [CEQA] Guidelines, Section 15126.6[a]). This chapter also includes analysis of the No Project Alternative, as required by CEQA.

## 5.1 Requirements for Alternative Analysis

CEQA does not prescribe fixed rules governing the type of alternatives to a project that should be analyzed in an EIR; the nature of alternatives varies depending on the context of the project being analyzed. As expressed by the California Supreme Court: "CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564).

Section 15126.6(a) of the CEQA Guidelines provides that:

> *[a]n EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Under these principles, an EIR needs to describe and evaluate only those alternatives necessary to permit a reasonable choice and "to foster meaningful public participation and informed decision making" (CEQA Guidelines Section 15126.6[f]). Consideration of alternatives focuses on those that can either eliminate significant adverse environmental impacts or substantially reduce them. Alternatives considered in this context may include those that are costlier and those that could impede to some degree the attainment of the project objectives (Section 15126.6[b]). CEQA does

not require the alternatives to be evaluated at the same level of detail as the proposed project. Rather, the discussion of alternatives must include sufficient information about each alternative to allow "meaningful evaluation, analysis, and comparison with the proposed project" (CEQA Guidelines, Section 15126.6[d]).

The range of alternatives required in an EIR is therefore governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to allow a reasoned choice (CEQA Guidelines, Section 15126.6 [f]). An EIR need not consider every conceivable alternative to a project. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are not feasible, or do not avoid or substantially lessen any significant environmental effects (CEQA Guidelines, Section 15126.6[c]). Moreover, under CEQA, a lead agency may structure its alternatives analysis around a reasonable definition of a fundamental underlying purpose and need not study alternatives that cannot achieve that basic goal (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165).

CEQA also requires that alternatives be feasible. Feasible is defined in CEQA as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (PRC Section 21061.1). The CEQA Guidelines elaborate that factors that may be taken into account when addressing the feasibility of alternatives include: site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, and jurisdictional boundaries and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (CEQA Guidelines, Section 15126.6[f]). Finally, alternatives should also avoid or substantially lessen one or more of the significant environmental impacts that could occur under the proposed project.

In addition to the requirements described above, CEQA requires evaluation of the "No Project Alternative," which analyzes the environmental effects that would occur if the project were not to proceed (CEQA Guidelines, Section 15126.6[e]). The purpose of describing and analyzing the No Project Alternative is to allow the City to compare the impacts of approving the proposed project to the impacts of not approving the proposed project. Moreover, the EIR is required to identify the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, CEQA also requires that the EIR identify an environmentally superior alternative among the other alternatives (CEQA Guidelines, Section 15126.6[e]).

## 5.2 Review of Significant Environmental Impacts

Based on the CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project, (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project, (3) the ability of the alternatives to meet the objectives of the project, and (4) the feasibility of the alternatives.

The alternatives examined in this chapter would lessen at least some of the significant air quality, biological resources, cultural resources, noise and vibration, traffic and transportation, and cumulative impacts associated with implementation of the proposed project, while still meeting the project objectives. Implementation of the proposed project would result in significant and unavoidable impacts related to the following environmental topical areas:

- **Section 3.2, Air Quality** – Because there is no way to accurately predict the intensity of development projects under the Incentive District or their implementation timing, construction and operations associated with the Incentive District would result in significant and unavoidable impacts related to violation of an air quality standard.

- **Section 3.6, Greenhouse Gas Emissions** – Given the amount of development that could occur with implementation of the Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in greenhouse gas (GHG) emissions over current emissions levels in excess of the County's proposed screening level threshold, which is 900 metric tons (MT) of carbon dioxide equivalents ($CO_2e$) per year. Because there is no way to accurately predict the intensity of development projects under the Incentive District, the net increase in GHG emissions in the aggregate could exceed thresholds, and impacts are considered significant and unavoidable.

- **Section 3.10, Noise and Vibration** – Project-related noise increases would result in a significant impact along one roadway segment, Michigan Avenue east of Coast Highway in Future (2035) with Project Conditions, and there is no feasible mitigation at this location based existing land uses. In addition, the project would also significantly contribute to significant noise impacts along Wisconsin Avenue between Freeman Street and Ditmar Street and Washington Avenue west of Coast Highway in Future (2035) Cumulative conditions. Therefore, future noise levels in these specific locations would be cumulatively significant. Thus, noise impacts would be significant and unavoidable along three roadway segments as a result of project implementation.

  Sound walls are often used to address roadway noise impacts. However, because of the need for access points (for example, driveways to residences and commercial uses and street access to the Saint Mary Star of the Sea School), a wall could not be continuous and would not effectively shield the noise-sensitive uses from the roadway noise. Also, the addition of sound walls would not be desirable as they would detract from the community character and visual quality of these neighborhoods. For these reasons, the addition of continuous sound walls to address these identified impacts would not be optimal or feasible. No other effective mitigation approaches are available. For these reasons, the project would result in significant and unavoidable traffic noise impact to Michigan Avenue east of Coast Highway. In addition, the project's contribution to cumulative noise impacts along Wisconsin Avenue (between Freeman Street and Ditmar Street) and Washington Avenue (west of Coast Highway) is considered cumulatively considerable and significant and unavoidable.

  Further, implementation of the Incentive District would result in significant and unavoidable impacts associated with substantial temporary increases in ambient noise levels during construction of some of the projects implemented under the Incentive District. While temporary noise barriers would be required in feasible locations (MM Incentive District NOI-3), they may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location that do not block the line of sight between a noise source and a residence. Therefore, impacts would be potentially significant

and unavoidable with regard to a temporary substantial increase in ambient noise levels for these individual construction projects implemented under the Incentive District.

- **Section 3.14, Traffic and Transportation** – Because there are no feasible mitigation measures, implementation of the project would result in significant and unavoidable impacts to the intersections at Coast Highway & Wisconsin Avenue, Coast Highway & Cassidy Street, Oceanside Boulevard & I-5 Southbound On-/Off-Ramps, and Vista Way & I-5 Southbound On-/Off-Ramps under the Future Conditions[1] + Project traffic scenario.

This chapter includes a discussion of whether each alternative would lessen these impacts. As the lead agency, the City will decide whether to proceed with the proposed project or whether to accept or reject any of the alternatives identified in this chapter. As required by the CEQA Guidelines, if the City ultimately rejects an alternative, the rationale for the rejection will be presented in the findings that are required to be made before the City certifies the EIR and takes action on the project.

## 5.3 Alternatives Not Further Evaluated in This EIR

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are clearly infeasible. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines, Section 15126.6(f)(3)).

An alternative site or location for the project need not be considered when its implementation is "remote and speculative" such as the site being out of the purview of the lead agency or beyond the control of a project applicant. Alternative sites were not selected for evaluation. CEQA Guidelines Section 15126.6(f)(2) specifies that the key question with alternative sites is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location." While other similar-sized areas of land could be found, based on the known general conditions in the area and the magnitude of the proposal, an alternative site in the area would have the same or similar significant impacts after mitigation as the project. Given the desire for infill development that matches the surrounding residential communities in density and character and the desire to transform Coast Highway with the Complete Streets improvements, finding another site that meets these goals is impractical.

## 5.4 Summary of Alternatives Analyzed

The No Project Alternative and four project alternative scenarios, representing a range of reasonable alternatives to the proposed project, were selected for detailed analysis. The goal for evaluating these alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives. The following provides a summary of each of the alternatives

[1] Future Conditions were modeled for the year 2035 for all traffic scenarios in the TIA (IBI 2018).

analyzed. More detailed descriptions of each of the alternatives is provided in the introductions to Sections 5.5 through 5.9.

- **No Project Alternative**, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.
- **Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted.
- **Alternative 2**, which would include Complete Streets improvements to extend from Harbor Drive to Morse Street. The roadway would remain four lanes between Morse Street and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted.
- **Alternative 3,** which would include Complete Streets improvements to extend from Harbor Drive to Morse Street. The roadway would remain four lanes between Morse Street and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted but its southern boundary would also terminate at Morse Street.
- **Alternative 4**, which would include Complete Streets improvements the length of the corridor (Harbor Drive to Vista Way), as is included in the proposed project. However, in this alternative the Incentive District would not be adopted.

Section 5.10 provides a comparative summary of the alternatives, including a summary of the ability of the alternatives to meet the project objectives and a summary comparison of the potential impacts associated with the alternatives and the proposed project.

As described in Section 3.10, Noise and Vibration, the proposed project would result in a significant and unavoidable impact related to a substantial permanent increase in ambient noise levels along one roadway segment, Michigan Avenue east of Coast Highway in Future (2035) with Project Conditions. In addition, the project would also significantly contribute to significant noise impacts along Wisconsin Avenue between Freeman Street and Ditmar Street and Washington Avenue west of Coast Highway in Future (2035) Cumulative conditions. Therefore, future noise levels in these specific locations would be cumulatively significant. Due to the configuration of existing land uses in this area, these impacts could not be avoided with the addition of sound walls or other attenuation approaches because existing land uses would not allow room for continuous sound barriers. As well, this type of mitigation approach would also not be desirable from an aesthetic nor a community character perspective.

Although the aim in selecting alternatives is to decrease significant impacts associated with the project, noise impacts associated with increased volumes along Michigan Avenue (east of Coast Highway), Wisconsin Avenue (between Freeman Street and Ditmar Street), and Washington Avenue (west of Coast Highway) are not able to be addressed by a project alternative that also achieves the project's objectives. The forecasted increases in traffic volumes and associated traffic noise along these segments are primarily due to the proposed implementation of the raised

median along Coast Highway preventing vehicle turning movements to access cross streets, as part of the Complete Streets improvements project. Washington Avenue and Wisconsin Avenue are both proposed to have full access in terms of turning movements at Coast Highway due to the presence of roundabouts at each intersection. This condition results in a redistribution of left turns from other nearby intersections (for example, Missouri Avenue and Minnesota Avenue) to these roadways for local circulation.

Goal 1 of the project is aimed at converting Coast Highway into a “Complete Streets" with traffic-calming measures. In this case, the Complete Streets components of the raised medians and roundabouts are causing the redistribution of traffic such that a noise impact is cased along the noted segments of Wisconsin Avenue and Washington Avenue. IBI and the City have explored other approaches to retain the Complete Streets improvements and traffic-calming aspects of the project while also avoiding this significant impact and no feasible alternatives have been identified. However, no alternatives have been identified to address this impact while also incorporating the Complete Streets improvements and traffic-calming aspects of the project. Therefore, there is not the possibility of reducing forecasts along these two segments under any Complete Streets scenario. For these reasons, alternatives which alleviate the significant and unavoidable noise impacts related to volume increases but do not satisfy the project objectives were not addressed in more detail in the alternatives analysis.

The proposed project would also result in significant and unavoidable impacts in regard to a temporary substantial increase in ambient noise levels. Because these are construction-related impacts and all alternatives would require construction it is not feasible to explore alternatives to address these potentially significant impacts.

## 5.5 Environmental Analysis of the No Project Alternative

Under this alternative, the project area would remain as it is under existing conditions. Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established. In addition, under the No Project Alternative, no roundabouts, mid-block crosswalks, raised medians, continuous bicycle lanes, or enhanced streetscaping would be provided. The amount of public parking would remain the same as existing conditions.

Instead of allowing the use of the optional Incentive District development regulations and guidelines, the project area would continue to be developed and/or redeveloped using the existing land use designations from the City’s General Plan and the existing Zoning Ordinance. As directed by Section 15126.6(a)(3)(A) of the CEQA Guidelines, when a project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project Alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, in the following sections, the impacts that would be reasonably anticipated to occur with development under the existing Zoning Ordinance and General Plan are compared to the anticipated impacts of development under the proposed Incentive District (as identified in Chapter 3 of this EIR).

The following sections provide an analysis of the No Project Alternative. Under the No Project Alternative, the Complete Streets improvements project component would not occur. Further, private development would continue to be allowed under existing Municipal Code, Zoning Ordinance, and General Plan policies and regulations. The below analyses compare the anticipated development and growth that would be reasonably expected to occur under the existing regulations to the development that is projected to occur under the proposed Incentive District.

## 5.5.1 Aesthetics

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements. However, private development projects would continue to be approved and constructed on a project-by-project basis consistent with the existing zoning and development regulations in the Incentive District area. A special management area for the Incentive District would not be created; as previously described in Chapter 2, form-based design and development standards included in the Incentive District would encourage pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. With or without the proposed project, the aesthetic character and themes of the project area would expect to change incrementally over time as new private development occurred on individual parcels. However, under the No Project Alternative this new development would not be guided by the additional design and development standards of the Incentive District. This would likely result in less aesthetic unity and quality in the project area. However, similar to the proposed project, these conditions would not cause a significant environmental impact. Because neither the No Project Alternative nor the proposed project would cause a significant environmental impact related to aesthetics, their level of impact in this regard would be similar.

## 5.5.2 Air Quality

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. When comparing the future conditions "+ Project" and "without Project" traffic scenarios, the No Project Alternative (i.e., future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR).

Construction activities associated with future private development projects under the No Project would generate similar air quality emissions on a project-by-project basis as the proposed project. It is anticipated, however, that more development would occur in the project area if the Incentive District were to be adopted, since it is hoped the Incentive District would provide a stimulus for redevelopment of individual parcels in the project area.

If the Incentive District were to be approved, the mitigation measures outlined in this EIR would be adopted, including several feasible mitigation measures aimed at reducing air quality impacts. Analyzing project effects on a programmatic level as contained in this EIR provides a greater certainty that appropriate mitigation measures will be proactively implemented on a project-by-project basis as development occurs within the project area. The City of Oceanside would have

the benefit of being able to address air quality impacts with the mitigation measures in place as compared to not having a tool by which to address air quality impacts in the project area. With the No Project Alternative, many projects would be able to proceed in the project area without the additional air emission reduction measures contained in this EIR.

The No Project Alternative would likely not avoid the significant and unavoidable impacts associated with violation of an air quality standard and a cumulatively considerable net increase of any criteria pollutant associated with development enabled under the Incentive District. While some of the future private, development projects in the project area would be required to undergo environmental review many may be able to proceed with only a ministerial approval, thus not triggering CEQA. Under these conditions, a thorough assessment of air quality impacts would not be required. There would be no assurance that future private development projects would not result in cumulative impacts within the city and, similar to the proposed project, the No Project Alternative could result in cumulatively considerable net increases in criteria pollutants. For these reasons, impacts related to air quality would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.3 Biological Resources

Under the No Project Alternative, there would be no construction associated with the Complete Streets improvements and impacts to biological resources associated with implementation of the Complete Streets improvements would not occur. Biological resource impacts associated with the Complete Streets improvements were determined to be potentially significant. However, these impacts would be adequately addressed by the mitigation measures outlined in this EIR. For this reason, the difference between the No Project Alternative and the proposed Complete Streets element of the project would be negligible.

With the No Project Alternative, private development projects would continue to be approved and constructed on a project-by-project basis consistent with existing zoning regulations. Future private development projects would be required to conform to regulatory requirements protecting riparian habitats, sensitive natural communities, and federally or state protected jurisdictional wetlands/waters within the project area. While providing for mitigation measures through this EIR would provide an added certainty that these regulations would be adhered to, the extent of resources within the project area is minimal. For this reason, the difference between the effects of implementing the proposed Incentive District versus allowing development to occur as it currently does would be negligible from a biological resources standpoint. This is also considering the indirect nature of the potential impacts in the project area and the requirements for all development within the city to comply with the MHCP and City Subarea Plan which evaluate the local and regional value of biological resources on a regional level. For these reasons, impacts related to biological resources would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.4 Cultural Resources

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and the Coast Highway would remain unchanged from existing conditions. Thus, the potential for cultural resource impacts would not occur as a result of the transportation improvements in the No Project Alternative.

Regarding development within the Incentive District area, the No Project Alternative would continue to allow for development and redevelopment of the project area. However, because the Incentive District would not be adopted, the programmatic mitigation measures outlined in this EIR would not be required. The additional safeguards that would be provided by the cultural resource mitigation measures outlined in this EIR are notable when considering cultural resources. When development occurs on a project-by-project basis, archeological and historic resources are often overlooked and significantly impacted during project construction. For this reason, the development that could occur under the No Project Alternative could have a much higher risk of impacting cultural resources as compared to adoption of the Incentive District with the cultural resource protection measures outlined in this EIR. For these reasons, the No Project Alternative would have a higher potential to impact cultural resources and this difference would be significant.

### 5.5.5 Geology, Soils, and Seismicity

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Private development projects would continue to be approved and constructed on a project-by-project basis consistent with existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with the California Building Code and other local codes regulating construction and the application of proven design criteria that are standard engineering practice, which would ensure impacts related to seismic hazards and unstable and/or expansive soils would be less than significant. In addition, all future private development projects would be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP), which would ensure impacts related to erosion and loss of topsoil would be less than significant. Further, all other geologic impacts that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to geology, soils, and seismicity would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.6 Greenhouse Gas Emissions

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would continue to occur in the project area according to the existing zoning and land use regulations. When comparing the Future with and without Project traffic scenarios, the No Project Alternative (i.e., Future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments

within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR). This is because redevelopment and growth under existing conditions within the project area is expected to be less than if the Incentive District development regulations were to incentivize development.

Under either scenario (No Project and implementation of the Incentive District), it is reasonable to assume that some large-scale construction activities with specific construction schedules and scenarios (e.g., emissions per day) could exceed thresholds and result in a significant impact when considering GHG. In general, individual residential and commercial projects that would be developed under existing regulations or pursuant to the Incentive District could result in a net increase in development over existing project site conditions and could potentially exceed the GHG screening threshold.

As discussed in Section 3.6.2, as of October 2016, the City is in the process of developing an E-CAP (i.e., Climate Action Element), the purpose of which is to identify how the City can do its part to achieve State GHG emission reduction goals, provide measures for the City to mitigate its GHG emissions impact, and establish a method to determine whether future actions, such as approval of development projects, are consistent with the GHG emission reduction goals. The E-CAP is not yet available and is anticipated to be released in 2018. Thus, project consistency with the E-CAP cannot be evaluated at this time. Nonetheless, it is expected that individual development projects under the No Project Alternative and the Incentive District would undergo a consistency analysis with applicable measures in the E-CAP after adoption through the public process.

While development under the No Project Alternative might be less, if the Incentive District were to be adopted additional measures would be put in place to limit GHG emissions (MM Incentive District AIR-2). It is fairly uncertain what eventual development pattern could result in the project area under this alternative, as the current General Plan and zoning regulations would actually allow the same amount of development projected under the Incentive District conditions. Thus, given the level of uncertainty in projecting land use development patterns and the amount of development that could occur under both alternatives, it is reasonably concluded that either alternative could result in a net increase in GHG emissions that, in the aggregate, could exceed thresholds, and impacts would be significant and unavoidable. For this reason, GHG impacts of the proposed Incentive District and the No Project Alternative would be similar.

### 5.5.7 Hazards and Hazardous Materials

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would continue to occur on a project-by-project basis under the existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with all relevant and applicable federal, state, and local laws and regulations that pertain to the transport, storage, and disposal of hazardous materials and waste during construction as well as prepare and implement a Hazardous Materials Business Plan if handling hazardous materials. Any future private development project proposed on a site located on a property designated a hazardous

materials site, or that would have the potential to encounter contaminated soil, soil vapor, and/or groundwater contamination, would be required to implement mitigation on a project-by-project basis similar to the mitigation proposed for the project. Further, all other hazards and hazardous materials impacts that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to hazards and hazardous materials would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.8 Hydrology and Water Quality

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would occur in the project area on a project-by-project basis consistent with existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with all applicable regulations related to water quality, stormwater runoff, and erosion/siltation, including but not limited to Construction General Permit and a stormwater pollution prevention plan (SWPPP), City Municipal Code (Chapter 40, Urban Runoff and Discharge Control), SUSMP requirements, and the City's Grading Ordinance, which would reduce or eliminate the potential for pollutants to be discharged off site and into receiving waters. All other flooding hazards, dam and tsunami inundation hazards, and other hydrologic hazards that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to hydrology and water quality would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.9 Land Use and Planning

Like the proposed project, the No Project Alternative would not result in environmental impacts related to land use. Specifically, this alternative would not divide an established community or conflict with a policy or plan adopted for the purpose of environmental protection, as development within the project area would still occur under existing zoning designations. Because no land use designations or zoning changes would be necessary, and it is assumed that development would occur according to the General Plan policies and Zoning Ordinance, no conflicts with the City's plans or policies are expected to occur under this alternative. Further, as future private development projects would be developed according to the City's General Plan and Zoning Ordinance, future development is expected to be compatible with surrounding development. For these reasons, impacts related to land use would be similar when comparing the No Project Alternative to the proposed project.

### 5.5.10 Noise and Vibration

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Because the No Project would not alter the circulation pattern there, would be no changes or shifts in roadway traffic volumes associated with roadway changes. However, because

development would continue to be allowed in the project area under the existing zoning and development regulations, traffic volumes could continue to increase in the project area.

Construction activities associated with future private development projects could produce similar noise levels on a project-by-project basis as the proposed project. However, while noise impacts could be similar to the proposed project depending on the rate of growth under the existing zoning designations, it would be expected that noise levels would be reduced compared to the proposed project as the Incentive District might encourage growth and/or new land uses more quickly than under current conditions. Future private development projects would be required to evaluate project-specific impacts, both direct and indirect, to noise and vibration within or adjacent to the project site as part of either the environmental review process or the City's development review process. If potentially significant impacts would occur with implementation of a future private development project, the developer would be required to mitigate those impacts to the lowest extent feasible on a project-by-project basis.

When considering the proposed project, roadway noise increases would result in a significant impact along one roadway segment, Wisconsin Avenue between Freeman Street and Ditmar Street, and there is no feasible mitigation at this location based existing land uses. In addition, the proposed project would significantly contribute to another significant noise impact along Washington Avenue west of Coast Highway. Therefore, future noise levels in these specific locations would be cumulatively significant. There is no feasible mitigation to reduce these impacts. Thus, the proposed project would cause significant and unavoidable impacts along two roadway segments as a result of project implementation. These impacts are due to the shifts in traffic patterns that would occur with the changes proposed by the project along Coast Highway. Under the No Project Alternative, these changes in the circulation pattern would not occur and the significant unavoidable impacts would be avoided. For these reasons, the No Project Alternative would have reduced impacts when considering increases in traffic noise and this difference would be significant.

### 5.5.11 Population and Housing

Under the No Project Alternative, no land use designation or zoning changes would be proposed, and it is assumed that development would occur according to General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area, population growth would be expected to occur similar to regional and City projections. Implementation of the proposed project could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations. Further, neither the proposed project nor the No Project Alternative would result in significant environmental impacts related to population and housing. For these reasons, the proposed project and the No Project Alternative would be similar when comparing environmental impacts associated with population and housing.

### 5.5.12 Public Services

Under the No Project Alternative, no land use designations or zoning changes would occur, and it is assumed that development would occur consistent with General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area, the expected population growth would not be affected. The City and other service providers would continue to plan for expansion of public services based on current growth projections. While the Incentive District could result in an increase in development and the growth that might occur in the project area, Section 3.12 determined that this additional growth would not cause significant environmental impacts related to public services. It is expected that the City of Oceanside can continue to keep pace with the population growth within the city such that demand and performance objectives of public services and facilities would continue to be met, especially when considering the public service fees the city collects with new development to provide for service facilities. However, the No Project Alternative would likely allow for a slower pace of development and growth which could alleviate pressure on the service providers. While significant environmental impacts related to public services would not occur under either alternative, the No Project Alternative would result in reduced public services demand when compared to the proposed project.

### 5.5.13 Recreation and Parks

Under the No Project Alternative, no land use designations or zoning changes would occur, and it is assumed that development would occur consistent with General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area the projected population growth would not be affected. However, recreation and parks impacts associated with the proposed project were determined to not be significant. Given that impacts related to recreation and parks would not be significant under either alternative, the No Project and the proposed project would have similar recreation and parks effects.

### 5.5.14 Transportation and Traffic

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. When comparing the Future with and without Project traffic scenarios, the No Project Alternative (i.e., Future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR). As shown in Appendix A of the TIA, the Future Conditions without Project scenario also indicates that the majority of the roadways within the project area would operate at a better level of service (LOS) under the No Project Alternative. Additionally, future private development projects would be required to undergo environmental review and/or the City's development review process, where private development projects would be required to analyze near- and long-term traffic and circulation impacts, most likely with the preparation of a traffic impact analysis, and mitigate potentially significant impacts on a project-by-project basis. Further, the No Project Alternative would avoid the significant and unavoidable impacts that would be caused by the proposed project. For these

reasons, the No Project Alternative would result in reduced transportation and traffic impacts when compared to the proposed project and the difference is significant.

### 5.5.15 Utilities

Under the No Project Alternative, no land use designations or zoning changes would occur. Because this alternative would not change the zoning within the project area, the projected population growth would not be affected. Based on the analysis contained in Section 3.15 of this EIR, it can be reasonably concluded that the City of Oceanside will continue to keep pace with the population growth within the city such that demand and supply for utility services, including services for water, wastewater, storm drain system, and solid waste, would continue to be met. However, the No Project Alternative would likely allow for a slower pace of development and growth which could alleviate pressure on the City's Water Utilities Department. While significant environmental impacts related to utilities would not occur under either alternative, the No Project Alternative would result in reduced water and wastewater service demand when compared to the proposed project.

## 5.6 Environmental Analysis of Alternative 1 (Four Lanes between Oceanside Boulevard and Vista Way + Incentive District)

Under this alternative, the Complete Streets improvements would be modified to extend only from Harbor Drive to Oceanside Boulevard. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes, ergo, one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Oceanside Boulevard to the southern boundary of the city (refer to **Figure 5-1**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [2]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

[2] Numbering refers to the intersection reference numbering found in Section 3.14.


SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-1**

Alternative 1 Project Area

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In addition to the seven roundabouts, Alternative 1 would provide Class II striped bicycle lanes from Oceanside Boulevard to Morse Street, Class III sharrow[3] markings on Coast Highway between Morse Street and Vista Way, and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. This alternative would remove the proposed mid-block crosswalk at the Sprinter Station and Loma Alta Creek. As in existing conditions, on-street parking would remain on Coast Highway between Oceanside Boulevard and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 1 would also provide streetscaping improvements along Coast Highway from Oceanside Boulevard to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

The Traffic Impact Analysis (TIA) prepared by IBI (2018) for the proposed project considers Alternative 1 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the provision of detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Further, detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

This alternative has been included to provide a comparison of the project as proposed (in Chapter 2) to an alternative that limits the extent of the Complete Streets improvements to the northern portion of the Coast Highway corridor (refer to Figure 5-1). This alternative was included in the analysis to consider how a project that was more limited in scope could reduce the impacts of the project.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City has indicated interest in considering this alternative for adoption, the analysis of Alternative 1 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if they so choose.

As described before, Alternative 1 would continue to include the Incentive District as described for the proposed project. However, corridor improvements would be limited to north of Oceanside Boulevard, which would be a more limited project length when compared to the proposed project (refer to Figure 5-1). Because there is no difference between Alternative 1 and the proposed project in how the Incentive District would be implemented, the following analyses focuses on the difference in environmental impacts between the corridor improvements under the project as proposed and this alternative. However, the overall comparisons and conclusions include the whole of the project and Alternative 1, including the Incentive District.

The following sections provide an environmental analysis of the Alternative 1.

[3] As defined in Section 3.14, Transportation and Traffic, a bicycle sharrow is defined as a sign showing a bicycle under two wide arrows that which is painted on a road to show that people riding bicycles and those driving cars must share the roadway.

## 5.6.1 Aesthetics

Under Alternative 1, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Oceanside Boulevard; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Oceanside Boulevard. Because the corridor improvements would be limited to the northern portion of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 1 and the proposed project would be similar.

## 5.6.2 Air Quality

### Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 1 would implement the corridor improvements to Oceanside Boulevard but would maintain the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the San Diego Air Pollution Control District's (SDAPCD) Regional Air Quality Strategy (RAQS), and it would not conflict with, or obstruct implementation of the RAQS. Impacts would be less than significant, similar to the proposed project.

### Violation of an Air Quality Standard during Construction

Construction of Alternative 1 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 1 would have less overall construction activity due to maintaining the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 1, overall air quality emissions for this alternative would be less than under the project. However, Alternative 1 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, and 3. Therefore, the construction emissions that would occur on a maximum day under Alternative 1 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 1 are summarized in **Table 5-1**. As shown, maximum daily construction emissions under Alternative 1 would be less than significant, similar to the project.

## Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-1, the construction emissions associated with the corridor improvements in Alternative 1 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 1's construction period and operational impacts would be less than significant, Alternative 1 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 1 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

**TABLE 5-1**
**ALTERNATIVE 1 – FOUR LANES BETWEEN OCEANSIDE BLVD AND VISTA WAY IMPROVEMENTS**
**CONSTRUCTION EMISSIONS**

| | Estimated Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Activities** | **ROG** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Demolition | 6 | 51 | 42 | <1 | 3 | 3 |
| Site preparation (vegetation grubbing/clearing) | 3 | 39 | 23 | <1 | 2 | 1 |
| Site grading | 3 | 33 | 22 | <1 | 2 | 1 |
| Utility trenching | 2 | 17 | 13 | <1 | 1 | 1 |
| Facilities construction | 4 | 40 | 29 | <1 | 3 | 2 |
| Facilities construction and paving a | 9 | 83 | 62 | <1 | 5 | 4 |
| Maximum Daily Emissions | 9 | 83 | 62 | <1 | 5 | 4 |
| SDAPCD Thresholds | 75 | 250 | 550 | 250 | 100 | 55 |
| Significant Impact? | No | No | No | No | No | No |

a Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

For these reasons, the air quality impacts associated with the corridor improvements under Alternative 1 would be less than significant on a cumulative basis, similar to the proposed project. Although there would be a shorter duration of construction activities under this alternative, construction-related air quality impacts of the corridor improvements could be adequately mitigated and are not considered significant when considering the range of construction projects and emissions within the air basin. For these reasons, the construction-related air quality impacts of the corridor improvements under Alternative 1 are considered similar to the proposed project.

## CO Hotspots/Toxic Air Contaminants

Under Alternative 1, traffic levels at intersections 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 1, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 1 scenario. For these reasons, the Existing Conditions + Alternative 1 scenario would have reduced impacts when considering potential hotspots. However, this difference would be negligible since the Existing Conditions + Proposed Project would not cause a significant impact related to CO hotspots (the screening analysis determined that emissions would be below the threshold of significance).

As shown in **Table 5-2**, Alternative 1 would cause LOS at the intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) to degrade to a deficient LOS during the PM peak hour in the Future Conditions + Alternative 1 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 47 (Coast Highway & Kelly Street) would degrade to LOS E and LOS F, respectively, during the PM peak hour, which represents two additional degraded intersection compared to the proposed project. Intersections 42 (Vista Way & Ditmar Street) and 56 (Vista Way & I-5 SB On-/Off-Ramp) do not degrade in LOS with Project conditions; however, the delay time experienced at both of these intersections substantially increase under project conditions. Therefore, due to this substantial increase in delay times, intersections 42 and 56 were also compared to the CO hotspot screening levels. While five of the six degraded intersections do not exceed 3,000 vehicles during peak-hours, Intersections 56 was found to have a total peak hour traffic volume of 3,950 vehicles during the AM peak hour and 5,133 vehicles during the PM peak hour. Since this intersection exceeds the 3,000 vehicles threshold, a more detailed analysis for CO hotspots is required to assess potential CO hotspot impacts at this intersection.

**TABLE 5-2**
**TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 1**

| Intersection (Numbering per IBI 2018) | Peak Hour | Future Conditions without Project LOS | Future Conditions + Project LOS | Peak Hourly Flow |
|---|---|---|---|---|
| 6. Coast Highway & Pier View Way | AM | B | A | 796 |
| | PM | A | E | 2,049 |
| 15. Seagaze Street & Ditmar Street | AM | A | A | 503 |
| | PM | D | E | 1,358 |
| 21. Coast Highway & Wisconsin Avenue | AM | B | A | 1,070 |
| | PM | C | F | 2,136 |
| 42. Vista Way & Ditmar Street | AM | D | D | 1,624 |
| | PM | F | F | 2,873 |
| 47. Coast Highway & Kelly Street | AM | B | B | 608 |
| | PM | B | F | 1,251 |

| Intersection (Numbering per IBI 2018) | Peak Hour | Future Conditions without Project LOS | Future Conditions + Project LOS | Peak Hourly Flow |
|---|---|---|---|---|
| 56. Vista Way & I-5 SB On-/Off-Ramp | AM | C | F | 3,950 |
| | PM | F | C | 5,133 |

SOURCE: IBI 2018.

A common methodology to assess whether projects would cause or contribute to CO hotspots is to compare the project intersections (both intersection geometry and traffic volumes) with prior studies conducted by air quality management districts and air pollution control districts in support of their air AQMPs in conjunction with existing background CO concentrations, and comparing the estimated project plus background concentrations with the NAAQS and/or CAAQS 1-hour and 8-hour averages. As previously discussed in Section 3.2, Air Quality, a significant impact would occur if a project's estimated CO hotspot concentrations, when added to the ambient concentrations, would exceed the 1-hour concentration of 20 ppm or the 8-hour average of 9.0 ppm.

To be conservative, it is typical to use CO hotspots modeling data from the South Coast Air Quality Management District's (SCAQMD's) 2003 AQMP because air quality in the South Coast Air Basin (SCAB) tends to have worse air quality than the SDAB. Therefore, if an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.[4] The SCAQMD conducted CO modeling for the four worst intersections in the SCAB, where the worst intersection had an average daily traffic volume of approximately 100,000 vehicles. Based off the CO modeling, the 2003 AQMP showed that the peak modeled CO concentration resulting from vehicle emissions at the worst intersection was 4.6 ppm (1-hour average) and 3.2 ppm (8-hour average). When added to the existing background CO concentrations, the screening values would be 6.8 ppm (1-hour average) and 4.5 ppm (8-hour average), which did not exceed the 1-hour and 8 -hour averages for CO hotspots.

The intersection at Vista Way and I-5 SB On-/Off-Ramp would potentially have a maximum peak traffic volume of approximately 5,133 vehicles, where peak hour volumes tend to account for 10 percent of the total average daily traffic. Based off the peak hour traffic volumes, this intersection would have an average daily traffic volume of 51,330 vehicles[5], which is less than the 100,000 vehicles per day in the 2003 AQMP. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which did not exceed the 1-hour and 8-hour averages for CO hotspots. Thus, this comparison demonstrates that the Alternative 1 would not exceed the 1-hour and 8-hour averages for CO hotspots and would not contribute considerably to the formation of CO hotspots. All other intersections are well below the potential for a CO hotspot under the

4 A conservative approach in comparing the SCAQMD 2003 AQMP was taken in lieu of CO hotspot modeling because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the San Diego Air Basin (SDAB). If an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.

5 The estimated 51,130 vehicles per day was calculated by multiplying the peak hour volume by ten 10 (5,133 x 10 = 51,330).

Future Conditions + Alternative 1 scenario. Therefore, impacts related to CO hotspots for Future Conditions + Alternative 1 would result in less than significant impacts.

Similar to the proposed project, construction of the corridor improvements for Alternative 1 would result in short-term emissions of diesel particulate matter (PM) during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 1 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segments 4 and 5 would remain as they exist under current conditions. Additionally, Alternative 1 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1 and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

### Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The corridor improvements for Alternative 1 would not include these land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 1 would result in similar impacts related to objectionable odors when compared to the proposed project.

## 5.6.3 Biological Resources

Under Alternative 1, construction for the corridor improvements would be reduced and would not occur south of Oceanside Boulevard. While construction activities would be reduced with Alternative 1, all corridor construction activities would still occur within the existing right-of-way (ROW), which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the corridor improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 1 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and

sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 1 would be reduced prior to mitigation, under both alternatives standard mitigation measures are available to reduce the potential biological impacts to less than significant. For these reasons, Alternative 1 would result in similar impacts related to biological resources when compared to the proposed project.

### 5.6.4 Cultural Resources

Under Alternative 1, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Oceanside Boulevard, which is a reduction in the area of the Complete Streets improvements compared to the proposed project. However, there would be minor construction activities south of Oceanside Boulevard associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 1, ground-disturbing activities, such as excavation and trenching, would still occur with construction of the modified Complete Streets improvements, and the potential to impact cultural resources would be similar to the proposed project. With implementation of Alternative 1, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures for the proposed project would be required.

### 5.6.5 Geology, Soils, and Seismicity

Construction activities would be reduced under Alternative 1 by limiting the extent of the corridor improvements, and all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated to geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the corridor improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur.

### 5.6.6 Greenhouse Gas Emissions

Under Alternative 1, the area of construction for the corridor improvements would be reduced to the portion north of Oceanside Boulevard. Alternative 1 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 1 would have fewer overall construction activities due to maintaining the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way (Segments 4 and 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 1 are shown in **Table 5-3**.

**TABLE 5-3**
**ALTERNATIVE 1 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated $CO_2e$ Emissions |
|---|---|
| Total Construction Emissions (2017) [a] | 1,099 (MT) |
| Annual Construction (Amortized over 30 years) | 37 (MT/yr) |

$CO_2e$= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 1.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 1 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. Therefore, operation of Alternative 1 would result in no impacts. As shown in **Table 5-4**, the combined construction and operational impacts from the corridor improvements under Alternative 1 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 1 would generate less total GHG emissions than the proposed project, the difference between the Alternative 1 and the proposed project would be negligible.

**TABLE 5-4**
**ALTERNATIVE 1 ESTIMATED CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated Emissions $CO_2e$ (MT/yr) |
|---|---|
| Annual Construction (Amortized over 30 years) | 37 |
| Total Annual GHG Emissions | 37 |
| Screening Level Threshold | 900 |
| Significant Impact? | No |

$CO_2e$= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the California Air Resources Board (CARB) Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 1 corridor improvements would be designed to allow for continuous bicycle facilities and streetscape improvements. Although Segment 4 (between Oceanside Boulevard and Morse Street) and Segment 5 (between Morse Street and Eaton Street) would remain as they exist under current conditions under this alternative, Segment 4 already has marked bicycle lanes. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan. Impacts would be similar to the proposed project.

## 5.6.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 1 by limiting the extent of the corridor improvements. However, all construction activities would still occur within the existing ROW where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 1, the corridor improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur.

## 5.6.8 Hydrology and Water Quality

While construction activities would be reduced under Alternative 1, the nature of the construction activities would be similar. All construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the project area, similar to the proposed project. Under both the proposed project and Alternative 1, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

## 5.6.9 Land Use and Planning

Under this alternative, the modified Complete Streets improvements would not alter the land use changes proposed with the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project.

## 5.6.10 Noise and Vibration

### Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 1, implementation of the corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 1, the average temporary construction-period noise level would be the same. Similar to the proposed project, construction activities associated with the corridor improvements in Alternative 1 would be required to comply with the City's noise standards. Impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 1, similar to the proposed project.

### Exposure People to Excessive Ground-borne Vibration Levels

Construction equipment used for Alternative 1 would be the same as the proposed project. Similar to the proposed project, the corridor improvements within Alternative 1 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold

of human perception. Operation of the proposed project and Alternative 1 would also cause similar, but less than significant, vibration impacts.

## Substantial Permanent Increase in Ambient Noise Levels

As shown in **Table 5-5**, the majority of roadway segments under Alternative 1 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, the roadway segment of Michigan Avenue east of Coast Highway would experience an increase of 5.1 dBA CNEL in traffic noise levels in the Future (2035) with Alternative 1 scenario, similar to the proposed project. Since the traffic noise level on this roadway segment would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along this roadway under Alternative 1, similar to the proposed project.

While Alternative 1 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially affect permanent noise levels because traffic noise levels are primarily affected by changes in traffic volumes. Based on the TIA, the traffic volumes forecasted for the study area roadway segments do not change between Alternative 1 and the proposed project (IBI 2018). To a lesser extent than traffic volumes, traffic noise can also be affected by movement and constraints, such as traffic speed, which can be affected by the intersection being signalized or unsignalized (i.e., stop signs or roundabouts) and lane configurations (e.g., 2 or 4 lanes). However, the results of the noise modeling indicate that the modifications to Coast Highway under Alternative 1 do not result in a measurable change in noise levels.

Because of the configuration of existing land uses in this area, the impact to Michigan Avenue east of Coast Highway could not be avoided with implementation of Alternative 1. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable, similar to the proposed project.

**TABLE 5-5**
**OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS WITH ALTERNATIVE 1 CONDITIONS**

| | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| **Roadway Segment** | **Future without Alternative 1 (A)** | **Future with Alternative 1 (B)** | **Alternative 1 Increment (B-A)** | **Exceed Threshold?** |
| **Coast Highway** | | | | |
| Between SR 76 Ramps and Surfrider Way | 67.7 | 70.2 | 2.5 | No |
| Between Surfrider Way and Civic Center Drive | 64.2 | 68.3 | 4.1 | No |
| Between Civic Center Drive and Pier View Way | 64.7 | 68.4 | 3.7 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 1 (A) | Future with Alternative 1 (B) | Alternative 1 Increment (B-A) | Exceed Threshold? |
| Between Pier View Way and Mission Way | 64.8 | 68.2 | 3.4 | No |
| Between Mission Way and Seagaze Street | 65.8 | 68.2 | 2.4 | No |
| Between Seagaze Street and Missouri Avenue | 64.5 | 67.0 | 2.5 | No |
| Between Missouri Avenue and Washington Avenue | 63.9 | 66.8 | 2.9 | No |
| Between Washington Avenue and Wisconsin Avenue | 63.7 | 67.1 | 3.4 | No |
| Between Wisconsin Avenue and Oceanside Boulevard | 65.8 | 68.3 | 2.5 | No |
| Between Oceanside Boulevard and Morse Street | 67.1 | 69.0 | 1.9 | No |
| Between Morse Street and Cassidy Street | 65.8 | 68.6 | 2.8 | No |
| Between Cassidy Street and Vista Way | 66.9 | 69.1 | 2.2 | No |
| Between Vista Way and Eaton Street | 67.2 | 69.0 | 1.8 | No |
| North of West Street | 61.7 | 64.3 | 2.6 | No |
| South of West Street | 61.4 | 64.3 | 2.9 | No |
| North of Kelly Street | 61.8 | 66.3 | 4.5 | No |
| South of Kelly Street | 61.3 | 64.5 | 3.2 | No |
| **Vista Way** | | | | |
| Between Broadway Street and Coast Highway | 63.6 | 62.3 | -1.3 | No |
| Between Coast Highway and Ditmar Street | 69.6 | 68.7 | -0.9 | No |
| **Cassidy Street** | | | | |
| Between Broadway Street and Tremont Street | 65.2 | 62.8 | -2.4 | No |
| Between Tremont Street and Coast Highway | 62.8 | 64.4 | 1.6 | No |
| Between Coast Highway and Freeman Street | 60.8 | 63.8 | 3.0 | No |
| Between Freeman Street and Ditmar Street | 60.2 | 60.2 | 0.0 | No |
| **Morse Street** | | | | |
| Between Coast Highway and Freeman Street | 65.2 | 63.9 | -1.3 | No |
| Between Freeman Street and Ditmar Street | 62.0 | 61.4 | -0.6 | No |
| **Oceanside Boulevard** | | | | |
| Between Tremont Street and Coast Highway | 63.9 | 64.4 | 0.5 | No |
| Between Coast Highway and Ditmar Street | 67.7 | 68.7 | 1.0 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 1 (A) | Future with Alternative 1 (B) | Alternative 1 Increment (B-A) | Exceed Threshold? |
| **Wisconsin Avenue** | | | | |
| Between Tremont Street and Coast Highway | 64.2 | 65.3 | 1.1 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.0 | -0.2 | No |
| Between Freeman Street and Ditmar Street | 65.2 | 65.0 | -0.2 | No |
| **Washington Avenue** | | | | |
| West of Coast Highway | 56.1 | 59.0 | 2.9 | No |
| East of Coast Highway | 53.0 | 56.5 | 3.5 | No |
| **Missouri Avenue** | | | | |
| West of Coast Highway | 58.2 | 54.6 | -3.6 | No |
| East of Coast Highway | 55.5 | 55.8 | 0.3 | No |
| **Michigan Avenue** | | | | |
| West of Coast Highway | 57.1 | 61.2 | 4.1 | No |
| East of Coast Highway | 54.5 | 59.6 | 5.1 | **Yes** |
| **Seagaze Street** | | | | |
| Between Tremont Street and Coast Highway | 65.9 | 66.1 | 0.2 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.0 | -0.2 | No |
| Between Freeman Street and Ditmar Street | 66.2 | 66.8 | 0.6 | No |
| **Mission Avenue** | | | | |
| Between Cleveland Street and Coast Highway | 65.2 | 64.9 | -0.3 | No |
| Between Coast Highway and Horne Street | 65.2 | 64.5 | -0.7 | No |
| **Pier View Way** | | | | |
| West of Coast Highway | 61.1 | 62.0 | 0.9 | No |
| Between Coast Highway and Horne Street | 60.5 | 55.1 | -5.4 | No |
| **Civic Center Drive** | | | | |
| West of Coast Highway | 59.3 | 60.9 | 1.6 | No |
| East of Coast Highway | 59.7 | 60.7 | 1.0 | No |
| **Surfrider Way** | | | | |
| West of Coast Highway | 62.1 | 64.7 | 2.6 | No |
| East of Coast Highway | 59.5 | 61.5 | 2.0 | No |
| **Vandergrift Boulevard** | | | | |
| North of San Rafael Drive | 72.4 | 72.4 | 0.0 | No |
| South of San Rafael Drive | 72.3 | 72.3 | 0.0 | No |
| **State Route 76** | | | | |
| West of I-5 SB On-Ramp | 72.0 | 72.7 | 0.7 | No |
| East of I-5 SB On-Ramp | 73.3 | 73.5 | 0.2 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 1 (A) | Future with Alternative 1 (B) | Alternative 1 Increment (B-A) | Exceed Threshold? |
| **Mission Avenue** | | | | |
| West of I-5 SB Off-Ramp | 69.2 | 68.9 | -0.3 | No |
| East of I-5 SB Off-Ramp | 68.5 | 68.1 | -0.4 | No |
| **Oceanside Boulevard** | | | | |
| West of I-5 SB On/Off-Ramp | 70.2 | 70.3 | 0.1 | No |
| East of I-5 NB On/Off-Ramp | 71.0 | 71.1 | 0.1 | No |
| **California Street** | | | | |
| West of Soto Street/I-5 NB On-Ramp | 59.2 | 59.2 | 0.0 | No |
| **Cassidy Street** | | | | |
| East of I-5 SB On-Ramp/I-5 SB Off-Ramp | 61.1 | 61.1 | 0.0 | No |
| **Vista Way** | | | | |
| West of I-5 SB On/Off-Ramp | 72.3 | 72.5 | 0.2 | No |

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

## Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the corridor improvements under Alternative 1 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA $L_{eq}$ at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA $L_{eq}$ at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be potentially significant; Alternative 1 would be required to implement the same mitigation measures as the proposed project. While the reduced construction area under Alternative 1 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 1.

## Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 1 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 1.

## 5.6.11 Population and Housing

Under Alternative 1, implementation of the corridor improvements components would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. Effects related to population growth would be similar to the proposed project.

## 5.6.12 Public Services

Under Alternative 1, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on public services would be similar for Alternative 1 as for the proposed project. As found for the proposed project, Alternative 1 would not result in significant environmental impacts related to the provision of public services.

## 5.6.13 Recreation and Parks

Under Alternative 1, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on recreation and parks would be similar for Alternative 1 as for the proposed project. As found for the proposed project, Alternative 1 would not result in significant environmental impacts related to parks and recreation.

## 5.6.14 Transportation and Traffic

As stated above, the circulation network proposed under Alternative 1 would include modifications between Harbor Drive and Oceanside Boulevard. In this reduced corridor, Alternative 1 would convert Coast Highway from four travel lanes to two travel lanes, one lane of travel in each direction. A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 1 would provide Class II striped bicycle lanes from Oceanside Boulevard to Morse Street, Class III sharrow markings on Coast Highway between Morse Street and Vista Way, and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Oceanside Boulevard and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 1 would also provide streetscaping improvements along Coast Highway from Oceanside Boulevard to Vista Way, which include sidewalk enhancements and parkway landscaping.

## Existing Conditions + Alternative 1 Scenario

The Existing Conditions + Alternative 1 scenario was modeled with two travel lanes throughout the corridor with four lanes between Oceanside Boulevard and Vista Way and with a land use condition representative of existing land uses within the city in 2013. **Figures 5-2a** through **5-2d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the Existing Conditions + Alternative 1 scenario.[6] **Table 5-6** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 1 scenarios for those study area intersections. As stated in Section 3.14, Transportation and Traffic, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., lowers the operational condition to LOS E or LOS F), which applies to intersections 1 through 47.

For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in **Table 5-6**, implementation of the modified Complete Streets improvements under Alternative 1 would not cause any of the study area intersections to operate deficiently. Therefore, implementation of Alternative 1 would result in less than significant impacts under the Existing Conditions + Alternative 1 scenario.

## Future Conditions without Alternative 1 Scenario

As shown in **Table 5-7** below, all of the study intersections in the Future Conditions scenario would operate at acceptable LOS, with the exception of the following intersections, which would operate at a deficient LOS:

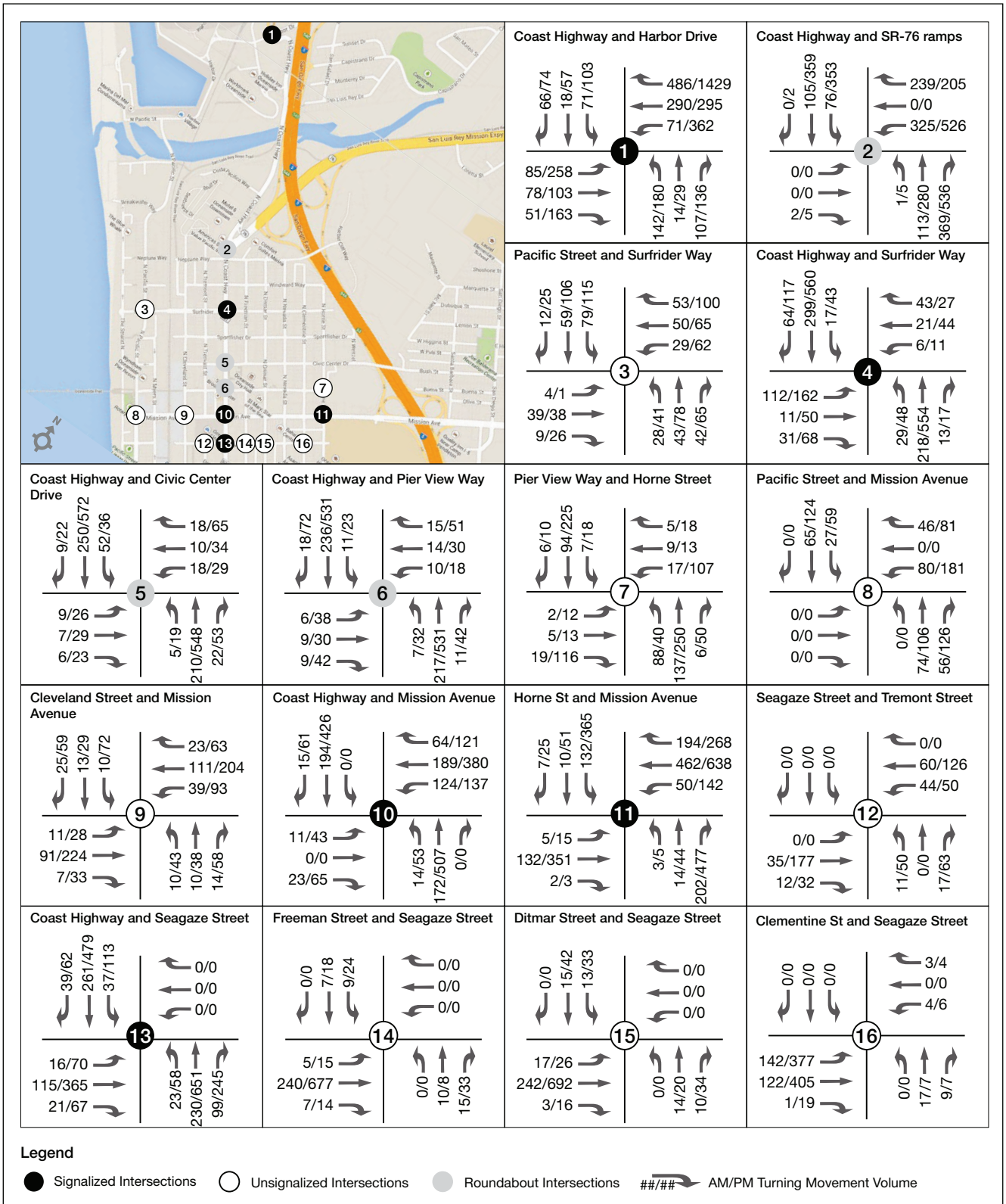
1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour

19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour

26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour

[6] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On-/Off-Ramps – LOS F during PM peak hour

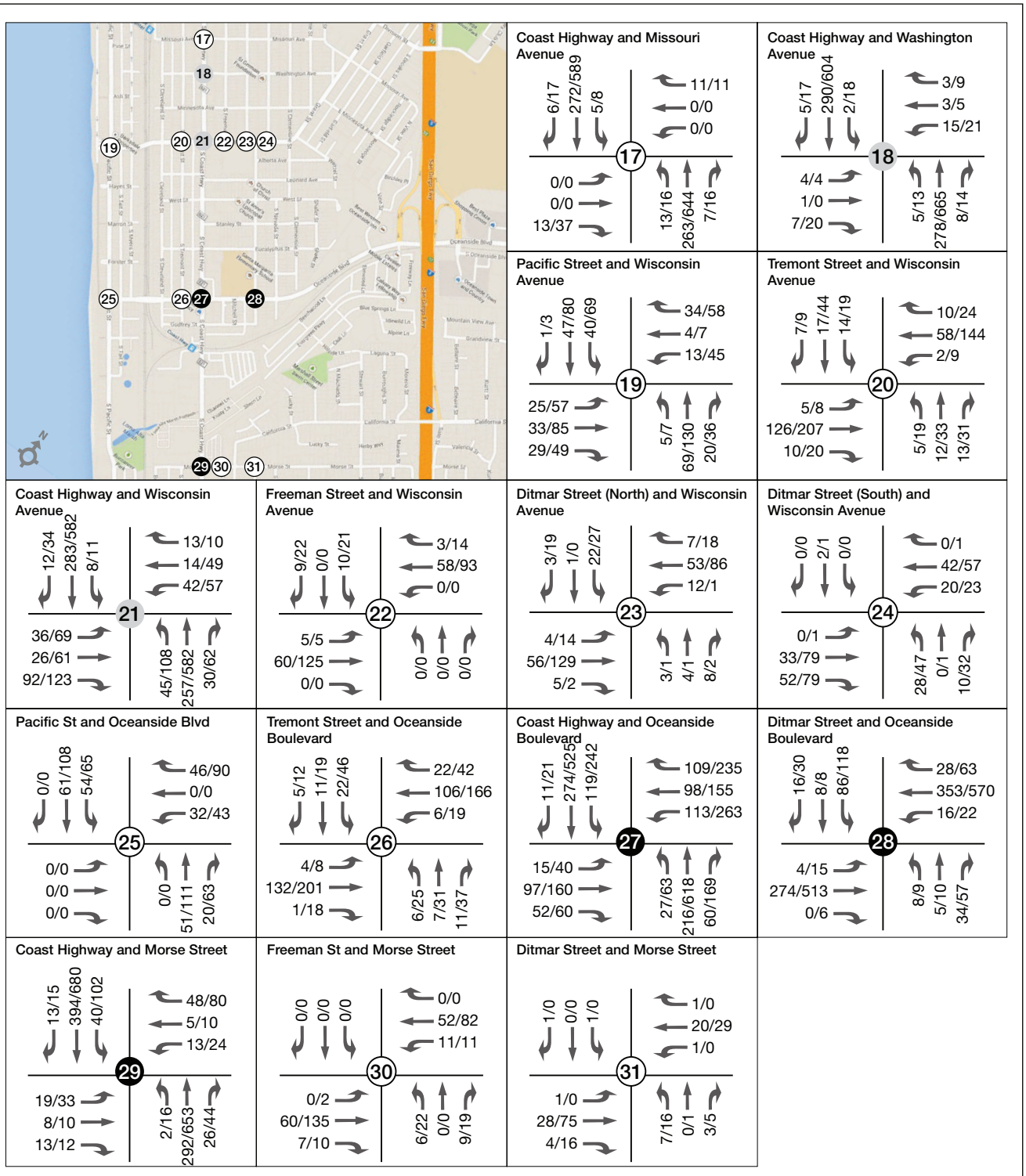



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-2a**

Existing Conditions + Alternative 1 Peak Hour Volumes

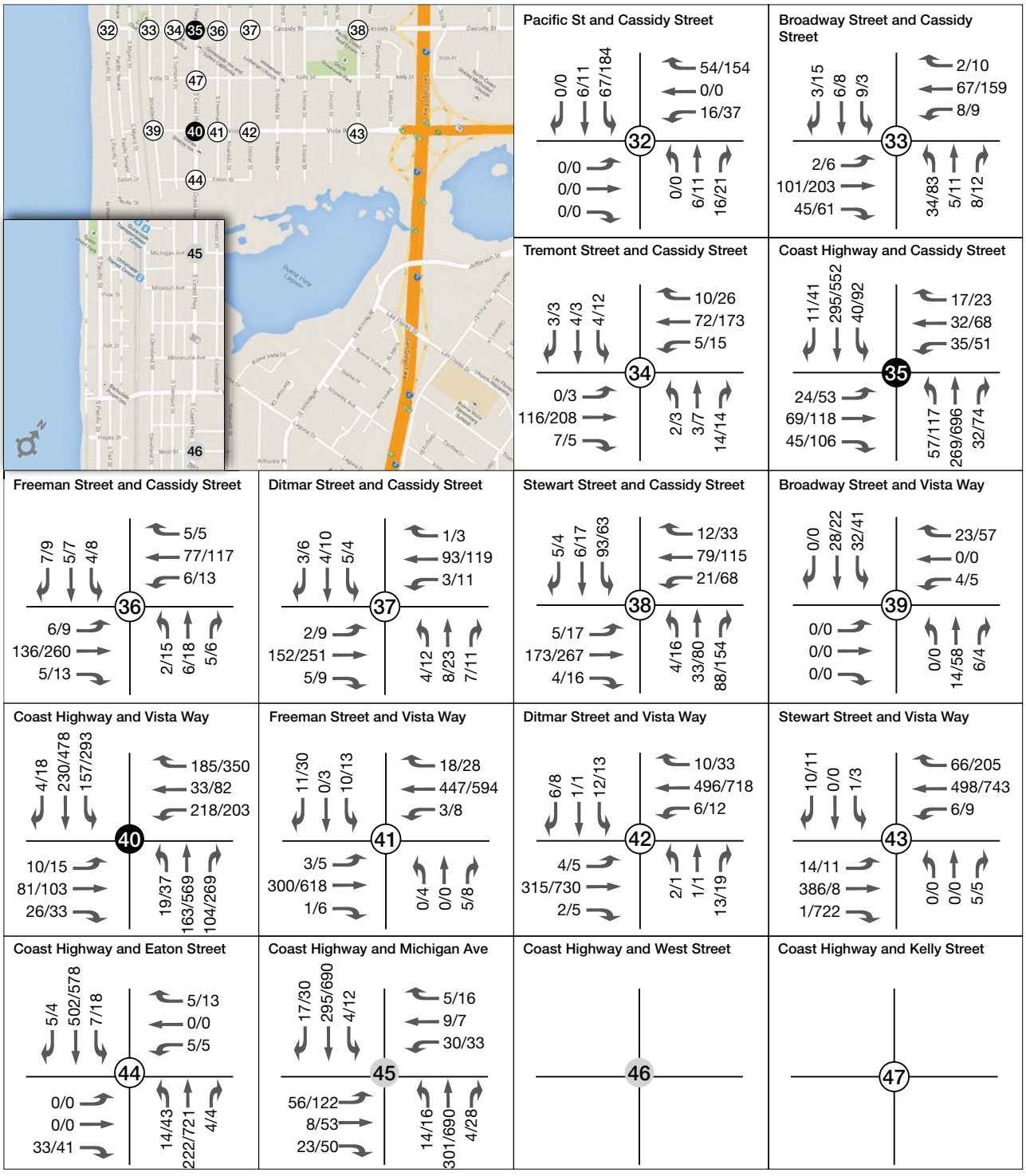



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-2b**

Existing Conditions + Alternative 1 Peak Hour Volumes

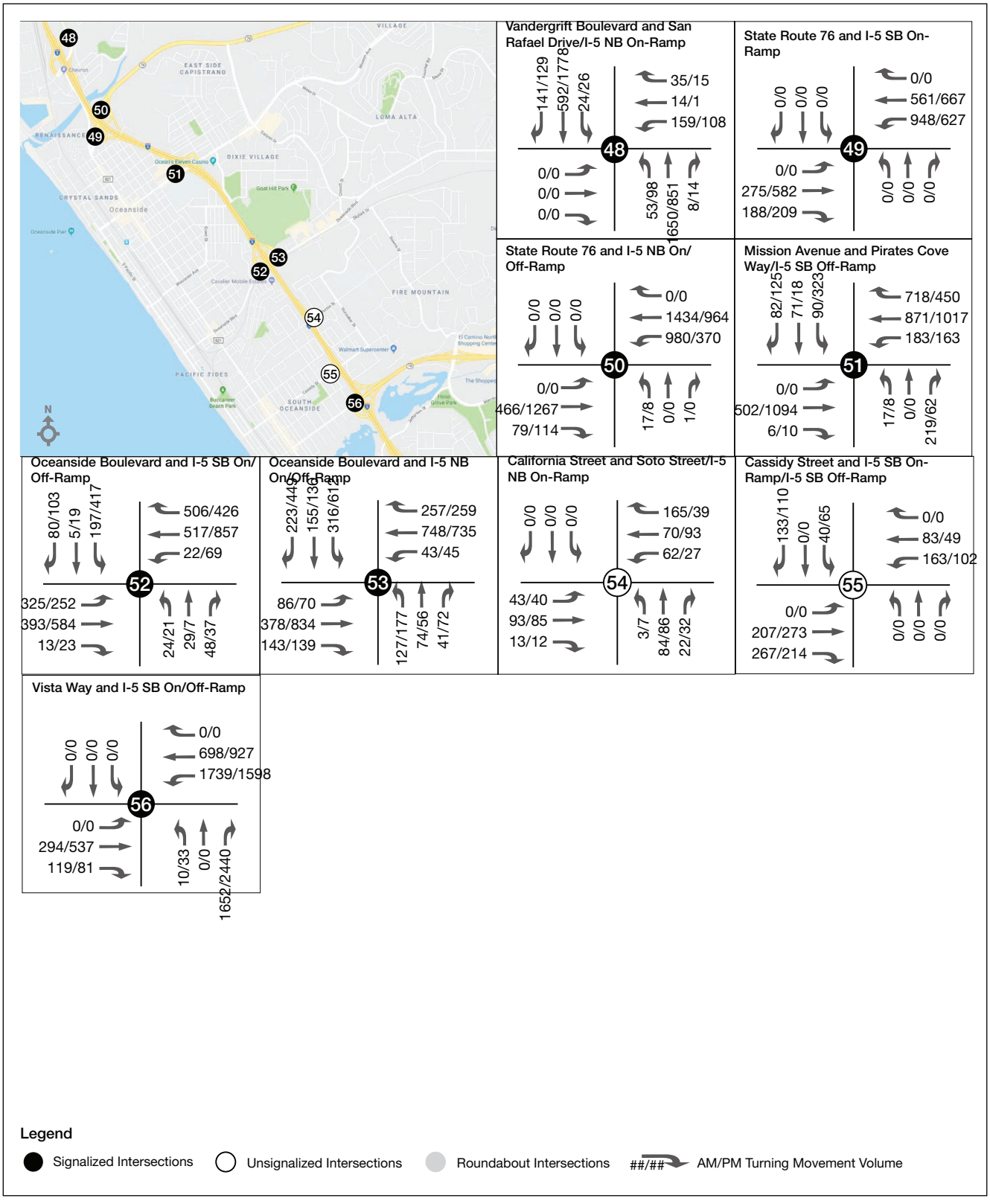



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-2c**

Existing Conditions + Alternative 1 Peak Hour Volumes




SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-2d**

Existing Conditions + Alternative 1 Peak Hour Volumes

**TABLE 5-6**
**LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 1**

| | Intersection | Existing Conditions without Alternative 1 | | | | Existing Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 28.0 | C | Signalized | AM | 31.1 | C | No |
| | | | PM | **51.3** | **E** | | PM | 51.3 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 13.7 | B | RBT | AM | 3.1 | A | No |
| | | | PM | 37.1 | D | | PM | 8.6 | A | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 8.5 | A | AWSC | AM | 8.5 | A | No |
| | | | PM | 11.2 | B | | PM | 10.5 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 10.4 | B | Signalized | AM | 11.4 | B | No |
| | | | PM | 14.4 | B | | PM | 19.1 | B | No |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.7 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 15.1 | B | | PM | 13.3 | B | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 16.8 | B | RBT | AM | 5.6 | A | No |
| | | | PM | 16.6 | B | | PM | 12.9 | B | No |
| 7 | Pier View Way & Horne Street | AWSC | AM | 8.7 | A | AWSC | AM | 8.7 | A | No |
| | | | PM | 11.9 | B | | PM | 11.9 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 10.1 | B | | PM | 10.0 | A | No |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 8.1 | A | Signalized | AM | 8.1 | A | No |
| | | | PM | 10.6 | B | | PM | 10.6 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 13.1 | B | Signalized | AM | 8.0 | A | No |
| | | | PM | 13.8 | B | | PM | 12.2 | B | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 7.4 | A | Signalized | AM | 6.7 | A | No |
| | | | PM | 18.9 | B | | PM | 17.1 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 3.3 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 11.5 | B | | PM | 11.5 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 14.7 | B | Signalized | AM | 16.1 | B | No |
| | | | PM | 23.9 | C | | PM | 27.3 | C | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.3 | A | SSSC | AM | 10.3 | B | No |
| | | | PM | 15.6 | C | | PM | 15.6 | C | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.6 | A | No |
| | | | PM | 12.5 | B | | PM | 12.0 | B | No |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 7.9 | A | SSSC | AM | 7.5 | A | No |
| | | | PM | 13.1 | B | | PM | 8.3 | A | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 12.0 | B | SSSC | AM | 10.0 | A | No |
| | | | PM | 23.9 | C | | PM | 13.5 | B | No |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 11.3 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 22.0 | C | | PM | 13.2 | B | No |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.8 | A | No |
| | | | PM | 9.8 | A | | PM | 9.5 | A | No |

| Intersection | | Existing Conditions without Alternative 1 | | | | Existing Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.6 | B | SSSC | AM | 10.6 | B | No |
| | | | PM | 14.0 | B | | PM | 14.0 | B | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 8.9 | A | RBT | AM | 7.0 | A | No |
| | | | PM | 12.2 | B | | PM | 22.0 | C | No |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 9.1 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 9.7 | A | | PM | 9.7 | A | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 9.7 | A | SSSC | AM | 9.7 | A | No |
| | | | PM | 10.1 | B | | PM | 10.1 | B | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 7.5 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 7.9 | A | | PM | 7.9 | A | No |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 8.0 | A | AWSC | AM | 7.7 | A | No |
| | | | PM | 9.0 | A | | PM | 8.7 | A | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 10.9 | B | SSSC | AM | 11.0 | B | No |
| | | | PM | 14.7 | B | | PM | 14.8 | B | No |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 29.7 | C | Signalized | AM | 30.1 | C | No |
| | | | PM | 39.7 | D | | PM | 41.2 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 5.7 | A | Signalized | AM | 5.4 | A | No |
| | | | PM | 6.8 | A | | PM | 5.9 | A | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 9.0 | A | Signalized | AM | 21.0 | C | No |
| | | | PM | 9.8 | A | | PM | 10.1 | A | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 9.0 | A | SSSC | AM | 9.0 | A | No |
| | | | PM | 10.0 | B | | PM | 10.0 | B | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 8.8 | A | SSSC | AM | 8.8 | A | No |
| | | | PM | 9.2 | A | | PM | 9.2 | A | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 7.7 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 9.3 | A | | PM | 8.7 | A | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 10.3 | B | SSSC | AM | 10.3 | B | No |
| | | | PM | 14.5 | B | | PM | 14.5 | B | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 9.9 | A | SSSC | AM | 9.9 | A | No |
| | | | PM | 12.4 | B | | PM | 12.4 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 9.1 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 14.0 | B | | PM | 13.2 | B | No |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 10.2 | B | SSSC | AM | 10.2 | B | No |
| | | | PM | 12.7 | B | | PM | 12.7 | B | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 9.5 | A | | PM | 9.0 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.3 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 13.2 | B | | PM | 12.0 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 7.4 | A | SSSC | AM | 7.4 | A | No |
| | | | PM | 7.6 | A | | PM | 7.6 | A | No |

| Intersection | | Existing Conditions without Alternative 1 | | | | Existing Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 40 | Coast Highway & Vista Way | Signalized | AM | 22.7 | C | Signalized | AM | 23.4 | C | No |
| | | | PM | 37.0 | D | | PM | 39.5 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 12.2 | B | SSSC | AM | 12.2 | B | No |
| | | | PM | 15.3 | C | | PM | 15.3 | C | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 13.0 | B | SSSC | AM | 13.0 | B | No |
| | | | PM | 18.7 | C | | PM | 18.7 | C | No |
| 43 | Vista Way & Stewart Street | SSSC | AM | 12.3 | B | SSSC | AM | 12.3 | B | No |
| | | | PM | 17.4 | C | | PM | 17.4 | C | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 12.8 | B | SSSC | AM | 13.1 | B | No |
| | | | PM | 14.3 | B | | PM | 14.5 | B | No |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 7.3 | A | RBT | AM | 6.7 | A | No |
| | | | PM | 9.0 | A | | PM | 22.5 | C | No |
| 46 | Coast Highway & West Street | SSSC | AM | -- | -- | RBT | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| 47 | Coast Highway & Kelly Street | SSSC | AM | -- | -- | SSSC | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 17.6 | B | Signalized | AM | 17.6 | B | No |
| | | | PM | 22.7 | C | | PM | 22.7 | C | No |
| 49 | SR-76 - I-5 SB On-Ramp | Signalized | AM | 8.9 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 6.9 | A | | PM | 6.9 | A | No |
| 50 | SR-76 - I-5 NB On/Off-Ramp | Signalized | AM | 21.0 | C | Signalized | AM | 21.0 | C | No |
| | | | PM | 25.5 | C | | PM | 25.5 | C | No |
| 51 | Mission - I-5 SB Off-Ramp | Signalized | AM | 23.0 | C | Signalized | AM | 23.0 | C | No |
| | | | PM | 35.0 | C | | PM | 35.0 | C | No |
| 52 | Oceanside - I-5 SB On/Off-Ramp | Signalized | AM | 46.6 | D | Signalized | AM | 46.6 | D | No |
| | | | PM | 43.3 | D | | PM | 43.3 | D | No |
| 53 | Oceanside - I-5 NB On/Off-Ramp | Signalized | AM | 34.2 | C | Signalized | AM | 34.2 | C | No |
| | | | PM | 39.2 | D | | PM | 39.2 | D | No |
| 54 | California - I-5 NB On-Ramp | AWSC | AM | 8.9 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 8.7 | A | | PM | 8.7 | A | No |
| 55 | Cassidy - I-5 SB On/Off-Ramp | SSSC | AM | 11.0 | B | SSSC | AM | 11.0 | B | No |
| | | | PM | 11.2 | B | | PM | 11.2 | B | No |
| 56 | Vista Way - I-5 SB On/Off Ramp | Signalized | AM | 50.0 | D | Signalized | AM | 50.0 | D | No |
| | | | PM | 174.2 | F | | PM | 174.2 | F | No |

| Intersection | Existing Conditions without Alternative 1 | | | | Existing Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |

A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.
H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

## Future Conditions + Alternative 1 Scenario

The Future Conditions + Alternative 1 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 1, which accounts for development and/or redevelopment that may occur under the Incentive District. **Figures 5-3a** through **5-3d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 1 scenario. **Table 5-7** summarizes the LOS and delay for future conditions with and without Alternative 1 scenarios at the study area intersections.

**TABLE 5-7**
**LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 1**

| | Intersection | Future Conditions without Alternative 1 | | | | Future Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 31.1 | C | Signalized | AM | 29.8 | C | No |
| | | | PM | 68.9 | E | | PM | 53.7 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 12.7 | B | RBT | AM | 3 | A | No |
| | | | PM | 25.6 | C | | PM | 17.8 | C | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 10.4 | B | AWSC | AM | 9.7 | A | No |
| | | | PM | 19.5 | C | | PM | 14.6 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 16.4 | B | Signalized | AM | 9.8 | A | No |
| | | | PM | 17.1 | B | | PM | 18 | B | No |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.2 | B | RBT | AM | 7.3 | A | No |
| | | | PM | 15.6 | B | | PM | 30.6 | D | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 19.2 | B | RBT | AM | 7.1 | A | No |
| | | | PM | 8.7 | A | | **PM** | **46.4** | **E** | **Yes** |
| 7 | Pier View Way & Horne Street | AWSC | AM | 9.4 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 17.6 | C | | PM | 11.9 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 9.5 | A | AWSC | AM | 9.3 | A | No |
| | | | PM | 19.4 | C | | PM | 17.6 | C | No |

| Intersection | | Future Conditions without Alternative 1 | | | | Future Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 18.8 | B | Signalized | AM | 14.8 | B | No |
| | | | PM | 17.7 | B | | PM | 16.8 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 12 | B | Signalized | AM | 15.2 | B | No |
| | | | PM | 12.8 | B | | PM | 30.6 | C | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 6.9 | A | Signalized | AM | 13.3 | B | No |
| | | | PM | 10.7 | B | | PM | 12.8 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 9.8 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 17.1 | C | | PM | 11.2 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 15.8 | B | Signalized | AM | 13.1 | B | No |
| | | | PM | 22.7 | C | | PM | 16.7 | B | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.1 | B | SSSC | AM | 10.0 | B | No |
| | | | PM | 15 | B | | PM | 14.4 | B | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 8.6 | A | AWSC | AM | 8.7 | A | No |
| | | | PM | 30.2 | D | | **PM** | **38.0** | **E** | **Yes** |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 8.3 | A | SSSC | AM | 8.2 | A | No |
| | | | PM | 17.7 | C | | PM | 14.3 | B | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 10.8 | B | SSSC | AM | 10.0 | A | No |
| | | | PM | 15.7 | C | | PM | 13.3 | B | No |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 9.9 | A | RBT | AM | 5.9 | A | No |
| | | | PM | 13.8 | B | | PM | 12.9 | B | No |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 10.1 | B | AWSC | AM | 9.7 | A | No |
| | | | PM | 51.3 | F | | PM | 20.4 | C | No |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.8 | B | SSSC | AM | 12.7 | B | No |
| | | | PM | 14.9 | B | | PM | 30.8 | D | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 14.5 | B | RBT | AM | 8.5 | A | No |
| | | | PM | 24.5 | C | | **PM** | **57.8** | **F** | **Yes** |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 11.5 | B | SSSC | AM | 10.9 | B | No |
| | | | PM | 19.4 | C | | PM | 14.9 | B | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 13.2 | B | SSSC | AM | 13.1 | B | No |
| | | | PM | 17.9 | C | | PM | 17.9 | C | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 9.5 | A | AWSC | AM | 9.7 | A | No |
| | | | PM | 23.7 | C | | PM | 26.5 | D | No |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 9.1 | A | AWSC | AM | 9.2 | A | No |
| | | | PM | 12.1 | B | | PM | 12.6 | B | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 14.3 | B | SSSC | AM | 13.8 | B | No |
| | | | PM | 91 | F | | PM | 42.0 | E | No |

| Intersection | | Future Conditions without Alternative 1 | | | | Future Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 26.2 | C | Signalized | AM | 26.7 | C | No |
| | | | PM | 32.1 | C | | PM | 47.4 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 14.9 | B | Signalized | AM | 15.3 | B | No |
| | | | PM | 15.3 | B | | PM | 15.6 | B | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 19.6 | B | Signalized | AM | 9.4 | A | No |
| | | | PM | 22.9 | C | | PM | 15.0 | B | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 12.9 | B | SSSC | AM | 10.5 | B | No |
| | | | PM | 112.9 | F | | PM | 16.8 | C | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 9.5 | A | SSSC | AM | 9.3 | A | No |
| | | | PM | 11.5 | B | | PM | 10.9 | B | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 8.6 | A | AWSC | AM | 8.6 | A | No |
| | | | PM | 16.8 | C | | PM | 17.0 | C | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 16 | C | SSSC | AM | 11.6 | B | No |
| | | | PM | 397.4 | F | | PM | 26.5 | D | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 10.1 | B | SSSC | AM | 10.3 | B | No |
| | | | PM | 13.1 | B | | PM | 12.7 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 18.5 | B | Signalized | AM | 12.8 | B | No |
| | | | PM | 20 | C | | PM | 31.5 | C | No |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 21.4 | C | SSSC | AM | 11.0 | B | No |
| | | | PM | OVF | F | | PM | 26.1 | D | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 7.6 | A | AWSC | AM | 7.5 | A | No |
| | | | PM | 8.6 | A | | PM | 8.5 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.2 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 13.8 | B | | PM | 12.4 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 8.5 | A | SSSC | AM | 8.0 | A | No |
| | | | PM | 9.4 | A | | PM | 8.4 | A | No |
| 40 | Coast Highway & Vista Way | Signalized | AM | 32.8 | C | Signalized | AM | 35.3 | D | No |
| | | | PM | 78.9 | E | | PM | 54.9 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 34 | D | SSSC | AM | 16.8 | C | No |
| | | | PM | OVF | F | | PM | 49.4 | E | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 26.2 | D | SSSC | AM | 25.2 | D | No |
| | | | PM | 294.2 | F | | **PM** | **OVF** | **F** | **Yes** |
| 43 | Vista Way & Stewart Street | SSSC | AM | 22 | C | SSSC | AM | 22.1 | C | No |
| | | | PM | 69.1 | F | | PM | 66.8 | F | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 14.9 | B | SSSC | AM | 18.8 | C | No |
| | | | PM | 17.4 | C | | PM | 24.5 | C | No |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 4.7 | A | RBT | AM | 6.4 | A | No |
| | | | PM | 5.4 | A | | PM | 19.4 | C | No |

| Intersection | | Future Conditions without Alternative 1 | | | | Future Conditions + Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 46 | Coast Highway & West Street | SSSC | AM | 9.6 | A | RBT | AM | 4.9 | A | No |
| | | | PM | 11.2 | B | | PM | 7.3 | A | No |
| 47 | Coast Highway & Kelly Street | SSSC | AM | 10 | B | SSSC | AM | 14.2 | B | No |
| | | | PM | 12.7 | B | | **PM** | **69.4** | **F** | **Yes** |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 15 | B | Signalized | AM | 16.6 | B | No |
| | | | PM | 37.4 | D | | PM | 45.6 | D | No |
| 49 | SR-76 - I-5 SB On-Ramp | Signalized | AM | 4.8 | A | Signalized | AM | 4.9 | A | No |
| | | | PM | 4.4 | A | | PM | 4.7 | A | No |
| 50 | SR-76 - I-5 NB On/Off-Ramp | Signalized | AM | 17.1 | B | Signalized | AM | 18.4 | B | No |
| | | | PM | 27.3 | C | | PM | 30.9 | C | No |
| 51 | Mission - I-5 SB Off-Ramp | Signalized | AM | 16.3 | B | Signalized | AM | 17.2 | B | No |
| | | | PM | 23.5 | C | | PM | 23.1 | C | No |
| 52 | Oceanside - I-5 SB On/Off-Ramp | Signalized | AM | 28.3 | C | Signalized | **AM** | **38.2** | **D** | **Yes** |
| | | | PM | 34.9 | C | | **PM** | **46.0** | **D** | **Yes** |
| 53 | Oceanside - I-5 NB On/Off-Ramp | Signalized | AM | 35.7 | D | Signalized | AM | 36.4 | D | No |
| | | | PM | 42.8 | D | | PM | 47.3 | D | No |
| 54 | California - I-5 NB On-Ramp | AWSC | AM | 8.3 | A | AWSC | AM | 8.0 | A | No |
| | | | PM | 8.2 | A | | PM | 8.1 | A | No |
| 55 | Cassidy - I-5 SB On/Off-Ramp | SSSC | AM | 9.3 | A | SSSC | AM | 9.3 | A | No |
| | | | PM | 9.5 | A | | PM | 9.5 | A | No |
| 56 | Vista Way - I-5 SB On/Off Ramp | Signalized | AM | 25.8 | C | Signalized | AM | 32.7 | C | No |
| | | | PM | 88 | F | | **PM** | **89.9** | **F** | **Yes** |

Notes:

A. Delay is expressed as an average seconds of delay per vehicle

B. LOS – Level of Service

C. AWSC – All-way stop control intersection

D. SSSC – Side-street stop control intersection

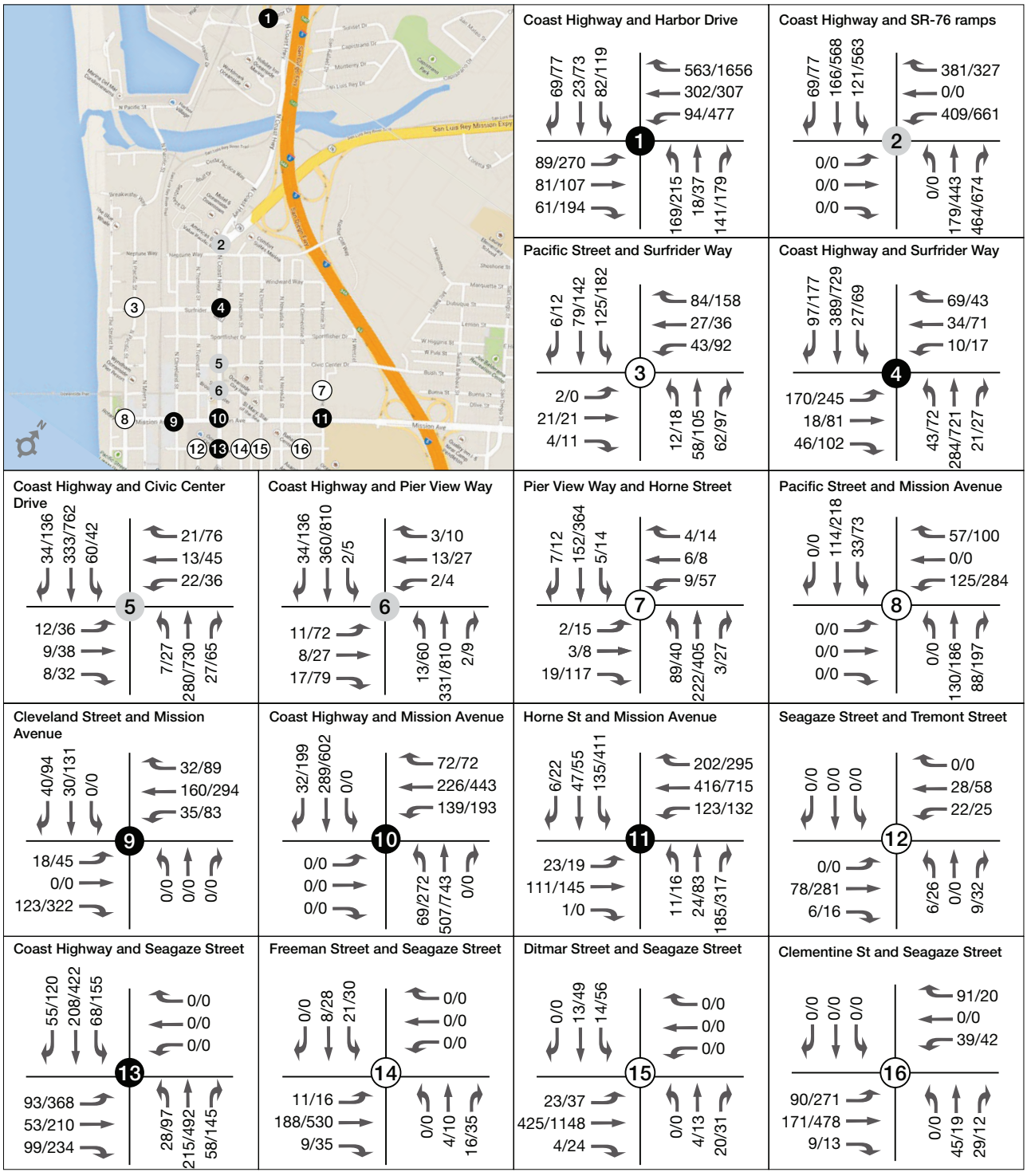
E. OVF – Overflow, Synchro is unable to calculate a level of delay

F. RBT – Roundabout

G. The minimum acceptable LOS is "D" for intersections 1-47

H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

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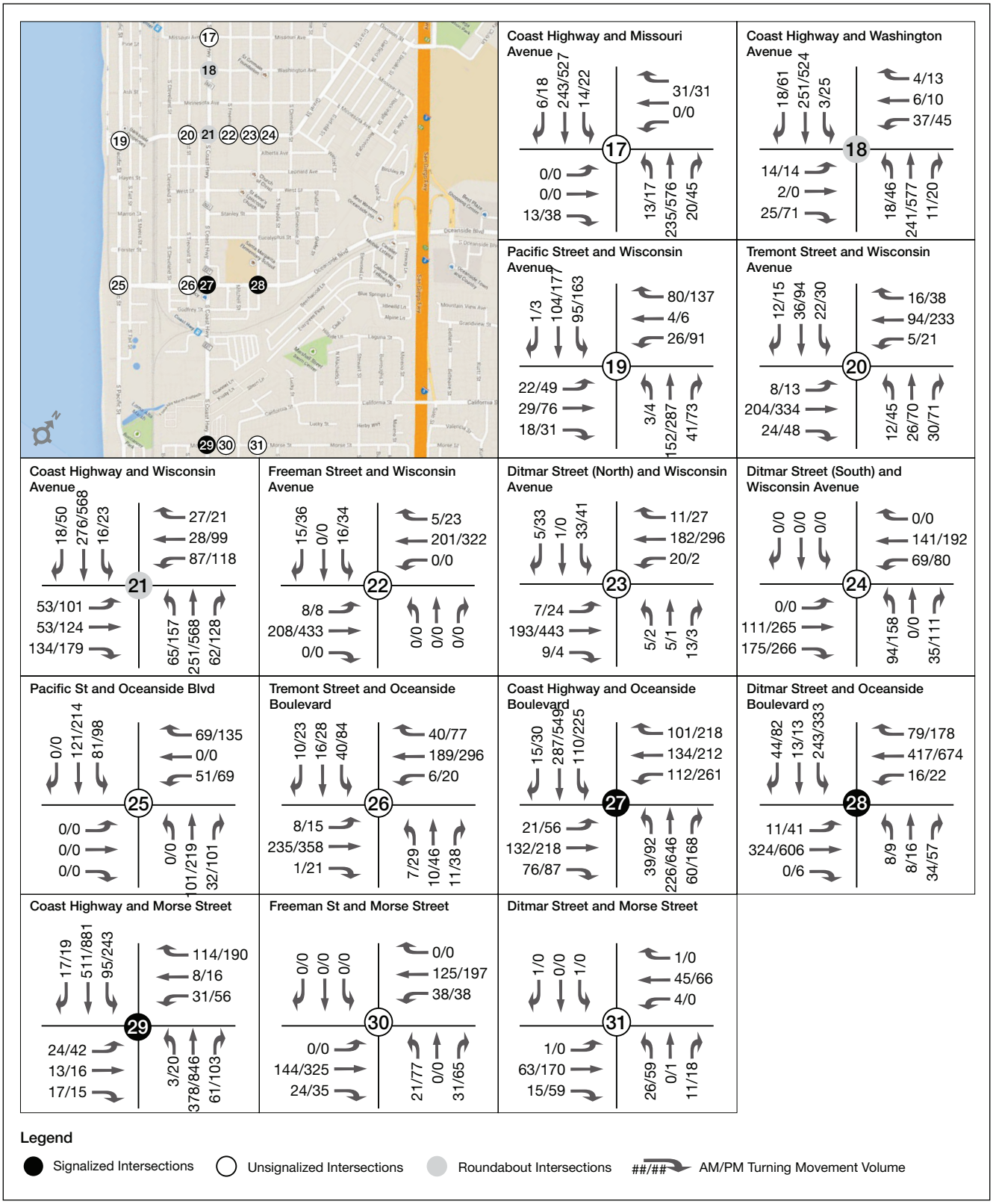
SOURCE: IBI Group, 2018

**Figure 5-3a**

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM




SOURCE: IBI Group, 2018

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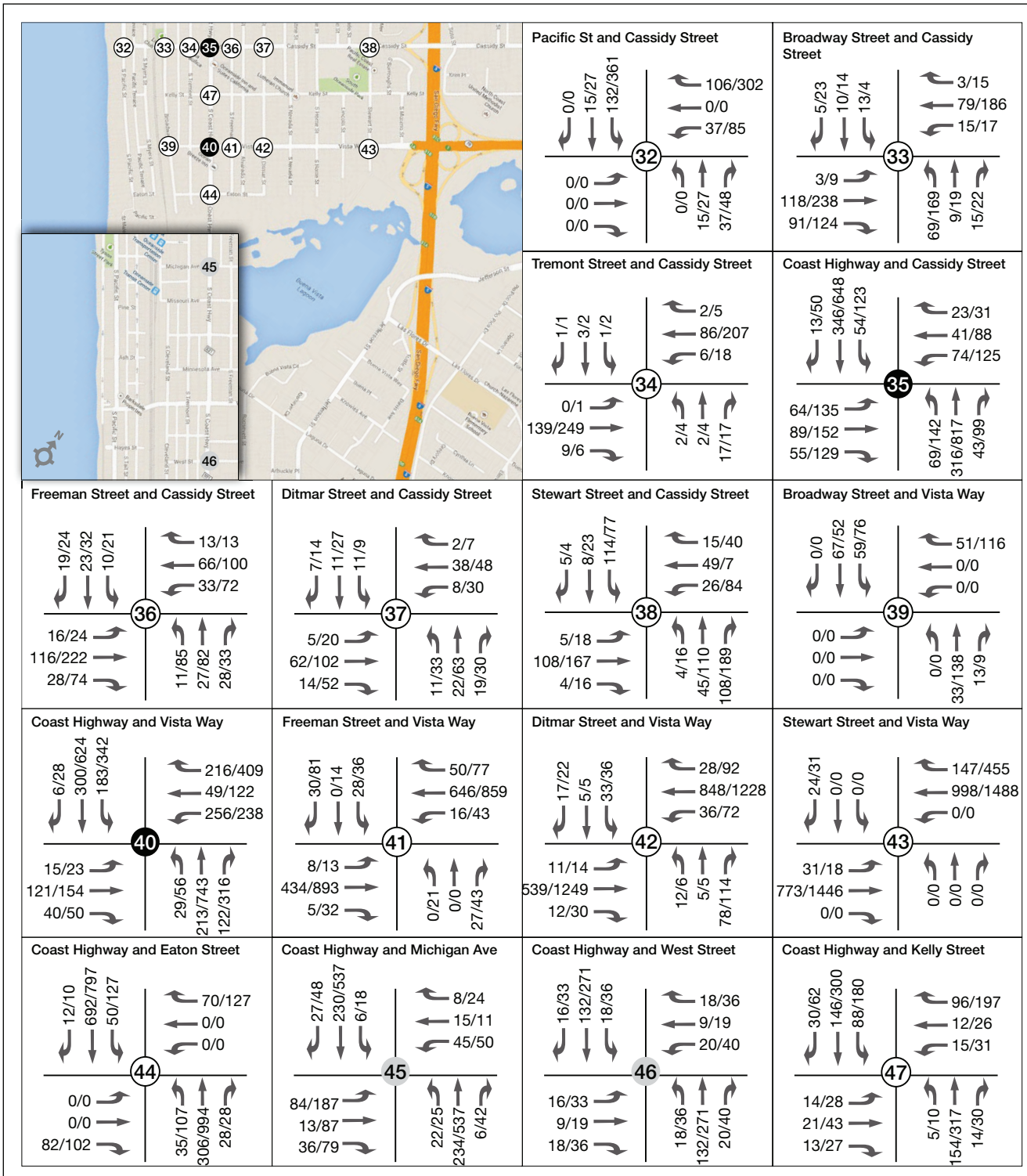
**Figure 5-3b**

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM

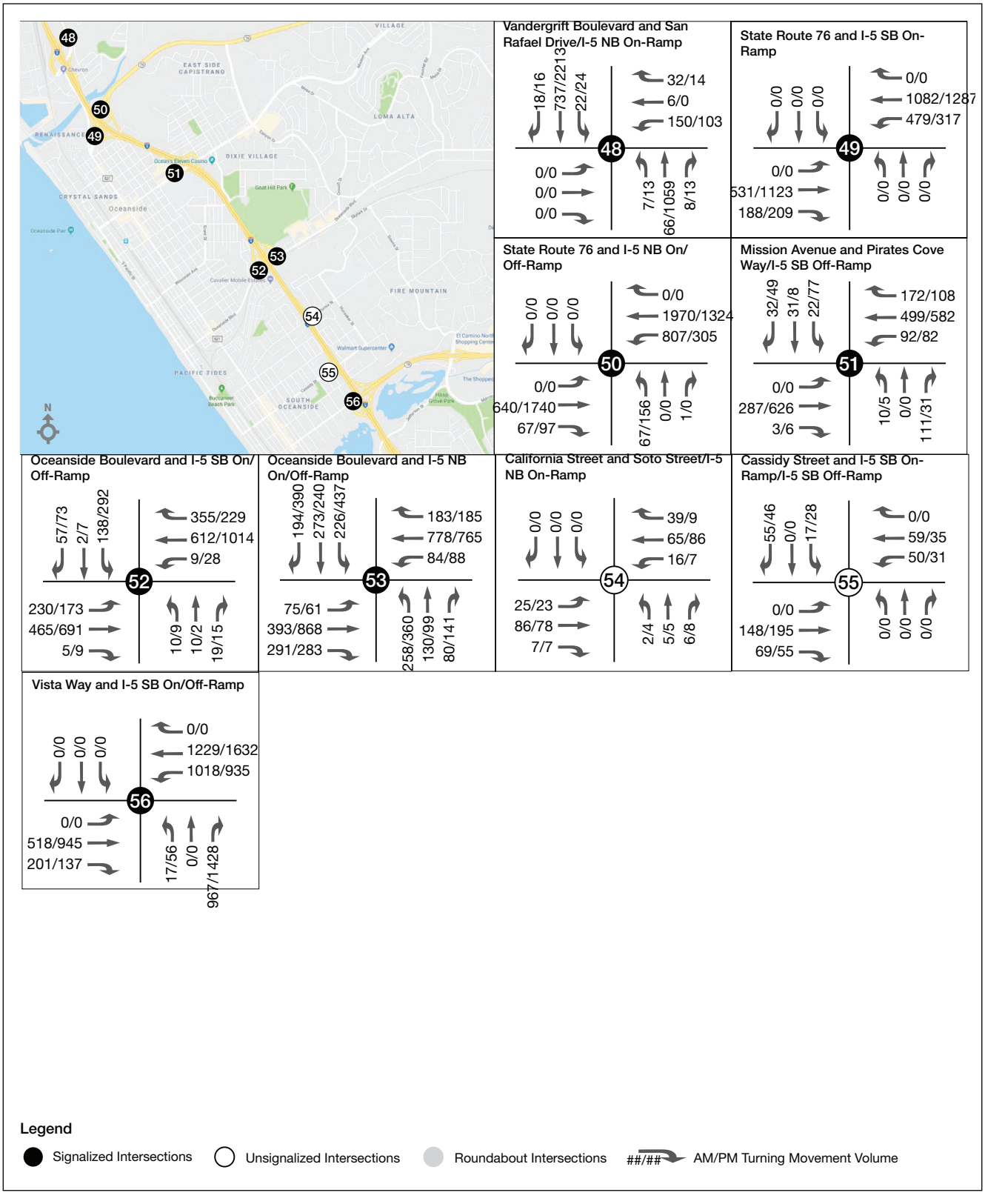



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-3c**

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM




City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-3d**

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM

As shown in Table 5-7, under the Future Conditions + Alternative 1 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS E during PM peak hour
15. Seagaze Street & Ditmar Street – LOS E during PM peak hour
21. Coast Highway &Wisconsin Avenue – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
47. Coast Highway & Kelly Street – LOS F during PM peak hour
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps – LOS D[7] during AM and PM peak hours
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Based on these modeling results, a potentially significant impact would occur to the above seven study intersections under the Future Conditions + Alternative 1 scenario. Similar to the proposed project, mitigation measures would be available to improve the LOS at most of the intersections.

In order to mitigate the deficient LOS at the three degraded study area intersections predicted under the Future Conditions + Alternative 1 scenario, the City would be required to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would need to be completed either prior to or concurrent with the Complete Streets improvements.

| Location | | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | |
| 6 | Coast Highway & Pier View Way | Maintain existing traffic signal | None | 8.7 | A | **Yes** |
| 15 | Seagaze St & Ditmar St | Convert AWSC to Traffic Signal | None | 13.2 | B | **Yes** |
| 42 | Vista Way & Ditmar St | Convert SSSC to Traffic Signal | None | 18.3 | B | **Yes** |
| 47 | Coast Highway & Kelly Street | Convert SSSC to Traffic Signal and restripe eastbound /westbound right turn into a shared left thru-right | None | 5.8 | A | **Yes** |

[7] The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

| Location | | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | |
| 52 | Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (AM Peak Hour)_ | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet | None | 33.9 | C | **Yes** |
| 52 | Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak Hour) | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet | Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection | 44.2 | D | **No[1]** |

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, similar to the proposed project, there is no feasible mitigation to increase LOS to an acceptable level at the following three study intersections under the Future Conditions + Alternative 1 scenario:

21. Coast Highway & Wisconsin Avenue
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak hour)
56. Vista Way & I-5 Southbound On-/Off-Ramps

In comparison to the proposed project, under the Future Conditions scenario, Alternative 1 would avoid significant impacts at four of the study area intersections, one of which is significant and unavoidable (Intersection 35), and would eliminate the need for three of the mitigation measures that the proposed project would require. Specifically, Alternative 1 would avoid significant impacts at the following intersections:

4. Coast Highway & Surfrider Way
27. Coast Highway & Oceanside Boulevard
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street

Therefore, because Alternative 1 impacts seven of the study intersections, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 1 would not degrade any of the study intersections to a deficient LOS in the Existing Conditions + Alternative 1 condition. Further, in comparison to the proposed project, some delays would be reduced with implementation of Alternative 1 in the existing conditions scenario. Implementation of Alternative 1 would degrade seven intersections to a deficient LOS in the Future Conditions + Alternative 1 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 1 would result in similar significant and unavoidable impacts to the same three intersections as the proposed project in the Future Conditions + Alternative 1 scenario. Because Alternative 1 would avoid impacts at five study intersections prior to mitigation, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 1 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

### 5.6.15 Utilities

Under Alternative 1, implementation of corridor improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period, since Alternative 1 would result in less generation of debris and other construction material that would need to be transported to a landfill. However, the decrease in solid waste associated with Alternative 1 would not be substantial. Further, the reduction in the area of corridor improvements would reduce the expansion of the irrigation system for ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Because the Incentive District component of this alternative would be the same as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 1.

## 5.7 Environmental Analysis of Alternative 2 (Four Lanes between Morse Street and Vista Way + Incentive District)

Under this alternative, the Complete Streets improvements would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer

to **Figure 5-4**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [8]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 2 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 2 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

Similar to Alternative 1, the TIA prepared by IBI (2018) for the proposed project considers Alternative 2 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

This alternative has been included to provide a comparison of the project as proposed to an alternative that limits the extent of the Complete Streets improvements from the community of south Oceanside (refer to **Figure 5-4**). This alternative was included in the analysis in response to public comments in favor of considering an alternative that maintained four lanes throughout the southern portion of Coast Highway.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City's interest in considering this alternative for adoption, the analysis of Alternative 2 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if they so choose.

[8] Numbering refers to the intersection reference numbering found in Section 3.14.

As described above, Alternative 2 would continue to include the Incentive District as described for the proposed project. However, Complete Streets improvements would be limited to north of Morse Street, which would be a more limited project length when compared to the proposed project (refer to Figure 5-4). Because there is no difference between Alternative 2 and the proposed project in how the Incentive District would be implemented, the following analyses focuses on the difference in environmental impacts between the corridor improvements under the project as proposed and this alternative. However, the overall comparisons and conclusions include the whole of the project and Alternative 2, including the Incentive District.

The following sections provide an environmental analysis of the Alternative 2.

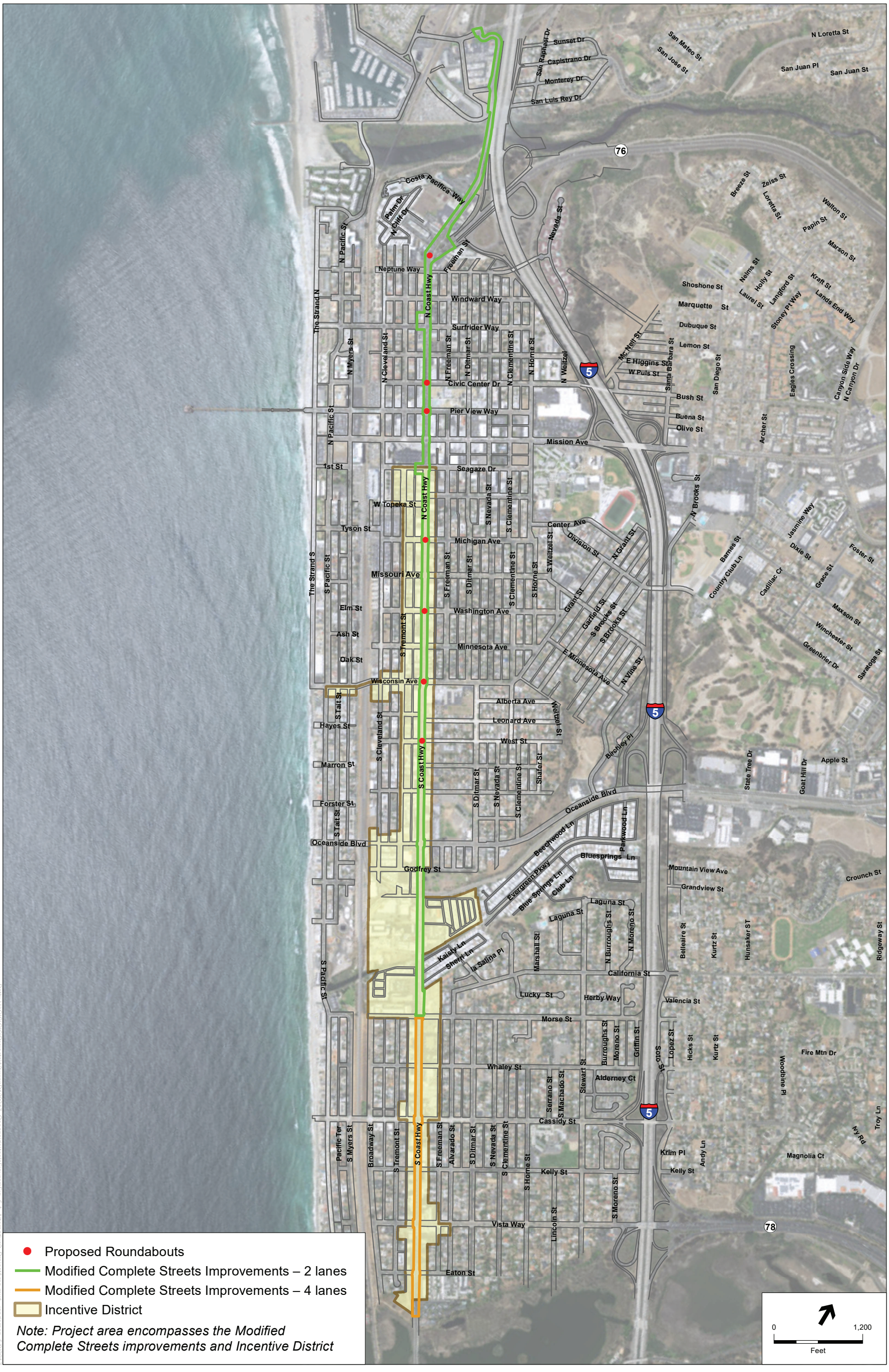
## 5.7.1 Aesthetics

Under Alternative 2, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Morse Street; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Morse Street. Because the corridor improvements would be limited to two-thirds of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 2 and the proposed project would be similar.

## 5.7.2 Air Quality

### Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 2 would implement the Complete Streets improvements from Harbor Drive to Morse Street and would convert Coast Highway from four travel lanes to two travel lanes. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the San Diego Air Pollution Control District's (SDAPCD) Regional Air Quality Strategy (RAQS), and it would not conflict with or obstruct implementation of the RAQS. Impacts would be less than significant, similar to the proposed project.




SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-4**

Alternative 2 Project Area

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## Violation of an Air Quality Standard during Construction

Construction of Alternative 2 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 2 would have less overall construction activity compared to the project due to implementing the corridor improvements from to Morse Street rather than to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 2, overall air quality emissions for this alternative would be less than under the project. However, Alternative 2 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, 3, and 4. Therefore, the construction emissions that would occur on a maximum day under Alternative 2 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 2 are summarized in **Table 5-8**. As shown, maximum daily construction emissions under Alternative 2 would be less than significant, similar to the project.

## Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-8, the construction emissions associated with the corridor improvements in Alternative 2 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 2's construction period and operational impacts would be less than significant, Alternative 2 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 2 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

**TABLE 5-8**
**ALTERNATIVE 2 – TWO LANES BETWEEN OCEANSIDE BLVD AND MORSE STREET IMPROVEMENTS**
**CONSTRUCTION EMISSIONS**

| | Estimated Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Activities** | **ROG** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Demolition | 6 | 51 | 42 | <1 | 3 | 3 |
| Site preparation (vegetation grubbing/clearing) | 3 | 39 | 23 | <1 | 2 | 1 |
| Site grading | 3 | 33 | 22 | <1 | 2 | 1 |
| Utility trenching | 2 | 17 | 13 | <1 | 1 | 1 |
| Facilities construction | 4 | 40 | 29 | <1 | 3 | 2 |
| Facilities construction and paving [a] | 9 | 83 | 62 | <1 | 5 | 4 |
| Maximum Daily Emissions | 9 | 83 | 62 | <1 | 5 | 4 |
| SDAPCD Thresholds | 75 | 250 | 550 | 250 | 100 | 55 |
| Significant Impact? | No | No | No | No | No | No |

[a] Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

For these reasons, the air quality impacts associated with the corridor improvements under Alternative 2 would be less than significant on a cumulative basis, similar to the proposed project. Although there would be a shorter duration of construction activities under this alternative, construction-related air quality impacts of the corridor improvements could be adequately mitigated and are not considered significant when considering the range of construction projects and emissions within the air basin. For these reasons, the construction-related air quality impacts of the corridor improvements under Alternative 2 are considered similar to the proposed project.

## CO Hotspots/Toxic Air Contaminants

Under Alternative 2, traffic levels at intersections 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 2, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 2 scenario. For these reasons, the Existing Conditions + Alternative 2 scenario would have slightly reduced impacts when considering potential hotspots. However, this difference would be negligible, since the Existing Conditions + Project would not cause a significant impact related to CO hotspots (the screening analysis determined that the emissions would be below the threshold of significance).

As shown in **Table 5-9**, LOS at the intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) would degrade to a deficient level during the PM peak hour in the Future (2035) + Alternative 2 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 47 (Coast Highway & Kelly Street) would degrade to LOS E and LOS F, respectively, during the PM peak hour, which represents two additional degraded intersections compared to the proposed project. Similar to Alternative 1, intersections 42 (Vista Way & Ditmar Street) and 56 (Vista Way & I-5 SB On-/Off-Ramp) do not degrade in LOS with Project conditions; however, the delay time experienced at both of these intersections substantially increase under Project conditions. Therefore, due to this substantially increase in delay times, intersections 42 and 56 were also compared to the CO hotspot screening levels. While five of the six degraded intersections do not exceed 3,000 vehicles during peak-hours, Intersections 56 was found to have a total peak hour traffic volume of 3,749 vehicles during the AM peak hour and 4,996 vehicles during the PM peak hour. Since this intersection exceeds the 3,000 vehicles threshold, a more detailed analysis for CO hotspots is required to assess potential CO hotspot impacts at this intersection.

**TABLE 5-9**
**TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 2**

| Intersection (Numbering per IBI 2018) | Peak Hour | Future Conditions without Project LOS | Future Conditions + Project LOS | Peak Hourly Flow |
|---|---|---|---|---|
| 6. Coast Highway & Pier View Way | AM | B | A | 779 |
| | PM | A | E | 1,970 |
| 15. Seagaze Street & Ditmar Street | AM | A | A | 499 |
| | PM | D | E | 1,334 |
| 21. Coast Highway & Wisconsin Avenue | AM | B | A | 936 |
| | PM | C | F | 1,957 |
| 42. Vista Way & Ditmar Street | AM | D | D | 1,612 |
| | PM | F | F | 2,843 |
| 47. Coast Highway & Kelly Street | AM | B | B | 595 |
| | PM | B | F | 1,224 |
| 56. Vista Way & I-5 On-/Off-Ramp | AM | C | F | 3,749 |
| | PM | F | C | 4,996 |

SOURCE: IBI 2018.

A common methodology to assess whether projects would cause or contribute to CO hotspots is to compare the project intersections (both intersection geometry and traffic volumes) with prior studies conducted by air quality management districts and air pollution control districts in support of their air AQMPs in conjunction with existing background CO concentrations, and comparing the estimated project plus background concentrations with the NAAQS and/or CAAQS 1-hour and 8-hour averages. As previously stated above, a significant impact would occur if a project's estimated CO hotspot concentrations, when added to the ambient concentrations, would exceed the 1-hour concentration of 20 ppm or the 8-hour average of 9.0 ppm.

To be conservative, it is typical to use CO hotspots modeling data from the South Coast Air Quality Management District's (SCAQMD's) 2003 AQMP because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the SDAB. Therefore, if an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.9 The SCAQMD conducted CO modeling for the four worst intersections in the SCAB, where the worst intersection had an average daily traffic volume of approximately 100,000 vehicles. Based off the CO modeling, the 2003 AQMP showed that the peak modeled CO concentration resulting from vehicle emissions at the worst intersection was 4.6 ppm (1-hour average) and 3.2 ppm (8-hour average). When added to the existing background CO concentrations, the screening values would be 6.8 ppm (1-hour average) and 4.5 ppm (8-hour average), which did not exceed the 1-hour and 8 -hour averages for CO hotspots.

9 A conservative approach in comparing the SCAQMD 2003 AQMP was taken in lieu of CO hotspot modeling because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the San Diego Air Basin (SDAB). If an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.

Under Alternative 2, the intersection of Vista Way and I-5 SB On-/Off-Ramp would potentially have a maximum peak traffic volume of approximately 4,996 vehicles, where peak hour volumes tend to account for 10 percent of the total average daily traffic. Based off the peak hour traffic volumes, this intersection would have an average daily traffic volume of 49,960 vehicles,[10] which is less than the 100,000 vehicles per day in the 2003 AQMP. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which did not exceed the 1-hour and 8-hour averages for CO hotspots. Thus, this comparison demonstrates that the Alternative 2 would not exceed the 1-hour and 8-hour averages for CO hotspots and would not contribute considerably to the formation of CO hotspots. All other intersections are well below the potential for a CO hotspot under the Future Conditions + Alternative 2 scenario. Therefore, impacts related to CO hotspots for Future Conditions + Alternative 2 would be less than significant.

Similar to the proposed project, construction of the corridor improvements for Alternative 2 would result in short-term emissions of diesel particulate matter during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 2 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segment 5 would remain as it exists under current conditions. Additionally, Alternative 2 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1 and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

## Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The corridor improvements for Alternative 2 would not include land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 2 would result in similar impacts related to objectionable odors when compared to the proposed project.

10 The estimated 49,960 vehicles per day was calculated by multiplying the peak hour volume by ten 10 (4,996 x 10 = 49,960).

### 5.7.3 Biological Resources

Under Alternative 2, the area of construction for the corridor improvements would be reduced and would not occur south of Morse Street. While construction activities would be reduced with Alternative 2, all corridor construction activities would still occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the corridor improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 2 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 2 would be reduced compared to the proposed project prior to mitigation, standard mitigation measures are available to further reduce the potential biological impacts to less than significant. For these reasons, Alternative 2 would result in similar impacts related to biological resources when compared to the proposed project.

### 5.7.4 Cultural Resources

Under Alternative 2, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Morse Street, which is a reduction in the area of the Complete Streets improvements than proposed in Chapter 2. However, there would be minor construction activities south of Morse Street associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 2, ground-disturbing activities, such as excavation and trenching, would still occur within two-thirds of the corridor during construction of the modified Complete Streets improvements, where the potential to impact cultural resources would be similar to the proposed project. With implementation of Alternative 2, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures for the proposed project would be required.

### 5.7.5 Geology, Soils, and Seismicity

Construction activities would be reduced under Alternative 2 by limiting the extent of the corridor improvements and the number of roundabouts, all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated with geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the corridor improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur.

### 5.7.6 Greenhouse Gas Emissions

Under Alternative 2, the area of construction for the corridor improvements would be reduced as construction would not occur south of Morse Street. Alternative 2 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 2 would have fewer overall construction activities due to

maintaining the four existing travel lanes south of Morse Street to just south of Vista Way (Segment 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 2 are shown in **Table 5-10**.

**TABLE 5-10**
**ALTERNATIVE 2 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated $CO_2e$ Emissions |
|---|---|
| Total Construction Emissions (2017) [a] | 1,285 (MT) |
| Annual Construction (Amortized over 30 years) | 43 (MT/yr) |

$CO_2e$= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 2.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 2 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. Therefore, operation of Alternative 2 would result in no impacts. As shown in **Table 5-11**, the combined construction and operational impacts from the corridor improvements under Alternative 2 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 2 would generate less total GHG emissions than the proposed project, the difference between the Alternative 2 and the proposed project would be negligible.

**TABLE 5-11**
**ALTERNATIVE 2 ESTIMATED CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated Emissions $CO_2e$ (MT/yr) |
|---|---|
| Annual Construction (Amortized over 30 years) | 43 |
| Total Annual GHG Emissions | 43 |
| Screening Level Threshold | 900 |
| Significant Impact? | No |

$CO_2e$= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the California Air Resources Board (CARB) Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 2 corridor improvements would be designed to allow for continuous bicycle facilities

and streetscape improvements. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan, and impacts would be similar to the proposed project.

## 5.7.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 2 by limiting the extent of the corridor improvements and the number of roundabouts. However, all construction activities would still occur within the existing ROW where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 2, the corridor improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur.

## 5.7.8 Hydrology and Water Quality

While construction activities would be reduced under Alternative 2, the nature of the construction activities would be similar. All construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the project area, similar to the proposed project. Under both the proposed project and Alternative 2, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

## 5.7.9 Land Use and Planning

Under this alternative, the modified Complete Streets improvements would not alter the land use changes proposed under the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project.

## 5.7.10 Noise and Vibration

### Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 2, implementation of the corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 2, the average temporary construction-period noise level would be the same. Similar to the proposed project, construction activities associated with the corridor improvements in Alternative 2 would be required to comply with the City's noise standards. Impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 2, similar to the proposed project.

## Exposure People to Excessive Ground-borne Vibration Levels

Construction equipment used for Alternative 2 would be the same as the proposed project. Similar to the proposed project, the corridor improvements within Alternative 2 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold of human perception. Operation of the proposed project and Alternative 2 would also cause similar, but less than significant, vibration impacts.

## Substantial Permanent Increase in Ambient Noise Levels

As shown in **Table 5-12**, the majority of roadway segments under Alternative 2 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, the roadway segment of Michigan Avenue east of Coast Highway would experience an increase of 5.1 dBA CNEL in traffic noise levels in the Future (2035) with Alternative 2 scenario, similar to the proposed project. Since the traffic noise level on this roadway segment would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along this roadway under Alternative 2, similar to the proposed project. While Alternative 2 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially affect permanent noise levels because traffic noise levels are primarily affected by a change in traffic volumes. Based on the TIA (IBI 2018), the traffic volumes forecasted for the study area roadway segments do not change between Alternative 2 and the proposed project. To a lesser extent than traffic volumes, traffic noise can also be affected by movement and constraints, such as traffic speed, which can be affected by the intersection being signalized or unsignalized (i.e., stop signs or roundabouts) and lane configurations (e.g., 2 or 4 lanes). However, the results of the noise modeling indicate that the modifications to Coast Highway under Alternative 2 do not result in a measurable change in noise levels.

Because of the configuration of existing land uses in this area, the impact to Michigan Avenue east of Coast Highway could not be avoided with implementation of Alternative 2. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable under Alternative 2, similar to the proposed project.

**TABLE 5-12**
**OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS + ALTERNATIVE 2**

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 2 (A) | Future with Alternative 2 (B) | Alternative 2 Increment (B-A) | Exceed Threshold? |
| **Coast Highway** | | | | |
| Between SR 76 Ramps and Surfrider Way | 67.7 | 70.2 | 2.5 | No |
| Between Surfrider Way and Civic Center Drive | 64.2 | 68.3 | 4.1 | No |
| Between Civic Center Drive and Pier View Way | 64.7 | 68.4 | 3.7 | No |
| Between Pier View Way and Mission Way | 64.8 | 68.2 | 3.4 | No |
| Between Mission Way and Seagaze Street | 65.8 | 68.2 | 2.4 | No |
| Between Seagaze Street and Missouri Avenue | 64.5 | 67.0 | 2.5 | No |
| Between Missouri Avenue and Washington Avenue | 63.9 | 66.8 | 2.9 | No |
| Between Washington Avenue and Wisconsin Avenue | 63.7 | 67.1 | 3.4 | No |
| Between Wisconsin Avenue and Oceanside Boulevard | 65.8 | 68.3 | 2.5 | No |
| Between Oceanside Boulevard and Morse Street | 67.1 | 69.0 | 1.9 | No |
| Between Morse Street and Cassidy Street | 65.8 | 68.6 | 2.8 | No |
| Between Cassidy Street and Vista Way | 66.9 | 69.1 | 2.2 | No |
| Between Vista Way and Eaton Street | 67.2 | 69.0 | 1.8 | No |
| North of West Street | 61.7 | 64.3 | 2.6 | No |
| South of West Street | 61.4 | 64.3 | 2.9 | No |
| North of Kelly Street | 61.8 | 66.3 | 4.5 | No |
| South of Kelly Street | 61.3 | 64.5 | 3.2 | No |
| **Vista Way** | | | | |
| Between Broadway Street and Coast Highway | 63.6 | 62.3 | -1.3 | No |
| Between Coast Highway and Ditmar Street | 69.6 | 68.7 | -0.9 | No |
| **Cassidy Street** | | | | |
| Between Broadway Street and Tremont Street | 65.2 | 62.8 | -2.4 | No |
| Between Tremont Street and Coast Highway | 62.8 | 64.4 | 1.6 | No |
| Between Coast Highway and Freeman Street | 60.8 | 63.8 | 3.0 | No |
| Between Freeman Street and Ditmar Street | 60.2 | 60.2 | 0.0 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 2 (A) | Future with Alternative 2 (B) | Alternative 2 Increment (B-A) | Exceed Threshold? |
| **Morse Street** | | | | |
| Between Coast Highway and Freeman Street | 65.2 | 63.9 | -1.3 | No |
| Between Freeman Street and Ditmar Street | 62.0 | 61.4 | -0.6 | No |
| **Oceanside Boulevard** | | | | |
| Between Tremont Street and Coast Highway | 63.9 | 64.4 | 0.5 | No |
| Between Coast Highway and Ditmar Street | 67.7 | 68.7 | 1.0 | No |
| **Wisconsin Avenue** | | | | |
| Between Tremont Street and Coast Highway | 64.2 | 65.3 | 1.1 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.0 | -0.2 | No |
| Between Freeman Street and Ditmar Street | 65.2 | 65.0 | -0.2 | No |
| **Washington Avenue** | | | | |
| West of Coast Highway | 56.1 | 59.0 | 2.9 | No |
| East of Coast Highway | 53.0 | 56.5 | 3.5 | No |
| **Missouri Avenue** | | | | |
| West of Coast Highway | 58.2 | 54.6 | -3.6 | No |
| East of Coast Highway | 55.5 | 55.8 | 0.3 | No |
| **Michigan Avenue** | | | | |
| West of Coast Highway | 57.1 | 61.2 | 4.1 | No |
| East of Coast Highway | 54.5 | 59.6 | 5.1 | **Yes** |
| **Seagaze Street** | | | | |
| Between Tremont Street and Coast Highway | 65.9 | 66.1 | 0.2 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.0 | -0.2 | No |
| Between Freeman Street and Ditmar Street | 66.2 | 66.8 | 0.6 | No |
| **Mission Avenue** | | | | |
| Between Cleveland Street and Coast Highway | 65.2 | 64.9 | -0.3 | No |
| Between Coast Highway and Horne Street | 65.2 | 64.5 | -0.7 | No |
| **Pier View Way** | | | | |
| West of Coast Highway | 61.1 | 62.0 | 0.9 | No |
| Between Coast Highway and Horne Street | 60.5 | 55.1 | -5.4 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 2 (A) | Future with Alternative 2 (B) | Alternative 2 Increment (B-A) | Exceed Threshold? |
| **Civic Center Drive** | | | | |
| West of Coast Highway | 59.3 | 60.9 | 1.6 | No |
| East of Coast Highway | 59.7 | 60.7 | 1.0 | No |
| **Surfrider Way** | | | | |
| West of Coast Highway | 62.1 | 64.7 | 2.6 | No |
| East of Coast Highway | 59.5 | 61.5 | 2.0 | No |
| **Vandergrift Boulevard** | | | | |
| North of San Rafael Drive | 72.4 | 72.4 | 0.0 | No |
| South of San Rafael Drive | 72.3 | 72.3 | 0.0 | No |
| **State Route 76** | | | | |
| West of I-5 SB On-Ramp | 72.0 | 72.7 | 0.7 | No |
| East of I-5 SB On-Ramp | 73.3 | 73.5 | 0.2 | No |
| **Mission Avenue** | | | | |
| West of I-5 SB Off-Ramp | 69.2 | 68.9 | -0.3 | No |
| East of I-5 SB Off-Ramp | 68.5 | 68.1 | -0.4 | No |
| **Oceanside Boulevard** | | | | |
| West of I-5 SB On/Off-Ramp | 70.2 | 70.3 | 0.1 | No |
| East of I-5 NB On/Off-Ramp | 71.0 | 71.1 | 0.1 | No |
| **California Street** | | | | |
| West of Soto Street/I-5 NB On-Ramp | 59.2 | 59.2 | 0.0 | No |
| **Cassidy Street** | | | | |
| East of I-5 SB On-Ramp/I-5 SB Off-Ramp | 61.1 | 61.1 | 0.0 | No |
| **Vista Way** | | | | |
| West of I-5 SB On/Off-Ramp | 72.3 | 72.5 | 0.2 | No |

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

## Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the corridor improvements under Alternative 2 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA $L_{eq}$ at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA $L_{eq}$ at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be potentially significant; Alternative 2 would be required to implement the same mitigation measures as the

proposed project. While the reduced construction area under Alternative 2 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 2.

### Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 2 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 2.

## 5.7.11 Population and Housing

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same projected population growth as the proposed project. Effects related to population growth would be similar to the proposed project.

## 5.7.12 Public Services

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on public services would be similar for Alternative 2 as for the proposed project. As found for the proposed project, Alternative 2 would not result in significant environmental impacts related to the provision of public services.

## 5.7.13 Recreation and Parks

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same population growth as the proposed project. For these reasons, impacts on recreation and parks would be similar for Alternative 2 as for the proposed project. As found for the proposed project, Alternative 2 would not result in significant environmental impacts related to recreation and parks.

## 5.7.14 Transportation and Traffic

As stated above, the Complete Streets improvements under Alternative 2 would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway

would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-4). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 2 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 2 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping.

## Existing Conditions + Alternative 2 Scenario

The Existing Conditions + Alternative 2 scenario was modeled with two travel lanes throughout the corridor with four lanes between Morse Street and Vista Way and with a land use condition representative of existing land uses within the city in 2013. **Figures 5-5a** through **5-5d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the Existing Conditions + Alternative 2 scenario.[11] **Table 5-13** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 2 scenarios for the study area intersections. As stated above, the City has established a minimum LOS threshold of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are deficient service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in Table 5-13, implementation of the modified Complete Streets improvements under Alternative 2 would not cause any of the study area intersections to operate at a deficient LOS. Therefore, implementation of Alternative 2 would result in less than significant impacts under the Existing Conditions + Alternative 2 scenario.

[11] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

**TABLE 5-13**
**LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 2**

| | | Existing Conditions without Alternative 2 | | | | Existing Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Intersection** | | **Traffic Control** | **Peak Hour** | **Delay (s)** | **LOS** | **Traffic Control** | **Peak Hour** | **Delay (s)** | **LOS** | **Impact** |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 28.0 | C | Signalized | AM | 31.1 | C | No |
| | | | PM | 51.3 | D | | PM | 51.3 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 13.7 | B | RBT | AM | 3.1 | A | No |
| | | | PM | 37.1 | D | | PM | 8.6 | A | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 8.5 | A | AWSC | AM | 8.5 | A | No |
| | | | PM | 11.2 | B | | PM | 10.5 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 10.4 | B | Signalized | AM | 11.4 | B | No |
| | | | PM | 14.4 | B | | PM | 19.1 | B | No |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.7 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 15.1 | B | | PM | 13.3 | B | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 16.8 | B | RBT | AM | 5.6 | A | No |
| | | | PM | 16.6 | B | | PM | 12.9 | B | No |
| 7 | Pier View Way & Horne Street | AWSC | AM | 8.7 | A | AWSC | AM | 8.7 | A | No |
| | | | PM | 11.9 | B | | PM | 11.9 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 10.1 | B | | PM | 10.0 | A | No |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 8.1 | A | Signalized | AM | 8.1 | A | No |
| | | | PM | 10.6 | B | | PM | 10.6 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 13.1 | B | Signalized | AM | 8.0 | A | No |
| | | | PM | 13.8 | B | | PM | 12.2 | B | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 7.4 | A | Signalized | AM | 6.7 | A | No |
| | | | PM | 18.9 | B | | PM | 17.1 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 3.3 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 11.5 | B | | PM | 11.5 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 14.7 | B | Signalized | AM | 16.1 | B | No |
| | | | PM | 23.9 | C | | PM | 27.3 | C | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.3 | A | SSSC | AM | 10.3 | B | No |
| | | | PM | 15.6 | C | | PM | 15.6 | C | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.6 | A | No |
| | | | PM | 12.5 | B | | PM | 12.0 | B | No |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 7.9 | A | SSSC | AM | 7.5 | A | No |
| | | | PM | 13.1 | B | | PM | 8.3 | A | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 12.0 | B | SSSC | AM | 10.0 | A | No |
| | | | PM | 23.9 | C | | PM | 13.5 | B | No |

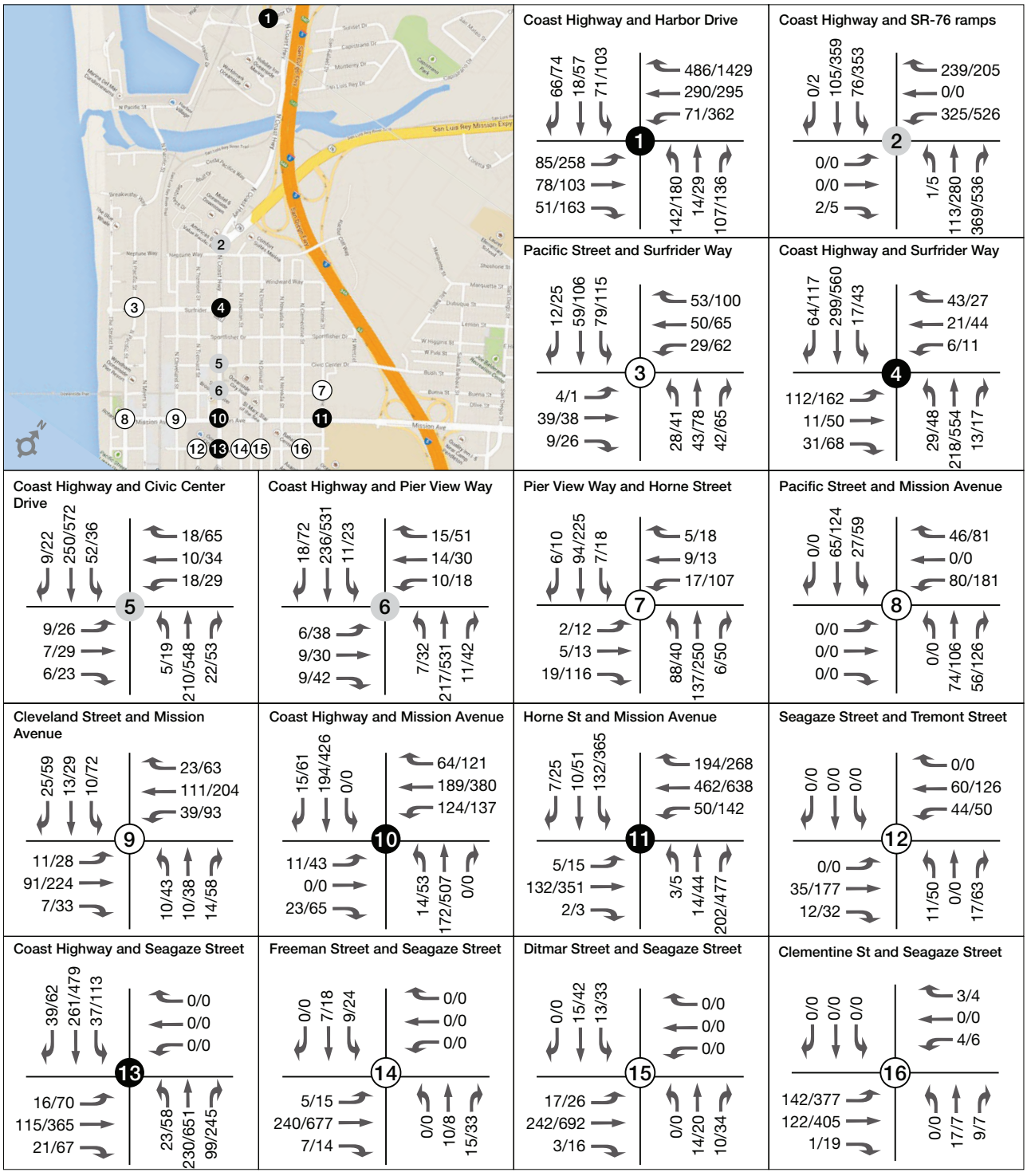
| Intersection | | Existing Conditions without Alternative 2 | | | | Existing Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 11.3 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 22.0 | C | | PM | 13.2 | B | No |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.8 | A | No |
| | | | PM | 9.8 | A | | PM | 9.5 | A | No |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.6 | B | SSSC | AM | 10.6 | B | No |
| | | | PM | 14.0 | B | | PM | 14.0 | B | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 8.9 | A | RBT | AM | 7.0 | A | No |
| | | | PM | 12.2 | B | | PM | 22.0 | C | No |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 9.1 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 9.7 | A | | PM | 9.7 | A | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 9.7 | A | SSSC | AM | 9.7 | A | No |
| | | | PM | 10.1 | B | | PM | 10.1 | B | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 7.5 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 7.9 | A | | PM | 7.9 | A | No |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 8.0 | A | AWSC | AM | 7.7 | A | No |
| | | | PM | 9.0 | A | | PM | 8.7 | A | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 10.9 | B | SSSC | AM | 11.0 | B | No |
| | | | PM | 14.7 | B | | PM | 14.8 | B | No |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 29.7 | C | Signalized | AM | 30.1 | C | No |
| | | | PM | 39.7 | D | | PM | 41.2 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 5.7 | A | Signalized | AM | 5.4 | A | No |
| | | | PM | 6.8 | A | | PM | 5.9 | A | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 9.0 | A | Signalized | AM | 21.0 | C | No |
| | | | PM | 9.8 | A | | PM | 10.1 | A | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 9.0 | A | SSSC | AM | 9.0 | A | No |
| | | | PM | 10.0 | B | | PM | 10.0 | B | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 8.8 | A | SSSC | AM | 8.8 | A | No |
| | | | PM | 9.2 | A | | PM | 9.2 | A | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 7.7 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 9.3 | A | | PM | 8.7 | A | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 10.3 | B | SSSC | AM | 10.3 | B | No |
| | | | PM | 14.5 | B | | PM | 14.5 | B | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 9.9 | A | SSSC | AM | 9.9 | A | No |
| | | | PM | 12.4 | B | | PM | 12.4 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 9.1 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 14.0 | B | | PM | 13.2 | B | No |

| | Intersection | Existing Conditions without Alternative 2 | | | | Existing Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 10.2 | B | SSSC | AM | 10.2 | B | No |
| | | | PM | 12.7 | B | | PM | 12.7 | B | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 9.5 | A | | PM | 9.0 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.3 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 13.2 | B | | PM | 12.0 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 7.4 | A | SSSC | AM | 7.4 | A | No |
| | | | PM | 7.6 | A | | PM | 7.6 | A | No |
| 40 | Coast Highway & Vista Way | Signalized | AM | 22.7 | C | Signalized | AM | 23.4 | C | No |
| | | | PM | 37.0 | D | | PM | 39.5 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 12.2 | B | SSSC | AM | 12.2 | B | No |
| | | | PM | 15.3 | C | | PM | 15.3 | C | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 13.0 | B | SSSC | AM | 13.0 | B | No |
| | | | PM | 18.7 | C | | PM | 18.7 | C | No |
| 43 | Vista Way & Stewart Street | SSSC | AM | 12.3 | B | SSSC | AM | 12.3 | B | No |
| | | | PM | 17.4 | C | | PM | 17.4 | C | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 12.8 | B | SSSC | AM | 13.1 | B | No |
| | | | PM | 14.3 | B | | PM | 14.5 | B | No |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 7.3 | A | RBT | AM | 6.7 | A | No |
| | | | PM | 9.0 | A | | PM | 22.5 | C | No |
| 46 | Coast Highway & West Street | SSSC | AM | -- | -- | RBT | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| 47 | Coast Highway & Kelly Street | SSSC | AM | -- | -- | SSSC | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 17.6 | B | Signalized | AM | 17.6 | B | No |
| | | | PM | 22.7 | C | | PM | 22.7 | C | No |
| 49 | SR-76 - I-5 SB On-Ramp | Signalized | AM | 8.9 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 6.9 | A | | PM | 6.9 | A | No |
| 50 | SR-76 - I-5 NB On/Off-Ramp | Signalized | AM | 21 | C | Signalized | AM | 21.0 | C | No |
| | | | PM | 25.5 | C | | PM | 25.5 | C | No |
| 51 | Mission - I-5 SB Off-Ramp | Signalized | AM | 23.0 | C | Signalized | AM | 23.0 | C | No |
| | | | PM | 35.0 | C | | PM | 35.0 | C | No |
| 52 | Oceanside - I-5 SB On/Off-Ramp | Signalized | AM | 46.6 | D | Signalized | AM | 46.6 | D | No |
| | | | PM | 43.3 | D | | PM | 43.3 | D | No |
| 53 | Oceanside - I-5 NB On/Off-Ramp | Signalized | AM | 34.2 | C | Signalized | AM | 34.2 | C | No |
| | | | PM | 39.2 | D | | PM | 39.2 | D | No |

| Intersection | | Existing Conditions without Alternative 2 | | | | Existing Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 54 | California - I-5 NB On-Ramp | AWSC | AM | 8.9 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 8.7 | A | | PM | 8.7 | A | No |
| 55 | Cassidy - I-5 SB On/Off-Ramp | SSSC | AM | 11 | B | SSSC | AM | 11.0 | B | No |
| | | | PM | 11.2 | B | | PM | 11.2 | B | No |
| 56 | Vista Way - I-5 SB On/Off Ramp | Signalized | AM | 50 | D | Signalized | AM | 50.0 | D | No |
| | | | PM | 174.2 | F | | PM | 174.2 | F | No |

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

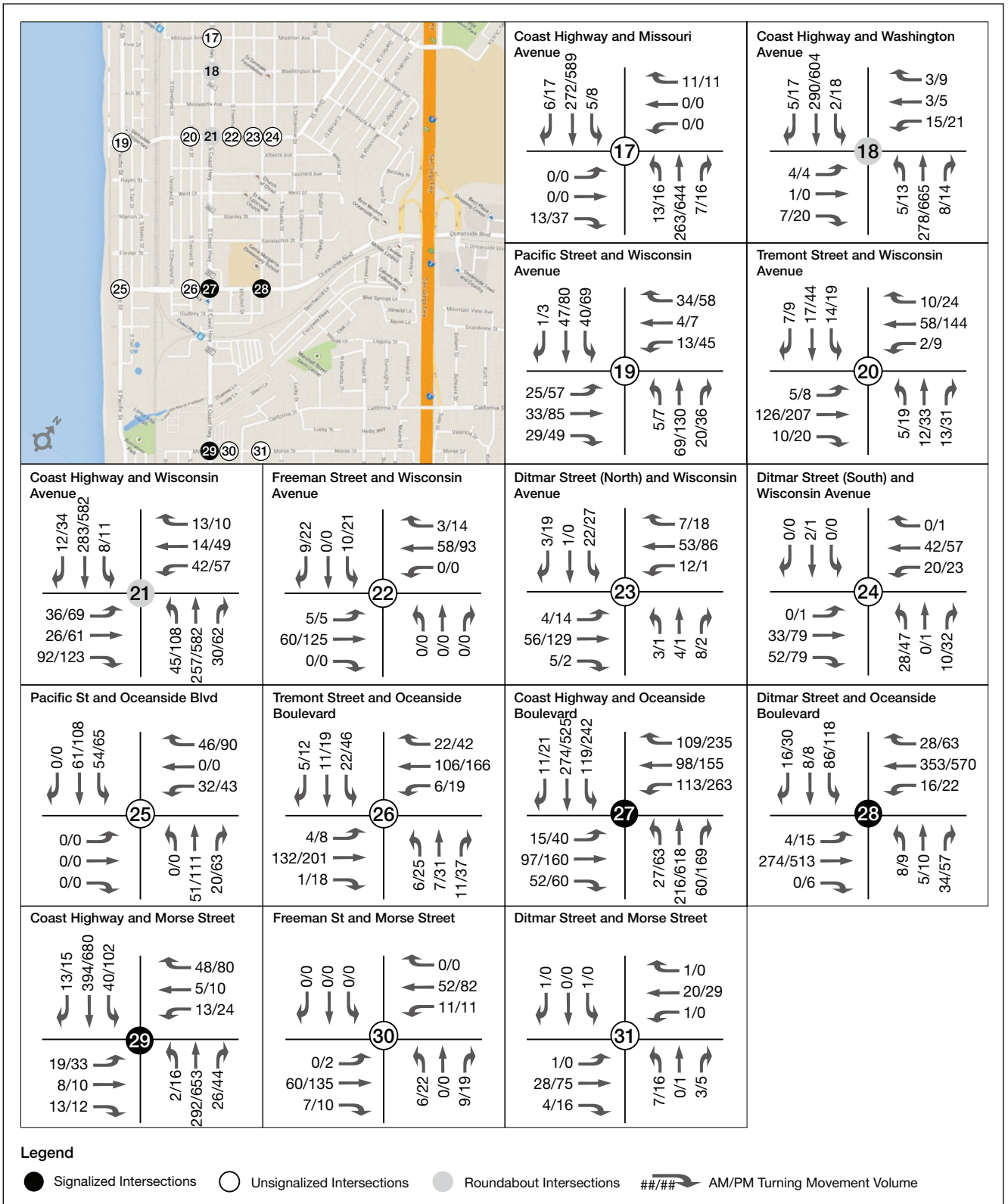



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-5a**

Existing Conditions + Alternative 2 Peak Hour Volumes

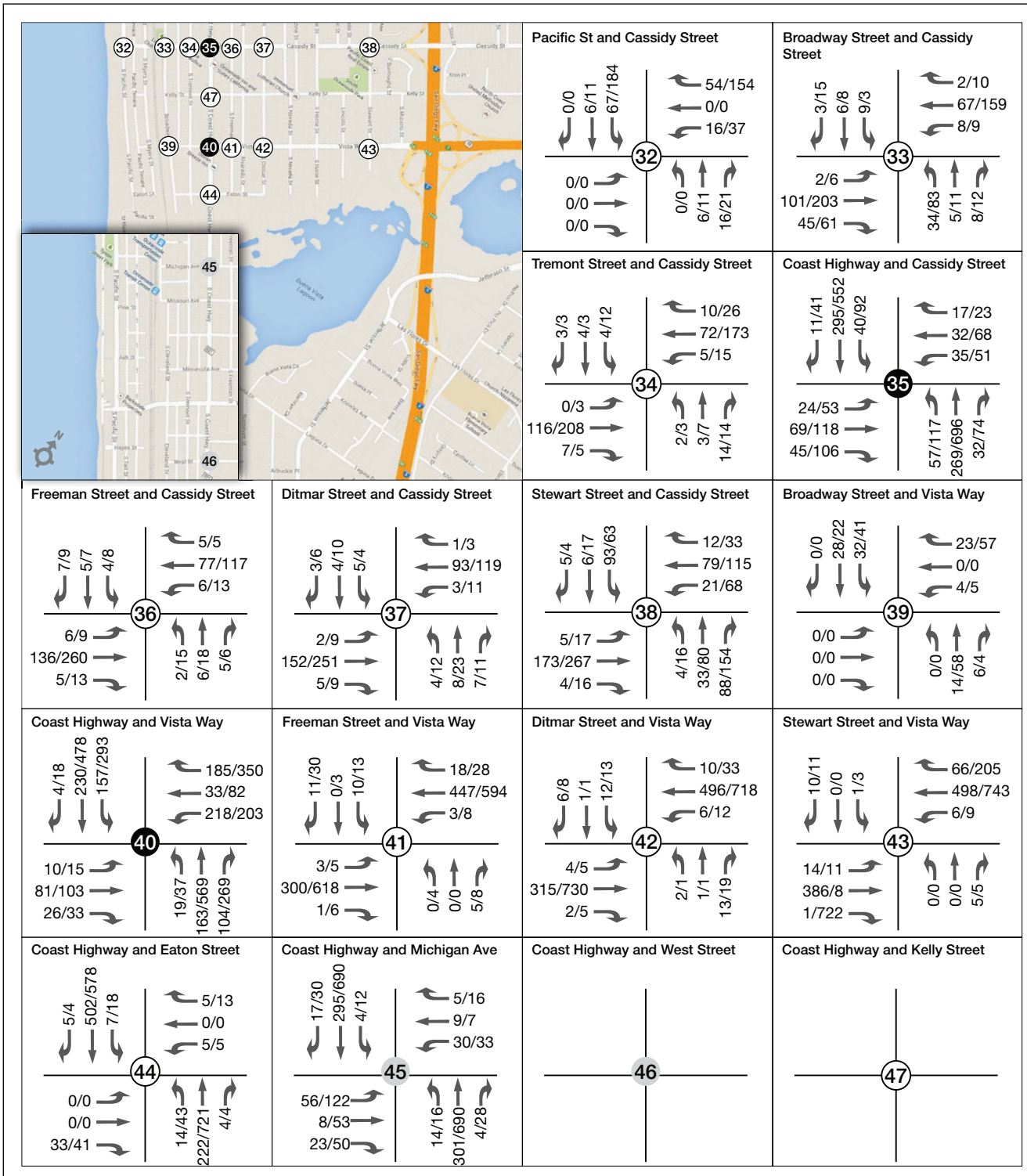



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-5b**

Existing Conditions + Alternative 2 Peak Hour Volumes

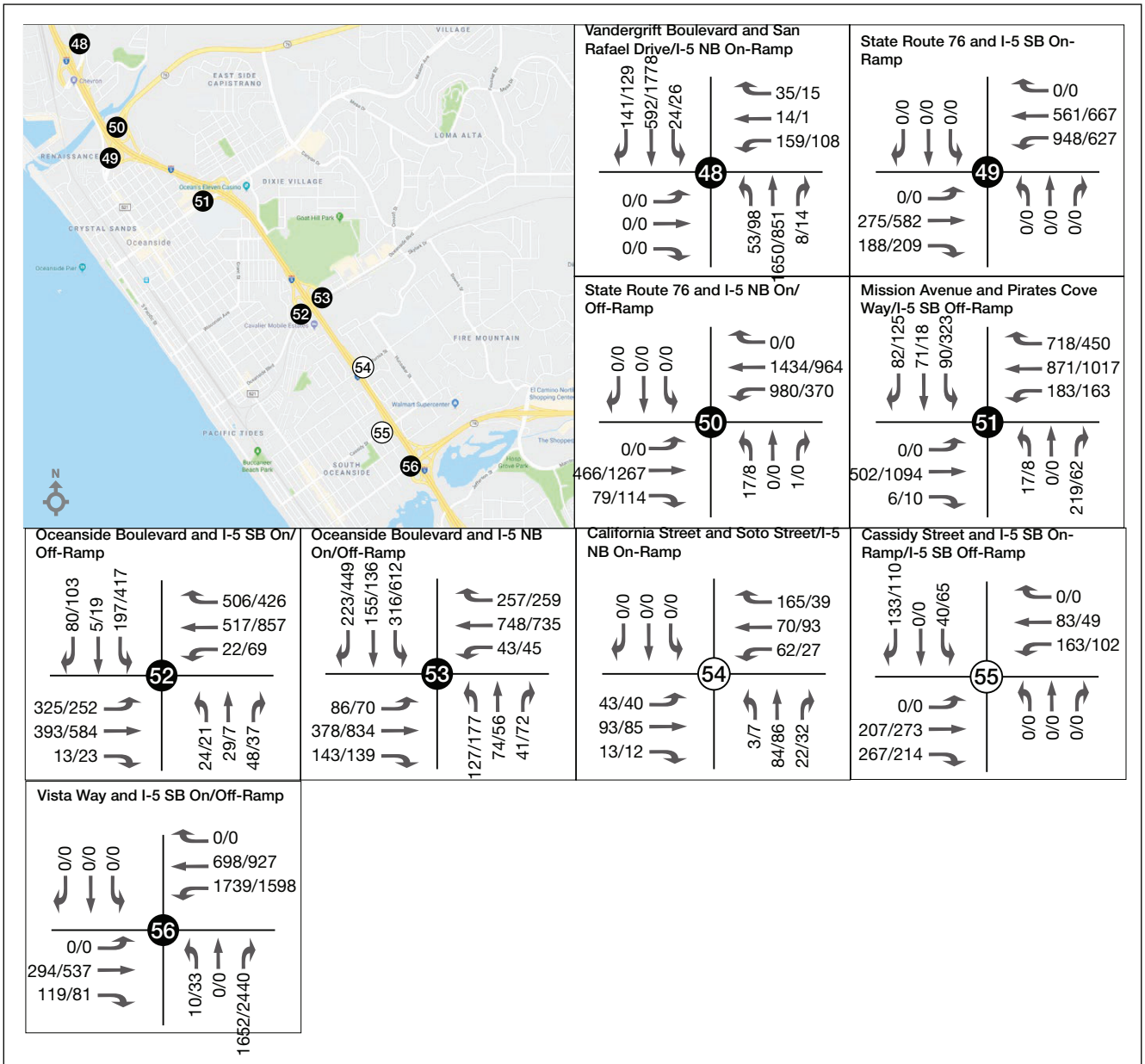



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-5c**

Existing Conditions + Alternative 2 Peak Hour Volumes




SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-5d**

Existing Conditions + Alternative 2 Peak Hour Volumes

## Future Conditions without Alternative 2 Scenario

As shown in **Table 5-14** below, all of the study intersections in the Future Conditions scenario would operate at LOS (LOS D or better), with the exception of the following intersections, which would operate at a deficient LOS:

1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour
19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour
26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour
30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

## Future Conditions + Alternative 2 Scenario

The Future Conditions + Alternative 2 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 2, which accounts for development and/or redevelopment that may occur under the Incentive District. **Figures 5-6a** through **5-6d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 2 scenario. Table 5-14 summarizes the LOS and delay for future conditions with and without Alternative 2 scenarios at the study area intersections.

**TABLE 5-14**
**LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 2**

| | | Future Conditions without Alternative 2 | | | | Future Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Intersection | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 31.1 | C | Signalized | AM | 29.8 | C | No |
| | | | PM | 68.9 | E | | PM | 53.7 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 12.7 | B | RBT | AM | 3.0 | A | No |
| | | | PM | 25.6 | C | | PM | 17.8 | C | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 10.4 | B | AWSC | AM | 9.7 | A | No |
| | | | PM | 19.5 | C | | PM | 14.6 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 16.4 | B | Signalized | AM | 9.8 | A | No |
| | | | PM | 17.1 | B | | PM | 18.0 | B | No |

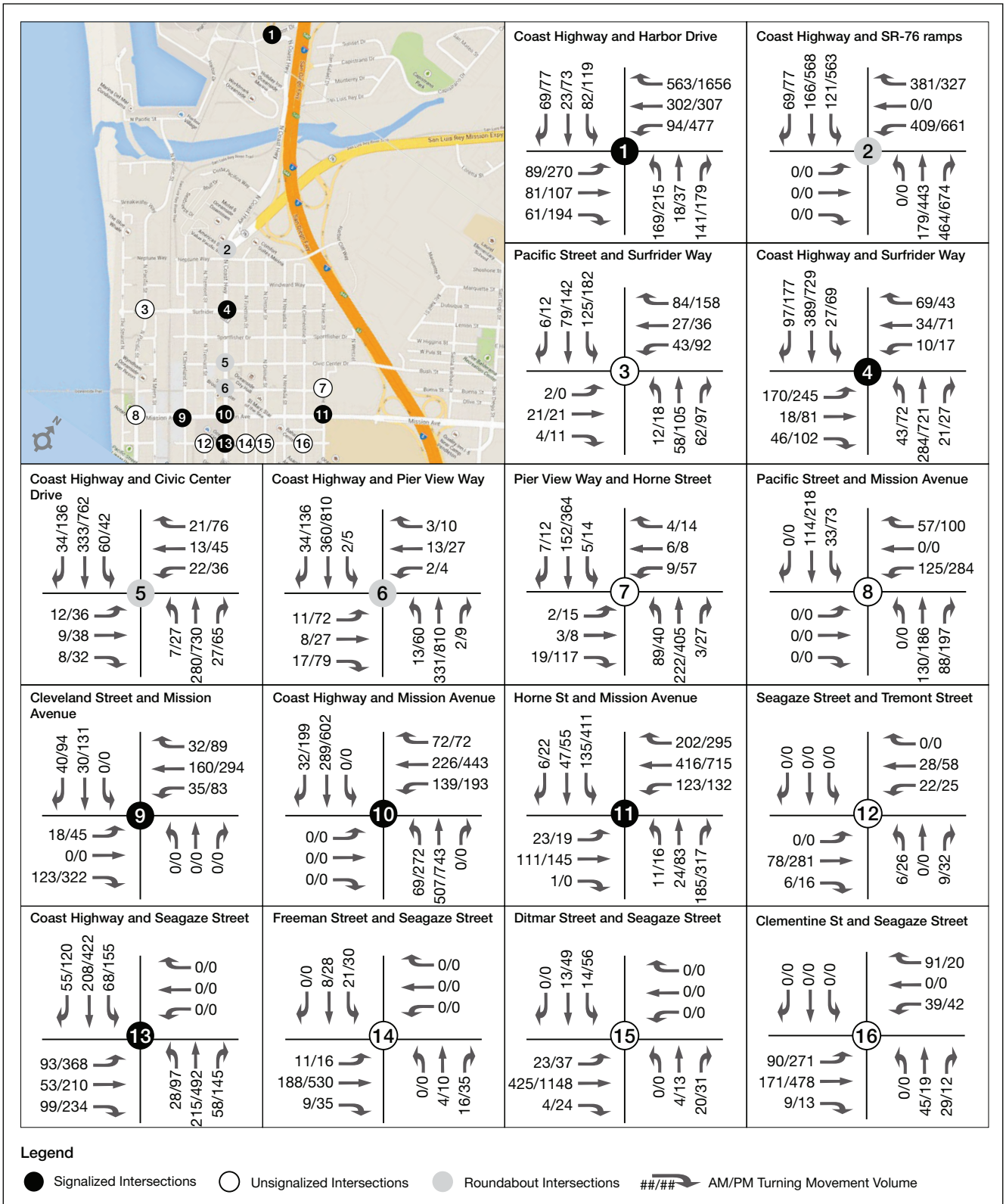
| Intersection | | Future Conditions without Alternative 2 | | | | Future Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.2 | B | RBT | AM | 7.3 | A | No |
| | | | PM | 15.6 | B | | PM | 30.6 | D | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 19.2 | B | RBT | AM | 7.1 | A | No |
| | | | PM | 8.7 | A | | **PM** | **46.4** | **E** | **Yes** |
| 7 | Pier View Way & Horne Street | AWSC | AM | 9.4 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 17.6 | C | | PM | 11.9 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 9.5 | A | AWSC | AM | 9.3 | A | No |
| | | | PM | 19.4 | C | | PM | 17.6 | C | No |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 18.8 | B | Signalized | AM | 14.8 | B | No |
| | | | PM | 17.7 | B | | PM | 16.8 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 12.0 | B | Signalized | AM | 15.2 | B | No |
| | | | PM | 12.8 | B | | PM | 30.6 | C | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 6.9 | A | Signalized | AM | 13.3 | B | No |
| | | | PM | 10.7 | B | | PM | 12.8 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 9.8 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 17.1 | C | | PM | 11.2 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 15.8 | B | Signalized | AM | 13.1 | B | No |
| | | | PM | 22.7 | C | | PM | 16.7 | B | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.1 | B | SSSC | AM | 10.0 | B | No |
| | | | PM | 15.0 | B | | PM | 14.4 | B | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 8.6 | A | AWSC | AM | 8.7 | A | No |
| | | | PM | 30.2 | D | | **PM** | **38.0** | **E** | **Yes** |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 8.3 | A | SSSC | AM | 8.2 | A | No |
| | | | PM | 17.7 | C | | PM | 14.3 | B | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 10.8 | B | SSSC | AM | 10.0 | A | No |
| | | | PM | 15.7 | C | | PM | 13.3 | B | No |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 9.9 | A | RBT | AM | 5.9 | A | No |
| | | | PM | 13.8 | B | | PM | 12.9 | B | No |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 10.1 | B | AWSC | AM | 9.7 | A | No |
| | | | PM | 51.3 | F | | PM | 20.4 | C | No |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.8 | B | SSSC | AM | 12.7 | B | No |
| | | | PM | 14.9 | B | | PM | 30.8 | D | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 14.5 | B | RBT | AM | 8.5 | A | No |
| | | | PM | 24.5 | C | | **PM** | **57.8** | **F** | **Yes** |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 11.5 | B | SSSC | AM | 10.9 | B | No |
| | | | PM | 19.4 | C | | PM | 14.9 | B | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 13.2 | B | SSSC | AM | 13.1 | B | No |
| | | | PM | 17.9 | C | | PM | 17.9 | C | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 9.5 | A | AWSC | AM | 9.7 | A | No |
| | | | PM | 23.7 | C | | PM | 26.5 | D | No |

| Intersection | | Future Conditions without Alternative 2 | | | | Future Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 9.1 | A | AWSC | AM | 9.2 | A | No |
| | | | PM | 12.1 | B | | PM | 12.6 | B | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 14.3 | B | SSSC | AM | 13.8 | B | No |
| | | | PM | 91.0 | F | | PM | 42.0 | E | No |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 26.2 | C | Signalized | AM | 26.7 | C | No |
| | | | PM | 32.1 | C | | PM | 47.4 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 14.9 | B | Signalized | AM | 15.3 | B | No |
| | | | PM | 15.3 | B | | PM | 15.6 | B | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 19.6 | B | Signalized | AM | 9.4 | A | No |
| | | | PM | 22.9 | C | | PM | 15.0 | B | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 12.9 | B | SSSC | AM | 10.5 | B | No |
| | | | PM | 112.9 | F | | PM | 16.8 | C | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 9.5 | A | SSSC | AM | 9.3 | A | No |
| | | | PM | 11.5 | B | | PM | 10.9 | B | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 8.6 | A | AWSC | AM | 8.6 | A | No |
| | | | PM | 16.8 | C | | PM | 17.0 | C | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 16.0 | C | SSSC | AM | 11.6 | B | No |
| | | | PM | 397.4 | F | | PM | 26.5 | D | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 10.1 | B | SSSC | AM | 10.3 | B | No |
| | | | PM | 13.1 | B | | PM | 12.7 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 18.5 | B | Signalized | AM | 12.8 | B | No |
| | | | PM | 20.0 | C | | PM | 31.5 | C | No |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 21.4 | C | SSSC | AM | 11.0 | B | No |
| | | | PM | OVF | F | | PM | 26.1 | D | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 7.6 | A | AWSC | AM | 7.5 | A | No |
| | | | PM | 8.6 | A | | PM | 8.5 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.2 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 13.8 | B | | PM | 12.4 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 8.5 | A | SSSC | AM | 8.0 | A | No |
| | | | PM | 9.4 | A | | PM | 8.4 | A | No |
| 40 | Coast Highway & Vista Way | Signalized | AM | 32.8 | C | Signalized | AM | 35.3 | D | No |
| | | | PM | 78.9 | E | | PM | 54.9 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 34.0 | D | SSSC | AM | 16.8 | C | No |
| | | | PM | OVF | F | | PM | 49.4 | E | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 26.2 | D | SSSC | AM | 25.2 | D | No |
| | | | PM | 294.2 | F | | **PM** | **OVF** | **F** | **Yes** |
| 43 | Vista Way & Stewart Street | SSSC | AM | 22.0 | C | SSSC | AM | 22.1 | C | No |
| | | | PM | 69.1 | F | | PM | 66.8 | F | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 14.9 | B | SSSC | AM | 18.8 | C | No |
| | | | PM | 17.4 | C | | PM | 24.5 | C | No |

| Intersection | | Future Conditions without Alternative 2 | | | | Future Conditions + Alternative 2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 4.7 | A | RBT | AM | 6.4 | A | No |
| | | | PM | 5.4 | A | | PM | 19.4 | C | No |
| 46 | Coast Highway & West Street | SSSC | AM | 9.6 | A | RBT | AM | 4.9 | A | No |
| | | | PM | 11.2 | B | | PM | 7.3 | A | No |
| 47 | Coast Highway & Kelly Street | SSSC | AM | 10.0 | B | SSSC | AM | 14.2 | B | No |
| | | | PM | 12.7 | B | | **PM** | **69.4** | **F** | **Yes** |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 15.0 | B | Signalized | AM | 16.6 | B | No |
| | | | PM | 37.4 | D | | PM | 45.6 | D | No |
| 49 | SR-76 - I-5 SB On-Ramp | Signalized | AM | 4.8 | A | Signalized | AM | 4.9 | A | No |
| | | | PM | 4.4 | A | | PM | 4.7 | A | No |
| 50 | SR-76 - I-5 NB On/Off-Ramp | Signalized | AM | 17.1 | B | Signalized | AM | 18.4 | B | No |
| | | | PM | 27.3 | C | | PM | 30.9 | C | No |
| 51 | Mission - I-5 SB Off-Ramp | Signalized | AM | 16.3 | B | Signalized | AM | 17.2 | B | No |
| | | | PM | 23.5 | C | | PM | 23.1 | C | No |
| 52 | Oceanside - I-5 SB On/Off-Ramp | Signalized | AM | 28.3 | C | Signalized | **AM** | **38.2** | **D** | **Yes** |
| | | | PM | 34.9 | C | | **PM** | **46.0** | **D** | **Yes** |
| 53 | Oceanside - I-5 NB On/Off-Ramp | Signalized | AM | 35.7 | D | Signalized | AM | 36.4 | D | No |
| | | | PM | 42.8 | D | | PM | 47.3 | D | No |
| 54 | California - I-5 NB On-Ramp | AWSC | AM | 8.3 | A | AWSC | AM | 8.0 | A | No |
| | | | PM | 8.2 | A | | PM | 8.1 | A | No |
| 55 | Cassidy - I-5 SB On/Off-Ramp | SSSC | AM | 9.3 | A | SSSC | AM | 9.3 | A | No |
| | | | PM | 9.5 | A | | PM | 9.5 | A | No |
| 56 | Vista Way - I-5 SB On/Off Ramp | Signalized | AM | 25.8 | C | Signalized | AM | 32.7 | C | No |
| | | | PM | 88.0 | F | | **PM** | **89.9** | **F** | **Yes** |

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

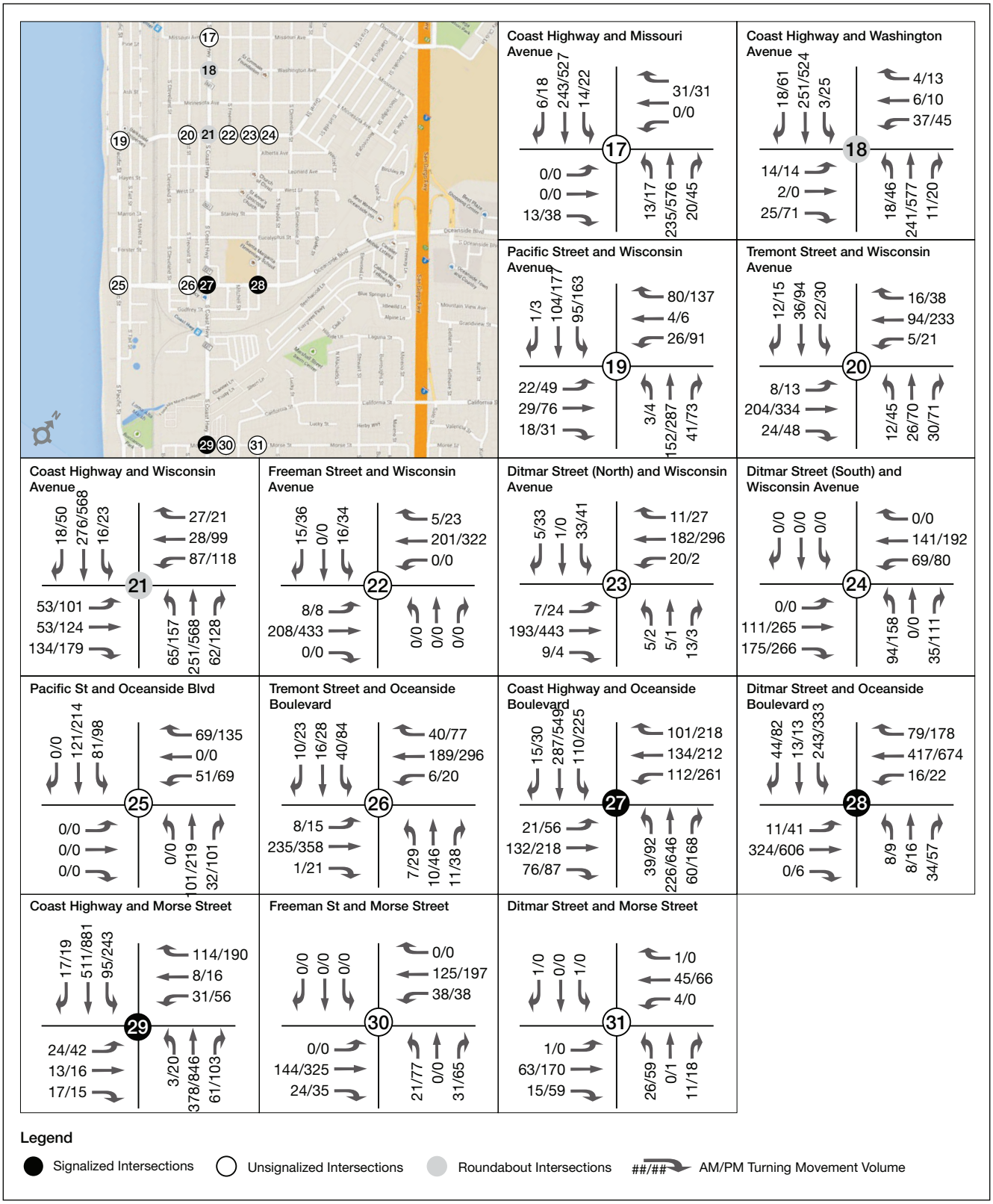



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-6a**

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

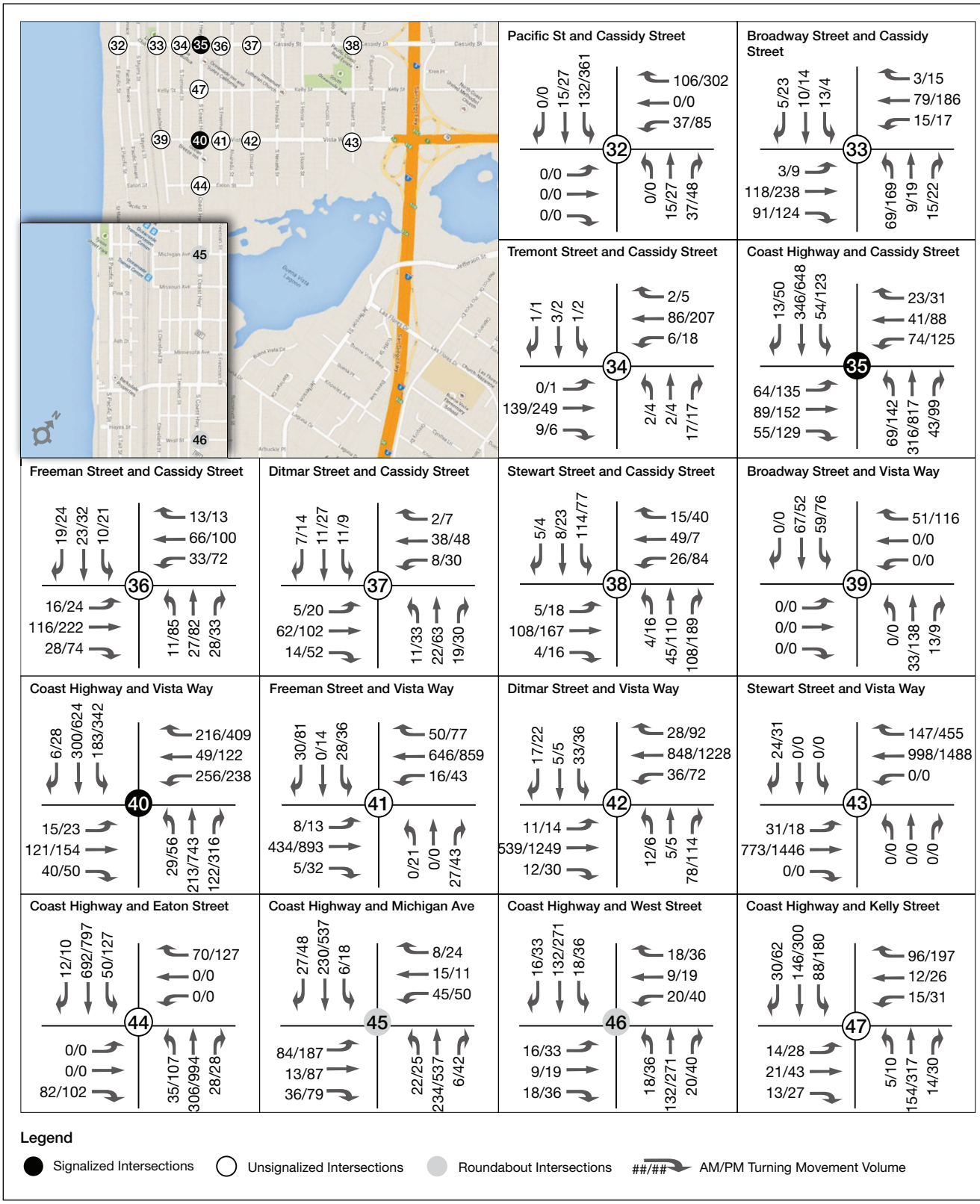



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-6b**

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

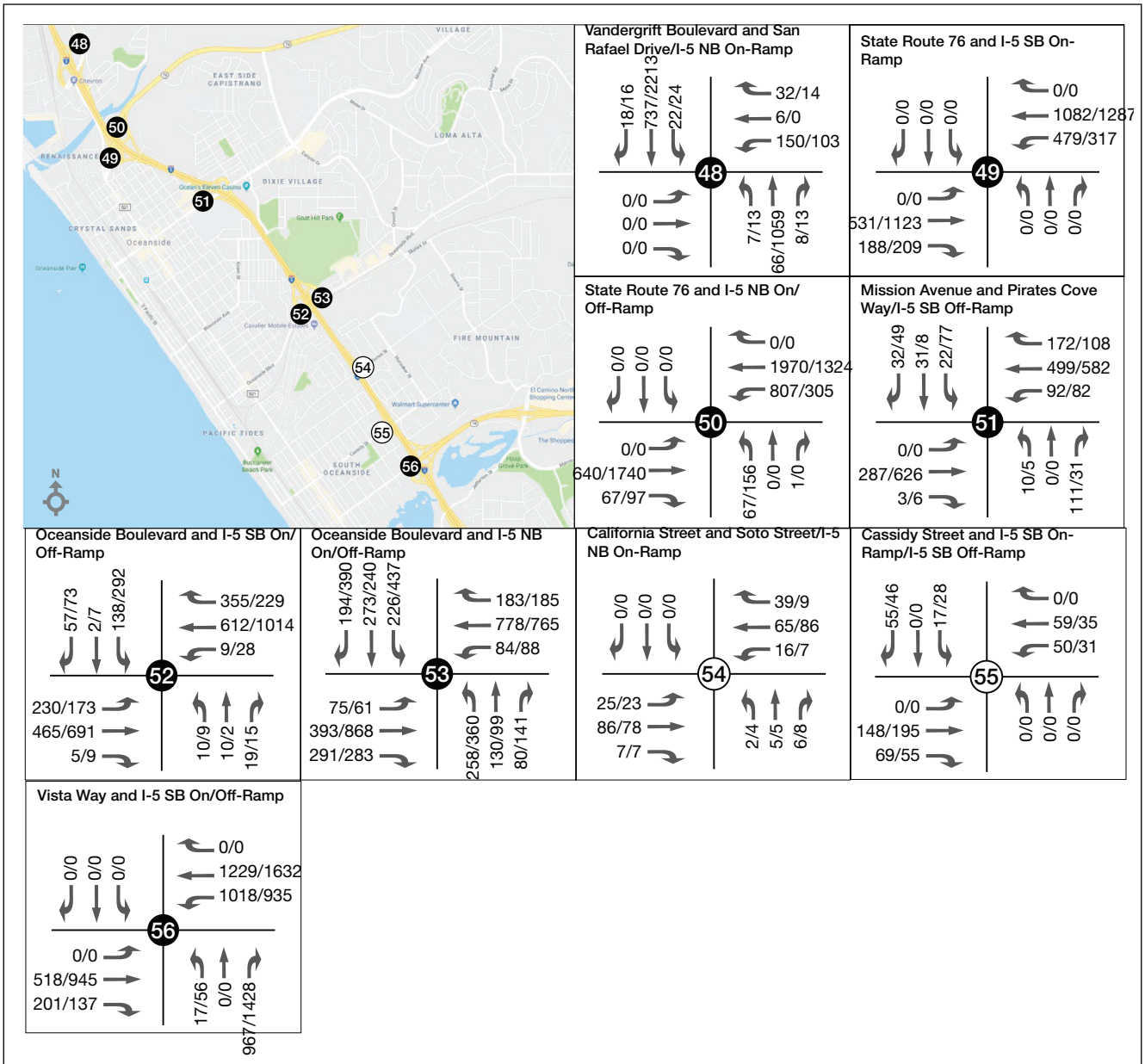



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-6c**

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM




City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-6d**

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

As shown in Table 5-14, under the Future Conditions + Alternative 2 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS E during PM peak hour

15. Seagaze Street & Ditmar Street – LOS E during PM peak hour

21. Coast Highway & Wisconsin Boulevard – LOS F during PM peak hour

42. Vista Way & Ditmar Street – LOS F during PM peak hour

47. Coast Highway & Kelly Street – LOS F during PM peak hour

52. Oceanside Boulevard & I-5 Southbound On/Off Ramps – LOS D[12] during AM and PM peak hours

56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Therefore, implementation of Alternative 2 would result in potentially significant impacts to seven study intersections under future conditions. Incorporation of feasible mitigation into Alternative 2 would improve the LOS at four of the study intersections to an acceptable level.

In order to mitigate the deficient LOS at the four degraded study area intersections predicted under the Future Conditions + Alternative 2 scenario, the City would need to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets improvements construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would be required to be completed either prior to or concurrent with the Complete Streets improvements.

| Location | | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | |
| 6 | Coast Highway & Pier View Way | Maintain existing traffic signal | None | 8.7 | A | **Yes** |
| 15 | Seagaze St & Ditmar St | Convert AWSC to Traffic Signal | None | 13.20 | B | **Yes** |
| 42 | Vista Way & Ditmar St | Convert TWSC to Traffic Signal | None | 11.5 | B | **Yes** |
| 47 | Coast Highway & Kelly Street | Convert SSSC to traffic signal and restripe eastbound/westbound right turn into a shared left thru--right | None | 5.8 | A | **Yes** |

[12] The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant

| Location | | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | |
| 52 | Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (AM Peak-Hour) | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet | None | 33.9 | C | **Yes** |
| 52 | Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak-Hour) | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet | Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection | 44.2 | D | **No[1]** |

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, similar to the proposed project, there is no feasible mitigation to improve LOS above the threshold of significance at the following two study intersections under the Future Conditions + Alternative 2 scenario:

21. Coast Highway & Wisconsin Avenue
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak hours)
56. Vista Way & I-5 Southbound On-/Off-Ramps

Under the Future Conditions scenario, in comparison to the proposed project Alternative 2 would avoid significant impacts at four of the study area intersections, one of which would be significant and unavoidable (Intersection 35), and would eliminate the need for three of the mitigation measures that the proposed project would require in the future conditions scenario. Specifically, Alternative 2 would avoid significant impacts at the following four intersections:

4. Coast Highway& Surfrider Way
27. Coast Highway & Oceanside Boulevard
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street

Therefore, because Alternative 2 degrades seven of the study intersections in the future conditions scenario, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 2 would not degrade any of the study intersections LOS in the Existing Conditions + Alternative 2 condition beyond the level of significance. Further, in comparison to the proposed project, some delays would be reduced with implementation of Alternative 2 in the existing conditions scenario.

Implementation of Alternative 2 would degrade seven intersections to a deficient LOS in the Future Conditions + Alternative 2 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 2 would result in similar significant and unavoidable impacts to the same three intersections as the proposed project in the Future Conditions + Alternative 2 scenario. Because Alternative 2 would avoid impacts at four study intersections prior to mitigation, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 2 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

### 5.7.15 Utilities

Under Alternative 2, implementation of corridor improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period since Alternative 2 would result in less generation of debris and other construction material that would need to be transported to a landfill, as fewer roundabouts would be constructed than the proposed project. However, the decrease in solid waste associated with Alternative 2 would not be substantial. Further, the reduction in the area of corridor improvements would reduce the expansion of the irrigation system for the ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Because the Incentive District component of this alternative would be the same as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 2.

## 5.8 Environmental Analysis of Alternative 3 (Complete Streets Improvements and Incentive District to Morse Street and Existing Conditions between Morse Street and Vista Way)

Under this alternative, both the Complete Streets improvements and the Incentive District would be modified to extend from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each

direction from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to **Figure 5-7**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [13]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 3 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 3 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping.

Similar to Alternatives 1 and 2, the TIA prepared by IBI (2018) for the proposed project considers Alternative 3 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

As described above, Alternative 3 would also limit the boundaries of the Incentive District, where the optional zoning program would not apply to properties south of Morse Street (refer to Figure 5-7). Unlike Alternatives 1 and 2, Alternative 3 would differ from the proposed project in the boundaries of the Incentive District, and the following analysis will consider the environmental effects of this change. The overall comparisons and conclusions of the following analysis include both the modified Complete Streets improvements and the limited Incentive District.

This alternative has been included to provide a comparison of the project as proposed to an alternative that limits the extent of the Complete Streets improvements and the Incentive District from the community of south Oceanside (refer to Figure 5-7). This alternative was included in the analysis in response to public comments in favor of considering an alternative that maintained

[13] Numbering refers to the intersection reference numbering found in Section 3.14.

four lanes throughout the southern portion of Coast Highway and removed the Incentive District from the community of south Oceanside.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City's interest in considering this alternative for adoption, the analysis of Alternative 3 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if it so chose.

The following sections provide an environmental analysis of the Alternative 3.

### 5.8.1 Aesthetics

Under Alternative 3, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Morse Street; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Morse Street. Because the corridor improvements would be limited to two-thirds of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, implementation of the Complete Streets improvements under this alternative would only have a minimal aesthetic difference when compared to the proposed project.

In addition, the southern boundary of the Incentive District would be limited to Morse Street under Alternative 3. With this smaller area for the Incentive District, the properties south of Morse Street would not be able to be developed or redeveloped under the limited Incentive District and would be required to comply with the underlying zoning development standards. Because the Incentive District would be limited to this smaller area under this alternative, visual change associated with development or redevelopment under the Incentive District would also be more limited when compared to the proposed project. However, the Incentive District under the proposed project would result in less than significant aesthetics impacts because future development within the Incentive District would be held to higher architectural standards and would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies. Similar to the proposed project, future development under the limited Incentive District would also be held to higher architectural standards and would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies. Thus, implementation of the Incentive District under this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 3 and the proposed project would be similar.

Proposed Roundabouts
Modified Complete Streets Improvements – 2 lanes
Modified Complete Streets Improvements – 4 lanes
Incentive District

*Note: Project area encompasses the Modified Complete Streets improvements and Incentive District*

0 1,200 Feet

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-7**
Alternative 3 Project Area

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## 5.8.2 Air Quality

### Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 3 would implement the Complete Streets improvements from Harbor Drive to Morse Street and would convert Coast Highway from four travel lanes to two travel lanes from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the SDAPCD RAQS, and it would not conflict with or obstruct implementation of the RAQS.

Alternative 3 would differ from the proposed project by limiting the Incentive District boundaries from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. However, similar to the proposed project, construction emissions associated with the individual development projects that would occur under the Incentive District for Alternative 3 would be required to comply with the CARB promulgated emission standards for off-road diesel construction equipment, which would minimize exhaust emissions of $PM_{10}$, $PM_{2.5}$, and $NO_X$. As well, the growth and development that is anticipated to occur with implementation of the Incentive District is consistent with the City's existing General Plan and thus would be consistent with the SDAPCD's RAQS.

For these reasons, neither the Complete Streets improvements nor the development projects anticipated under the Incentive District under Alternative 3 would conflict with or obstruct implementation of the RAQS, and impacts would be less than significant.

### Violation of an Air Quality Standard during Construction

Construction of Alternative 3 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 3 would have less overall construction activity compared to the project due to implementing the corridor improvements to Morse Street rather than to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 3, overall air quality emissions for this alternative would be less than under the project. However, Alternative 3 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, 3, and 4. Therefore, the construction emissions that would occur on a maximum day under Alternative 3 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 3 are summarized in **Table 5-15**. As shown, maximum daily construction emissions under Alternative 3 would be less than significant, similar to the project.

Future project-specific construction activities that would occur as a result of the limited Incentive District under Alternative 3 would reduce the project footprint compared to the proposed project. However, construction activities associated with the development projects would cause

temporary, short-term emissions of nonattainment air pollutants in the SDAB of $O_3$ precursors (i.e., VOCs and $NO_X$), and $PM_{10}$ and $PM_{2.5}$ as a result of construction activities, including: (1) grading, excavation, road building, and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment, trucks, and worker vehicles; (4) architectural coatings; and (5) asphalt paving. Information regarding the size, duration, and construction requirements of specific development projects would be required in order to quantify impacts associated with the construction activities of these individual projects. However, detailed information regarding individual development projects within the limited Incentive District is not currently available. Due to the reduced footprint, construction-related emissions could potentially be lower for Alternative 3, than those of the proposed project; however, it cannot be determined with certainty that the construction of the development projects under the Incentive District in Alternative 3 would be less than significant. Because there is no way to accurately predict the nature or intensity of development projects under the Incentive District under Alternative 3, construction-related emissions could likely result in emissions above the daily thresholds resulting in short-term emissions of nonattainment air pollutants, which would result in a significant contribution to existing or projects air quality violations, similar to the proposed project.

### Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-15, the construction emissions associated with the corridor improvements in Alternative 3 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 3's construction period and operational impacts would be less than significant, Alternative 3 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 3 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

**TABLE 5-15**
**ALTERNATIVE 3 – LIMITED INCENTIVE DISTRICT AND COMPLETE STREETS IMPROVEMENTS TO MORSE STREET CONSTRUCTION EMISSIONS**

| | Estimated Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| **Construction Activities** | **ROG** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Demolition | 6 | 51 | 42 | <1 | 3 | 3 |
| Site preparation (vegetation grubbing/clearing) | 3 | 39 | 23 | <1 | 2 | 1 |
| Site grading | 3 | 33 | 22 | <1 | 2 | 1 |
| Utility trenching | 2 | 17 | 13 | <1 | 1 | 1 |
| Facilities construction | 4 | 40 | 29 | <1 | 3 | 2 |
| Facilities construction and paving [a] | 9 | 83 | 62 | <1 | 5 | 4 |

| Construction Activities | Estimated Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Maximum Daily Emissions | 9 | 83 | 62 | <1 | 5 | 4 |
| SDAPCD Thresholds | 75 | 250 | 550 | 250 | 100 | 55 |
| Significant Impact? | No | No | No | No | No | No |

[a] Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

Implementation of the Incentive District under Alternative 3 would generate pollutant emissions from construction and operational emissions from potential future development under the Incentive District. Future development that could occur as a result of adoption of the limited Incentive District could result in an increase in density or in the total amount of VMT relative to existing conditions, which may result in an overall increase in building and mobile source emissions, despite the improved energy and transportation efficiency and emissions reductions expected from buildings and mobile sources meeting increasingly more stringent energy efficiency and vehicle emissions standards. The reduced footprint of the Incentive District under Alternative 3 could potentially generate less pollutant emissions from operation and construction in comparison to the proposed project. However, detailed information regarding individual development projects within the Incentive District for Alternative 3 is not currently available. Thus, it cannot be determined with certainty that the impacts generated by the construction and operation of the Incentive District under Alternative 3 would be less than significant. Development under the Incentive District for Alternative 3 would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment. Therefore, impacts would be significant and unavoidable, similar to the proposed project.

## CO Hotspots/Toxic Air Contaminants

Under Alternative 3, traffic levels at intersections intersection 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 3, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 3 scenario. For these reasons, the Existing Conditions + Alternative 3 scenario would have reduced impacts when considering potential hotspots. However, this difference would be negligible, since the Existing Conditions + Project would not cause a significant impact related to CO hotspots (the screening analysis determined that the emissions would be below the threshold of significance).

As shown in **Table 5-16,** LOS at intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) would degrade to a deficient level during the PM peak hour in the Future (2035) + Alternative 3 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 24 (Wisconsin Avenue & Ditmar Street [South]) would degrade to LOS F and LOS E, respectively, during the PM peak hour under the Future (2035) + Alternative 3 scenario, which represents two additional degraded intersections compared to the proposed project. However, as shown in Table 5-16, While these four intersections would operate at a deficient LOS during the PM peak hour, the peak-hour traffic flows at these four intersections would not exceed 3,000 vehicles.[14] For this reason, there would not be a potential for CO hotspots at these intersections and impacts would be less than significant. All other intersections are well below the potential for a CO hotspot under the Future Conditions + Alternative 3 scenario.

**TABLE 5-16**
**TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 3**

| Intersection (Numbering per IBI 2018) | Peak Hour | Future Conditions without Project LOS | Future Conditions + Project LOS | Peak Hourly Flow |
|---|---|---|---|---|
| 6. Coast Highway & Pier View Way | AM | B | A | 834 |
| | PM | A | F | 2,209 |
| 15. Seagaze Street & Ditmar Street | AM | A | A | 537 |
| | PM | D | F | 1,446 |
| 21. Coast Highway & Wisconsin Avenue | AM | B | A | 1,013 |
| | PM | C | E | 2,005 |
| 24. Wisconsin Avenue & Ditmar Street (South) | AM | A | B | 686 |
| | PM | C | E | 2,173 |

SOURCE: IBI 2018.

Similar to the proposed project, construction of the corridor improvements for Alternative 3 would result in short-term emissions of diesel particulate matter during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 3 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segment 5 would remain as it exists under current conditions. Additionally, Alternative 3 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1

[14] As stated in Section 3.2, Air Quality, a project that would cause an intersection to be degraded to below LOS D and would have peak-hour trips greater than 3,000 trips could have a potentially significant impact.

and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

Construction-related activities occurring under the limited Incentive District could result in the emission of TACs, affecting nearby sensitive receptors. The reduced footprint of the Incentive District under Alternative 3 could potentially generate less TAC emissions from operation and construction in comparison to the proposed project. However, detailed information regarding individual development projects within the Incentive District for Alternative 3 is not currently available. Thus, it cannot be determined with certainty that the impacts generated by the construction and operation of the Incentive District under Alternative 3 would be less than significant. Development under the Incentive District for Alternative 3 could potentially result in significant TAC emissions during construction and operation. Therefore, impacts related to TAC emissions would be significant and unavoidable, similar to the proposed project.

### Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Neither the Complete Streets improvements nor the Incentive District under Alternative 3 would include these land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 3 would result in similar impacts related to objectionable odors when compared to the proposed project.

## 5.8.3 Biological Resources

Under Alternative 3, the area of construction for the Complete Streets improvements would be reduced and would not occur south of Morse Street. While construction activities would be reduced with Alternative 3, all construction activities associated with the Complete Streets improvements would still occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the Complete Streets improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. In addition, the limited Incentive District would exclude future development and/or redevelopment from occurring on properties south of Morse Street under this alternative. Therefore, this alternative would also eliminate potential direct or indirect impacts to surrounding biological resources around properties south of Morse Street, including Buena Vista Lagoon, which could occur with development or redevelopment under the Incentive District; however, it should be noted that these impacts could be adequately addressed through the

implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 3 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, narrow endemic rare plants, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 3 would be reduced compared to the proposed project prior to mitigation, standard mitigation measures are available to further reduce the potential biological impacts to less than significant. For these reasons, Alternative 3 would result in similar impacts related to biological resources when compared to the proposed project.

### 5.8.4 Cultural Resources

Under Alternative 3, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Morse Street, which is a reduction in the area of the Complete Streets improvements than proposed in Chapter 2. However, there would be minor construction activities south of Morse Street associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 3, ground-disturbing activities, such as excavation and trenching, would still occur within two-thirds of the corridor during construction of the modified Complete Streets improvements, where the potential to impact cultural resources would be similar to the proposed project. In addition, Alternative 3 would set the southern boundary of the Incentive District at Morse Street, which would exclude future development and/or redevelopment from occurring on properties south of Morse Street. While the area where the Incentive District could be applied to future development or redevelopment would be reduced under this alternative, the potential to impact cultural resources would be similar as the proposed project. Therefore, with implementation of Alternative 3, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures established for the Incentive District in Section 3.4, Cultural Resources, would still be required under this alternative.

### 5.8.5 Geology, Soils, and Seismicity

Construction activities related to the Complete Streets improvements would be reduced under Alternative 3 by limiting the extent of the corridor improvements and the number of roundabouts, and all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated with geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the Complete Streets improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur. In addition, the reduced area of the limited Incentive District would not change the geologic and seismic conditions of the project area, where geologic and seismic hazards would remain the same as those with the proposed project. Furthermore, future development and redevelopment under the limited Incentive District would be required to comply with all applicable building codes and regulations, such as the California Building Code, to ensure that structures are designed and constructed to withstand geologic and seismic events similar to the proposed project. For these reasons, Alternative 3 would result in similar impacts related to geology, soils, and seismicity when compared to the proposed project.

## 5.8.6 Greenhouse Gas Emissions

Under Alternative 3, the area of construction for the corridor improvements would be reduced, as construction would not occur south of Morse Street. Alternative 3 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 3 would have fewer overall construction activities due to maintaining the four existing travel lanes south of Morse Street to just south of Vista Way (Segment 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 3 are shown in **Table 5-17**.

**TABLE 5-17**
**ALTERNATIVE 3 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated $CO_2e$ Emissions |
|---|---|
| Total Construction Emissions (2017) [a] | 1,285 (MT) |
| Annual Construction (Amortized over 30 years) | 43 (MT/yr) |

$CO_2e$= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 2.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 3 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. As shown in **Table 5-18**, the combined construction and operational impacts from the corridor improvements under Alternative 3 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 3 would generate less total GHG emissions than the proposed project, the difference between the Alternative 3 and the proposed project would be negligible.

**TABLE 5-18**
**ALTERNATIVE 3 ESTIMATED CONSTRUCTION GHG EMISSIONS**

| Emissions Source | Estimated Emissions $CO_2e$ (MT/yr) |
|---|---|
| Annual Construction (Amortized over 30 years) | 43 |
| Total Annual GHG Emissions | 43 |
| Screening Level Threshold | 900 |
| Significant Impact? | No |

$CO_2e$= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the CARB Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 3 corridor improvements would be designed to allow for continuous bicycle facilities and streetscape improvements. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan, and impacts would be similar to the proposed project.

Alternative 3 would limit the Incentive District boundaries from Harbor Drive to Morse Street and could result in fewer days of construction activity and fewer operational development projects. Given the potential for fewer development projects under the Incentive District for Alternative 3, overall air quality emissions for this component of Alternative 3 could potentially be less than the project. However, information regarding specific development projects within the Incentive District, such as trip generation, and energy usage, would be needed in order to quantify GHG emissions from construction and operational activities. This detailed information is not currently available. In general, individual residential and commercial projects that would be developed pursuant to adoption of the limited Incentive District that result in a net increase in development over existing project site conditions. Given the amount of development that could occur with implementation of the limited Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in GHG emissions over current emission levels in excess of the County's proposed screening level threshold which is 900 MT of $CO_2e$ per year. Thus, impacts are considered significant and unavoidable.

Similar to the proposed project, the Incentive District under Alternative 3 would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore is consistent with the CARB Scoping Plan. The Incentive District's goal is to increase population density and revitalization of the community. This is consistent with regional plans to reduce transportation-related GHG emissions as part of the overall statewide strategy under AB 32. The project would be supportive of the goals and benefits of the SANDAG RTP/SCS, which seeks "to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact" (SANDAG 2011). Because the Incentive District under Alternative 3 would be generally consistent with the Scoping Plan measures and the SANDAG RTP/SCS impacts would be less than significant.

## 5.8.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 3 by limiting the extent of the Complete Streets improvements and the number of roundabouts. However, all construction activities would still occur within the existing ROW, where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 3, the Complete Streets improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur. In addition, the reduced area of the limited Incentive District would not change the conditions of the project area, where hazards

and hazardous materials sites would remain the same as those with the proposed project. With the southern boundary of the Incentive District being limited to Morse Street under this alternative, three hazardous materials sites [Mobil 18-GCL (1742 South Coast Highway); Econo Lube'N Tube (1942 South Coast Highway); Golden State Gas Inc. (1943 South Coast Highway)] would no longer be within the project area and potential impacts associated with those specific sites would be eliminated. However, the limited Incentive District would still include six known hazardous materials sites and would be required to implement the mitigation measures established in Section 3.7, Hazards and Hazardous Materials, for the proposed project. For this reason, Alternative 3 would result in similar impacts related to hazards and hazardous materials when compared to the proposed project.

### 5.8.8 Hydrology and Water Quality

While construction activities associated with the Complete Streets improvements would be reduced under Alternative 3, the nature of the construction activities would be similar as described for the proposed project. Likewise, while the area where future development and redevelopment could occur under the Incentive District would be reduced under this alternative, construction and operation of future projects under the limited Incentive District would be the same as the proposed project. All construction and operation activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the reduced project area, similar to the proposed project. Under both the proposed project and Alternative 3, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

### 5.8.9 Land Use and Planning

The modified Complete Streets improvements would not alter the land use changes proposed under the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project. Under this alternative, the southern boundary of the Incentive District would be limited to Morse Street, which would exclude future development and/or redevelopment under the Incentive District from occurring on properties south of Morse Street. Similar to the proposed project, this alternative would implement the optional Incentive District in the reduced area to allow developers the option of using the development standards established in the Incentive District instead of the development standards of the underlying land use and zoning designations. Furthermore, this alternative would still include the General Plan Amendments and Zoning Ordinance Amendment as the proposed project. Under both the proposed project and Alternative 3, impacts to land use and planning would be less than significant, and there would be no notable differences between them when considering land use and planning effects.

## 5.8.10 Noise and Vibration

### Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 3, construction equipment used for the modified Complete Streets improvements and the limited Incentive District would be the same as the proposed project. However, implementation of the modified corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 3, the average temporary construction-period noise level would be the same as the project. Similar to the proposed project, construction activities associated with the modified Complete Streets improvements in Alternative 3 would be required to comply with the City's noise standards, which would reduce impacts to a less than significant level.

Unlike Alternatives 1 and 2, Alternative 3 would differ from the proposed project in limiting the boundaries of the Incentive District, where the optional zoning program would not apply to properties south of Morse Street (refer to Figure 5-7). While construction activities would be reduced with Alternative 3, construction equipment and activities would be the same as for the proposed project, where the average temporary construction-period noise level would also be the same as the project. Similar to the proposed project, construction activities associated with the limited Incentive District in Alternative 3 would be required to comply with the City's noise standards, which would reduce impacts to a less than significant level. Therefore, impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 3, similar to the proposed project.

### Exposure People to Excessive Ground-borne Vibration Levels

Under Alternative 3, construction equipment used for the modified Complete Streets improvements and the limited Incentive District would be the same as the proposed project. Similar to the proposed project, the Complete Streets improvements within Alternative 3 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold of human perception. Similar to the proposed project, due to the densely developed area within the limited Incentive District boundaries and the inability to know the exact nature of future proposed projects under the limited Incentive District, development within the limited Incentive District zone could be adjacent to other properties with existing structures (e.g., residences, commercial businesses). Therefore, construction activities of typical heavy construction equipment associated with future development under the limited Incentive District could result in temporary significant ground-borne vibration impacts that would exceed the threshold of human perception to sensitive receptors. Depending on the location of future development projects occurring under the provisions of the limited Incentive District, there may or may not be residences located near the development that would potentially be affected by construction vibration. For this reason, construction activities which could occur under the limited Incentive District would result in a potentially significant impact. However, implementation of

MM Incentive District NOI-1 would reduce this impact to less than significant, similar to the proposed project.

Operation of both Alternative 3 and the proposed project cause similar vibrational impacts, which would be less than significant.

## Substantial Permanent Increase in Ambient Noise Levels

As summarized in **Table 5-19**, the majority of roadway segments under Alternative 3 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, two roadway segments, Michigan Avenue east of Coast Highway and Michigan Avenue west of Coast Highway, would exceed the 5 dBA CNEL noise significance threshold. Compared to the Future (2035) without Alternative 3, Michigan Avenue west of Coast Highway would experience an increase of 5.5 dBA CNEL and Michigan Avenue east of Coast Highway would experience an increase of 5.4 dBA CNEL under the Future (2035) with Alternative 3 scenario. Since the traffic noise levels on these roadway segments would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along these roadway segments under Alternative 3, which is an additional significant impact compared to the proposed project.

While Alternative 3 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially contribute to changes in traffic noise levels, which are primarily affected by changes in traffic volumes. Based on review of the TIA (IBI 2018), the traffic volumes forecasted for the study area roadway segments change between Alternative 3 and the proposed project, which accounts for the additional significant impact compared to the project. Furthermore, because of the configuration of existing land uses in this area, the impacts to Michigan Avenue, both west and east of Coast Highway, could not be avoided with implementation of Alternative 3. Specifically, vehicles traveling on these roadway segments access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in these locations. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable. Alternative 3 would result in greater impacts related to a permanent increase in ambient noise levels compared to the proposed project.

**TABLE 5-19**
**OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS + ALTERNATIVE 3**

| | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| **Roadway Segment** | **Future without Alternative 3 (A)** | **Future with Alternative 3 (B)** | **Alternative 3 Increment (B-A)** | **Exceed Threshold?** |
| **Coast Highway** | | | | |
| Between SR 76 Ramps and Surfrider Way | 67.7 | 70.2 | 2.5 | No |
| Between Surfrider Way and Civic Center Drive | 64.2 | 68.3 | 4.1 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 3 (A) | Future with Alternative 3 (B) | Alternative 3 Increment (B-A) | Exceed Threshold? |
| Between Civic Center Drive and Pier View Way | 64.7 | 68.5 | 3.8 | No |
| Between Pier View Way and Mission Way | 64.8 | 68.2 | 3.4 | No |
| Between Mission Way and Seagaze Street | 65.8 | 68.0 | 2.2 | No |
| Between Seagaze Street and Missouri Avenue | 64.5 | 66.8 | 2.3 | No |
| Between Missouri Avenue and Washington Avenue | 63.9 | 66.4 | 2.5 | No |
| Between Washington Avenue and Wisconsin Avenue | 63.7 | 66.5 | 2.8 | No |
| Between Wisconsin Avenue and Oceanside Boulevard | 65.8 | 67.4 | 1.6 | No |
| Between Oceanside Boulevard and Morse Street | 67.1 | 67.7 | 0.6 | No |
| Between Morse Street and Cassidy Street | 65.8 | 66.4 | 0.6 | No |
| Between Cassidy Street and Vista Way | 66.9 | 67.9 | 1.0 | No |
| Between Vista Way and Eaton Street | 67.2 | 68.7 | 1.5 | No |
| North of West Street | 61.7 | 63.5 | 1.8 | No |
| South of West Street | 61.4 | 62.7 | 1.3 | No |
| North of Kelly Street | 61.8 | 62.3 | 0.5 | No |
| South of Kelly Street | 61.3 | 62.1 | 0.8 | No |
| **Vista Way** | | | | |
| Between Broadway Street and Coast Highway | 63.6 | 62.6 | -1.0 | No |
| Between Coast Highway and Ditmar Street | 69.6 | 68.1 | -1.5 | No |
| **Cassidy Street** | | | | |
| Between Broadway Street and Tremont Street | 65.2 | 61.6 | -3.6 | No |
| Between Tremont Street and Coast Highway | 62.8 | 61.4 | -1.4 | No |
| Between Coast Highway and Freeman Street | 60.8 | 61.7 | 0.9 | No |
| Between Freeman Street and Ditmar Street | 60.2 | 60.0 | -0.2 | No |
| **Morse Street** | | | | |
| Between Coast Highway and Freeman Street | 65.2 | 64.8 | -0.4 | No |
| Between Freeman Street and Ditmar Street | 62.0 | 62.0 | 0.0 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 3 (A) | Future with Alternative 3 (B) | Alternative 3 Increment (B-A) | Exceed Threshold? |
| **Oceanside Boulevard** | | | | |
| Between Tremont Street and Coast Highway | 63.9 | 64.2 | 0.3 | No |
| Between Coast Highway and Ditmar Street | 67.7 | 67.9 | 0.2 | No |
| **Wisconsin Avenue** | | | | |
| Between Tremont Street and Coast Highway | 64.2 | 65.4 | 1.2 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.5 | 0.3 | No |
| Between Freeman Street and Ditmar Street | 65.2 | 65.7 | 0.5 | No |
| **Washington Avenue** | | | | |
| West of Coast Highway | 56.1 | 58.5 | 2.4 | No |
| East of Coast Highway | 53.0 | 56.3 | 3.3 | No |
| **Missouri Avenue** | | | | |
| West of Coast Highway | 58.2 | 55.1 | -3.3 | No |
| East of Coast Highway | 55.5 | 55.8 | 0.3 | No |
| **Michigan Avenue** | | | | |
| West of Coast Highway | 57.1 | 62.6 | 5.5 | **Yes** |
| East of Coast Highway | 54.5 | 59.9 | 5.4 | **Yes** |
| **Seagaze Street** | | | | |
| Between Tremont Street and Coast Highway | 65.9 | 65.5 | -0.4 | No |
| Between Coast Highway and Freeman Street | 63.2 | 63.0 | -0.2 | No |
| Between Freeman Street and Ditmar Street | 66.2 | 67.1 | 0.9 | No |
| **Mission Avenue** | | | | |
| Between Cleveland Street and Coast Highway | 65.2 | 64.9 | -0.3 | No |
| Between Coast Highway and Horne Street | 65.2 | 64.5 | -0.7 | No |
| **Pier View Way** | | | | |
| West of Coast Highway | 61.1 | 63.4 | 2.3 | No |
| Between Coast Highway and Horne Street | 60.5 | 56.2 | -4.3 | No |
| **Civic Center Drive** | | | | |
| West of Coast Highway | 59.3 | 58.3 | -1.0 | No |
| East of Coast Highway | 59.7 | 59.1 | -0.6 | No |

| Roadway Segment | Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA) | | | |
|---|---|---|---|---|
| | Future without Alternative 3 (A) | Future with Alternative 3 (B) | Alternative 3 Increment (B-A) | Exceed Threshold? |
| **Surfrider Way** | | | | |
| West of Coast Highway | 62.1 | 64.6 | 2.5 | No |
| East of Coast Highway | 59.5 | 60.0 | 0.5 | No |
| **Vandergrift Boulevard** | | | | |
| North of San Rafael Drive | 72.4 | 72.4 | 0.0 | No |
| South of San Rafael Drive | 72.3 | 72.3 | 0.0 | No |
| **State Route 76** | | | | |
| West of I-5 SB On-Ramp | 72.0 | 72.7 | 0.7 | No |
| East of I-5 SB On-Ramp | 73.3 | 73.0 | -0.3 | No |
| **Mission Avenue** | | | | |
| West of I-5 SB Off-Ramp | 69.2 | 68.9 | -0.3 | No |
| East of I-5 SB Off-Ramp | 68.5 | 68.2 | -0.3 | No |
| **Oceanside Boulevard** | | | | |
| West of I-5 SB On/Off-Ramp | 70.2 | 70.6 | 0.4 | No |
| East of I-5 NB On/Off-Ramp | 71.0 | 71.1 | 0.1 | No |
| **California Street** | | | | |
| West of Soto Street/I-5 NB On-Ramp | 59.2 | 59.3 | 0.1 | No |
| **Cassidy Street** | | | | |
| East of I-5 SB On-Ramp/I-5 SB Off-Ramp | 61.1 | 60.8 | -0.3 | No |
| **Vista Way** | | | | |
| West of I-5 SB On/Off-Ramp | 72.3 | 69.3 | -3.0 | No |

[a] Based on noise levels at 25-foot distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018.

## Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the modified corridor improvements under Alternative 3 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA $L_{eq}$ at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA $L_{eq}$ at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be considered potentially significant. Similar to the Complete Streets improvements component of the project, under the limited Incentive District, construction activities could substantially increase ambient noise levels at noise-sensitive receptors (i.e., existing residences and schools)

near future construction activity within the limited Incentive District. Therefore, these impacts would also be considered significant.

However, Alternative 3 would be required to implement the same mitigation measures as the proposed project. While the reduced construction area under Alternative 3 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 3.

### Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 3 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 3.

## 5.8.11 Population and Housing

Under Alternative 3, the land use condition would include the limited Incentive District, but no land use designation or zoning changes would be proposed for the properties south of Morse Street, where development would occur according to General Plan policies and the Zoning Ordinance. Implementation of the proposed project could increase the rate and intensity of population growth in the area directly affected by the Incentive District. However, the relative growth that could occur under the proposed project could also occur with the implementation of current land use regulations. Similarly, Alternative 3 increase the rate and intensity of population growth in the area directly affected by the limited Incentive District but this growth could also occur under current land use regulations. Therefore, the same growth could occur with implementation of Alternative 3 as the proposed project. Further, neither the proposed project nor Alternative 3 would result in significant environmental impacts related to population and housing. For these reasons, the proposed project and Alternative 3 would be similar when comparing environmental impacts associated with population and housing.

## 5.8.12 Public Services

Under Alternative 3, implementation of the Complete Streets improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Furthermore, as stated above, the same growth could occur with implementation of Alternative 3 as the proposed project. For these reasons, impacts on public services would be similar for Alternative 3 as for the proposed project. As found for the proposed project, Alternative 3 would not result in significant environmental impacts related to the provision of public services.

## 5.8.13 Recreation and Parks

Under Alternative 3, implementation of the Complete Streets improvements would not result in population growth within the project area, as this component of the alternative is a transportation

project by nature. Furthermore, as stated above, the same growth could occur with implementation of Alternative 3 as the proposed project. For these reasons, impacts on public services would be similar for Alternative 3 as for the proposed project. As found for the proposed project, Alternative 3 would not result in significant environmental impacts related to the provision of recreation and parks.

## 5.8.14 Transportation and Traffic

As stated above, the Complete Streets improvements under Alternative 3 would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-7). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 3 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 3 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping. In addition, the southern boundary of the Incentive District would be limited to Morse Street, which would exclude development and/or redevelopment under the Incentive District on properties south of Morse Street. This land use condition has been accounted for in the modeling of the future traffic scenarios for Alternative 3.

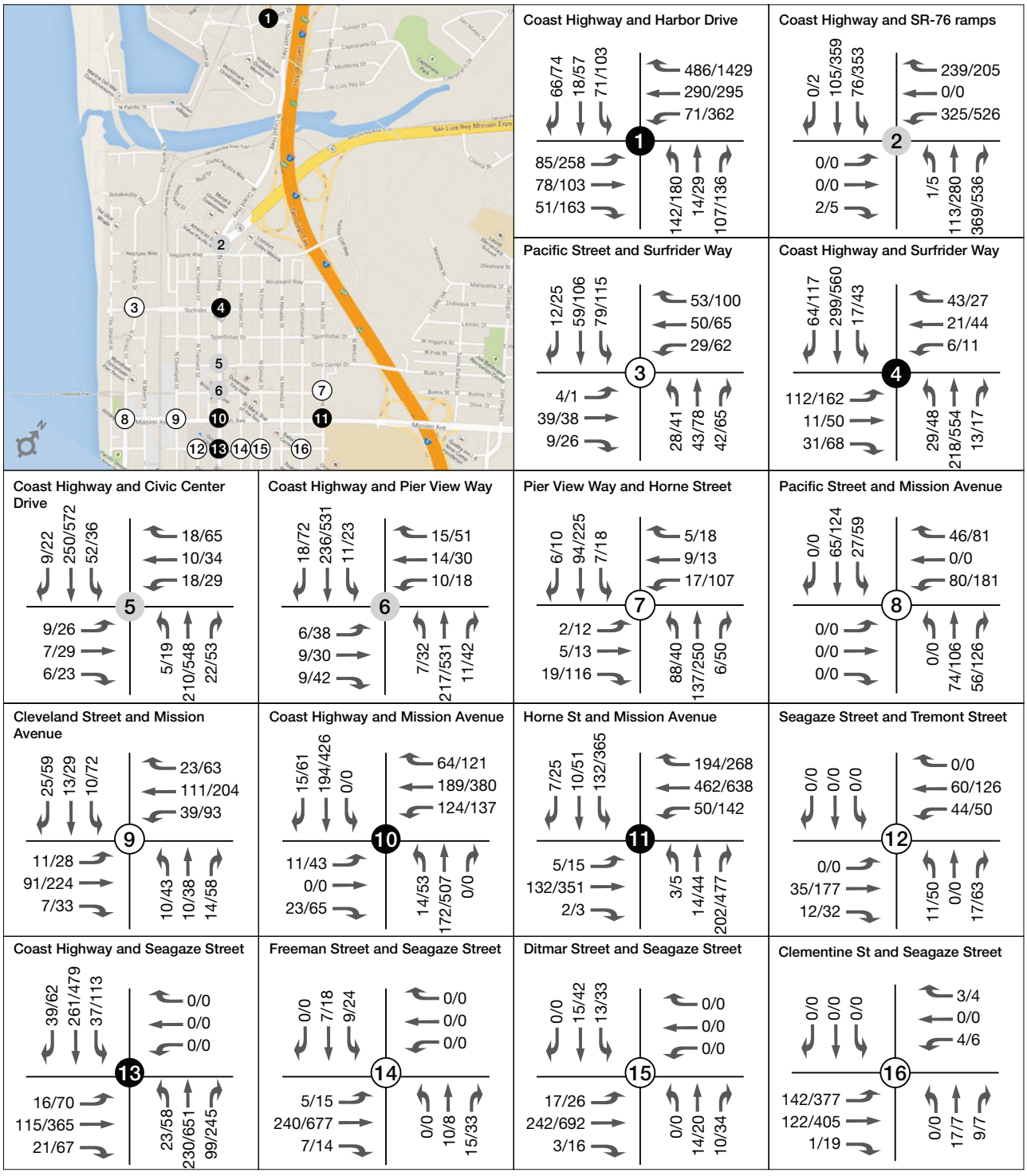
### Existing Conditions + Alternative 3 Scenario

The Existing Conditions + Alternative 3 scenario was modeled with two travel lanes throughout the corridor with four lanes between Morse Street and Vista Way and with a land use condition reflective of the land use designations in the City's General Plan. **Figures 5-8a** through **5-8d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the

Existing Conditions + Alternative 3 scenario.[15] **Table 5-20** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 3 scenarios for the study area intersections. As stated above, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are deficient service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in Table 5-20, implementation of the modified Complete Streets improvements under Alternative 3 would not cause any of the study area intersections to operate at a deficient LOS. Therefore, implementation of Alternative 3 would result in less than significant impacts under the Existing Conditions + Alternative 3 scenario.

[15] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

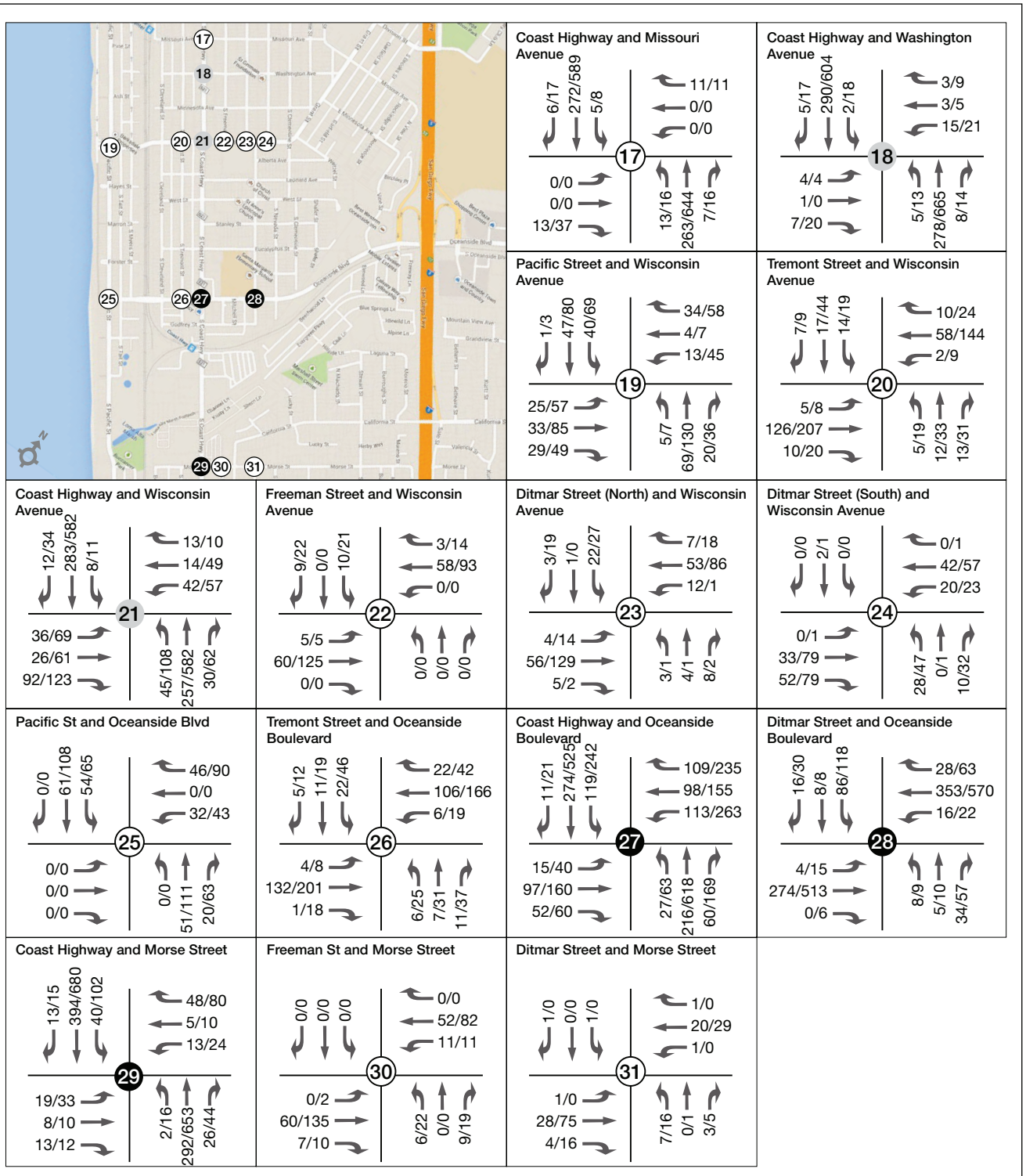



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-8a**

Existing Conditions + Alternative 3 Peak Hour Volumes

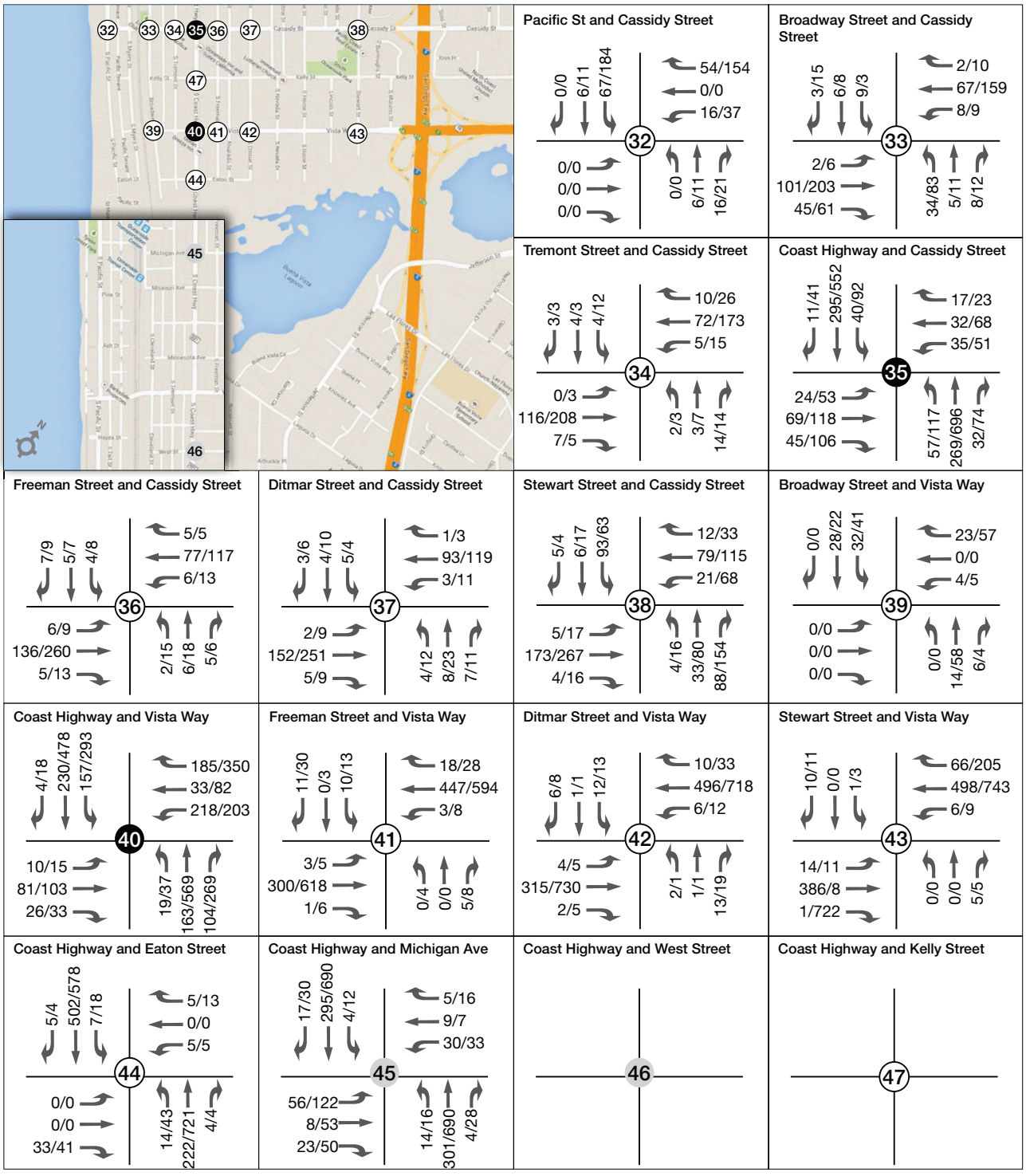



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-8b**

Existing Conditions + Alternative 3 Peak Hour Volumes

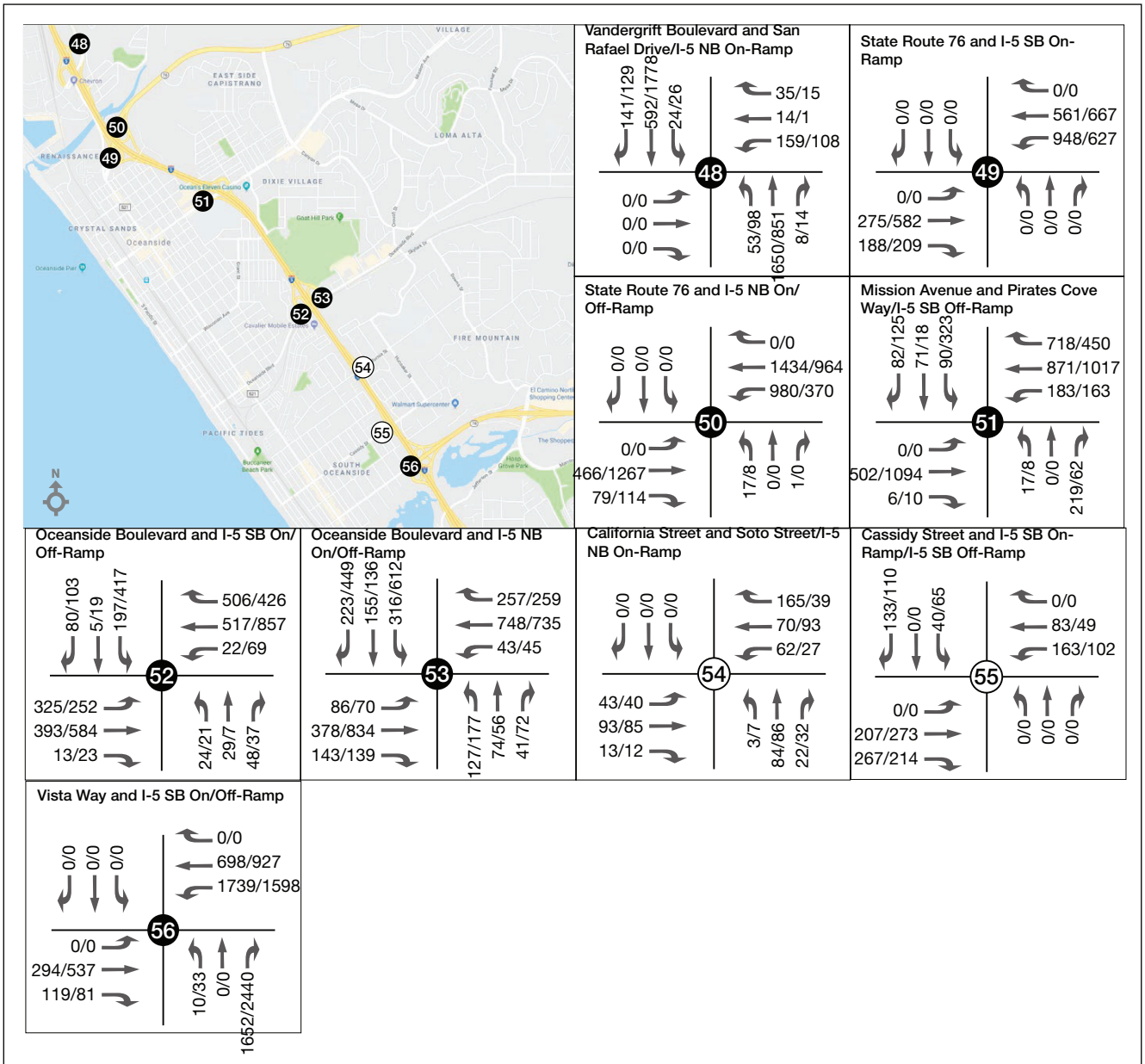



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-8c**

Existing Conditions + Alternative 3 Peak Hour Volumes




SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-8d**

Existing Conditions + Alternative 3 Peak Hour Volumes

**TABLE 5-20**
**LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 3**

| Intersection | | Existing Conditions without Alternative 3 | | | | Existing Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 28.0 | C | Signalized | AM | 31.1 | C | No |
| | | | PM | **51.3** | **E** | | PM | 51.3 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 13.7 | B | RBT | AM | 3.1 | A | No |
| | | | PM | 37.1 | D | | PM | 8.6 | A | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 8.5 | A | AWSC | AM | 8.5 | A | No |
| | | | PM | 11.2 | B | | PM | 10.5 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 10.4 | B | Signalized | AM | 11.4 | B | No |
| | | | PM | 14.4 | B | | PM | 19.1 | B | No |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.7 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 15.1 | B | | PM | 13.3 | B | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 16.8 | B | RBT | AM | 5.6 | A | No |
| | | | PM | 16.6 | B | | PM | 12.9 | B | No |
| 7 | Pier View Way & Horne Street | AWSC | AM | 8.7 | A | AWSC | AM | 8.7 | A | No |
| | | | PM | 11.9 | B | | PM | 11.9 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 10.1 | B | | PM | 10 | A | No |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 8.1 | A | Signalized | AM | 8.1 | A | No |
| | | | PM | 10.6 | B | | PM | 10.6 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 13.1 | B | Signalized | AM | 8 | A | No |
| | | | PM | 13.8 | B | | PM | 12.2 | B | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 7.4 | A | Signalized | AM | 6.7 | A | No |
| | | | PM | 18.9 | B | | PM | 17.1 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 3.3 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 11.5 | B | | PM | 11.5 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 14.7 | B | Signalized | AM | 16.1 | B | No |
| | | | PM | 23.9 | C | | PM | 27.3 | C | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.3 | A | SSSC | AM | 10.3 | B | No |
| | | | PM | 15.6 | C | | PM | 15.6 | C | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 7.9 | A | AWSC | AM | 7.6 | A | No |
| | | | PM | 12.5 | B | | PM | 12 | B | No |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 7.9 | A | SSSC | AM | 7.5 | A | No |
| | | | PM | 13.1 | B | | PM | 8.3 | A | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 12.0 | B | SSSC | AM | 10 | A | No |
| | | | PM | 23.9 | C | | PM | 13.5 | B | No |

| | Intersection | Existing Conditions without Alternative 3 | | | | Existing Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 11.3 | B | RBT | AM | 6.1 | A | No |
| | | | PM | 22.0 | C | | PM | 13.2 | B | No |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.8 | A | No |
| | | | PM | 9.8 | A | | PM | 9.5 | A | No |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.6 | B | SSSC | AM | 10.6 | B | No |
| | | | PM | 14.0 | B | | PM | 14 | B | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 8.9 | A | RBT | AM | 7 | A | No |
| | | | PM | 12.2 | B | | PM | 22 | C | No |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 9.1 | A | SSSC | AM | 9.1 | A | No |
| | | | PM | 9.7 | A | | PM | 9.7 | A | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 9.7 | A | SSSC | AM | 9.7 | A | No |
| | | | PM | 10.1 | B | | PM | 10.1 | B | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 7.5 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 7.9 | A | | PM | 7.9 | A | No |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 8.0 | A | AWSC | AM | 7.7 | A | No |
| | | | PM | 9.0 | A | | PM | 8.7 | A | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 10.9 | B | SSSC | AM | 11 | B | No |
| | | | PM | 14.7 | B | | PM | 14.8 | B | No |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 29.7 | C | Signalized | AM | 30.1 | C | No |
| | | | PM | 39.7 | D | | PM | 41.2 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 5.7 | A | Signalized | AM | 5.4 | A | No |
| | | | PM | 6.8 | A | | PM | 5.9 | A | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 9.0 | A | Signalized | AM | 21 | C | No |
| | | | PM | 9.8 | A | | PM | 10.1 | A | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 9.0 | A | SSSC | AM | 9 | A | No |
| | | | PM | 10.0 | B | | PM | 10 | B | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 8.8 | A | SSSC | AM | 8.8 | A | No |
| | | | PM | 9.2 | A | | PM | 9.2 | A | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 7.7 | A | AWSC | AM | 7.3 | A | No |
| | | | PM | 9.3 | A | | PM | 8.7 | A | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 10.3 | B | SSSC | AM | 10.3 | B | No |
| | | | PM | 14.5 | B | | PM | 14.5 | B | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 9.9 | A | SSSC | AM | 9.9 | A | No |
| | | | PM | 12.4 | B | | PM | 12.4 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 9.1 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 14.0 | B | | PM | 13.2 | B | No |

| Intersection | | Existing Conditions without Alternative 3 | | | | Existing Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 10.2 | B | SSSC | AM | 10.2 | B | No |
| | | | PM | 12.7 | B | | PM | 12.7 | B | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 8.1 | A | AWSC | AM | 7.9 | A | No |
| | | | PM | 9.5 | A | | PM | 9 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.3 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 13.2 | B | | PM | 12 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 7.4 | A | SSSC | AM | 7.4 | A | No |
| | | | PM | 7.6 | A | | PM | 7.6 | A | No |
| 40 | Coast Highway & Vista Way | Signalized | AM | 22.7 | C | Signalized | AM | 23.4 | C | No |
| | | | PM | 37.0 | D | | PM | 39.5 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 12.2 | B | SSSC | AM | 12.2 | B | No |
| | | | PM | 15.3 | C | | PM | 15.3 | C | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 13.0 | B | SSSC | AM | 13 | B | No |
| | | | PM | 18.7 | C | | PM | 18.7 | C | No |
| 43 | Vista Way & Stewart Street | SSSC | AM | 12.3 | B | SSSC | AM | 12.3 | B | No |
| | | | PM | 17.4 | C | | PM | 17.4 | C | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 12.8 | B | SSSC | AM | 13.1 | B | No |
| | | | PM | 14.3 | B | | PM | 14.5 | B | No |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 7.3 | A | RBT | AM | 6.7 | A | No |
| | | | PM | 9.0 | A | | PM | 22.5 | C | No |
| 46 | Coast Highway & West Street | SSSC | AM | -- | -- | RBT | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| 47 | Coast Highway & Kelly Street | SSSC | AM | -- | -- | SSSC | AM | -- | -- | -- |
| | | | PM | -- | -- | | PM | -- | -- | -- |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 17.6 | B | Signalized | AM | 17.6 | B | No |
| | | | PM | 22.7 | C | | PM | 22.7 | C | No |
| 49 | SR-76 & I-5 SB On-Ramp | Signalized | AM | 8.9 | A | Signalized | AM | 8.9 | A | No |
| | | | PM | 6.9 | A | | PM | 6.9 | A | No |
| 50 | SR-76 & I-5 NB On/Off-Ramp | Signalized | AM | 21.0 | C | Signalized | AM | 21 | C | No |
| | | | PM | 25.5 | C | | PM | 25.5 | C | No |
| 51 | Mission & I-5 SB Off-Ramp | Signalized | AM | 23.0 | C | Signalized | AM | 23.0 | C | No |
| | | | PM | 35.0 | C | | PM | 35.0 | C | No |
| 52 | Oceanside & I-5 SB On/Off-Ramp | Signalized | AM | 46.6 | D | Signalized | AM | 46.6 | D | No |
| | | | PM | 43.3 | D | | PM | 43.3 | D | No |
| 53 | Oceanside & I-5 NB On/Off-Ramp | Signalized | AM | 34.2 | C | Signalized | AM | 34.2 | C | No |
| | | | PM | 39.2 | D | | PM | 39.2 | D | No |

| Intersection | | Existing Conditions without Alternative 3 | | | | Existing Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 54 | California & I-5 NB On-Ramp | AWSC | AM | 8.9 | A | AWSC | AM | 8.9 | A | No |
| | | | PM | 8.7 | A | | PM | 8.7 | A | No |
| 55 | Cassidy & I-5 SB On/Off-Ramp | SSSC | AM | 11.0 | B | SSSC | AM | 11 | B | No |
| | | | PM | 11.2 | B | | PM | 11.2 | B | No |
| 56 | Vista Way & I-5 SB On/Off Ramp | Signalized | AM | 50.0 | D | Signalized | AM | 50 | D | No |
| | | | PM | 174.2 | F | | PM | 174.2 | F | No |

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

## Future Conditions without Alternative 3 Scenario

As shown in **Table 5-21** below, all of the study intersections in the Future Conditions scenario would operate at acceptable LOS with the exception of the following intersections, which would operate at a deficient LOS:

1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour
19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour
26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour
30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

## Future Conditions + Alternative 3 Scenario

The Future Conditions + Alternative 3 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 3, which accounts for development and/or redevelopment that may occur under the limited Incentive District north of Morse Street. **Figures**

**5-9a** through **5-9d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 3 scenario. Table 5-21 summarizes the LOS and delay for future conditions with and without Alternative 3 scenarios at the study area intersections.

**TABLE 5-21**
**LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 3**

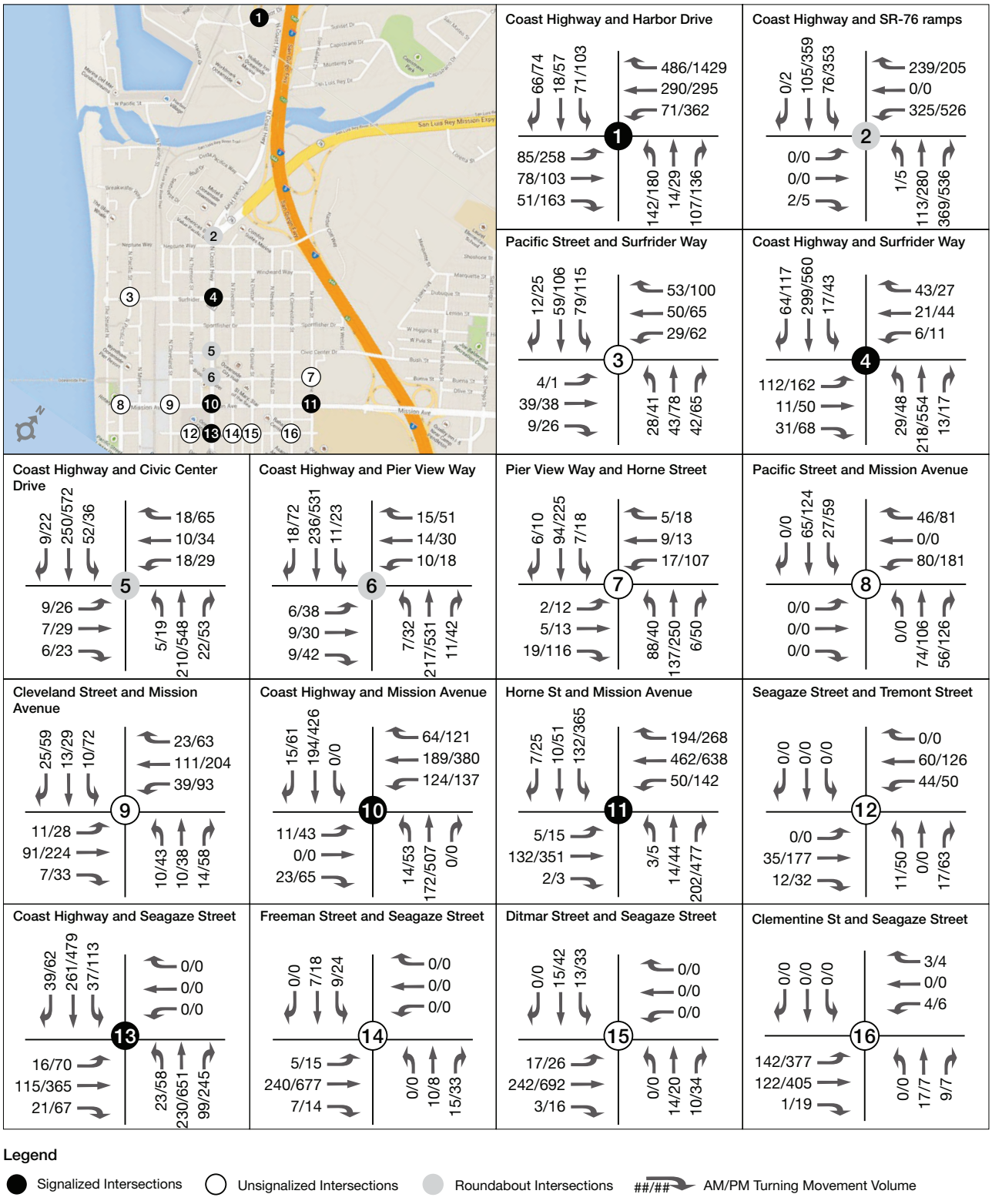
| | | Future Conditions without Alternative 3 | | | | Future Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Intersection | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| **City of Oceanside Intersections** | | | | | | | | | | |
| 1 | Coast Highway & I-5 Ramps / Harbor Drive | Signalized | AM | 31.1 | C | Signalized | AM | 29.7 | C | No |
| | | | PM | 68.9 | E | | PM | 55.0 | D | No |
| 2 | Coast Highway & SR 76 Ramps | Signalized | AM | 12.7 | B | RBT | AM | 3.0 | A | No |
| | | | PM | 25.6 | C | | PM | 17.9 | C | No |
| 3 | Surfrider Way & Pacific Street | AWSC | AM | 10.4 | B | AWSC | AM | 9.7 | A | No |
| | | | PM | 19.5 | C | | PM | 14.9 | B | No |
| 4 | Coast Highway & Surfrider Way | Signalized | AM | 16.4 | B | Signalized | AM | 9.7 | A | No |
| | | | PM | 17.1 | B | | PM | 18.1 | B | No |
| 5 | Coast Highway & Civic Center Drive | Signalized | AM | 13.2 | B | RBT | AM | 7.1 | A | No |
| | | | PM | 15.6 | B | | PM | 28.9 | D | No |
| 6 | Coast Highway & Pier View Way | Signalized | AM | 19.2 | B | RBT | AM | 7.3 | A | No |
| | | | PM | 8.7 | A | | **PM** | **69.4** | **F** | **Yes** |
| 7 | Pier View Way & Horne Street | AWSC | AM | 9.4 | A | AWSC | AM | 9.0 | A | No |
| | | | PM | 17.6 | C | | PM | 13.0 | B | No |
| 8 | Mission Avenue & Pacific Street | AWSC | AM | 9.5 | A | AWSC | AM | 9.3 | A | No |
| | | | PM | 19.4 | C | | PM | 18.5 | C | No |
| 9 | Mission Avenue & Cleveland Street | Signalized | AM | 18.8 | B | Signalized | AM | 12.8 | B | No |
| | | | PM | 17.7 | B | | PM | 14.8 | B | No |
| 10 | Coast Highway & Mission Avenue | Signalized | AM | 12.0 | B | Signalized | AM | 14.9 | B | No |
| | | | PM | 12.8 | B | | PM | 28.2 | C | No |
| 11 | Mission Avenue & Horne Street | Signalized | AM | 6.9 | A | Signalized | AM | 13.2 | B | No |
| | | | PM | 10.7 | B | | PM | 13.0 | B | No |
| 12 | Seagaze Street & Tremont Street | SSSC | AM | 9.8 | A | SSSC | AM | 9.0 | A | No |
| | | | PM | 17.1 | C | | PM | 11.1 | B | No |
| 13 | Coast Highway & Seagaze Street | Signalized | AM | 15.8 | B | Signalized | AM | 13.3 | B | No |
| | | | PM | 22.7 | C | | PM | 16.1 | B | No |
| 14 | Seagaze Street & Freeman Street | SSSC | AM | 10.1 | B | SSSC | AM | 10.1 | B | No |
| | | | PM | 15.0 | B | | PM | 14.7 | B | No |
| 15 | Seagaze Street & Ditmar Street | AWSC | AM | 8.6 | A | AWSC | AM | 9.0 | A | No |
| | | | PM | 30.2 | D | | **PM** | **51.4** | **F** | **Yes** |
| 16 | Seagaze Street & Clementine Street | SSSC | AM | 8.3 | A | SSSC | AM | 8.4 | A | No |
| | | | PM | 17.7 | C | | PM | 16.8 | C | No |
| 17 | Coast Highway & Missouri Avenue | SSSC | AM | 10.8 | B | SSSC | AM | 9.8 | A | No |
| | | | PM | 15.7 | C | | PM | 12.9 | B | No |
| 18 | Coast Highway & Washington Avenue | SSSC | AM | 9.9 | A | RBT | AM | 5.6 | A | No |
| | | | PM | 13.8 | B | | PM | 10.8 | B | No |

| Intersection | | Future Conditions without Alternative 3 | | | | Future Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 19 | Wisconsin Avenue & Pacific Street | AWSC | AM | 10.1 | B | AWSC | AM | 9.4 | A | No |
| | | | PM | 51.3 | F | | PM | 17.1 | C | No |
| 20 | Wisconsin Avenue & Tremont Street | SSSC | AM | 10.8 | B | SSSC | AM | 12.1 | B | No |
| | | | PM | 14.9 | B | | PM | 22.5 | C | No |
| 21 | Coast Highway & Wisconsin Avenue | Signalized | AM | 14.5 | B | RBT | AM | 8.0 | A | No |
| | | | PM | 24.5 | C | | **PM** | **40.3** | **E** | **Yes** |
| 22 | Wisconsin Avenue & Freeman Street | SSSC | AM | 11.5 | B | SSSC | AM | 11.4 | B | No |
| | | | PM | 19.4 | C | | PM | 16.9 | C | No |
| 23 | Wisconsin Avenue & Ditmar Street (North) | SSSC | AM | 13.2 | B | SSSC | AM | 14.3 | B | No |
| | | | PM | 17.9 | C | | PM | 23.4 | C | No |
| 24 | Wisconsin Avenue & Ditmar Street (South) | AWSC | AM | 9.5 | A | AWSC | AM | 10.3 | B | No |
| | | | PM | 23.7 | C | | **PM** | **44.0** | **E** | **Yes** |
| 25 | Oceanside Boulevard & Pacific Street | AWSC | AM | 9.1 | A | AWSC | AM | 9.0 | A | No |
| | | | PM | 12.1 | B | | PM | 11.7 | B | No |
| 26 | Oceanside Boulevard & Tremont Street | SSSC | AM | 14.3 | B | SSSC | AM | 13.8 | B | No |
| | | | PM | 91.0 | F | | PM | 38.3 | E | No |
| 27 | Coast Highway & Oceanside Boulevard | Signalized | AM | 26.2 | C | Signalized | AM | 26.6 | C | No |
| | | | PM | 32.1 | C | | PM | 36.2 | D | No |
| 28 | Oceanside Boulevard & Ditmar Street | Signalized | AM | 14.9 | B | Signalized | AM | 15.1 | B | No |
| | | | PM | 15.3 | B | | PM | 19.1 | B | No |
| 29 | Coast Highway & Morse Street | Signalized | AM | 19.6 | B | Signalized | AM | 11.7 | B | No |
| | | | PM | 22.9 | C | | PM | 19.9 | B | No |
| 30 | Morse Street & Freeman Street | SSSC | AM | 12.9 | B | SSSC | AM | 12.0 | B | No |
| | | | PM | 112.9 | F | | PM | 44.0 | E | No |
| 31 | Morse Street & Ditmar Street | SSSC | AM | 9.5 | A | SSSC | AM | 9.5 | A | No |
| | | | PM | 11.5 | B | | PM | 11.4 | B | No |
| 32 | Cassidy Street & Pacific Street | AWSC | AM | 8.6 | A | AWSC | AM | 8.3 | A | No |
| | | | PM | 16.8 | C | | PM | 13.3 | B | No |
| 33 | Cassidy Street & Broadway Street | SSSC | AM | 16.0 | C | SSSC | AM | 11.7 | B | No |
| | | | PM | 397.4 | F | | PM | 29.5 | D | No |
| 34 | Cassidy Street & Tremont Street | SSSC | AM | 10.1 | B | SSSC | AM | 9.8 | A | No |
| | | | PM | 13.1 | B | | PM | 11.4 | B | No |
| 35 | Coast Highway & Cassidy Street | Signalized | AM | 18.5 | B | Signalized | AM | 25.4 | C | No |
| | | | PM | 20.0 | C | | PM | 14.2 | B | No |
| 36 | Cassidy Street & Freeman Street | SSSC | AM | 21.4 | C | SSSC | AM | 11.9 | B | No |
| | | | PM | OVF | F | | PM | 52.8 | F | No |
| 37 | Cassidy Street & Ditmar Street | AWSC | AM | 7.6 | A | AWSC | AM | 7.5 | A | No |
| | | | PM | 8.6 | A | | PM | 8.5 | A | No |
| 38 | Cassidy Street & Stewart Street | AWSC | AM | 9.2 | A | AWSC | AM | 9.3 | A | No |
| | | | PM | 13.8 | B | | PM | 12.2 | B | No |
| 39 | Vista Way & Broadway Street | SSSC | AM | 8.5 | A | SSSC | AM | 8.4 | A | No |
| | | | PM | 9.4 | A | | PM | 9.2 | A | No |

| | Intersection | Future Conditions without Alternative 3 | | | | Future Conditions + Alternative 3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Traffic Control | Peak Hour | Delay (s) | LOS | Traffic Control | Peak Hour | Delay (s) | LOS | Impact |
| 40 | Coast Highway & Vista Way | Signalized | AM | 32.8 | C | Signalized | AM | 35.3 | D | No |
| | | | PM | 78.9 | E | | PM | 52.2 | D | No |
| 41 | Vista Way & Freeman Street | SSSC | AM | 34.0 | D | SSSC | AM | 14.5 | B | No |
| | | | PM | OVF | F | | PM | 29.5 | D | No |
| 42 | Vista Way & Ditmar Street | SSSC | AM | 26.2 | D | SSSC | AM | 18.7 | C | No |
| | | | PM | 294.2 | F | | PM | 148.8 | F | No |
| 43 | Vista Way & Stewart Street | SSSC | AM | 22.0 | C | SSSC | AM | 16.6 | C | No |
| | | | PM | 69.1 | F | | PM | 32.8 | D | No |
| 44 | Coast Highway & Eaton Street | SSSC | AM | 14.9 | B | SSSC | AM | 16.6 | C | No |
| | | | PM | 17.4 | C | | PM | 13.6 | B | No |
| 45 | Coast Highway & Michigan Avenue | Signalized | AM | 4.7 | A | RBT | AM | 6.5 | A | No |
| | | | PM | 5.4 | A | | PM | 21.2 | C | No |
| 46 | Coast Highway & West Street | SSSC | AM | 9.6 | A | RBT | AM | 4.5 | A | No |
| | | | PM | 11.2 | B | | PM | 6.2 | A | No |
| 47 | Coast Highway & Kelly Street | SSSC | AM | 10.0 | B | SSSC | AM | 10.0 | A | No |
| | | | PM | 12.7 | B | | PM | 12.8 | B | No |
| **Caltrans Intersections** | | | | | | | | | | |
| 48 | Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive | Signalized | AM | 15.0 | B | Signalized | AM | 16.6 | B | No |
| | | | PM | 37.4 | D | | PM | 44.8 | D | No |
| 49 | SR-76 & I-5 SB On-Ramp | Signalized | AM | 4.8 | A | Signalized | AM | 4.8 | A | No |
| | | | PM | 4.4 | A | | PM | 4.6 | A | No |
| 50 | SR-76 & I-5 NB On/Off-Ramp | Signalized | AM | 17.1 | B | Signalized | AM | 19.5 | B | No |
| | | | PM | 27.3 | C | | PM | 35.6 | D | No |
| 51 | Mission & I-5 SB Off-Ramp | Signalized | AM | 16.3 | B | Signalized | AM | 17.3 | B | No |
| | | | PM | 23.5 | C | | PM | 22.3 | C | No |
| 52 | Oceanside & I-5 SB On/Off-Ramp | Signalized | AM | 28.3 | C | Signalized | **AM** | **38.3** | **D** | **Yes** |
| | | | PM | 34.9 | C | | **PM** | **45.4** | **D** | **Yes** |
| 53 | Oceanside & I-5 NB On/Off-Ramp | Signalized | AM | 35.7 | D | Signalized | AM | 35.6 | D | No |
| | | | PM | 42.8 | D | | PM | 46.9 | D | No |
| 54 | California & I-5 NB On-Ramp | AWSC | AM | 8.3 | A | AWSC | AM | 8.0 | A | No |
| | | | PM | 8.2 | A | | PM | 8.1 | A | No |
| 55 | Cassidy & I-5 SB On/Off-Ramp | SSSC | AM | 9.3 | A | SSSC | AM | 9.2 | A | No |
| | | | PM | 9.5 | A | | PM | 9.3 | A | No |
| 56 | Vista Way & I-5 SB On/Off Ramp | Signalized | AM | 25.8 | C | Signalized | AM | 18.5 | B | No |
| | | | PM | 88.0 | F | | PM | 31.0 | C | No |

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

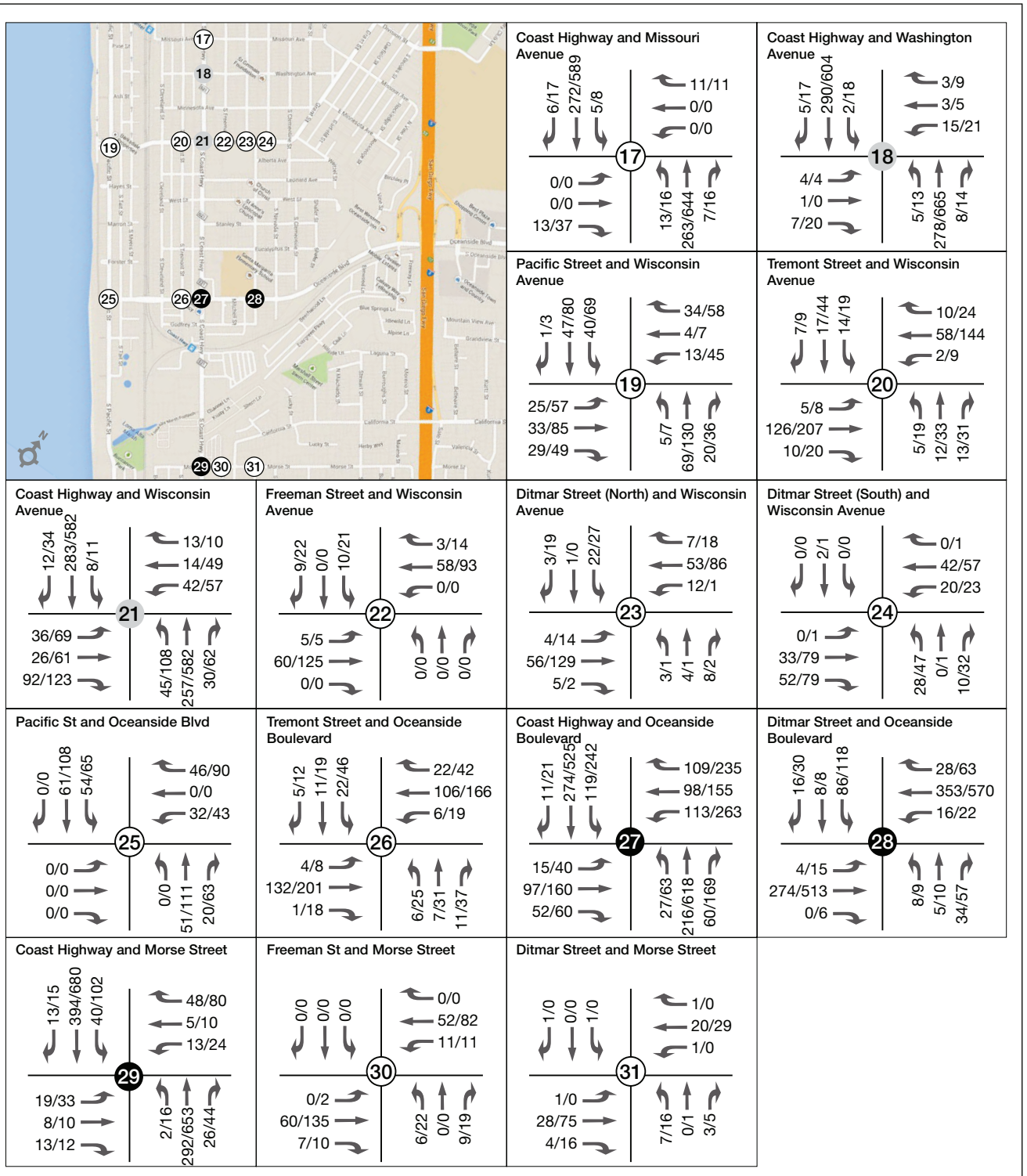



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-9a**

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

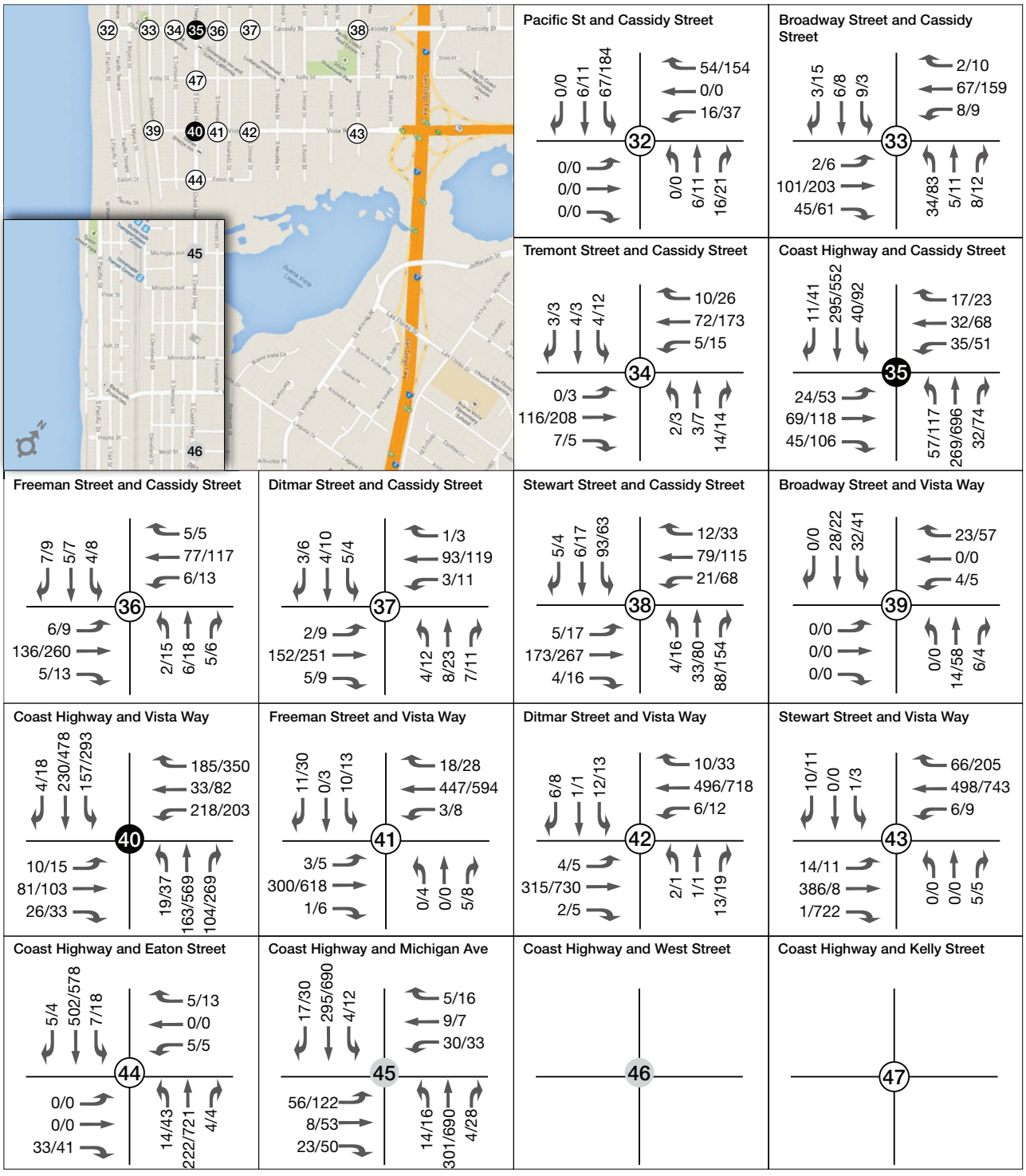



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-9b**

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

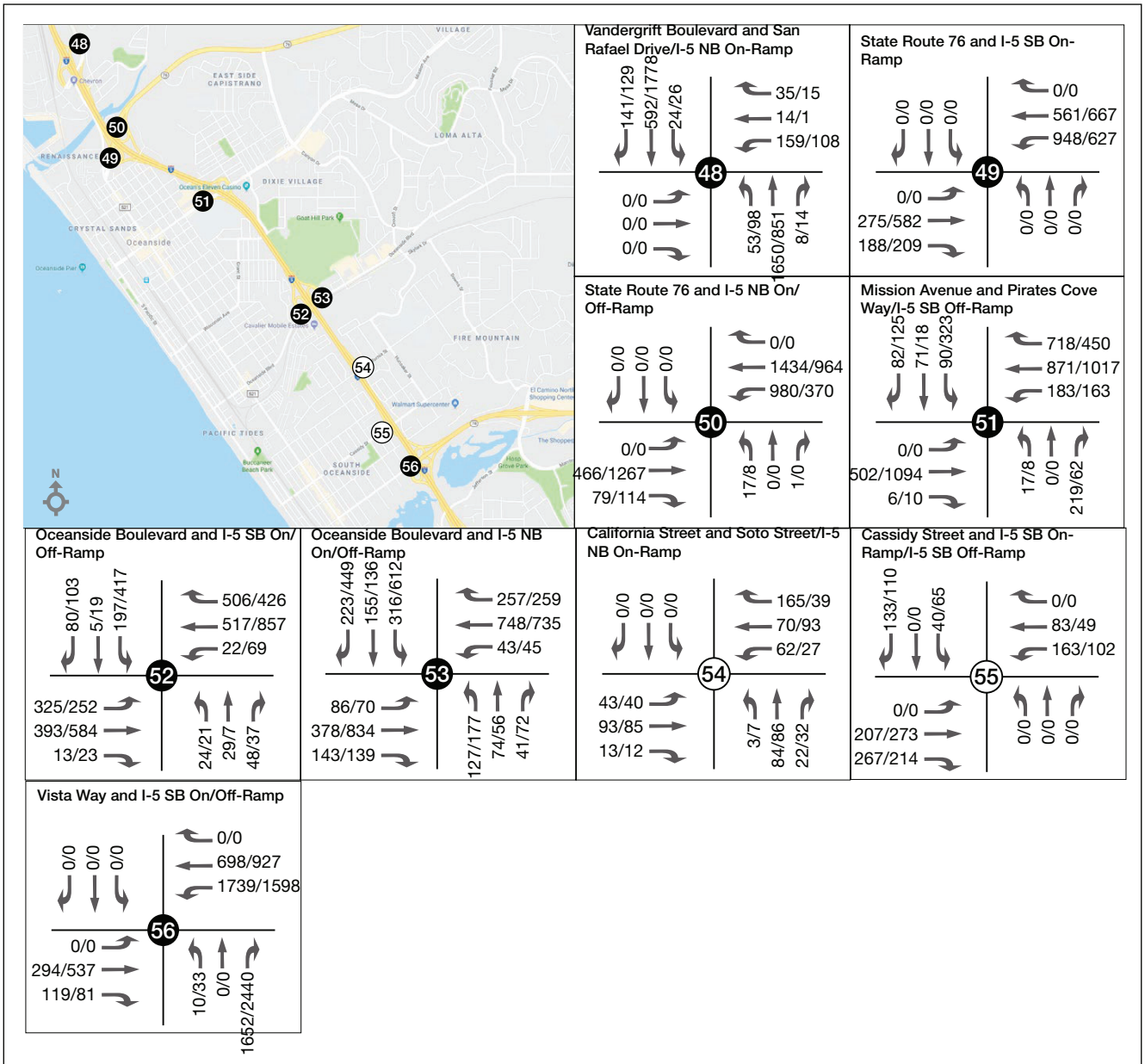



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

**Figure 5-9c**

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM




City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

**Figure 5-9d**

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

As shown in Table 5-21, under the Future Conditions + Alternative 3 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS F during PM peak hour

15. Seagaze Street & Ditmar Street – LOS F during PM peak hour

21. Coast Highway & Wisconsin Boulevard – LOS E during PM peak hour

24. Wisconsin Boulevard & Ditmar Street (South) – LOS E during PM peak hour

52. Oceanside Boulevard & I-5 Southbound On/Off Ramps – LOS D[16] during AM and PM peak hours

Therefore, implementation of Alternative 3 would result in potentially significant impacts to five study intersections under future conditions.

In order to mitigate the deficient LOS at the three degraded study area intersections predicted under the Future Conditions + Alternative 3 scenario, the City would be required to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets improvements construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would be required to be completed either prior to or concurrent with the Complete Streets improvements.

| Location | | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|---|
| | | | | Delay (sec) | LOS | |
| 6 | Coast Highway & Pier View Way | Maintain existing traffic signal | None | 12.4 | B | **Yes** |
| 15 | Seagaze St & Ditmar St | Convert AWSC to Traffic Signal | None | 7.1 | A | **Yes** |
| 52 | Oceanside Blvd & I-5 Southbound On/Off Ramps | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet. | Only mitigates the AM peak hour | 30.7 | C | **Yes** |
| 52 | Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak-Hour) | Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet | Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection | 42.4 | D | **No**[1] |

[16] The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

| Location | Mitigation Measure | Additional Comments | Mitigated Conditions | | Reduced to Less than Significant |
|---|---|---|---|---|---|
| | | | Delay (sec) | LOS | |

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 3 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, there is no feasible mitigation to increase LOS at the following three study intersections under the Future Conditions + Alternative 3 scenario:

21. Coast Highway & Wisconsin Avenue

24. Wisconsin Boulevard & Ditmar Street (South)

52. Oceanside Boulevard & I-5 Southbound On/Off Ramps

In comparison to the proposed project, under the Future Conditions scenario, Alternative 3 would avoid significant impacts at six of the study area intersections, one of which would be significant and unavoidable (Intersections 35), and would eliminate the need for four of the mitigation measures that the proposed project would require in the future conditions scenario. Specifically, Alternative 3 would avoid significant impacts at the following six intersections:

4. Coast Highway & Surfrider Way

27. Coast Highway & Oceanside Boulevard

29. Coast Highway & Morse Street

35. Coast Highway & Cassidy Street

42. Vista Way & Ditmar Street

56. Vista Way & I-5 Southbound On/Off Ramps

Therefore, because Alternative 3 degrades five of the study intersections in the future conditions scenario, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 3 would not degrade any of the study intersections to a deficient LOS in the Existing Conditions + Alternative 3 condition. Implementation of Alternative 3 would degrade five intersections to a deficient LOS in the Future Conditions + Alternative 3 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 3 would result in similar significant and unavoidable impacts to the two of the same intersections (Coast Highway & Wisconsin Avenue [Intersection 21] and Oceanside Boulevard & I-5 Southbound On-/Off-Ramps [Intersection 52]) as the proposed project and one significant and unavoidable impact to a

different intersection (Wisconsin Boulevard & Ditmar Street [Intersection 24]) than the project in the Future Conditions + Alternative 3 scenario. Because Alternative 3 would avoid impacts at five study intersections prior to mitigation and would result in significant and unavoidable impacts at three intersections instead of four intersections under the project, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 3 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

### 5.8.15 Utilities

Under Alternative 3, implementation of Complete Streets improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period since Alternative 3 would result in less generation of debris and other construction material that would need to be transported to a landfill, as fewer roundabouts would be constructed than the proposed project. However, the decrease in solid waste associated with Alternative 3 would not be substantial. Further, the reduction in the area of Complete Streets improvements would reduce the expansion of the irrigation system for the ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Furthermore, since the land use condition under this Alternative could generate the same projected growth as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 3.

## 5.9 Environmental Analysis of Alternative 4 (Complete Streets Improvements Only, No Incentive District)

Under this alternative, only the Complete Streets improvement component of the proposed project would be implemented. This alternative would still convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Eaton Street. Other key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, raised medians, traffic-calming measures, and streetscape enhancements such as removing dead trees and replanting trees. A special management area for the Incentive District would not be established under this alternative. Growth would occur in the project area similar to current trends under existing land use regulations. Similar effects to the development and redevelopment enabled under the Incentive

District could occur in the project area under existing growth regulations, but possibly not as quickly as with implementation of the Incentive District.

The following sections provide an environmental analysis of the Alternative 4.

### 5.9.1 Aesthetics

Under this alternative, only the Complete Streets improvements component of the proposed project would be implemented. As discussed in Section 3.1, construction equipment associated with the Complete Streets improvements may temporarily impede some scenic vistas, including public views toward the Pacific Ocean at intersections and views toward Oceanside Harbor, San Luis Rey River, and the Buena Vista Lagoon. However, this effect on scenic vistas would be temporary in nature and highly localized, as equipment would be removed following the completion of construction. The proposed raised medians included in the Complete Streets improvements would be two feet in height, and all other improvements (e.g., bike lanes, parking lanes, crosswalks) would occur at street level; therefore, the proposed Complete Streets improvements would not substantially alter views of the project area or introduce structures that would be of sufficient height to block scenic vistas. Additionally, while the visual change of Coast Highway due to the Complete Streets improvements would be evident, the visual character would not be degraded, and no scenic resources would be impacted. However, under Alternative 4 new development would not be guided by the additional design and development standards of the Incentive District. This would likely result in less aesthetic unity and quality in the project area. However, similar to the proposed project, these conditions would not cause a significant environmental impact. Because neither the Alternative 4 nor the proposed project would cause a significant environmental impact related to aesthetics, their level of impact in this regard would be similar.

### 5.9.2 Air Quality

As discussed in Section 3.2, implementation of the Complete Streets improvements would not exceed the SDAPCD's thresholds from construction emissions and would not increase emissions during operation. The Complete Streets improvements are a permitted use under the County's General Plan and are not expected to result in population growth. Therefore, this alternative would be consistent with the growth projections accounted for in SDAPCD's RAQS, and it would not conflict with or obstruct implementation of the RAQS. Further, development of the Complete Streets improvements would not result in CO hotspots or TACs.

If the Incentive District were to be approved, the mitigation measures outlined in this EIR would be adopted, including several feasible mitigation measures aimed at reducing air quality impacts. Analyzing project effects on a programmatic level, as contained in this EIR, provides a greater certainty that appropriate mitigation measures will be proactively implemented on a project-by-project basis as development occurs within the project area. The City of Oceanside would have the benefit of being able to address air quality impacts with the mitigation measures in place as compared to not having this tool to address air quality impacts in the project area. With

Alternative 4, many projects would be able to proceed in the project area without the additional emission reduction measures contained in this EIR.

Alternative 4 would likely not avoid the significant and unavoidable impacts associated with violation of an air quality standard and a cumulatively considerable net increase of any criteria pollutant associated with development enabled under the Incentive District. While some of the future private development projects in the project area would be required to undergo environmental review, many may be able to proceed with only a ministerial approval, thus not triggering CEQA. Under these conditions, a thorough assessment of air quality impacts would not be required. There would be no assurance that future private development projects would not result in cumulative impacts within the city and, similar to the proposed project, Alternative 4 could result in cumulatively considerable net increases in criteria pollutants. For these reasons, impacts related to air quality would be similar when comparing Alternative 4 to the proposed project.

### 5.9.3 Biological Resources

As discussed in Section 3.3, all construction activities associated with the Complete Streets improvements would occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon would still occur under Alternative 4. Impacts related to biological resources would be potentially significant under Alternative 4 and the same mitigation required for the proposed project would be required to reduce these impacts.

### 5.9.4 Cultural Resources

As discussed in Section 3.4, construction for the Complete Streets improvements would occur within the existing ROW for Coast Highway, where ground-disturbing activities, such as excavation and trenching, would have the potential to impact cultural resources, similar to the proposed project.

Regarding development within the Incentive District area, Alternative 4 would continue to allow for development and redevelopment of the project area. However, because the Incentive District would not be adopted, the programmatic mitigation measures for the Incentive District outlined in this EIR would not be required. The additional safeguards that would be provided by the cultural resource mitigation measures outlined in this EIR are notable when considering cultural resources. When development occurs on a project-by-project basis, archeological and historic resources are often overlooked and significantly impacted during project construction. For this reason, the development that could occur under Alternative 4 could have a much higher risk of impacting cultural resources as compared to adoption of the Incentive District with the cultural resource protection measures outlined in this EIR. For these reasons, Alternative 4 would have a higher potential to impact cultural resources and this difference would be significant.

### 5.9.5 Geology, Soils, and Seismicity

As discussed in Section 3.5, the Complete Streets improvements would comply with all required regulations and policies and the California Building Code to ensure no hazards from geologic conditions. Thus, all impacts related to geology, soils, and seismicity would be less than significant for the Complete Streets improvements.

### 5.9.6 Greenhouse Gas Emissions

As discussed in Section 3.6, the Complete Streets improvements project component would not exceed GHG emissions screening level thresholds and would be designed to allow for continuous bicycle facilities and streetscape improvements, and would thus be consistent with the recommended actions in the CARB Scoping Plan. Without the Incentive District, private development projects would continue to occur in the project area according to existing zoning and land use regulations. Under either scenario (Alternative 4 and the proposed project), it is reasonable to assume that some large-scale construction activities with specific construction schedules and scenarios (e.g., emissions per day) could exceed thresholds and result in a significant impact when considering GHG. In general, individual mixed-use and commercial projects that would be developed under existing regulations or pursuant to the Incentive District could result in a net increase in development over existing project site conditions and could potentially exceed the GHG screening threshold.

When compared to conditions with the Incentive District in place, the level of redevelopment could be less under Alternative 4. However, if the Incentive District were not adopted neither would the measures within this EIR that could limit GHG emissions (MM Incentive District AIR-2). As well, it is fairly uncertain what eventual development pattern could result in the project area, as the current General Plan and zoning regulations would actually allow the same amount of development projected under the Incentive District conditions. Thus, given the level of uncertainty in projecting land use development patterns and the amount of development that could occur under both alternatives, it is reasonable to conclude that either alternative could result in a net increase in GHG emissions that, in the aggregate, could exceed thresholds, and GHG impacts would be significant and unavoidable. For this reason, GHG impacts of the proposed Incentive District and the No Project Alternative would be similar.

### 5.9.7 Hazards and Hazardous Materials

As discussed in Section 3.7, the Complete Streets improvements project component would comply with all applicable regulations and policies to ensure construction and operation activities would not result in the exposure of hazardous materials to people or the environment. Impacts of the proposed project and Alternative 4 would be similar.

### 5.9.8 Hydrology and Water Quality

As discussed in Section 3.8, construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of an SWPPP to minimize or eliminate sediment and pollutants from being discharged from the

Coast Highway ROW. All impacts related to dam and tsunami inundation, flooding, and hydrologic hazards would be similar to existing conditions. Impacts related to hydrology and water quality would be similar between the proposed project and Alternative 4.

### 5.9.9 Land Use and Planning

As discussed in Section 3.9, implementation of the Complete Streets improvements would not include any land use changes. Implementation of the Complete Streets improvements would occur along Coast Highway. and the roadway would continue to serve as a transportation corridor after completion of the improvements. Similar to the proposed project, a General Plan Amendment would be required for Alternative 4 to incorporate the changes to Coast Highway into the Circulation Element of the City's General Plan. Because environmental impacts related to land use would not occur under either the proposed project or Alternative 4, impacts would be similar.

### 5.9.10 Noise and Vibration

As discussed in Section 3.10, the Complete Streets improvements would result in significant and unavoidable impacts related to temporary increase in ambient noise levels and a permanent increase in noise levels along the roadway segment of Coast Highway between Freeman Street and Ditmar Street. In addition, the Complete Streets improvements would significantly contribute to a significant noise impact along Washington Avenue west of Coast Highway. Therefore, future noise levels in these specific locations would be cumulatively significant. All other noise-related impacts would be less than significant and would be reduced from the proposed project.

### 5.9.11 Population and Housing

Under Alternative 4, implementation of the Complete Streets improvements project component would not result in population growth within the project area, as this alternative is a transportation project by nature. Because environmental impacts associated with population and housing would not occur under either the proposed project or this alternative, these impacts would be similar.

### 5.9.12 Public Services

Under Alternative 4, implementation of the Complete Streets improvements project component would not result in population growth within the project area, as this alternative is a transportation project by nature. While impacts associated with public services would be less than significant under the proposed project, this alternative would result in no impact to the city's public services. The Incentive District could result in an increase in development and the growth that might occur in the project area, but Section 3.12 determined that this additional growth would not cause significant environmental impacts related to public services. It is expected that the City of Oceanside can continue to keep pace with the population growth within the city such that the demand for public services would continue to be met, especially when considering the public service fees the city collects with new development to provide for service facilities. However, Alternative 4 would likely allow for a slower pace of development and growth, which could alleviate pressure on service providers. While significant environmental impacts related to public

services would not occur under either alternative, Alternative 4 would result in reduced public services demand when compared to the proposed project.

## 5.9.13 Recreation and Parks

Under Alternative 4, implementation of only the Complete Streets component would not result in population growth. However, the proposed Incentive District would not result in recreation and parks impacts resulting from population growth. For these reasons, the proposed project and Alternative 4 would result in similar impacts related to recreation and parks.

## 5.9.14 Transportation and Traffic

While development and redevelopment enabled by the Incentive District would not occur in this alternative, implementation of the Complete Streets improvements could result in similar traffic scenarios as the proposed project, as development would continue within the project area under existing development regulations. While development may occur at a slower pace without the Incentive District, Alternative 4 could result in a similar land use distribution as the proposed project depending on the conditions of the market. Because the population may grow less rapidly under Alternative 4 compared to the proposed project, this alternative would result in reduced traffic impacts when compared to the proposed project.

Reduced traffic impacts would be expected to occur throughout the corridor compared to the proposed project. Under Alternative 4, locations where low impacts are anticipated with the proposed project may not be impacts; while other locations, although still impacted, would have reduced impacts. Examples of low-impact locations along the corridor which may not be impacted under Alternative 4 are listed below. These locations observed moderate increases in their delay and LOS with the project and can reasonably be anticipated to have no impact under Alternative 4. All other impacted locations would continue to have impacts and non-impacted locations would continue to be non-impacted locations.

- Seagaze Street & Ditmar Street
- Coast Highway & Wisconsin Avenue
- Oceanside Boulevard & Tremont Street
- Vista Way & Stewart Street

Alternative 4 has not been modeled and is not known to what degree the future traffic impacts would reduce if the Incentive District was not adopted. It is expected that some impacts would be reduced but that most, if not all, of the significant impact conclusions would remain.

## 5.9.15 Utilities

As discussed in Section 3.15, implementation of the Complete Streets improvements would require water only for irrigation of ornamental landscaping within roadway medians and along sidewalks. The proposed landscaping would use the existing irrigation systems along Coast Highway and would require minimal irrigation expansion to the medians, but the increased water

demand would be negligible compared to current conditions. Development of the Complete Streets improvements would not require the expansion of water, wastewater, or storm system facilities within the city. Further, considering that the Complete Streets improvements would not occur all at once and would only represent a small portion of solid waste going into the landfill, and since the El Sobrante Landfill has enough capacity to remain open until 2045, the existing landfill would have adequate capacity to accept construction waste associated with the Complete Streets improvements. Impacts related to utilities would be less than significant for Alternative 4 and would be reduced from the proposed project.

# 5.10 Comparative Summary of the Alternatives

**Table 5-22** compares the ability of the alternatives to meet the project objectives. A summary comparison of the potential environmental impacts associated with the alternatives and the proposed project is provided in **Table 5-23**.

**TABLE 5-22**
**ABILITY OF ALTERNATIVES TO MEET PROJECT GOALS AND OBJECTIVES**

| Project Goals and Objectives | No Project Alternative | Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District) | Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District) | Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St) | Alternative 4 (Complete Streets Improvements Only) |
|---|---|---|---|---|---|
| **Goal 1:** Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles) | No | Partially | Partially | Partially | Yes |
| **Objective 1.1:** Improve the pedestrian environment | No | Partially | Partially | Partially | Yes |
| **Objective 1.2:** Provide a continuous striped bicycle lane | No | Partially | Partially | Partially | Yes |
| **Objective 1.3:** Improve traffic flow and implement traffic-calming measures to reduce traffic intrusion to adjacent neighborhoods | No | Partially | Partially | Partially | Yes |
| **Goal 2:** Improve safety for all roadway users | No | Partially | Partially | Partially | Yes |
| **Objective 2.1:** Slow traffic speeds and improve traffic flow | No | Partially | Partially | Partially | Yes |
| **Objective 2.2:** Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections | No | Partially | Partially | Partially | Yes |

| Project Goals and Objectives | No Project Alternative | Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District) | Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District) | Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St) | Alternative 4 (Complete Streets Improvements Only) |
|---|---|---|---|---|---|
| **Objective 2.3:** Add new, mid-block pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway | No | Yes | Yes | Yes | Yes |
| **Goal 3:** Facilitate implementation of the Coast Highway Vision and Strategic Plan | No | Yes | Yes | Partially | No |
| **Objective 3.1:** Encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area | No | Yes | Yes | Yes | No |
| **Objective 3.2:** Increase on-street parking supply corridor-wide to support new land uses | No | Yes | Yes | Partially | No |
| **Objective 3.3:** Foster a built environment along Coast Highway that includes:<br>• Streets and spaces that are pedestrian-scale and pleasurable to walk within<br>• Architecture that announces gateways, key intersections, and public spaces<br>• A consistent street frontage throughout the nodes<br>• Building architecture that is high-quality and provides variation and diversity | No | Yes | Yes | Yes | No |

SOURCE: ESA 2018.

**TABLE 5-23**
**SUMMARY OF ALTERNATIVE IMPACTS COMPARED TO PROPOSED PROJECT**

| | | Alternatives to the Proposed Project | | | | |
|---|---|---|---|---|---|---|
| **Issue Areas** | **Proposed Project** | **No Project Alternative** | **Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District)** | **Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District)** | **Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St)** | **Alternative 4 (Complete Streets Improvements Only)** |
| 3.1 Aesthetics | LTS | = | = | = | ▼ | = |
| 3.2 Air Quality | SU | = | = | = | | = |
| 3.3 Biological Resources | LTSM | = | = | = | ▼ | = |
| 3.4 Cultural Resources | LTSM | ▲▲ | = | = | = | ▲▲ |
| 3.5 Geology, Soils, and Seismicity | LTS | = | = | = | = | = |
| 3.6 GHG Emissions | SU | = | = | = | = | = |
| 3.7 Hazards and Hazardous Materials | LTSM | = | = | = | ▼ | = |
| 3.8 Hydrology and Water Quality | LTS | = | = | = | = | = |
| 3.9 Land Use | LTS | = | = | = | = | = |
| 3.10 Noise and Vibration | SU | ▼▼ | = | = | = | ▼ |
| 3.11 Population and Housing | LTS | = | = | = | = | = |
| 3.12 Public Services | LTS | ▼ | = | = | = | ▼▼ |
| 3.13 Recreation and Parks | LTS | = | = | = | = | = |
| 3.14 Transportation and Traffic | SU | ▼▼ | ▼▼ | ▼▼ | ▼▼ | ▼ |
| 3.15 Utilities | LTS | ▼ | = | = | ▼ | ▼ |

▲ ▲ Alternative would result in greater issue area impacts when compared to the proposed project and the difference would be significant.

▲ Alternative would result in greater issue area impacts when compared to the proposed project; however, this different would be negligible and would not change the significance conclusion.

= Alternative would result in similar issue area impacts when compared to the proposed project.

▼ Alternative would result in reduced issue area impacts when compared to project; however, this difference would be negligible and would not change the significance conclusion.

▼ ▼ Alternative would result in reduced issue area impacts when compared to the proposed project and the difference would be significant.

NI = No Impact
LTS = Less than Significant Impact; No Mitigation is Required
LTSM = Less than Significant Impact with Mitigation
SU = Significant and Unavoidable Impact

SOURCE: ESA 2018.

## 5.11 Environmentally Superior Alternative

An EIR must identify the environmentally superior alternative. The No Project Alternative would reduce or eliminate all proposed project impacts, including significant and unavoidable impacts of the proposed project. However, the No Project Alternative does not meet any of the project objectives. In addition, CEQA Guidelines Section 15126.6(c) requires that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the comparison provided in Table 5-23, and consideration of the full range and type of impacts caused by the proposed project and the alternatives, Alternative 3 is identified as the environmentally superior alternative. Alternative 3 would limit both the Complete Streets improvements and the Incentive District to Morse Street. When compared to the proposed project, Alternative 3 would reduce significant traffic impacts under the Future Conditions + Alternative 3 scenario, as this alternative would result in significant impacts at 5 intersections, compared to 10 intersections with the proposed project. In addition, Alternative 3 would result in significant and unavoidable impacts at three intersections compared to significant and unavoidable impacts at four intersections under the proposed project.

Furthermore, while Alternative 3 would only degrade five intersections to a deficient LOS in the Future Conditions + Alternative 3 scenario, this degradation is a result of the traffic-calming measures which are necessarily included in the project given the project's objectives. Specifically, Goals 1 and 2 of the project are aimed at converting Coast Highway into a "Complete Street" with traffic-calming measures to reduce traffic speeds, improve traffic flow, and reduce traffic intrusion into adjacent neighborhoods. The City has determined that the installation of raised medians and roundabouts are the best traffic-calming measures for Coast Highway to achieve these goals, even though they also result in degraded LOS at five of the study intersections under the Future Conditions + Alternative 3 scenario. For these reasons, alternatives that did not include the Complete Streets improvements were not considered and thus there is no possibility to further reduce the significant impacts to the five intersections identified under Alternative 3.

When compared to the proposed project, Alternative 3 would avoid impacts at five study intersections prior to mitigation. This redesign of the project occurred in order to address the significant impacts that were discovered when the traffic analysis of the proposed project was conducted. Specifically, IBI and the City analyzed which intersections could remain signalized in Alternative 3 while still implementing the Complete Streets improvements and traffic-calming aspects of the project. Based on that analysis, Alternative 3 was redesigned to avoid significant impacts along Coast Highway at the intersections of Surfrider Way, Oceanside Boulevard, Morse Street, Cassidy Street, and Vista Way by leaving these intersections signalized instead of installing a roundabout. Thus, Alternative 3 results in a refined design that is significantly improved from a traffic and circulation standpoint when compared to the proposed project.

In addition, by limiting the southern boundary of the Incentive District under Alternative 3 results in a negligible difference in environmental impacts compared to the proposed project, this alternative appeases the residents in south Oceanside, who expressed their preference to be excluded from the proposed project. While the difference in environmental impacts is minimal, this alternative could be more attractive than the project to the City's decision-makers based on the public input received during the CEQA environmental documentation process.

Finally, Alternative 3 is not significantly different than the project from an environmental perspective when considering other environmental resources areas. Most other environmental impacts of the proposed project would either be less than significant without mitigation or adequately addressed through fairly simple mitigation measures. The exception to this is the significant unavoidable impacts related to noise, where Alternative 3 would result in an additional roadway segment experiencing a significant and unavoidable impact related to a permanent increase in noise level than the proposed project. However, a significant unavoidable noise impact related to a permanent increase in noise level would occur regardless of implementation of the project or Alternative 3. Unlike the significant traffic impacts associated with the proposed project, Alternative 3 could not be redesigned to reduce the significant and unavoidable impacts related to a temporary increase in ambient noise levels, a permanent increase in noise levels along the roadway segment of Michigan Avenue, and the cumulative noise impact along Wisconsin Avenue between Freeman Street and Ditmar Street, and Washington Avenue west of Coast Highway. These significant and unavoidable impacts remain with implementation of Alternative 3 due to the reconfiguration of Coast Highway at these three intersections similar to the proposed project and the configuration of existing land uses in this area, which make standard noise reduction measures, such as sound walls, infeasible in these locations. Therefore, while Alternative 3 would result in significant and unavoidable impacts related to noise, overall Alternative 3 would reduce significant impacts to all environmental topics compared to the proposed project.

Thus, because Alternative 3 meets the project objectives and would reduce overall significant environmental impacts identified by the project, Alternative 3 is considered the environmentally superior project alternative.