CHAPTER 2
ENVIRONMENTAL SETTING

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the Environmental Impact Report (EIR) includes a brief description of the existing physical conditions at the proposed Alta Oceanside Project (project) site and the surrounding vicinity at the time of filing of the Notice of Preparation. Although in some cases current data were not available to represent conditions at the time of filing the Notice of Preparation, the most recent data available are described in this chapter and serve as the CEQA baseline for this EIR. This chapter also provides an overview of the regulatory setting on the project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the existing conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the EIR constitute the baseline conditions by which significances of impacts will be determined.

2.1 PROJECT SETTING

2.1.1 Project Location

The 5.3-acre project site is a previously developed and/or disturbed area located in the western portion of the City of Oceanside (City), which is within the northwestern portion of San Diego County (Figure 2-1, Project Location). Interstate 5 and State Route 76 are both approximately 0.1 miles to the east of the project site. The site is located at 939, 1003, 1009, and 1015 North Coast Highway, which is a north/south roadway through the City, with connections to State Route 76 and Interstate 5. The northern portion of the project site includes Costa Pacifica Way (a private street), which currently serves as ingress/egress access for the Seacliff condominiums (Renaissance Terrace) pursuant to an existing easement granted by CH Oceanside (prior owner of the site).

The project site is located on the U.S. Geological Service 7.5-minute Oceanside quadrangle map in Section 22, Township 11 South, Range 5 West (Figure 2-1). The project site is composed of five individual parcels which are identified as: Assessor's Parcel Numbers (APNs) 143-040-20, -22, -23, -26, and -54 (Figure 2-2, Aerial Photograph).

2.1.2 Site Background

The project site has a history of commercial uses and development. The building at 939 North Coast Highway began as a café and soon transitioned to cocktail lounge and then nightclub with live entertainment in the 1950s. The commercial entertainment use has remained to this day and the current operation is an establishment known as the Main Attraction. The building at 1003 North Coast Highway has a history of service station uses. The 1009 North Coast Highway building has been an auto dealership, body shop, cabinet shop, and various other service and sales

establishments. The 1015 North Coast Highway building was also a service station for a time. The western area of the site was developed in the past. Aerial photography from 1953 shows a roadway, structure, and parking on the property. However this area has been largely vacant since 1974. Refer to Section 4.2, Cultural Resources, of this EIR for more historical information. See Figure 2-2, Aerial Photograph.

CH Oceanside LLC (CH Oceanside) previously owned APN 143-040-23 (part of the project site), APN 143-040-54 (part of the project site), and APN 143-260-02 (not a part of the project site). In 2005, CH Oceanside sold Renaissance Terrace Final Map No. 15410, APN 143-260-02 (also known as Seacliff condominiums), entitled for 96 residential units, to Continental Residential Inc. (Continental). CH Oceanside retained ownership of APN 143-040-23 and APN 143-040-54 with the intent of future assemblage and development of the parcels on the upper mesa. To provide for access to Seacliff condominiums, an Agreement and Reciprocal Grant of Easements was recorded on December 15, 2005 (Document #2005-1077596). Pursuant to this agreement, CH Oceanside granted to the Seacliff condominium property non-exclusive easements on, over, and across the areas now known as Costa Pacifica Way for road and utility purposes, a public bicycle access, a 5-foot-wide easement for public pedestrian access, and an easement for landscaping purposes over areas adjacent to Costa Pacifica Way. CH Oceanside reserved the right to reduce the Continental easement area for the landscaping easement to connect to any utility facilities within the easement area and to connect street, driveways, and other improvements to any streets and other improvements. CH Oceanside also reserved non-exclusive easement on, over, and across the Seacliff condominium property for utilities and drainage, including the right to drain into the detention basin. Costa Pacifica Way is a part of the project site and is owned by the applicant.

Separate from the Seacliff condominiums, the northwestern portion of the project site was previously entitled for the Seacliff project. The Seacliff project was approved by the City for the development of a 52-unit condominium and 1,028 square feet of ground floor commercial space. The approvals included a Tentative Map, Development Plan, Conditional Use Permits, Variance, and Regular Coastal Permit. A Final EIR was prepared and certified for the project on October 15, 2014. Time extensions have been granted for those approvals, with the most recent 1-year extension approved on June 19, 2019.

Development of the project site as assembled currently has been contemplated since 1999, but an agreement to assemble the parcels of the project site was only recently reached. The project site includes five separate parcels that are proposed to be consolidated via a Tentative Map as part of the proposed project. Access to the project site is available via Costa Pacifica Way and North Coast Highway.

2.1.3 Existing Land Uses

On-Site Land Uses

The project site is a mix of previously disturbed vacant lots and buildings, commercial uses, and storage buildings, as shown in Figure 2-2, Aerial Photograph. Figures 2-3, Existing Land Uses, and 2-4, Site Photos, illustrates the existing on-site uses as well. The existing commercial uses are located along North Coast Highway on the eastern portion of the site, with access provided via five curb cut driveways provided directly onto North Coast Highway. The single-story buildings located on site include The Main Attraction adult entertainment venue, vacant commercial structures, and storage warehouses. These existing structures are not visually cohesive and are of differing styles. The Main Attraction structure is white stucco with a black vinyl umbrella awning around the front of the structure, and purple accent paint along the side of the structure. The vacant commercial structure is non-descript tan and olive green stucco with accents and white framed windows (Figure 2-4). The storage structures are single story, dilapidated, block buildings with roll-up doors and either rusted metal or shingle pitched roofs. Storage yards with fenced perimeter accompany the buildings. Fencing along the site varies, and includes a concrete masonry unit wall, wood fencing, chain link fencing, white horizontal bar fencing, black horizontal bar fencing, black chain link, and chain link fencing with privacy slating. Manicured landscaping is provided along The Main Attraction frontage and along Costa Pacifica Way. The western area of the site consist of previously developed, now vacant, land that is regularly mowed and the remnants of a gravel access road. Costa Pacifica Way, a private street, is located along the northern portion of the property. Overall, the site development varies in styles and does not have a unified architectural or aesthetic theme.

Surrounding Land Uses

Uses in the vicinity of the project site include a mix of residential, hotel, and commercial uses, as shown in Figure 2-3. To the north of the project site is an existing hotel use (Rodeway Inn) consisting of two one-story buildings and one three-story building and associated surface parking. To the west and southwest of project site is a mobile home community (MiraMar) with single-story structures and a network of asphalt roads. The northwest corner of the project site abuts the existing Seacliff condominiums development consisting of two five-story, multi-family buildings with internal parking structures. To the south of the project site are existing hotel uses (La Quinta Inn and Motel 6) and associated surface parking. Currently the site shares a driveway curbcut with the La Quinta Inn, but the driveway is separated by a concrete masonry wall located on the property line. A portion of the San Luis Rey River corridor and associated trail is located beyond the northwestern most corner of the site that is located northwest of Costa Pacifica Way. The San Luis Rey River corridor includes a native habitat conservation area and a two-way asphalt bicycle path. Located east across from the site on North Coast Highway are existing commercial and public uses; In-n-Out Burger; and California Welcome Center, Oceanside.

2.1.4 Existing Zoning Designations

The project site, as well as several properties north and south of the project site, are currently zoned Downtown District (D) with the Subdistrict 7-B, which is designed to provide for a mix of uses including recreational and commercial uses located near recreational and residential areas. Residential uses are allowed by right as part of a mixed-use project (Figure 2-5, Zoning Designations).

The City Zoning Ordinance Article 12 outlines the requirements of the (D) Downtown District; Subdistrict 7(B). As presented in Section 1210 of the Zoning Ordinance, the specific purposes of the Downtown District are as follows:

- To promote the long-term viability of and rejuvenation of the Redevelopment Project Area and to protect and enhance primarily boating and water-dependent activities; and secondarily other public-oriented recreation uses in the Oceanside Small Craft Harbor.
- Maintain and enhance an appropriate mix of uses.
- Provide land-use controls and development criteria consistent with the General Plan, the Redevelopment Plan, and the Local Coastal Program.
- The specific purpose of Subdistrict 7(B) is: To provide for a mix of recreational and commercial uses conveniently located near recreational and residential areas. Residential uses are allowed as part of a mixed-use project.

Other zoning designations in the area immediately surrounding the project site include Downtown District (D) Subdistricts 6(A) and 7(A), which are described as:

- Subdistrict 6(A): To provide sites for highway business and tourist/visitor uses related to the harbor and the Interstate 5 freeway, primarily oriented to visitor-serving commercial establishments.
- Subdistrict 7(A): To provide sites for a high-density residential environment in an urban setting in close proximity to shopping, employment, transportation and recreational facilities.

2.1.5 Existing General Plan Land Use Designations

The project site and the immediately surrounding areas has a General Plan land use designation of Downtown (formerly Redevelopment Project Area) and is located within the Coastal Zone. The project site is within a Special Management Area - Redevelopment Project Area (as defined by Figure LU-9 of the City's General Plan). The stated objective of the Redevelopment Project Area is to promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvements of the City. The objective of the Coastal Zone is to provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

2.2 REGIONAL SETTING

2.2.1 Climate

The local climate within the project area is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 67.6°F, with highs reaching 73.6°F on average during the months of July through September. The average wintertime low temperature is approximately 52.9°F, reaching as low as 44.2°F on average during November through March. Average precipitation in the local area is approximately 10.54 inches per year, with the bulk of precipitation falling November through March (WRCC 2016).

2.2.2 Air Basin

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California, comprises the entire San Diego region, and covers approximately 4,260 square miles.

The climate of the San Diego region, as in most of Southern California, is influenced by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late-night and early-morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and little temperature variation year-round. The SDAB is characterized as a Mediterranean climate with dry, warm summers and mild, occasionally wet winters. Average temperature ranges (in degrees Fahrenheit (°F)) from the mid-40s to the high 90s, with an average of 201 days warmer than 70°F. The SDAB experiences 9 to 13 inches of rainfall annually, with most of the region's precipitation falling from November through March, with infrequent (approximately 10%) precipitation during the summer. El Niño and La Niña patterns have large effects on the annual rainfall received in San Diego, where San Diego receives less than normal rainfall during La Niña years.

Air quality standards have been set pursuant to the federal and state Clean Air Acts, which are referred to as the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in non-attainment of the federal and state O_3 air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O_3 concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County that also raises the O_3 concentrations within the SDAB. Due to this condition and the associated Clean Air Act requirements, Regional Air Quality Strategy have been developed to address reducing O_3 in the SDAB (see Section 2.3.6).

Refer to Section 4.7, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

Soils in the project site are entirely Tujunga sand, 0% to 5% slopes (USDA 2018). Tujunga sand consists of alluvium derived from granite that occur within floodplains. Generally soils consist of 0 to 14 inches of sand and 14 to 34 inches of loamy, fine sand. The Tujunga soils onsite have 3% hydric components (USDA 2018). Refer to Section 4.3, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the project site is generally flat within the area that has been developed and is proposed for development, with a slight slope toward the southeast end of the project site. The northern portion of the site encompassing Costa Pacifica Way slopes steeply to the west to provide access to the Seacliff condominiums. Elevations range from approximately 31 feet above mean sea level in the northwestern corner of the project site, to approximately 61 feet above mean sea level on the eastern edge of the project site.

2.2.5 Watersheds and Hydrology

The project site is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). The major surface waterbody in the vicinity of the Alta Oceanside project is the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River northeast of the project site flows approximately 0.5 miles until its confluence with the Pacific Ocean. Within this Hydrologic Sub-Area, downstream impaired 303(d) listed water bodies include the Pacific Ocean Shoreline and San Luis Rey River Mouth. The technical analysis identifies potential groundwater at a depth greater than 20 feet below the ground surface. Refer to Section 5.6, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

The following three plant communities or land cover types were identified within the project site: disturbed land, urban/developed, and non-native grassland: broadleaf-dominated. Disturbed lands are areas that have been physically disturbed and are no longer recognizable as native or naturalized vegetation associations. Urban/developed land is a land cover type which includes areas where vegetation growth is prevented by an existing structure or material, such as a building or road, and includes ornamental vegetation associated with structures. Non-native grassland: broadleaf-dominated is a subset of non-native grassland that includes more than 50% of non-native broadleaf species. As is this case with respect to the project site, this community often develops as a result of disturbance. These vegetation communities and land cover types are described in more detail in Section 4.1, Biological Resources.

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department. The project site is situated in the western portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project site are a 12-inch-diameter water line in North Coast Highway and an 8-inch-diameter water line in Costa Pacifica Way. The water supply to this area comes mainly from three reservoirs and several pressure reducing valves in the Talone 320 Pressure Zone. The three reservoirs are the 5-million-gallon Wire Mountain Reservoir, the 3-million-gallon Fire Mountain Reservoir, and the 3-million-gallon John Paul Steiger Reservoir. These reservoirs provide gravity service to the Talone 320 Pressure Zone.

The existing public sewer system in the vicinity of the project consists of two 8-inch-diameter sewer lines in North Coast Highway along the property frontage: the West Sewer and the East Sewer. Both sewer lines convey flow south to Neptune Way where they join at a common manhole and continue west in a single sewer to Cleveland Street. Several sections of the West Sewer and the sewer line in Neptune Way were upsized to 12-inch-diameter with development of the Seacliff and Harbor View projects.

Refer to Section 5.12, Utilities and Services Systems, for additional discussion about sewer and water utilities.

Currently the majority of site runoff surface flows through the MiraMar mobile home park and to Costa Pacifica Way. Costa Pacifica Way has a storm drain system with a series of inlets located along the roadway that collect runoff into an 18-inch-diameter storm drain. An inlet to this system is also located at the top of the slope in the northwestern area of the site. Refer to Section 5.6, Hydrology and Water Quality, for additional details.

2.3 APPLICABLE PLANNING DOCUMENTS

The following describes a select portion of local and regional planning documents applicable to the proposed project. Per CEQA Guidelines Section 15125, Environmental Setting, the environmental setting chapter of an EIR shall discuss any inconsistencies between the project and applicable general plans, specific plans, and regional plans. Below is a summary of such regional and local plans, as well as a brief disclosure of any inconsistencies. Additional details regarding the consistency with applicable planning documents can be found in each individual environmental issue area section in this EIR, as noted below.

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan "for the physical development of the County or City, and of any land outside its boundaries which . . . bears relation to its planning"

(California Government Code, Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City's General Plan is the primary source of long range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (amended in 1989), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2013–2021 Housing Element adopted in August 2013), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the City's General Plan's Land Use Element (City of Oceanside 1989).

The project site is located in the Special Management Area Redevelopment Project Area, which is defined in Figure LU-9 of the Land Use Element (City of Oceanside 1989). The Land Use Element identifies policies to ensure that development is compatible with its recreational and scenic areas. The project would be consistent with the General Plan, as discussed further in in Section 5.7, Land Use and Planning.

The project site is also located in the Coastal Zone Local Coastal Program Boundary as shown in Figure LU-3 of the Land Use Element.

2.3.2 Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) area. The North County MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County (SANDAG 2003). The North County MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP area—that will be permitted and implemented separately from one another. The Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) has been prepared, and although the Oceanside Subarea Plan has not been approved or permitted, it is used as a guidance document for projects in the City (City of Oceanside 2010). The project would be consistent with the MHCP. Refer to Section 4.1, Biological Resources, for additional discussion regarding the Oceanside Subarea Plan.

2.3.3 City of Oceanside Local Coastal Program

The project site is located within the City's Local Coastal Program (LCP), which is intended to fulfill the requirements set forth in the California Coastal Act of 1976 (City of Oceanside 1985). The City has permit authority under the LCP, and the project site is not within the appeal jurisdiction of the Coastal Commission. The LCP requires that development not interfere with the public right of access to and along the shoreline. The City has adopted design standards for access ways including construction, signage, and maintenance. The LCP also sets forth buffer zones for sensitive habitats. The project would be consistent with the Local Coastal Program. Additional discussion of the LCP is included in Section 5.7, Land Use and Planning.

2.3.4 Coast Highway Vision and Strategic Plan

The project site is located within the Coast Highway Vision and Strategic Plan area. The Coast Highway Vision and Strategic Plan is an advisory document developed by the City for development intended to revitalize and enhance the Coast Highway Corridor (City of Oceanside 2009). The plan's objectives are to promote the Oceanside identity, promote smart growth, encourage regulatory flexibility, promote high quality design, and the preservation of historical resources. This draft plan includes three components; a map, the implementation strategy and design guidelines. The plan envisions the Coast Highway corridor being developed into a pedestrian and transit-oriented area with a mix of commercial, residential, and visitor-serving uses. The Coast Highway Vision and Strategic Plan specifically identifies a series of Nodes and Avenues, where the Nodes provide a mix of residential and local retail uses with a pedestrian and transit focus, and the Avenue segments including a center median, multi-family developments and auto-oriented uses. The project site is located in the Las Ramblas North 'O' Node area, which is identified as a mixed-use area and a redevelopment area. As the project would develop the site with a mixed-use commercial and residential project, it is considered consistent with this vision.

2.3.5 Coast Highway Corridor Study

The Coast Highway Corridor Study is a City effort intended to implement the street enhancements and changes proposed in the above-mentioned Coast Highway Vision and Strategic Plan. The Coast Highway Corridor Study addresses a 3.5-mile segment of Coast Highway within the City located between Harbor Drive and Eaton Street. The goals of this plan are as follows (City of Oceanside 2019):

1. Improving pedestrian and bicycle infrastructure with a focus on safety and comfort
2. Enhancing access to transit
3. Modifying the roadway with improvements such as roundabouts to improve traffic flow
4. Improving parking access to businesses along the corridor

5. Encouraging economic development through improvements in mobility and the public streetscape

The project site is located within the proposed Segment 1: Harbor Drive to State Route 76 study area in the northern area of this plan. This segment of North Coast Highway is shown to be reduced to one lane in each direction with a center turn-lane, striped bicycle lane, and parking only allowed on the western side of the roadway. A mid-block Continental crosswalk is designated across North Coast Highway at Costa Pacifica Way and a two-lane roundabout is included at the intersection of North Coast Highway and State Route 76. The project would provide the proposed Continental crosswalk as well a median to support the flow of traffic along North Coast Highway consistent with this plan, as discussed in Chapter 3 as well as Chapter 5.

2.3.6 Regional Plans

In addition to the above City planning documents, the following regional plans are also applicable to the proposed project.

San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) is the regional planning agency for the County of San Diego (County), and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG prepared San Diego Forward: The Regional Plan (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how the region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy, is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050. The proposed project would be consistent with this plan, as it would include multi-modal improvements and provide for infill development. For additional information regarding the Regional Plan, refer to Sections 4.5, Transportation, 4.7, Air Quality; 5.4, Greenhouse Gas Emissions; and 5.7, Land Use and Planning.

Regional Air Quality Plan

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The Regional Air Quality Strategy (RAQS) for the San Diego Air Basin was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). As discussed under Section 2.2.2 above, the SDAB is in non-attainment for O_3. The RAQS outlines SDAPCD's plans and control

measures designed to attain the state air quality standards for O_3. The RAQS relies on information from the California Air Resources Control Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of the General Plans (SANDAG 2017a, 2017b). The project would be consistent with the RAQS considering the project complies with the General Plan and Zoning for the site. For additional information regarding air quality plans, refer to Section 4.7.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

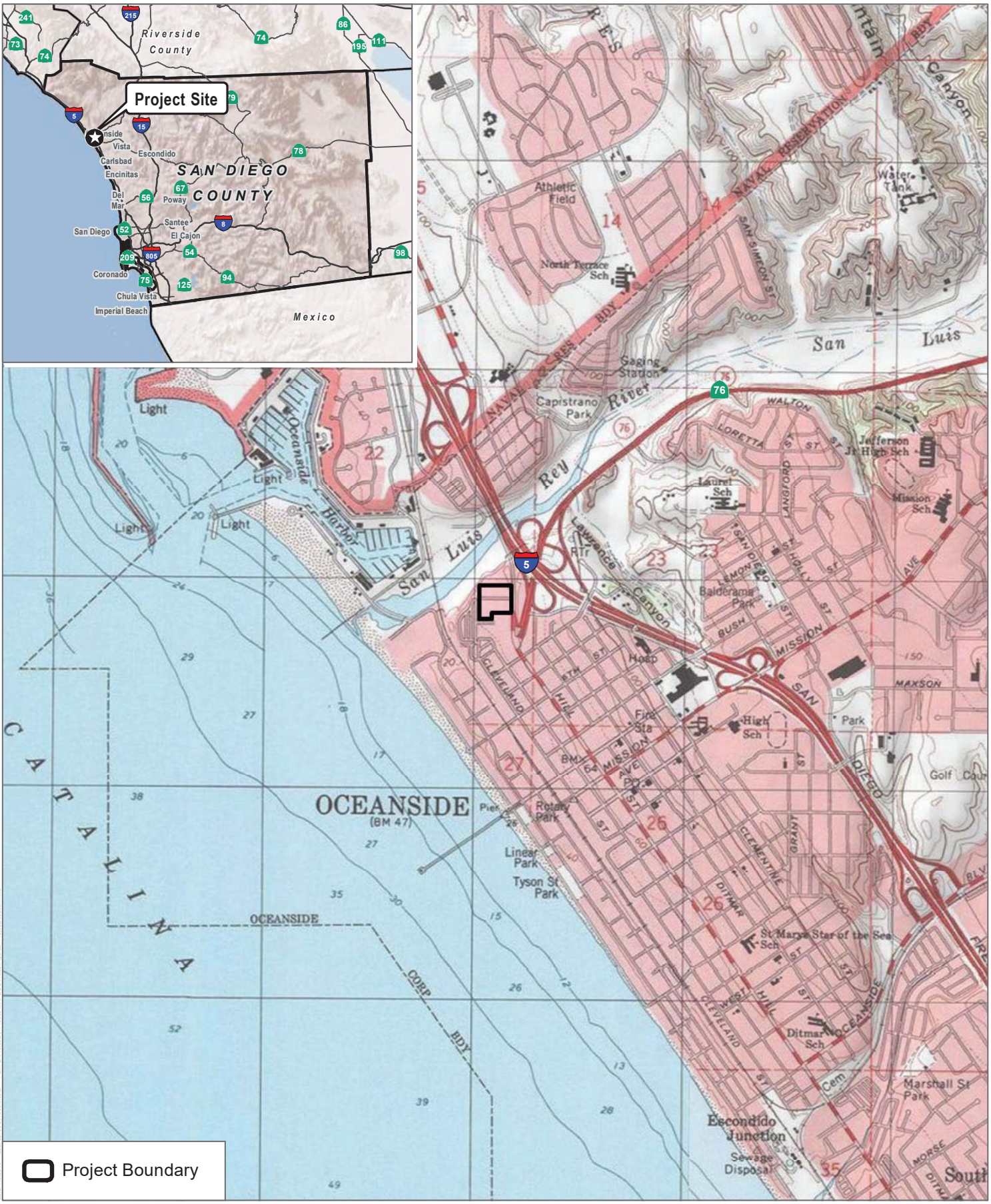
On May 8, 2013, the Regional Water Quality Control Board (RWQCB) approved a regional municipal separate storm sewer system (MS4) permit that is applicable to local jurisdictions within San Diego, southern Orange, and southwestern Riverside Counties (Order No. R9-2013-0001). The region-wide National Pollutant Discharge Elimination System (NPDES) Permit (Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices (BMPs) in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the RWQCB on February 12, 2016, and finalized in March 2016 (City of Oceanside et al. 2016). The WQIP includes strategies to improve water quality in receiving waterbodies. The project would comply with these strategies, and would be consistent with this plan. For additional information water quality, refer to Section 5.7.

Oceanside Municipal Airport Land Use Compatibility Plan

The County's Regional Airport Authority develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration (FAA) approved Airport Layout Plan. The project site is not located within the noise or safety zones designated by this ALUCP, but is within the Airport Overflight Notification Area. The

project would comply with this notification requirement, and would be consistent with this plan. For additional information regarding the ALUCP, refer to Section 4.4, Noise, and Section 5.5, Hazards and Hazardous Materials.



SOURCE: USGS 7.5-Minute Series Oceanside Quadrangle

DUDEK

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FIGURE 2-1

Project Location

Alta Oceanside Project

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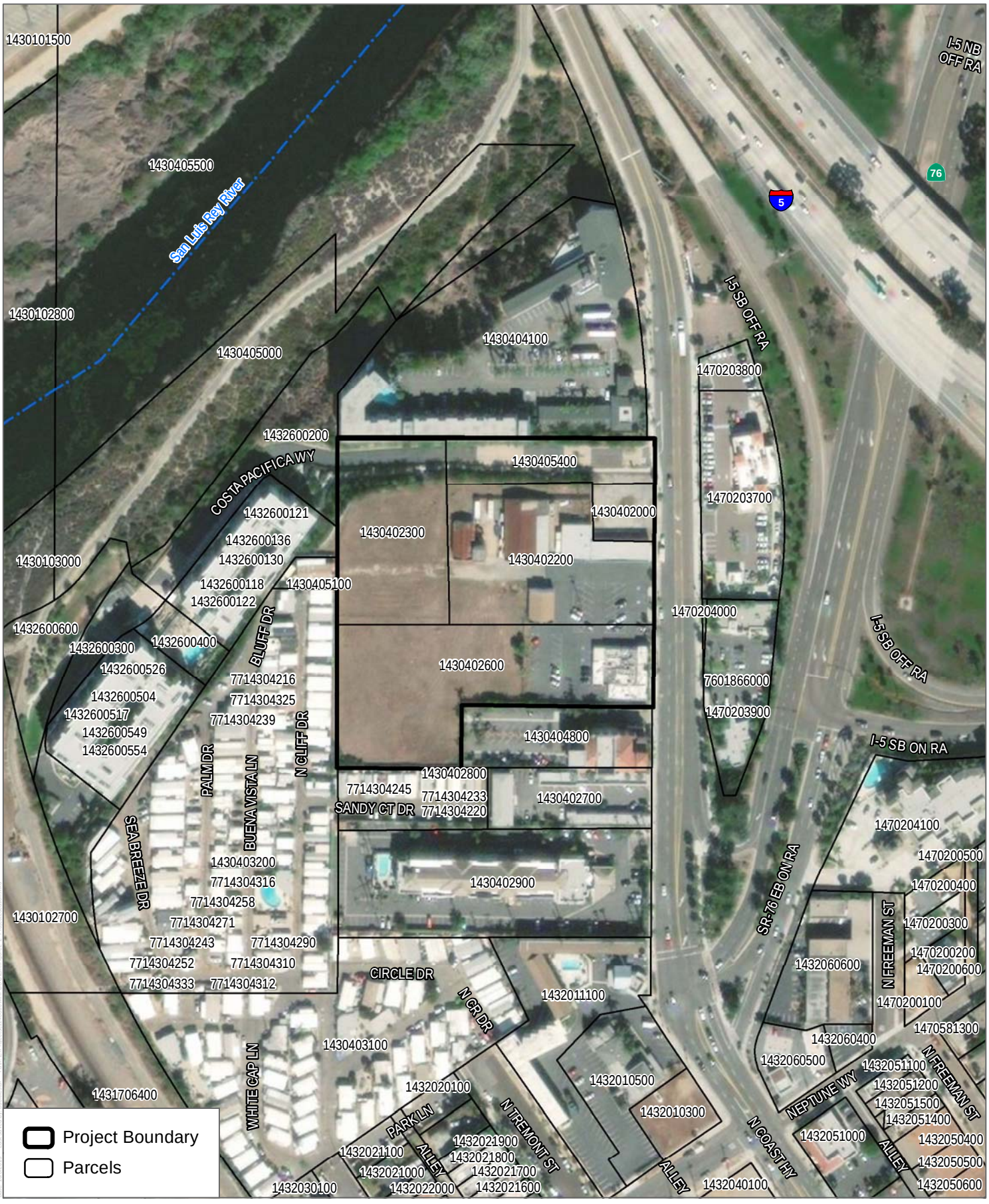

SOURCE: ESRI 2018, NHD 2018

DUDEK

0 100 200 Feet

FIGURE 2-2

Aerial Photograph

Alta Oceanside Project

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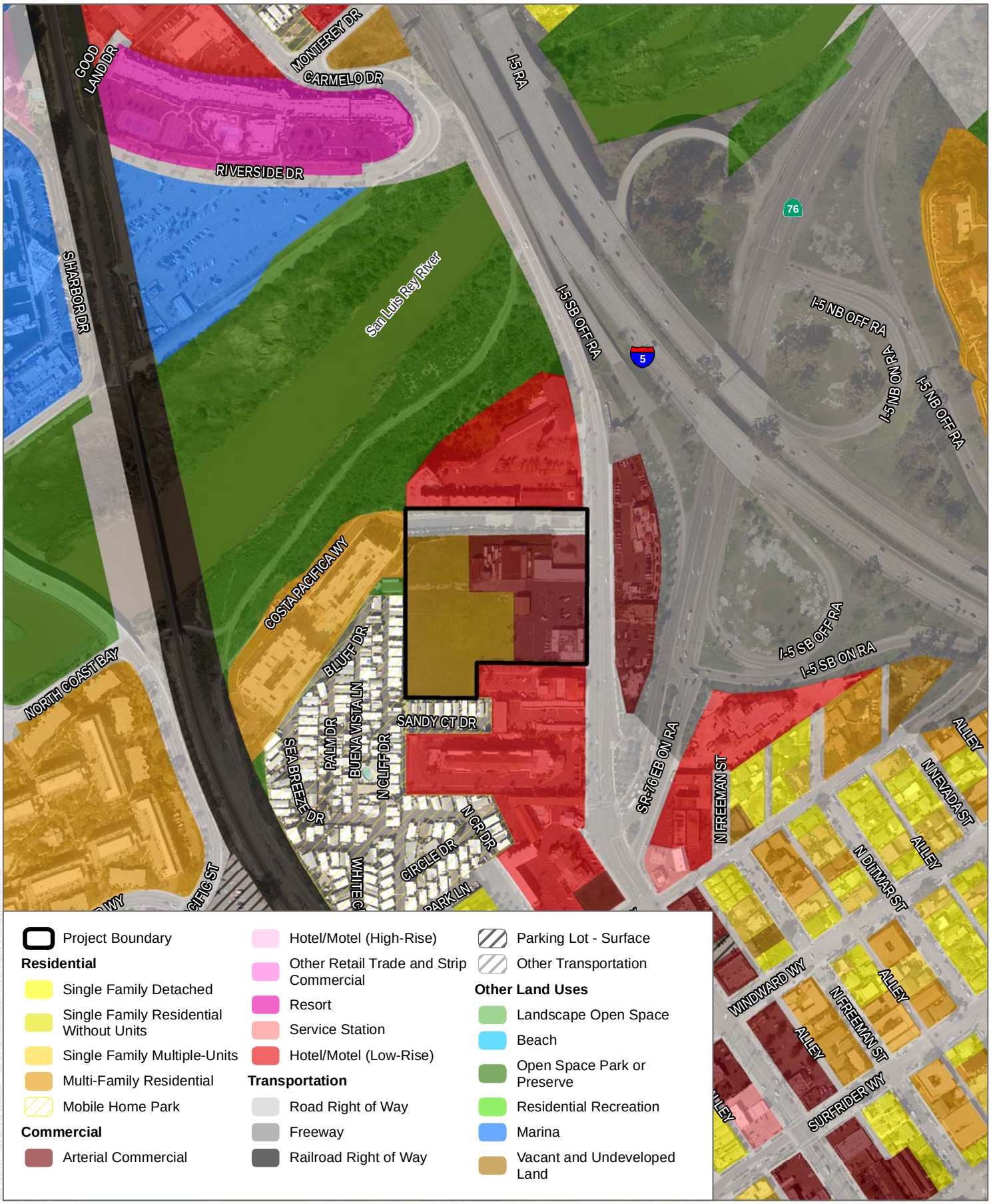

SOURCE: SANDAG 2017, City of Oceanside 2012

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0 175 350 Feet

FIGURE 2-3

Existing Land Uses

Alta Oceanside Project

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939 North Coast Highway

1009 North Coast Highway

1009 North Coast Highway

SOURCE: Kristi S. Hawthorne, 2019

DUDEK

FIGURE 2-4

Site Photos

Alta Oceanside Project

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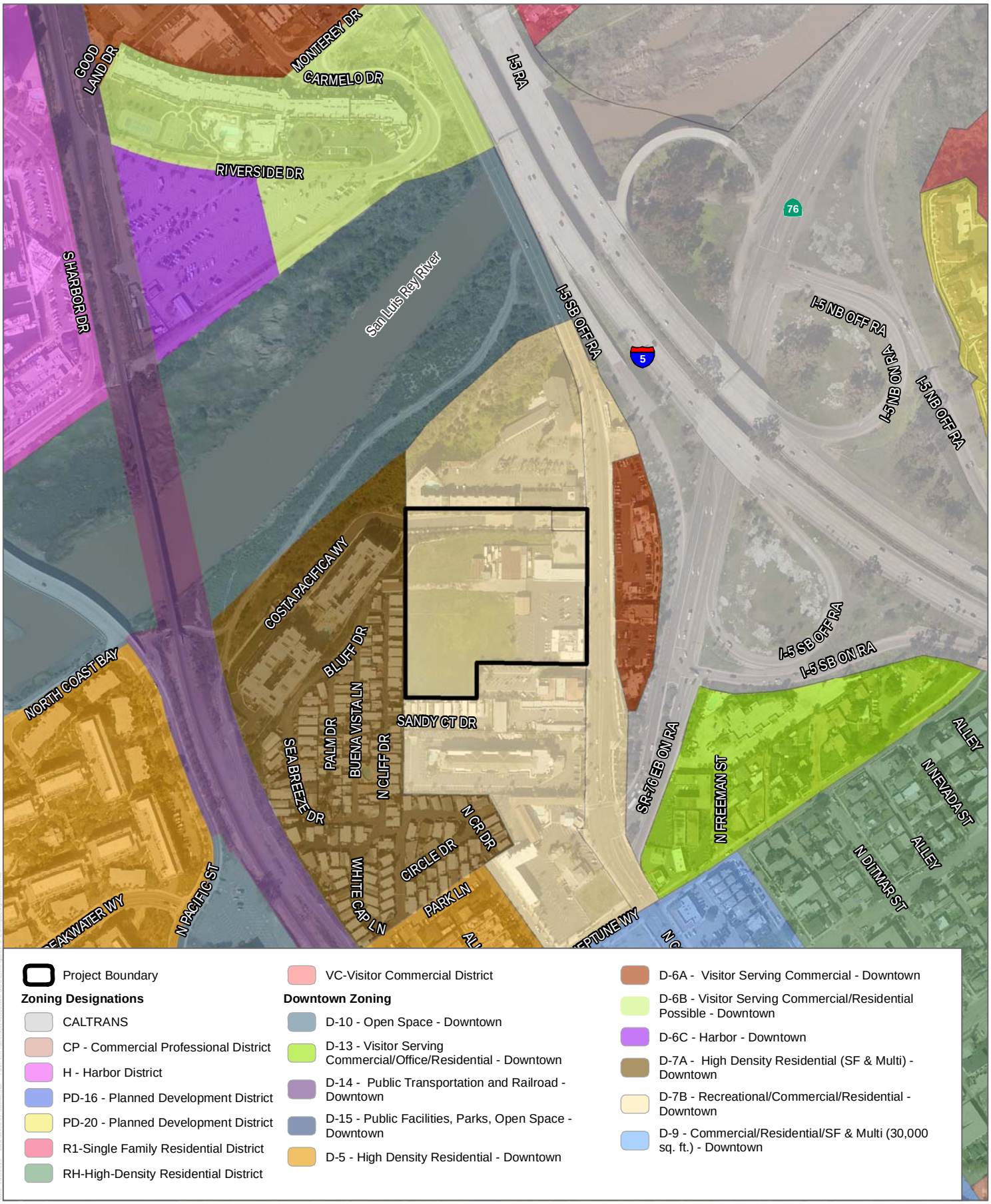

SOURCE: SANDAG 2017, City of Oceanside 2012

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0 175 350 Feet

FIGURE 2-5

Zoning Designations

Alta Oceanside Project

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