4.15 TRAFFIC AND CIRCULATION

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Cypress Point project (proposed project) in the City of Oceanside (City). The following analysis is based on the Local Transportation Analysis that was prepared for the proposed project by Linscott, Law and Greenspan Engineers in August 2021. The Local Transportation Analysis is included as Appendix N to this EIR.

4.15.1 Existing Conditions

4.15.1.1 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection, and designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the Highway Capacity Manual (HCM), with the assistance of the Synchro (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

The street segment analysis is based on the comparison of daily traffic volumes (ADTs), per the City's Circulation Element Roadway Classification LOS and Capacity Table (Table 12 in the City's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment,* August 2020). This table is also included as part of Appendix N, and provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

The City uses the published SANTEC/ITE guidelines to establish thresholds and methodology which were used in preparation of the Local Transportation Analysis (Appendix N). Table 4.15-1 below indicates when a project's effect on the roadway system is considered to justify the need for roadway improvements. That is, if a project's traffic impact causes the values in the table to be exceeded, roadway improvements should be considered as follows on a case-by-case basis:

- Improvements should be consistent with the City's General Plan.
- Improvements for transit, bike and pedestrian facilities should be given priority in Transit Priority Areas or Smart Growth Opportunity Areas as identified by SANDAG.

- Projects in Transit Priority Areas or Smart Growth Opportunity Areas as identified by SANDAG that are consistent with the General Plan at the time of project application, should not be denied due to the inability to provide roadway improvements (i.e., existing right-of-way is constrained).

Table 4.15-1
City of Oceanside
Determination of the Need for Roadway Improvements

	Allowable Change due to Project Effect	
	Roadway Segments	*Intersections*
Level of Service with Project[a]	*V/C*	*Delay (sec.)*
E and F	0.02	2.0

Source: SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, May 2019

[a] All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 or a similar LOS chart for each jurisdiction). The acceptable LOS for roadways and intersections is generally "D" ("C" for undeveloped or not densely developed locations per jurisdiction definitions).

General Notes:

1 V/C = Volume to Capacity Ratio

2 Delay = Average stopped delay per vehicle measured in seconds for intersections.

4.15.1.2 Traffic Study Area

The following study area was developed based on the anticipated assignment of proposed project traffic and locations which will carry the most project traffic, per City of Oceanside staff coordination and scoping meetings (Appendix N). The study area meets and exceeds the trip-based criteria from the City's guidelines, which state that:

1. All signalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak hour trips in either direction.
2. All unsignalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak hour trips in either direction.
3. All freeway ramp intersections and signalized ramp meters shall be analyzed if the project will add 20 or more new peak hour trips in either direction.

The following intersections and street segments were analyzed in the Local Transportation Analysis:

Intersections

1. Los Arbolitos Boulevard/Pala Road
2. Fredricks Avenue/Pala Road
3. Fredricks Avenue/Los Arbolitos Boulevard

4. N. El Camino Real/Los Arbolitos Boulevard
5. N. El Camino Real/Mission Avenue

Street Segments

1. Pala Road - Los Arbolitos Boulevard to Fredricks Avenue
2. Fredricks Avenue - Los Arbolitos Boulevard to Pala Road
3. Los Arbolitos Boulevard - Pala Road to Fredricks Avenue
4. Los Arbolitos Boulevard - Fredricks Avenue to N. El Camino Real
5. N. El Camino Real - Los Arbolitos Boulevard to Mission Avenue

The Local Transportation Analysis (Appendix N) includes an analysis of the following scenarios, which is described in detail herein:

- Existing Conditions
- Existing Conditions + Project
- Existing Conditions + Near-Term Cumulative Projects
- Existing Conditions + Near-Term Cumulative Projects + Project

4.15.1.3 Existing Transportation System

Existing Roadway Circulation System

The existing traffic controls and geometrics at the study area intersections are shown in Appendix N. Characteristics of the existing street system in the study are described below.

El Camino Real is classified as a 4-Lane Major Arterial between Los Arbolitos Boulevard and Mesa Drive on the *City of Oceanside Circulation Element.* It is currently constructed as a 4-lane divided roadway with a raised center median. The posted speed limit is 40 mph from Los Arbolitos Boulevard to Mission Avenue and 45 mph from Mission Avenue to Mesa Drive. On-street parking is not permitted, and Class II bicycle lanes are striped along both sides of the street within the study area.

Los Arbolitos Boulevard is an unclassified roadway on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane undivided roadway with a two-way left-turn lane between El Camino Real and Pala Road. Bicycle lanes are not provided within the study area and the posted speed limit is 30 mph. On-street parking and sidewalks are provided on both sides of the roadway.

Pala Road is classified as a 2-Lane Collector on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane roadway with a continuous two-way left turn lane. Class II bicycle lanes and sidewalks are provided in both directions within the study area. On-street parking is permitted along certain parts of the street and the posted speed limit is 35 mph.

Fredricks Avenue is an unclassified roadway on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane undivided roadway. Bicycle lanes are not provided and the posted speed limit is 25 mph. On-street parking and sidewalks are provided on both sides of the roadway.

Existing Bicycle Network

As identified by the California Department of Transportation (Caltrans), the following classes are used to identify bicycle facilities within the City of Oceanside:

Class I Bike Paths are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

Class II Bike Lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage.

Class III Bike Routes are marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping areas. These routes share the right-of-way with on-road vehicles.

The San Luis Rey River Trail is an approximately 9-mile Class I bike path that extends from two blocks east of the beach near the intersection of Sea Cottage Way/Neptune Way, to Andrew Jackson Street. In the vicinity of the project site, access to the San Luis Rey River Trail is available at the north and west boundaries of the project site.

There are currently Class II Bike Lanes in each direction of travel on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue) in the vicinity of the project site, consistent with the *Oceanside General Plan Circulation Element*, September 2012.

Existing Transit Conditions

The project area is provided transit service via the North County Transit District (NCTD). There are 12 bus routes operated by the NCTD in Oceanside. The routes that operate near the project area are 303, 309, and 311. Bus stops within a 1-mile radius of the project site include the stops located at Pala Road and Fredricks Avenue, Los Arbolitos Boulevard and Orr Street, and El Camino Real and Mission Avenue. A summary of bus routes 33, 309, and 311 is provided below.

Route 303 has endpoints at the Oceanside Transit Center and the Vista Transit Center. Rout 303 serves the following major corridors: Mission Avenue, Douglas Drive, N. River Road, and N. Santa Fe Avenue. Route 303 has a weekday frequency of 15 minutes.

Route 309 has endpoints at College Boulevard Town Center North and Encinitas Station. Route 309 serves the following major corridors: El Camino Real, and Douglas Drive. Route 309 has a weekday frequency of 30 minutes.

Route 311 has endpoints at the San Luis Rey Transit Center and the Rancho Del Oro Transit Station. Route 311 serves the following major corridors: Douglas Drive, El Camino Real, Mission Avenue, and Rancho Del Oro Drive. Route 311 has a weekday frequency of 30 minutes to 1 hour.

4.15.1.4 Existing Traffic Volumes

Daily segment counts and peak hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) intersection turning movement counts were conducted in October 2020 within the project study area. Due to the Covid-19 pandemic, which had altered traffic patterns, a growth rate of 20% was applied to the October 2020 traffic counts in order to replicate pre-pandemic levels. This growth rate is based on historical traffic data. Daily traffic counts were compared between the pre-Covid and post-Covid time frames to assist in determining the proper factor. Additional information on how this rate was calculated is included in Appendix N. Additionally, Figure 5-2 in Appendix N shows the Existing Traffic Volumes.

Intersections

An intersection LOS analysis was prepared for the existing conditions. Table 4.15-2 shows the results of the existing conditions LOS analysis. As shown in the table, all the study area intersections are calculated to currently operate acceptably at LOS D or better during the AM and PM peak hours.

Table 4.15-2
Existing Conditions Intersection Operations

No.	Intersection	Control Type	AM Peak		PM Peak	
			Delay[a]	*LOS*[b]	*Delay*[a]	*LOS*[b]
1	Los Arbolitos Boulevard/Pala Road	MSSC[c]	8.3	A	8.5	A
2	Fredricks Avenue/Pala Road	AWSC[d]	8.3	A	8.4	A
3	Fredricks Avenue/ Los Arbolitos Boulevard	MSSC[c]	12.1	B	18.0	C
4	N. El Camino Real/Los Arbolitos Boulevard	Signal	11.6	B	12.8	B
5	N. El Camino Read/Mission Avenue	Signal	25.0	C	43.1	D

Source: Appendix N.
MSSC = Minor Street Stop Controlled; AWSC = All Way Stop Controlled Intersection.
[a] Average delay expressed in seconds per vehicle

[b] Level of Service (LOS)
[c] Worse-Case delay reported
[d] AWSC = All Way Stop Controlled Intersection

Roadway Segments

A roadway segment LOS analysis was prepared for the existing conditions. As shown in the Table 4.15-3, all the study area roadway segments are calculated to currently operate acceptably at LOS C or better.

Table 4.15-3
Existing Conditions Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS C)[a]	Existing		
			ADT[b]	*LOS*[c]	*V/C*[d]
Pala Rd - Los Arbolitos to Fredricks Ave	2-Lane Collector w/ TWLTLe	15,000	1,480	A	0.099
Fredricks Ave - Los Arbolitos to Pala Rd	2-Lane Collector	10,000	2,110	A	0.211
Los Arbolitos - Pala Rd to Fredricks Ave	2-Lane Collector w/ TWLTL	15,000	3,600	A	0.240
Los Arbolitos - Fredricks Ave to N. El Camino Real	2-Lane Collector w/ TWLTL	15,000	6,970	B	0.465
N. El Camino Read - Los Arbolitos to Mission Ave	4-Lane Major	40,000	27,330	C	0.683

Source: Appendix N
[a] Capacities based on City of Oceanside *Circulation Element Roadway Classification LOS* and *Capacity* table
[b] ADT – Average Daily Traffic
[c] LOS – Level of Service
[d] V/C – volume to capacity ratio
[e] TWLTL – Two-Way Left-Turn Lane

Cumulative Projects

Cumulative projects are other projects in the study area that would add traffic to the local circulation system in the near future. The projects outlined in Table 4.15-4 were identified for inclusion in the near-term cumulative analysis. Additionally, Figure 7-1 in Appendix N shows the Cumulative Projects only traffic volumes on the existing street network.

Table 4.15-4
Cumulative Projects

Project Name	Type of Development	Project Size	ADT
Ocean Kampa	Hotel, Multi-Family Residential, Commercial/Retail	150 Hotel Rooms, 350 Residential Dwelling Units, 63,000 SF of commercial/retail	9,520
Mission Flats	Multi-Family Residential, Commercial/Retail	137 Residential Dwelling Units, 4,200 SF of commercial/retail	990
Oceanpointe Multi-Family	Multi-Family Residential	158 residential dwelling units	1,264

Source: Appendix N
[a] 50% of the Ocean Kamp project assumed to be construction and occupied under near-term conditions.

4.15.2 Regulatory Setting

State

California Department of Transportation

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities, but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

AB 1358 – California Complete Streets Act of 2008

The California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) requires circulation elements as of January 1, 2011 to accommodate the transportation system from a multi-modal perspective, including public transit, walking and biking, which have traditionally been marginalized in comparison to autos in contemporary American urban planning.

SB 743, CEQA Guidelines Update

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including Guidelines section 15063.4, which implements Senate Bill 743. SB 743 required new metrics for analyzing transportation impacts under CEQA to provide an alternative to level of service (LOS). Measurements of transportation impacts may include vehicle miles traveled (VMT),[1] vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. In most cases, a project's effect on automobile delay will no longer constitute a significant environmental impact.[2]

The justification for this paradigm shift is that when significant impacts are identified under a LOS and delay-based analysis, the mitigation is often to provide road improvements, which increase roadway capacity that inherently accommodates more vehicular traffic resulting in additional greenhouse gas emissions. In contrast, under a VMT based analysis, mitigation typically takes the form of strategies intended to reduce vehicle traffic, rather than accommodate such traffic, thereby reducing vehicle traffic and associated emissions. Lead agencies were tasked to transition to the new guidelines and establish thresholds for transportation impacts no later than July 1, 2020.

1 VMT refers to the amount and distance of automobile travel attributable to a project.

2 SB 743 also amends congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas (Governor's Office of Planning and Research 2019).

Local

City of Oceanside General Plan Circulation Element and Master Transportation Roadway Plan

As required by State of California Law, the City has included and adopted a Master Transportation Roadway Plan as part of the City's General Plan. In tandem with the other elements of the City's General Plan, the Master Transportation Roadway Plan creates and addresses goals and policies as they related to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). Applicable General Plan goals and their corresponding policies are outlined in Table 4.10-1 in Section 4.10 of this EIR.

SANDAG's San Diego Forward: The Regional Plan

The San Diego Association of Governments' (SANDAG) *San Diego Forward: The Regional Plan* (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The 2050 RTP provides a plan for investing an estimated $214 billion in local, state, and federal transportation funds expected to come to the region over the next 40 years. The 2050 RTP is the blueprint for a regional transportation system that further enhances quality of life, promotes sustainability, and offers more mobility options for people and goods. The plan outlines projects for transit, rail and bus service, express or managed lanes, highways, local streets, bicycling, and walking to provide an integrated, multimodal transportation system by mid-century. Pursuant to SB 375, the 2050 RTP also includes the Sustainable Communities Strategy (SCS), which details how the region will reduce GHG emissions to state-mandated levels over time. The 2050 RTP and SCS are components of *San Diego Forward: The Regional Plan,* which was adopted by the San Diego Association of Governments (SANDAG) Board of Directors on October 9, 2015 (SANDAG 2015).

RTPs are developed to provide a clear vision of the regional transportation goals, objectives, and strategies. In addition, RTPs must reflect Senate Bill (SB) 375 (Steinberg, Statutes of 2008), which targets regional GHG emissions reductions from passenger vehicles and light-duty trucks through changes in land use and transportation development patterns. SANDAG is required to

adopt and submit an updated RTP to the California Transportation Commission and Caltrans every 4 or 5 years, depending on air quality attainment within the region.

SANDAG is currently obtaining public and stakeholder input to prepare the draft 2021 Regional Plan. Initial visioning for the plan shows SANDAG intends to focus of five key transportation strategies known as the Five Big Moves: complete corridors (multimodal roads); transit leap (fast and flexible transit); mobility hubs (connection points); flexible fleets (first and last mile options); and next Operating System (OS)(enabling technology). The draft 2021 Regional Plan is presently anticipated to be released and undergo review in mid-2021.

Congestion Management Program (CMP)

The 2008 Congestion Management Program (CMP) for San Diego County was developed to meet the requirements of Section 65089 of the California Government Code. Since that time, the local agencies within San Diego County elected to opt out of the CMP requirements, as allowed within the Government Code. As such, there are no CMP-specific requirements associated with this project. However, to ensure the region's continued compliance with the federal congestion management process, SANDAG has prepared *San Diego Forward: The Regional Plan* in compliance with 23 Code of Federal Regulations 450.320. The Regional Plan incorporates performance monitoring and measurement of the regional transportation system, multimodal alternatives to single-occupancy vehicles, land use impact analysis, congestion management tools, and Integration with the Regional Transportation Improvement Program process.

4.15.3 Thresholds of Significance

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

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

In accordance with the above significance criteria, this analysis uses the following standards to evaluate traffic impacts.

Vehicle Level of Service (LOS)

The City's Circulation Element (City of Oceanside 2012) has an objective to: "Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods." Therefore, if a project causes a facility to operate from LOS D or better, to LOS E or F, the project would have a significant impact. Furthermore, based on the City's Significance Determination Thresholds, impacts related to street system traffic load and capacity would be significant if any intersection, roadway segment, or freeway segment, affected by the project, would operate at LOS E or F under either direct or cumulative conditions.

As described above, the City of Oceanside uses the SANTEC/ ITE guidelines for the determination of significance of vehicular traffic impacts. Per these guidelines, LOS D or better is considered acceptable. Significance thresholds are shown in Table 4.15-1 above. If the project's traffic impact causes the value in this table to be exceeded, it is determined to be a significant project impact.

Multi-modal Plan Consistency

The multi-modal consistency analysis shall be based on consistency with the Circulation Element. The Circulation Element goals and polices are aimed at incorporating complete streets throughout the Oceanside transportation network that serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit. If the project does not comply with an aspect of the Circulation Element, then further review would be necessary to determine if a potential physical significant impact would result.

CEQA Consistency

An assessment was conducted to determine the impacts on Vehicle Miles Traveled (VMT) for the project. This assessment utilizes methodologies presented within the Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of Senate Bill 743 (SB 743), which resulted in a shift in the measure of effectiveness for determining transportation impacts from Level of Service (LOS) and vehicular delay to VMT. VMT analyses are required in all California Environmental Quality Act (CEQA) documents as of July 1, 2020.

The City of Oceanside utilizes the Institute of Transportation Engineers (ITE) *San Diego Regional Guidelines* (May 2019) to establish thresholds and methodology for VMT analysis. Based on the recommendations of the ITE for the San Diego region, a VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 Average Daily Trips (ADT). This is based on keeping consistent with

the thresholds previously used and *SANDAG's Not So Brief Guide Trip Generation* (2002). These thresholds are based on the understanding that SANDAG trip generation rates differ from ITE trip generation rates which OPR's recommendations are based on.

The City's adopted General Plan represents the vision and goals the City has for the community. VMT analysis is not needed for projects that support these goals and generate fewer than 1,000 ADT, as noted in Table 3 of the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMY) and Level of Service Assessment* (August 2020). The project is consistent with the City's adopted General Plan and is calculated to generate fewer than 1,000 ADT, as further discussed in Section 4.15.4. Therefore, a Transportation VMT CEQA Analysis is not required and was therefore not prepared for this project.

Geometric Design and Emergency Access

To determine impacts related to hazards due to a geometric design feature and emergency access adequacy, a review of compliance with the City's roadway standards is utilized. City roadway and emergency access requirements are considered to provide for address roadway safety and adequate emergency access. If a feature does not comply with the standards, then further review is necessary to determine if a potential hazard or inadequate emergency access would occur.

4.15.4 Impacts Analysis

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The project site is located on a vacant infill site, with numerous existing bicycle, pedestrian, and transit facilities surrounding the project site, as discussed above. As described in Chapter 3 of this EIR, the project includes 54 single-family homes ranging from approximately 1,200 to 1,700 sf located around a proposed private loop road within the project site. Primary site access is proposed to be taken from a westerly extension of Pala Road at the southern edge of the project site. Secondary emergency access would be available via Aspen Street, at the midpoint of the project on the east side. Both public road entries lead to the private road with frontage for residences and guest parking areas. The project would provide a total of 254 parking spaces on site for residents and guests. Each home would have a two-car garage set back from the front façade, and driveways would be designed to allow for two full sizes parked cars, allowing parking for four (4) cars per home. In addition to the parking at each residence, the project would also provide 38 surface parking spaces on site for guests and residents.

Pedestrian access is provided by sidewalks in each direction of travel along Los Arbolitos Boulevard, Pala Road, Fredricks Avenue, El Camino Real, Mission Avenue, and Aspen Street. Sidewalk improvements proposed for Aspen Street would include extending the curb, gutter, and

sidewalk on both sides leading into the project site with ADA-accessible corner curbs. Aspen Street will be gated and closed at all times except in the event of an emergency. Pedestrian access doors will be installed on both the Aspen Street and Pala Road sidewalks for use by the Cypress Point residents but closed to the general public.

There are currently Class II bike lanes in each direction of travel on Pala Road, Mission Avenue, and El Camino Real (south of Mission Avenue) in the vicinity of the project site. The project would maintain access to the San Luis Rey River Trail bike path. The closest public access point to the San Luis Rey River Trail bike path from the project site is located just east, off Cypress Road.

The project area is provided transit service via the North County Transit District (NCTD), which operates the Oceanside Transportation Center located approximately 4.3 miles from the project site. The routes that operate near the project area are routes 303, 309, and 311. Bus stops within a 1-mile radius of the project site include the stops located at Pala Road and Fredricks Avenue, Los Arbolitos Boulevard and Orr Street, and El Camino Real and Mission Avenue. Additionally, the Oceanside Transportation Center has connections to the following NCTD routes: 101, 302, 313, 318, 392 FLEX, 395 Flex, RTA 202, Coaster, Amtrak, Metrolink, Greyhound and Sprinter.

Construction of the proposed project would have the potential to create temporary traffic impacts by the generation of construction-related traffic (construction workers, and vendor and haul trucks) to and from the project site. However, the traffic generated by the construction phase would be removed from the street network once the project is constructed. All construction related traffic would access the project site via the proposed entrance along the proposed extension of Pala Road on the southern boundary of the project site. Most of the construction activities would occur on the project site. For any potential construction related activities in the public right-of-way during the construction period, applicable City regulations and policies require two-way traffic would be maintained.

As described in Section 4.15.1 above, a project-specific local transportation assessment (LTA) was prepared for the project that analyzes automobile delay and LOS. The LOS analysis was conducted to identify project effects on the roadway operations in the Project study area and to recommend project improvements to address noted deficiencies; however the CEQA impact significance determination for the proposed project is based only on VMT and LOS. The proposed project generates over 200 ADT but less than 1,000 ADT and is consistent with the City's adopted General Plan. Therefore, a LTA was prepared consistent with City guidelines. The findings of the LTA prepared for the project are described herein.

Proposed Project Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the SANDAG *(Not So) Brief Guide of Vehicular Traffic*

Generation Rates for the San Diego Region (SANDAG 2002), which are the generation rates used for traffic analysis in the City and elsewhere in the region. The "Residential, Single Family Detached (average 3-6 DU/acre)" trip rate was used to estimate the project trip generation. As shown in Table 4.15-5, the project is calculated to generate 540 daily trips with 42 trips during the AM peak hour (13 inbound/ 29 outbound trips) and 53 trips during PM peak hour (37 inbound/ 16 outbound trips) (Appendix N).

Table 4.15-5
Project Trip Generation

Use	Quantity	Daily Trip Ends (ADT)[a]		AM Peak Hour				PM Peak Hour			
		Rate[b]	*Volume*	*% of ADT*	*In:Out Split*	*Volume In*	*Volume Out*	*% of ADT*	*In:Out Split*	*Volume In*	*Volume Out*
Residential – Single Family Detached	54 DU	10/DU	540	8%	30:70	13	29	10%	70:30	37	16

Source: Appendix N
Notes:
[a] Average Daily Trips
[b] Trip Generation Rate from the SANDAG's *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, 2002

Proposed Project Trip Distribution/Assignment

Project traffic was distributed to the street system based on existing traffic patterns in the area, and the project's proximity to freeways and arterials, locations of retail, places of employment, schools, and other shopping opportunities. Figures 8-1, 8-2, and 8-3 in Appendix N show the distribution of the project trips, project traffic volumes, and the Existing + Project scenario traffic volumes, respectively.

Existing Plus Project Conditions

Intersections

Table 4.15-6 summarizes the peak hour intersection operations under the Existing + Project scenario conditions in the study area. As shown, the study area intersections are calculated to continue to operate acceptably at LOS D or better during the AM and PM peak hours with the addition of project trips and therefore, based on the City's traffic thresholds and methodology summarized in Section 4.15.1.1 above, roadway improvements are not required.

Table 4.15-6
Existing with Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing with Project		Change in Delay[c]	Improvement Required?
			Delay[a]	*LOS*[b]	*Delay*	*LOS*		
1. Los Arbolitos Blvd / Pala Road	MSSC[d]	AM	8.3	A	10.8	B	2.5	No
		PM	8.5	A	10.3	B	1.8	
2. Fredricks Ave / Pala Road	AWSC[e]	AM	8.3	A	8.3	A	0.0	No
		PM	8.4	A	8.5	A	0.1	
3. Fredricks Ave / Los Arbolitos Blvd	MSSC	AM	12.1	B	12.6	B	0.5	No
		PM	18.0	C	19.4	C	1.4	
4. N. El Camino Real / Los Arbolitos Blvd	Signal	AM	11.6	B	12.4	B	0.8	No
		PM	12.8	B	13.6	B	0.8	
5. N. El Camino Real / Mission Ave	Signal	AM	25.0	C	25.4	C	0.4	No
		PM	38.8	D	40.5	D	1.7	

Source: Appendix N
Note:
[a] Average delay expressed in seconds per vehicle
[b] Level of Service
[c] Increase in delay due to Project
[d] MSSC=Minor Street Stop Controlled. Worse-Case delay reported
[e] AWSC= All Way Stop Controlled Intersection

Since all study area intersections are forecast to operate at LOS D or better, the project would have a **less-than-significant impact** on intersections under Existing plus Project conditions.

Street Segments

Table 4.15-7 summarized the Existing Plus Project scenario street segment operations along the study area roadways. As shown, the study area street segments are calculated to continue to operate acceptably at LOS C or better with the addition of project trips. Based on the City of Oceanside's traffic thresholds and methodology, roadway improvements are not required.

Table 4.15-7
Existing with Project Street Segment Operations

Street Segment	Capacity (LOS D)[a]	Existing			Existing with Project			Change in V/C Δ[d]	Improvement Required?
		ADT[b]	*LOS*[c]	*V/C*	*ADT*	*LOS*	*V/C*		
Pala Road, Los Arbolitos Blvd to Fredricks Ave	13,000	1,480	A	0.114	1,670	A	0.128	0.014	No
Fredricks Ave, Los Arbolitos Blvd to Pala Road	9,000	2,110	A	0.234	2,160	A	0.240	0.006	No

Table 4.15-7
Existing with Project Street Segment Operations

Street Segment	Capacity (LOS D)[a]	Existing			Existing with Project			Change in V/C Δ[d]	Improvement Required?
		ADT[b]	*LOS*[c]	*V/C*	*ADT*	*LOS*	*V/C*		
Los Arbolitos Blvd, Pala Road to Fredricks Ave	13,000	3,600	A	0.277	3,950	A	0.304	0.027	No
Los Arbolitos Blvd, Fredricks Ave to N. El Camino Real	13,000	6,970	B	0.536	7,380	C	0.568	0.032	No
N. El Camino Real, Los Arbolitos Blvd to Mission Ave	35,000	27,330	C	0.781	27,710	C	0.792	0.011	No

Source: Appendix N
Note: ADT – Average Daily Traffic Volumes, LOS – Level of Service, V/C – Volumes to Capacity Ratio
[a] Capacities based on City of Oceanside *Circulation Element Roadway Classification LOS & Capacity* table (See *Appendix B*).
[b] Average Daily Traffic Volumes.
[c] Level of Service
[d] Δ denotes the increase in V/C due to Project.

Since all study area street segments are forecast to operate at LOS C or better, the project would have a **less-than-significant impact** on street segments under Existing plus Project conditions.

Near-Term Conditions

The analysis of study area intersections and street segments under Near-Term conditions without and with the proposed project is outlined below. Near-Term without Project scenario traffic volumes were calculated by adding the cumulative projects traffic volumes onto the Existing traffic volumes. Near-Term + Project traffic volumes were calculated by then adding the Project traffic volumes.

Near-Term without Project Conditions

Intersections

Table 4.15-8 summarizes the peak hour intersection operations under Near-Term and Near-Term with Project conditions. As shown, the study area intersections are calculated to operate acceptably at LOS D or better during the AM and PM peak hours without the addition of project trips.

Table 4.15-8
Near-Term Intersection Operations

Intersection	Control Type	Peak Hour	Near-Term		Near-Term with Project		Change in Delay[c]	Improvement Required?
			Delay[a]	*LOS*[b]	*Delay*	*LOS*		
1. Los Arbolitos Blvd / Pala Road	MSSC[d]	AM	8.3	A	11.0	B	2.7	No
		PM	8.6	A	11.2	B	2.6	
2. Fredricks Ave / Pala Road	AWSC[e]	AM	8.3	A	8.3	A	0.0	No
		PM	8.5	A	8.6	A	0.1	
3. Fredricks Ave / Los Arbolitos Blvd	MSSC	AM	12.3	B	12.8	B	0.5	No
		PM	18.5	C	20.0	C	1.5	
4. N. El Camino Real / Los Arbolitos Blvd	Signal	AM	11.9	B	12.7	B	0.8	No
		PM	13.2	B	14.0	B	0.8	
5. N. El Camino Real / Mission Ave	Signal	AM	26.6	C	27.0	C	0.4	No
		PM	46.4	D	48.7	D	2.3	

Source: Appendix N
Note:
[a] Average delay expressed in seconds per vehicle
[b] Level of Service
[c] Increase in delay due to Project
[d] MSSC=Minor Street Stop Controlled. Worse-Case delay reported
[e] AWSC= All Way Stop Controlled Intersection

Street Segments

Table 4.15-9 summarizes the Near-Term street segment operations along the study area roadways. As shown, the study area street segments are calculated to operate acceptably at LOS C or better without the addition of project trips.

Table 4.15-9
Near-Term Street Segment Operations

Street Segment	Capacity (LOS C)[a]	Near-Term			Near-Term with Project			Change in V/C Δ[d]	Improvement Required?
		ADT[b]	*LOS*[c]	*V/C*	*ADT*	*LOS*	*V/C*		
Pala Road Los Arbolitos Blvd. to Fredricks Ave	13,000	1,700	A	0.131	1,890	A	0.145	0.014	No
Fredricks Avenue Los Arbolitos Blvd. to Pala Road	9,000	2,140	A	0.238	2,190	A	0.243	0.005	No
Los Arbolitos Blvd. Pala Road to Fredricks Avenue	13,000	3,820	A	0.294	4,170	A	0.321	0.027	No
Los Arbolitos Blvd. Fredricks Ave to N. El Camino Real	13,000	7,190	C	0.553	7,600	C	0.585	0.032	No

Table 4.15-9
Near-Term Street Segment Operations

Street Segment	Capacity (LOS C)[a]	Near-Term			Near-Term with Project			Change in V/C Δ[d]	Improvement Required?
		ADT[b]	*LOS*[c]	*V/C*	*ADT*	*LOS*	*V/C*		
N. El Camino Real. Los Arbolitos Blvd to Mission Ave	35,000	27,835	C	0.795	28,215	C	0.806	0.011	No

Source: Appendix N
Note:
[a] Capacities based on City of Oceanside *Circulation Element Roadway Classification LOS* and *Capacity* table
[b] Average Daily Traffic Volumes.
[c] Level of Service
[d] Δ denotes the increase in V/C due to Project

Near-Term with Project Conditions

Intersections

As shown in Table 4.15-8 above, the study area intersections are calculated to operate acceptably at LOS D or better during the AM and PM peak hours with and without the addition of project trips; and therefore, based on the City of Oceanside's traffic thresholds and methodology, roadway improvements are not required

Street Segments

As shown in Table 4.15-9 above, the study area street segments are calculated to operate acceptably at LOS C or better with and without the addition of project trips; and therefore, based on the City of Oceanside's traffic thresholds and methodology, roadway improvements are not required.

In conclusion, the project site is located near existing roadway infrastructure, and exiting bicycle, pedestrian and transit opportunities in the project vicinity as described above and throughout this EIR. The projects consistency with the City's General Plan Circulation Element goals and policies is outlined in Table 4.10-1 in Section 4.10 of this EIR. The project would be consistent with all General Plan Circulation Element goals and policies. Based on the City's traffic thresholds and methodology summarized in Section 4.15.1 and the analysis outlined above, roadway improvements would not be required due to project implementation as the increase in project related traffic delay would not exceed the allowable threshold. Additionally, a transportation VMT CEQA analysis would not be required for the project based on consistency with City guidelines. Therefore, based on the findings above, and the design features to be implemented by the project, implementation of the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts are determined to be **less than significant**.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

As described in Section 4.15.3 above, an assessment was conducted to determine the impacts on Vehicle Miles Traveled (VMT) for the project. This assessment utilizes methodologies presented within the Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of Senate Bill 743 (SB 743), which resulted in a shift in the measure of effectiveness for determining transportation impacts from Level of Service (LOS) and vehicular delay to VMT. VMT analyses are required in all California Environmental Quality Act (CEQA) documents as of July 1, 2020.

The City of Oceanside utilizes the Institute of Transportation Engineers (ITE) *San Diego Regional Guidelines* (May 2019) to establish thresholds and methodology for VMT analysis. Based on the recommendations of the ITE for the San Diego region, a VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 Average Daily Trips (ADT). This is based on keeping consistent with the thresholds previously used and *SANDAG's Not So Brief Guide Trip Generation* (2002). These thresholds are based on the understanding that SANDAG trip generation rates differ from ITE trip generation rates which OPR's recommendations are based on.

The City's adopted General Plan represents the vision and goals the City has for the community. VMT analysis is not needed for projects that support these goals and generate fewer than 1,000 ADT, as noted in Table 3 of the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMY) and Level of Service Assessment* (August 2020). The project is consistent with the City's adopted General Plan and is calculated to generate fewer than 1,000 ADT, as outlined in response to Threshold 1 above. Therefore, a Transportation VMT CEQA Analysis is not required and was therefore not prepared for this project. For these reasons, impacts are determined to be **less than significant**.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As described above and in Chapter 3 of this EIR, the project site is located north of Pala Road and west of Los Arbolitos Boulevard. The proposed 54 single-family residences would be surrounding an internal private loop road within the project site. Pala Road would provide the primary vehicular access to the proposed project from a proposed westerly extension of Pala Road at the southern edge of the project site (Figure 3-1 in Chapter 3). Secondary emergency access to the project site would be available via Aspen Street, at the midpoint of the project on the east side. Aspen Street will be gated and closed at all times except in the event of an

emergency. Pedestrian access doors will be installed on both the Aspen Street and Pala Road sidewalks for use by the Cypress Point residents but closed to the general public.

The project proposes sidewalk improvements to Aspen Street, including extending the curb, gutter, and sidewalk on both sides of the street leading to the project site with ADA-accessible corner curbs. A 5-foot curb, gutter, and sidewalk would surround the homes on the interior side of the loop road, with an additional sidewalk along the Pala Road extension into the project site that would connect with corner curbs to the inner loop sidewalk.

The project does not propose any sharp curves or dangerous intersections that could result in the potential for increased hazards. Additionally, final project plans would be subject to City review to ensure adequate access points and proposed street and sidewalk improvements. For these reasons, impacts are determined to be **less than significant**.

Would the project result in inadequate emergency access?

The proposed project would provide two access points for emergency responders: one entrance from the south of the site via Los Arbolitos Boulevard (from El Camino Real), and one from the east of the site via Aspen Street. The proposed project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project or any surrounding areas. During the proposed sidewalk improvements to Aspen Street, including extending the curb, gutter, and sidewalk on both sides of the street leading to the project site with ADA-accessible corner curbs, the project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements with within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Chapter 4.13 Public Services.

As California Fire Code and the City of Municipal Code requirements are intended to ensure adequate emergency access and the project would meet or exceed such requirements, the proposed project would not result in inadequate emergency access and impacts would be **less than significant**.

4.15.5 Mitigation Measures

Impacts related to traffic and circulation as a result of project implementation are determined to be less than significant, and therefore no mitigation measures are required.

4.15.6 Level of Significance After Mitigation

No substantial impacts related to traffic and circulation were identified; therefore, no mitigation measures are required. Impacts related to traffic and circulation would be **less than significant**.