

## 4.15 Transportation

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 Pacifica Project (proposed project or project) in the City of Oceanside (City). The following analysis is based on Vehicles Miles Traveled Analysis and the Local Transportation Study that were prepared for the proposed project by Chen Ryan and Associates in June 2023. The Vehicle Miles Traveled Analysis is included as Appendix K to this environmental impact report (EIR), and the Local Transportation Study is included as Appendix L to this EIR.

### 4.15.1 Existing Conditions

The 14.55-acre project site is located at the intersection of Monica Circle and Macario Drive in the City of Oceanside. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR 78.

Bus stops within a 1-mile radius of the project site include the stops located at Vandegrift Boulevard and Gold Drive, San Luis Rey Transit Center, and North River Road and College Boulevard. The project site has a General Plan designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R-C), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, SC). The project site is currently zoned as PS – Public/Semipublic. As previously noted, areas immediately surrounding the site are zoned RS – Single-Family Residential and OS – Open Space. Zoning designations in the surrounding neighborhood also include various residential designations (RS, RM-A, RM-B, and RM-C), Public/Semipublic (PS), Open Space (OS), and various commercial designations (CG, CN, and CS-L) (City of Oceanside 2023). The project site is currently vacant and undeveloped and is the site of the former Pacifica Elementary School.

#### 4.15.1.1 Methodology

##### Vehicle Miles Traveled Approach and Methodology

An assessment was conducted to determine the impacts on utilizing 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 (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.

VMT is defined as the “amount and distance of automobile travel attributable to a project” per CEQA Guidelines Section 15064.3. VMT (and VMT per capita or VMT per employee) is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts.

VMT analysis screening criteria was obtained from Table 2 of the City’s Traffic Impact Analysis Guidelines (City of Oceanside 2020). The following screening criteria relevant to the proposed project’s land use are:

- Projects located in a Transit Priority Area (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG [San Diego Association of Governments] San Diego Forward Regional Plan and is consistent with the General Plan at the time of project application.
- Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map.
- Affordable housing projects.
- Projects generating less than 500 daily vehicle trips (if inconsistent with the adopted General Plan)

Based upon this criterion above, the project would not be screened out from conducting a VMT analysis for the following reasons:

- Although the project is located within 0.5-mile walking distance, without discontinuity of sidewalk or obstructions on the route, to the San Luis Rey Transit Center, the project is inconsistent with the City’s General Plan.
- The project is not located in a low-VMT generating area per the most recent SANDAG SB 743 VMT screening maps.
- The project is not an affordable housing project.
- The project generates more than 500 daily trips.

### 4.15.1.2 Existing Transportation System

Table 4.15-1, Existing Transportation Network Characteristics, summarizes the existing physical characteristics of roadways within the study area.

**Table 4.15-1. Existing Transportation Network Characteristics**

Roadway	From	To	Number of Lanes	Median Type	Sidewalk?	Bike Lanes?	Transit Route	Posted Speed Limit
Monica Circle	Claire Drive	Macario Drive	1 NB/1 SB	Undivided	Both Sides	None	None	25 mph
Macario Drive	Monica Circle	Roja Drive	1 EB/1 WB	Undivided	Both Sides	None	None	25 mph
Roja Drive	Macario Drive	North Redondo Drive	1 NB/1 SB	Undivided	Both Sides	None	None	25 mph
North Redondo Drive	Roja Drive	Vandegrift Boulevard/ North River Road	1 EB/1 WB	Undivided	Both Sides	None	None	25 mph
Vandegrift Boulevard	Gold Drive	North Redondo Drive	3 NB/2 SB	Raised	Both Sides	Class II	309 311 315	50 mph

**Table 4.15-1. Existing Transportation Network Characteristics**

Roadway	From	To	Number of Lanes	Median Type	Sidewalk?	Bike Lanes?	Transit Route	Posted Speed Limit
North River Road	North Redondo Drive	College Boulevard	3 NB/2 SB	Raised	Both Sides	Class II	303 309 313 315	45 mph
North River Road	East of Vandegrift Boulevard	2 EB/2 WB	Raised	Both Sides	Class II	North River Road	303 309 311 313 315	45 mph

**Notes:** NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

### 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 (City of Oceanside 2017):

**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.

Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. Per the City of Oceanside Bicycle Master Plan (City of Oceanside 2017), there are no planned bicycle facilities improvements within the project study area.

### Existing Transit Conditions

The project site is within 0.5 miles of the transit lines serviced by North County Transit District described below:

- **Bus Route 303** – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop within 0.5 miles is located at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center, the San Luis Rey Transit Center, and the Vista Transit Center. The route operates at 15-minute headways on weekdays and weekends.
- **Bus Route 309** – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the El Camino Real Sprinter Station, the Plaza Camino Real Transit Center, and the Encinitas Station. The route operates at 30-minute headways throughout the week.

- **Bus Route 311** – This bus route provides services along Vandegrift Boulevard in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center and the Rancho Del Oro Sprinter station. The route operates at 20- to 30-minute headways during morning peak hours and 1-hour headways during evening peak hours Monday through Friday. This route does not operate on weekends.
- **Bus Route 313** – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop within 0.5 miles is located at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center and the San Luis Rey Transit Center. The route operates on 1-hour headways Monday through Friday and does not operate on the weekends.
- **Bus Route 315** – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard / Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the Plaza Camino Real Transit Center, and the Carlsbad Village Station. The route operates at 1-hour headways throughout the week.

## Pedestrian Conditions

Sidewalks are present along both sides of the roadway for all roadways within a 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with the exception of the commercial land use fronting North Redondo Drive and Vandegrift Boulevard.

Sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Sidewalks are also proposed throughout the internal roadways providing direct access to the dwelling units and on-site amenities (pet station, play areas, picnic pavilion, benches, and gardens).

## 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 LOS at such facilities, Caltrans may recommend measures to mitigate the traffic impacts.

#### Assembly Bill 1358 – California Complete Streets Act of 2008

The California Complete Streets Act of 2008 (Assembly Bill 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.

## Senate Bill 743, California Environmental Quality Act Guidelines Update

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including CEQA Guidelines Section 15063.4, which implements SB 743. SB 743 required new metrics for analyzing transportation impacts under CEQA to provide an alternative to LOS. Measurements of transportation impacts may include VMT,<sup>1</sup> 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.<sup>2</sup>

The justification for this paradigm shift is that when significant impacts are identified under LOS and delay-based analyses, 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 rather than accommodate traffic, thereby reducing vehicle emissions. Lead agencies were tasked to transition to the new guidelines and establish thresholds for transportation impacts no later than July 1, 2020.

### Local

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

As required by state law, the City has included and adopted a Master Transportation Roadway Plan as part of its 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

SANDAG's San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, 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 SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights

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<sup>1</sup> VMT refers to the amount and distance of automobile travel attributable to a project.

<sup>2</sup> 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).

requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021).

### Congestion Management Program

The 2008 Congestion Management Program 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 Congestion Management Program requirements, as allowed within the Government Code. As such, there are no Congestion Management Program-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 2021 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.

### City of Oceanside General Plan – Circulation Element

The City's General Plan contains a Circulation Element that is intended to guide the development of the local circulation system in a manner that is compatible with the General Plan Land Use Element. To help meet traffic demands and achieve balanced growth, the City has the following goals related to traffic (City of Oceanside 2012):

- Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.
- Goal 2: Alternative modes of transportation to reduce the dependence on the automobile.
- Goal 3: Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.
- Goal 4: A citywide transportation system that integrates with the regional transportation system.
- Goal 5: A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.

Objective: Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.

Policy 2.4: The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

## Master Transportation Roadway Plan

The Master Transportation Roadway Plan chapter focuses on providing the guidelines to provide a network of roadways throughout the City which form the transportation network.

Goal 1: A transportation network that supports safe and efficient travel for all modes of transportation.

Goal 2: A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.

Objective: 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.

Objective: Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout Chapter 3 of the Circulation Element].

Policy 3.3: All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.

Policy 3.4: The City may permit construction of private streets within individual development projects, provided that:

- They are designed geometrically and structurally to meet City standards.
- Only project occupants are served.
- All emergency vehicle access requirements are satisfied.
- The streets do not provide direct through route between public streets.
- The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.

Policy 3.6: The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access:

The City shall prohibit driveway access to prime arterials.

Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity.

Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.

Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.

Policy 3.9: The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.

Policy 3.10: The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.

Policy 3.11: The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.

Policy 3.12: The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.

Policy 3.14: The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.

Policy 3.15: The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.

Policy 3.20: If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.

Policy 3.21: The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.

### City of Oceanside Bicycle Master Plan

The City created a Bicycle Master Plan, which was approved in December 2008 and updated in 2017. The Oceanside Bicycle Master Plan is included as a sub-element of the City's General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan intends to establish facilities for the City's bikeway system that could integrate with the existing San Diego County bikeway system and maximize efficiency between mass transit and bikeways. The City of Oceanside developed the following goal categories to create fundamental criteria for the City's bikeway system: Popular, Systemic, Destination-Oriented, Safe, Designed to Standards, Maintained, Minimize Liability Exposure, Minimize Cost, Environmentally Sensitive, and Educational (City of Oceanside 2017).

### City of Oceanside Pedestrian Master Plan

The City created a Pedestrian Master Plan, which was approved in November 2009. The Pedestrian Master Plan is intended to guide how the City plans and implements pedestrian projects. The goals of the Pedestrian Master Plan aim to improve safety, walkability, connectivity, accessibility, alternative transportation, neighborhood quality, and funding. The plan identifies and prioritizes pedestrian projects based on technical analysis and community input.

## 4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on CEQA Guidelines Appendix G. According to CEQA Guidelines Appendix G, 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.

### CEQA Consistency

An assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City of Oceanside utilizes the San Diego Traffic Engineers' Council/Institute of Transportation Engineers (SANTEC/ITE) Guidelines for Transportation Impact Studies in the San Diego Region (SANTEC/ITE 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 on which OPR's recommendations are based.

The project is inconsistent with the City's adopted General Plan and is calculated to generate more than 1,000 ADT, as further discussed in Section 4.15.4. Therefore, a Transportation VMT CEQA Analysis is required and is discussed below.

### 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 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 property formerly the site of Pacifica Elementary School. There are numerous existing bicycle, pedestrian, and transit facilities in the immediate project area. The entrance to the project site is located at the corner of Monica Circle and Macario Drive. The proposed residential buildings would be accessed primarily via a new driveway at the intersection of Monica Circle and Macario Drive. Enhancements to this existing driveway will include special paving, landscaping, and signage to announce entry to the project site. The project driveway will function as a side-street stop-controlled intersection with full access. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

### Pedestrian Facilities

Sidewalks are present along both sides of the roadway for all roadways within 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with exception to the commercial land use fronting North Redondo Drive and Vandegrift Boulevard. Americans with Disabilities Act (ADA)-compliant sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Pedestrian access would also be provided via ADA compliant sidewalks throughout the project site connecting the proposed dwelling units and on-site amenities. The proposed sidewalk improvements would be consistent with the General Plan Circulation Element goal of providing alternative modes of transportation to reduce the dependence on automobiles. The proposed improvements would also increase walkability, connectivity, and accessibility consistent with the goals of the City's Pedestrian Master Plan.

### Bicycle Facilities

Per direction in the Traffic Impact Analysis Guidelines, the analysis of bicycle facilities consists of documenting bicycle infrastructure available including any opportunities or deficiencies such as bike lanes, bike buffers, or bike boxes from the project access points extending in each direction to the nearest intersection with a classified roadway or connection with a Class I path (City of Oceanside 2020). There are no Class I bicycle facilities

surrounding the site; however, Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. Per the City of Oceanside Bicycle Master Plan (2017 Update), there are no planned bicycle facilities improvements within the project study area (City of Oceanside 2017). No deficiencies were observed and no improvements to bicycle facilities are proposed as part of the project.

### Transit Facilities

The project area is provided transit service via the North County Transit District, which operates 12 bus routes in Oceanside. The project site is within 0.5 miles of Bus Routes 303, 309, 311, 313, and 315. The nearest bus stops to the project site are located at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center (Appendix L).

### Construction Traffic

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, traffic generated by the construction phase would be removed from the street network once the project is completed. All construction-related traffic would access the project site via the proposed entrance at the corner of Monica Circle and Macario Drive. 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 to be maintained.

### Conclusion

The project site is located near existing roadway infrastructure, and existing bicycle, pedestrian, and transit (closest bus stop located at the Vandegrift Boulevard and Gold Drive intersection) opportunities as described in this section and throughout this EIR. The project's consistency with the City's General Plan Circulation Element goals and policies is outlined in Table 4.10-1 in Section 4.10, Land Use, of this EIR. The project would be consistent with all General Plan Circulation Element goals and policies. Based on the findings above, and in the discussion regarding VMT below, 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)?***

An assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City of Oceanside utilizes the SANTEC/ITE Guidelines for Transportation Impact Studies in the San Diego Region (SANTEC/ITE 2019) to establish thresholds and methodology for VMT analysis. Based upon the criterion presented in Section 4.15.1.1, the project would not be screened out from conducting a VMT analysis for the following reasons:

- Although the project is located within 0.5-mile walking distance, without discontinuity of sidewalk or obstructions on the route, to the San Luis Rey Transit Center, the project is inconsistent with the City's General Plan.

- The project is not located in a low-VMT generating area per the most recent SANDAG SB 743 CMT screening maps.
- The project is not an affordable housing project.

As detailed in Appendix K, VMT Analysis, the proposed project’s resident VMT per capita was obtained from the most recent SANDAG VMT screening maps. Per the City’s Traffic Impact Analysis Guidelines, a residential project is determined to have a significant impact if the project generates VMT per resident greater than 85% of the regional average (City of Oceanside 2020). The regional average VMT was determined using the SANDAG Series 14 ABM2+/2021 RP Year 2016 Base model. The regional average is 18.9 VMT per capita, and 85% of that would be 16.07 VMT per capita. Table 4.15-2 summarizes the results of the VMT analysis. As shown in Table 4.15-2, the project site is located within an area that generates 16.70 VMT per capita, which is greater than the threshold of 16.07 VMT per capita (Appendix K).

However, the project site is located in a suburban area (TAZ 266) composed mostly of single-family residential dwelling units (average density of 3.6 du/acre) which tend to have higher automobile ownership as compared to the region, and typically generate higher VMT per capita. Therefore, the surrounding single-family residential land uses are used to estimate the neighborhood’s trip characteristics.

Per the California Air Pollution Control Officers Association (CAPCOA) report, Quantifying Greenhouse Gas Mitigation Measures, residential projects designed with a higher density of dwelling units compared to the average residential density in the United States exhibit lower VMT per capita (CAPCOA 2010). Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. Applying the percentage reduction in VMT to the project based on the measure described above yields a 9% reduction in VMT per capita. Based on this 9% reduction, it is estimated that the proposed project would actually result in 15.19 VMT per capita, which is less than the threshold of 16.07.

Furthermore, it is important to note that the project is located less than 0.5-mile walking distance from the San Luis Rey Transit Center. Therefore, the project’s proximity to a high-quality transit station in connection with an increased residential density, resulting in a 9% reduction in VMT, would result in a **less-than-significant** impact. ~~Nonetheless, two VMT reduction strategies have been included as mitigation measures (MM) in order to encourage alternative modes of transportation (MM-TRA-1 and MM-TRA-2).~~

**Table 4.15-2. Project VMT Analysis**

Metric	VMT per Resident
Regional Average	18.90
Significant Impact Threshold (85%)	16.07
Proposed Project Traffic Analysis Zone	16.70
VMT Reduction (Increased Residential Density)	9%
Project VMT	15.19
Significant impact	No

Source: Appendix K.

Note:

<sup>1</sup> Regional Average x 85%

***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 previously discussed, the entrance to the project site is located at the corner of Monica Circle and Macario Drive. The proposed residential buildings would be accessed primarily via a new driveway at the intersection of Monica Circle and Macario Drive. Improvements to this new driveway will include special paving, landscaping, and signage to announce entry to the project site. The project driveway will function as a side-street stop-controlled intersection with full access. A secondary emergency access-only driveway (accessible via Knox box) would be located at the terminus of Malaga Drive. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

Internal roadways within the project site would allow for two-way flow of vehicle traffic. Dead-end aisles between buildings provide direct access to garages for each dwelling unit. Guest parking would be provided throughout the project site.

Pedestrian access would be provided by pathways throughout the project site to connect the proposed buildings and open space areas. The project would link to the existing sidewalk system within the area to provide pedestrian connections to surrounding amenities. The project includes sidewalk improvements along the project frontage. Curb ramps at the project driveways would be constructed to be compliant with ADA standards.

The project does not include any sharp curves or dangerous intersections that could result in the potential for increased hazards. All proposed circulation and vehicle use on site would be typical of a multifamily residential development. Additionally, final project plans would be subject to City review to ensure adequate access points and mobility. For these reasons, impacts are determined to be **less than significant**.

***Would the project result in inadequate emergency access?***

The project would provide two access points for emergency responders at the main entrance to the project site at the corner of Monica Circle and Macario Drive and a secondary emergency access-only driveway located at the terminus of Malaga Drive. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. The proposed project would not require the full closure of any public or private streets or roadways during construction or operation and would not impede access of emergency vehicles to the project or any surrounding areas. During the proposed sidewalk and driveway improvements, 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 within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer.

The project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access. Final site plans for the project would be subject to review by the Oceanside Fire Department, prior to project development. Therefore, the proposed project would not result in inadequate emergency access, and impacts would be **less than significant**.

### 4.15.5 Cumulative Analysis

It is expected that VMT analyses fully analyzing project-specific impacts within their respective study areas would be prepared for all cumulative projects consistent with City Guidelines. These reports would be expected to provide an analysis on VMT impacts and include mitigation measures necessary to address any potentially significant impacts. Furthermore, all cumulative projects would be required to comply with applicable City regulations related to transportation and circulation, as the proposed project does. Therefore, it is determined that cumulative impacts to transportation as a result of project implementation would be **less than significant**.

### 4.15.6 Mitigation Measures

Impacts would be less than significant, and no mitigation measures are proposed.

~~To reduce the average VMT per capita, it is recommended that the project implements a Transportation Demand Management Program. A Transportation Demand Management program would facilitate increased opportunities for walking and bicycling, and provide the resources, means, and incentives for ridesharing and carpooling. The recommendations in the SANDAG Mobility Management Guidebook/VMT Reduction Tool were taken into consideration initially; however, this tool does not provide quantifiable strategies that are applicable to the project. Therefore, non-quantifiable methods and strategies contained in the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Report) were considered for application instead.~~

~~The CAPCOA Report provides mitigation measures, which would be considered non-quantifiable for the project due to the implementation requirements or measure description in relation to the project's land use (i.e., a residential project rather than an employment project). Nonetheless, the project would implement the following non-quantifiable VMT reduction strategies to encourage alternative modes of transportation:~~

~~MM-TRA-1 — Creation and distribution of a “new resident” information packet addressing alternative modes of transportation (CAPCOA T 7: Implement Commute Trip Reduction Marketing).~~

~~MM-TRA-2 — Provide on-site bike parking (CAPCOA T 10: Provide End-of-Trip Bicycle Facilities).~~

### 4.15.7 Level of Significance After Mitigation

The proposed project's VMT per capita is anticipated to fall under the significance threshold per the City's Traffic Impact Analysis Guidelines based on the reductions in VMT per capita provided by the increased residential density. Therefore, impacts would be **less than significant**.