4.10 HYDROLOGY AND WATER QUALITY

This section describes the existing hydrology and water quality setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the North River Farms Planned Development (PD) Plan (proposed project). The following analysis is based on the following reports:

- Priority Development Project Storm Water Quality Management Plan (SWQMP) for North River Farms prepared by Hunsaker & Associates in March 2018 (Appendix K)
- Tentative Map Drainage Study for North River Farms (drainage study) prepared by Hunsaker & Associates in March 2018 (Appendix L1)
- Conditional Letter of Map Revision Request for North River Farms prepared by Tory R. Walker Engineering in February 2018 (Appendix L2)

This section is also based, in part, on the North River Farms Preliminary Geotechnical Investigation that was prepared for the proposed project by Geocon Inc. in November 2017; this report is included as Appendix G of this EIR.

4.10.1 Existing Conditions

4.10.1.1 Hydrologic Setting

The project site is located within the Bonsall Hydrologic Sub-Area 903.12 of the Lower San Luis Hydrologic Area (HA) 903.1 of the San Luis Rey Hydrologic Unit (HU). The major water source in the vicinity of the proposed project is the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River immediately south of the project site flows approximately 7.5 miles until its confluence with the Pacific Ocean. The southern portion of the project site is located within the 100-year floodplain of the San Luis Rey River, as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and is shown on Figure 4.10-1.

The existing site drainage areas flow through overland sheet flow, largely in a south westerly direction (Appendices K and L). On-site runoff reaches the San Luis Rey River through overland land flow and there is also an existing channel conveying off-site flows through the site (Appendices K and L). The drainage study (Appendix L1) calculates existing 100-year peak flow based on existing runoff outlet locations and characteristics of the underlying soils. Refer to Figure 4.10-2 for an existing condition hydrology map identifying the series outlet locations. These factors contribute to the hydrologic modeling of runoff using the Advance Engineering Software (AES) (version 2015) in compliance with the San Diego County Flood Control District Hydrology Manual (Appendix L1). Table 4.10-1 summarizes the calculated 100-year peak flow through the project site, which includes runoff from off-site areas.

Table 4.10-1
Existing Conditions Hydrology

Outlet Location[1]	Area (acres)[2]	100-Year Peak Flow (cubic feet per second)
100	22.1	12.5
200	19.2	11.3
300	18.0	9.1
400	18.1	10.9
500	179.5	185.7
Total	**256.9**	**229.5**

Source: Appendix L1.
Notes:
1 Refer to Attachment A of Appendix L1 for an existing condition hydrology map identifying the series outlet locations.
2 Acreage includes off-site areas that flow onto the project site. Therefore, total acreage is greater than the acreage of the project site.

4.10.1.2 Water Quality Setting

Drainage from the project site flows to the San Luis Rey River and ultimately into the Pacific Ocean. Existing water quality of runoff into these receiving water is influenced by the existing agricultural operations on and off site as well as other development. According to Section 303(d) of the Clean Water Act (CWA), both the San Luis Rey River and the Pacific Ocean are identified as impaired bodies of water with pollutants/stressors of concerns as listed in Table 4.10-2.

Table 4.10-2
Clean Water Act Section 303(d) Impaired Water Bodies

Impaired Water Body	Pollutant/Stressor	Total Maximum Daily Loads
Pacific Ocean Shoreline, San Luis Rey Hydrologic Unit, at San Luis Rey River Mouth	Enterococcus Total Coliform	Requires Development
San Luis Rey River and Lower Stream (west of Interstate 15)	Chloride Enterococcus Fecal Coliform Phosphorus Total Dissolved Solids Total Nitrogen as N Toxicity	Requires Development

Source: Appendix K.

4.10.1.3 Groundwater Resources

Groundwater was encountered during the geotechnical field explorations at depths ranging between 8 and 23 feet below the existing ground surface (Appendix G). Within the proposed development footprint, groundwater was generally observed at approximately 19 to 23 feet below the ground surface (Appendix G). Groundwater was not encountered in the geotechnical test pits.

During the geotechnical reconnaissance, no water was observed within the channel that transects the western third of the property (Appendix G). Two adjacent wells are located outside the project site and used as part of adjacent farming operations.

4.10.2 Regulatory Setting

Federal

Clean Water Act

The CWA was adopted in 1972 and established basic guidelines for regulating discharges of pollutants into waters of the United States. The CWA set up a system of water quality standards, discharge limitations, and permits to protect the designated beneficial uses of water resources. The CWA also requires that states adopt water quality standards to protect public health or welfare, enhance the quality of water, and serve the purposes of the CWA.

The CWA was amended in 1987, establishing the National Pollutant Discharge Elimination System (NPDES) Permit program, authorized by Section 402 of the CWA. In California, the U.S. Environmental Protection Agency has authorized the State Water Resources Control Board (SWRCB) to implement the NPDES program. The NPDES program addresses non-agricultural sources of stormwater runoff that could adversely affect the quality of waters of the United States. Under the NPDES program, regulated entities must obtain coverage under an NPDES stormwater permit and implement a SWQMP and a Stormwater Pollution Prevention Plan (SWPPP), and must use best management practices (BMPs) to reduce or prevent the discharge of pollutants into receiving waters. NPDES stormwater permit regulations generally cover the following classes of stormwater dischargers: operators of municipal separate storm sewer systems (MS4), owners and operators of certain industrial facilities, and operators of construction activities that disturb 1 or more acres of land. Implementation of the proposed project requires conformance with the NPDES Stormwater Program's Construction General Permit and the Regional MS4 Permit, as further defined and described below.

Other relevant provisions of the CWA include Sections 303(d), 401, and 404. Section 303(d) defines water quality standards as consisting of the uses of surface water (beneficial uses) and the water quality criteria applied to protect those uses (water quality objectives). State and regional water quality control boards (RWQCBs) are charged with ensuring that beneficial uses and water quality objectives are established for all waters of the state. Section 401 requires applicants for federal permits relating to the construction or operation of a facility that may result in the discharge of a pollutant obtain certification of those activities from the state in which the discharge originates. Section 404 establishes a permitting program to regulate the discharge of dredged or filled material into waters of the United States, which is administered by the U.S. Army Corps of Engineers (ACOE) and enforced by the U.S. Environmental Protection Agency.

Federal Antidegradation Policy

Title 40, Section 131.12 of the Code of Federal Regulations contains the Federal Antidegradation Policy and implementation methods. In summary, each state is required to develop and adopt a statewide antidegradation policy consistent, at minimum, with the following: (1) existing instream water uses and associated level of water quality; and (2) maintaining existing water quality levels that exceeds the level necessary for protection of the waters, unless it is determined otherwise that a lower water quality is necessary to accommodate important economic or social development.

Federal Emergency Management Agency

FEMA is the primary federal agency for coordination with communities to establish effective floodplain management standards. FEMA prepares Flood Insurance Rate Maps, which delineate the areas of Special Flood Hazard Areas and applicable risk premium zones. State and local agencies are responsible for implementing regulations, ordinances, and policies in compliance with FEMA requirements to address floodplain management issues.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the CWA.

California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWRCB. The project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego RWQCB.

Each RWQCB must formulate and adopt a water quality control plan for its region. The San Diego RWQCB has adopted and periodically amends a water quality control plan titled Water Quality Control Plan for the San Diego Basin (Basin Plan). The San Diego RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state water policy. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plans water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Construction General Permit

Owners and operators of construction activities who disturb 1 or more acres of soil, or less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are

required to obtain coverage under the SWRCB's Order 2012-0006-DWQ (amending Order 2009-0009-DWQ as amended by 2010-0014-DWQ), the Construction General Permit (SWRCB 2012). Construction and demolition activities subject to this permit include clearing, grading, grubbing, and excavation or any other activity that results in a land disturbance equal to or greater than 1 acre. Applicants are required to submit a Notice of Intent to the SWRCB and prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must identify BMPs that are to be implemented to reduce construction impacts on receiving water quality based on potential pollutants. The SWPPP also must include descriptions of the BMPs to reduce pollutants in stormwater discharges after construction phases are completed at a site (post-construction BMPs).

Sustainable Groundwater Management Act of 2014

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package 2014 (Assembly Bill 1739, Senate Bill 1168, and Senate Bill 1319) known as the Sustainable Groundwater Management Act of 2014. The legislation provides a framework for sustainable management of groundwater supplies by local authorities in high- and medium-priority alluvial basins, as designated by the California Water Resources Control Board. The groundwater sustainability agency, which can be a county, city, or water district, must be formed by June 30, 2017, and would be required to prepare a groundwater sustainability plan by January 31, 2022 (or January 31, 2020 for critically over-drafted basins). Each plan requires implementation measures to bring each basin into sustainability within 20 years of implementation of the plan. In San Diego County, the following four basins have been designated to require plans: the San Diego River Valley Basin, San Pasqual Valley Basin, San Luis Rey River Basin, and Borrego Valley Basin (all medium-priority basins).

The project site is located within the San Luis Rey River Basin. The proposed project is outside the boundary of the subbasin that requires a groundwater sustainability plan. The County of San Diego is in the process of updating the basin designations for the portion of the San Luis Rey River Basin for which the proposed project overlies, and it is anticipated that it would not be subject to the Sustainable Groundwater Management Act.

Local

San Diego Basin Plan

The San Diego Basin Plan, most recently amended on May 17, 2016, sets forth water quality objectives for Region 9. Specifically, the Basin Plan is designed to accomplish the following: (1) designate beneficial uses for surface and groundwater, (2) set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, (3) describe mitigation measures to protect the beneficial uses of all waters within the region, and (4) describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. The Basin Plan incorporates by reference all applicable SWRCB and the San Diego RWQCB (San Diego Water Board) plans and policies.

Regional MS4 Permit (Order No. R9-2015-0100)

The San Diego Water Board regulates discharges from Phase I municipal separate storm sewer systems (MS4s) in the San Diego Region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipalities, including the City of Oceanside (City), the County of San Diego (County), and special district entities (referred to collectively as Copermittees) located in San Diego County, Southern Orange County, and Southwestern Riverside County who own and operate large MS4s that discharge stormwater runoff (from rainfall events) and non-stormwater runoff (e.g., dry weather runoff from irrigation overspray) to surface waters throughout the San Diego Region. 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 BMPs in each watershed.

Pursuant to the Clean Water Act, the Regional MS4 Permit includes requirements that prohibit non-stormwater discharges into MS4s, and requires controls to reduce the discharge of pollutants in stormwater to the maximum extent practicable. The Regional MS4 permit regulates pollutants, including suspended solids, sediment, pathogens, heavy metals, petroleum products and polynuclear aromatic hydrocarbons, synthetic organics, nutrients, oxygen demanding substances, detergents, and trash from sources associated with various forms of land development, including car emissions and maintenance, sewage, pesticides, household hazards, pet waste, and debris/litter.

The Regional MS4 permit establishes water quality standards and requires the application of pollution prevention, source control, and treatment control BMPs to effectively prevent and remove pollutants from runoff. The Regional MS4 Permit requires that BMP design and implementation occur at every phase of development, including the planning, construction, and operational phases.

The Regional MS4 Permit, Order No. R9-2013-0001, was adopted on May 8, 2013, and initially covered the San Diego County Copermittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the Orange County Copermittees, and Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the Riverside County Copermittees.

San Luis Rey Watershed Water Quality Improvement Plan

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 is currently in development, with a regulatory requirement of final submission to the RWQCB in June of 2015. The Draft WQIP was submitted in September 2015 and later revised and accepted by the RWQCB in May 2016.

The goal of the WQIP is to further the Clean Water Act's objective to protect, preserve, enhance, and restore water quality and beneficial uses. By prioritizing and addressing water quality conditions that are influenced by storm drain discharges, the Participating Agencies in the San Luis Rey Watershed will be able to use key resources to address the most important issues. Furthering the Clean Water Act's objective will be accomplished through an adaptive planning and management process. This process identifies the priority and highest priority water quality conditions linked to storm drain discharges and implements strategies through the jurisdictional runoff management programs. These strategies will be used to improve the quality of storm drain discharges that will, in turn, improve water quality in receiving waterbodies (City of Oceanside et al. 2016).

City of Oceanside BMP Design Manual for Permanent Site Design, Storm Water Treatment, and Hydromodification Management

In response to requirements mandated by the Regional MS4 Permit, the City has prepared the BMP Design Manual for Permanent Site Design, Storm Water Treatment, and Hydromodification Management (BMP Design Manual) to replace the Countywide Model Standard Urban Stormwater Mitigation Plan, dated March 2011, which was based on the requirements of the previous permit (City of Oceanside 2016). The BMP Design Manual addresses updated on-site post-construction stormwater requirements for Standard Projects and Priority Development Projects, and provides updated procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the Regional MS4 Permit (City of Oceanside 2016). The intended users of the BMP Design Manual include applicants, for both private and public developments, their representatives responsible for preparation of SWQMPs, and City personnel responsible for review of these plans (City of Oceanside 2016). The BMP Design Manual requires implementation of appropriate BMPs to achieve water quality goals though inclusion in a project-specific SWQMP for priority development projects.

City of Oceanside Municipal Code

Chapter 40 of the City's Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety and general welfare of City residents; to protect water resources and to improve water quality; to cause the use of management practices by the city and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the city is compliant with applicable state and federal law" (City of Oceanside 2018). General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits, requirements for discretionary approvals subject to discharge control, development of Urban Runoff Standards Manuals, and designations for permitted use of collected stormwater.

City of Oceanside General Plan

The City's General Plan Community Facilities Element contains plans, policies, objectives, and goals related to stormwater system management. The overall objective for managing the City's drainage and stormwater system is as follows:

- **Objective:** To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.

The City works to achieve this objective through the following nine policies:

- **Policy 6.1:** The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.
- **Policy 6.2:** All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.
- **Policy 6.3:** The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.
- **Policy 6.4:** To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.
- **Policy 6.5:** The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities.

- **Policy 6.6:** The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.
- **Policy 6.7:** The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.
- **Policy 6.8:** The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors throughout the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.
- **Policy 6.9:** The City shall comply with the sections of the Federal Clean Water Act in regard to stormwater drainage.

4.10.3 Thresholds of Significance

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

1. Violate any water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on or off site.
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
6. Otherwise substantially degrade water quality.

7. Place housing within a 100-year flood hazard areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
10. Result in inundation by seiche, tsunami, or mudflow.

4.10.4 Impacts Analysis

Would the project violate any water quality standards or waste discharge requirements?

Construction

The potential for erosion would increase during construction as a result of vehicles, heavy equipment, and general earth work accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. Fuels, oils, lubricants, other hazardous substances and waste used/generated during construction could be released and impact water quality.

Pollutants associated with grading and construction can degrade water quality if they are washed into surface waters. Sediment is often the most common pollutant associated with construction sites because of the associated earth-moving activities and areas of exposed soil. As required by the SWRQB's Construction General Permit, the proposed project would be required to prepare and implement a SWPPP to employ numerous erosion control, sediment control, tracking control, materials and waste management, and inspection and maintenance BMPs to minimize the potential for erosion, sedimentation, and water quality impacts related to the grading and construction process. Prior to obtaining a grading permit, the proposed project would be required to prepare its SWPPP, which must describe and depict in detail the various grading and construction-related BMPs necessary to minimize the proposed project's impacts, and to obtain a Waste Discharge Identification Number from the RWQCB. This process includes completing a risk assessment for the proposed project's potential water quality risk. Sediment and erosion control BMPs included in the SWPPP may include, but are not limited to, silt fencing, desilting basins, sediment traps and check dams, street sweeping, storm drain inlet protection, sandbag barriers, straw bale barriers, gravel bag berms, and fiber rolls.

The City's Urban Runoff Management and Discharge Control Ordinance also requires compliance with the SWRQB's Construction General Permit and preparation of a SWPPP and for the SWPPP to be available at all time at the construction site. The City requires that land disturbance actives (such as construction) install, implement, and maintain BMPs to reduce pollutant discharges in urban runoff from site to the maximum extent practicable. BMPs must be site specific, seasonally appropriate, and construction phase appropriate, and implemented at the site year-round (City of

Oceanside 2018). BMPs are not limited to and must be implemented in the following categories: (1) project planning; (2) good site management, including waste; (3) non-stormwater management; (4) erosion control; (5) sediment control, including but not limited to dust control and off-site tracking; (6) run-on and runoff control; and (7) active/passive sediment treatment systems, where applicable (City of Oceanside 2018).

Additionally, as discussed in Section 4.3, Air Quality, the proposed project would be required to comply with San Diego Air Pollution Control District (SDAPCD) Rule 55, Fugitive Dust Control, which would control for erosion potential through the watering of active construction sites multiple times a day.

Similarly, compliance with the federal, state, and local requirements for the handling, storage, transport, and disposal of construction-related hazardous materials and waste would minimize potential for accidental release, reducing adverse effects to water quality. Such requirements may include but are not limited to storage of materials in designated areas with secondary containment measures (such as liners and covers), locating stockpiled materials away from drainage areas, and proper collection and disposal of debris. Refer to Section 4.9, Hazards and Hazardous Materials, for additional discussion.

Therefore, the proposed project would comply with all applicable water quality and discharge requirements during construction. Impacts would be less than significant.

Operation

Post construction, the proposed project would introduce new sources of pollutants from urban runoff. Sources would include hardscape areas such as sidewalks and parking lots, proposed on-site storm drain inlets, landscaping, and agriculture areas. All areas with soils exposed during construction would be covered by proposed development including hardscape, structures, landscaping, and agricultural areas, minimizing erosion potential. Constructed slopes would also be protected and planted to minimize erosion potential.

A SWQMP has been prepared for the proposed project (Appendix K), which was prepared consistent with the requirements of the City's BMP Design Manual. The City's BMP Design Manual was prepared to aid preparation of SWQMPs to be in compliance with the Regional MS4 Permit, including requirements for management urban runoff, including stormwater, from post-construction land development activities. The proposed project's SWQMP proposed, permanent, post-construction stormwater BMP requirements would be incorporated in the proposed drainage system. The stormwater BMP requirements and the proposed drainage system are incorporated into project design.

Source control BMPs to be implemented include storm drain stenciling or signage; protection of trash storage areas from rainfall, run-on, runoff, and wind; and vegetative landscaping to control for erosion (Appendix K). All runoff flow within the project site would be transported through the proposed

drainage system and contained and treated in on-site biofiltration basins. The biofiltration basins would treat runoff to the maximum extent practicable by capturing and detaining inflows for treatment, which would be achieved through filtration, sedimentation, sorption, biochemical processes, and vegetative uptake, prior to discharge into the San Luis Rey River.

The proposed BMPs were designed in accordance with the City's BMP Design Manual, as identified in the proposed project's SWQMP (Appendix K). Therefore, with the incorporation of stormwater drainage and water quality treatment systems in the form of biofiltration designed in accordance with the City's BMP Design Manual, stormwater containing potential pollutants sourced from the project site would be treated to the maximum extent practicable prior to discharge or infiltration in accordance with the Regional MS4 Permit. Therefore, operation of the proposed project would not violate water quality and discharge requirement, and impacts would be less than significant.

Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Construction of the proposed project would result in a temporary increase in water usage and would not rely on groundwater supplies. The proposed project would not substantially deplete groundwater or interfere with groundwater recharge during construction.

Groundwater was encountered during the geotechnical field explorations at depths ranging between 8 and 23 feet below the existing ground surface (Appendix G). Within the proposed development footprint, groundwater was generally observed at approximately 19 to 23 feet below the ground surface (Appendix G). The proposed project would increase impervious areas compared to the existing condition. According to the proposed project's SWQMP, the proposed project would include approximately 78.8 acres of impervious area; of the area to be disturbed by the proposed project, approximately 80.5 acres would be pervious. The remainder of the project site would not be within the development footprint. The proposed project has been designed to minimize the impervious area; however, the proposed project would have the potential to interfere with infiltration and groundwater recharge.

According to the proposed project's geotechnical engineer, the areas proposed to be compacted with fill possess no space to allow for reliable infiltration; if infiltration were to be allowed in these areas water would be expected to infiltrate horizontally, potentially leading to seepage problems that would be hazardous to the proposed project (Appendix K). Therefore, potential infiltration would be limited to impervious areas such as agricultural, landscaped areas, and biofiltration basins. The proposed project includes large portions of pervious areas that would allow for groundwater

infiltration. Additionally, as discussed in Section 4.19, Utilities and Service Systems, the City's current water supplies include water purchased from the San Diego County Water Authority, groundwater, and recycled water. The City sources groundwater within the Mission Basin. The proposed project would not interfere with the groundwater levels within the Mission Basin. With consideration for the substantial pervious areas within the project site, the increase in impervious area would not interfere substantially with groundwater infiltration such that groundwater level would be depleted, or affect any adjacent off-site wells. Additionally, given that the City sources the vast majority of water from the San Diego County Water Authority and its location outside the Mission Basin, the proposed project would not affect the City's ability to provide water through groundwater. Therefore, impacts would be less than significant.

For a full discussion of water use and supply during operation of the proposed project, refer to Section 4.19.

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site?

The existing site drainage areas flow through overland sheet flow, largely in a southwesterly direction (Appendices K and L). On-site runoff reach the San Luis Rey River through overland land flow, and there is also an existing channel conveying off-site flows through the site (Appendices K and L). The proposed drainage pattern would generally mimic the current drainage pattern with proposed storm drain discharges into San Luis Rey River located to the south and southwest of the project site southern boundary.

As discussed previously, the potential for erosion would increase during construction as a result of vehicles, heavy equipment, and general earth work accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. Compliance with the City's Urban Runoff Management and Discharge Control Ordinance, SWRQB's Construction General Permit, and preparation of a SWPPP would require the implementation of erosion and sediment control BMPs to be implemented to minimize erosion to the maximum extent practicable. Therefore, construction of the proposed project would not result in substantial erosion or siltation on or off site, and impacts would be less than significant.

Post construction, areas with soils exposed during construction would be covered by proposed development including hardscape, structures, landscaping, and agricultural areas, minimizing erosion potential. The proposed BMPs were designed in accordance with the City's BMP Design Manual, as identified in the proposed project's SWQMP (Appendix K). Therefore, with the incorporation of stormwater drainage and water quality treatment systems in the form of biofiltration designed in accordance with the City's BMP Design Manual, stormwater containing potential pollutants, including sediment, sourced from the project site would be treated to the

maximum extent practicable prior to discharge or infiltration in accordance with the Regional MS4 Permit. Therefore, operation of the proposed project would not result in substantial erosion or siltation on- or off-site and impacts would be less than significant.

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. As shown in Table 4.10-1, the existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. A comparison of existing and proposed peak flow is shown in Table 4.10-3. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions.

Table 4.10-3
100-Year Peak Flow, Existing versus Proposed

Outlet Location[1]	Existing Area (acres)[2]	Proposed Area (acres)[2]	Existing 100-Year Peak Flow (cubic feet per second)	Proposed 100-Year Peak Flow (cubic feet per second)
100+200	41.3	13.5	23.8	19.6
300	18.0	15	9.1	7.6
400	18.1	200.3	10.9	232.9
500	179.5	3.9	229.5	266.1
Total	**256.9**	**232.7**	**229.5**	**266.1**

Source: Appendix L1.
Notes:
1 Refer to Attachment B of Appendix L1 for an existing condition hydrology map identifying the series outlet locations.
2 Acreage includes off-site areas that flow into the project site. Therefore, total acreage is greater than the acreage of the project site. Difference in acreage between existing and proposed is due to proposed development and the drainage system.

The proposed project includes a drainage system incorporated into the project design. The drainage system would be designed to convey runoff through a system of storm drain inlets and piping and biofiltration basins. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Impacts would be less than significant.

Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed previously, compliance with the City's Urban Runoff Management and Discharge Control Ordinance, SWRQB's Construction General Permit, and preparation of a SWPPP would require the implementation of pollutant control BMPs to be implemented to minimize polluted runoff to the maximum extent practicable. Impacts would be less than significant.

As described previously, and shown in Table 4.10-3, upon completion of construction, the proposed project would increase peak runoff flows from the project site. However, the proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that runoff would not exceed the existing or planned stormwater drainage systems. Additionally, as described previously, post construction, the proposed project would introduce new sources of pollutants from urban runoff. Sources would include hardscape areas such as sidewalks and parking lots, proposed on-site storm drain inlets, landscaping, and agriculture areas. With the incorporation of stormwater drainage and water quality treatment systems in the form of biofiltration designed in accordance with the City's BMP Design Manual, stormwater runoff containing potential pollutants sourced from the project site would be treated to the maximum extent practicable prior to discharge or infiltration in accordance with the Regional MS4 Permit. Therefore, the operation of the proposed project would not exceed existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Would the project otherwise substantially degrade water quality?

Refer to previous responses regard potential effect on water quality. While construction and operation of the proposed project would introduce new sources of pollutants and increase the amount of impervious area within the project site, provision of BMPs (construction and post-construction) in compliance with SWRQB's Construction General Permit and the Regional MS4 Permit would minimize degradation of water quality to the extent practicable and consistent with permit requirements. Therefore, impacts would be less than significant.

Would the project place housing within a 100-year flood hazard areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The 100-year floodplain hazard area is shown on Figure 4.10-1. The project site is found on two FEMA Flood Insurance Rate Maps Numbers 06073C0468H and 06073C0469G. As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood

hazard area. The applicant is required to demonstrate appropriate grading elevations and flood control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process, which will be enforced by a condition of approval. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads on the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. No potentially significant impacts related to placing housing within the 100-year flood hazard area would occur because the project would be required to remove those portions of the property from the 100 year hazard area to comply with existing regulations which would be further enforced through a condition of approval.

Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

As discussed previously, the southern portions of the project site would be located within the 100-year flood hazard area, as shown on Figure 4.10-1. Specifically, residential, commercial, and recreational structures within the Riverside Village and Village Core Planning Areas would be located within the 100-year flood hazard area. Therefore, the proposed project would place within a 100-year flood hazard area structures which would impede or redirect flood flows. The project would implement appropriate grading elevations and flood control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the LOMR process. The applicant shall be required to construct flood control improvements to contain or redirect the 100-year flood flows away from the property as necessary, such that hazards from the 100-year flood would not adversely affect proposed structures on site. Hydrological modeling determined that all building pads within the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). Therefore, potential impacts related to the 100-year flood hazard area would be reduced to a level below significance.

Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

According to the City's General Plan Public Safety Element, the areas of the city that could be inundated from the Henshaw Dam include the areas surrounding the San Luis Rey River (City of Oceanside 2002). Located approximately 29 miles east of the project area, this dam was built in

1923 and is owned by the Vista Irrigation District with a capacity of 203,581 acre feet, but action has since been taken to limit its capacity to 50,000 acre feet (City of Oceanside 2002, Division of Safety of Dams (DSOD) 2018b). The water level of Lake Henshaw varies, but averages about 11,600 acre feet over 12-months (City of Oceanside 2002).

General Plan Figure PS-10 illustrates the Henshaw Dam inundation area adjacent to the San Luis Rey River. The map assumes the Lake is at its 50,000 acre feet capacity, and that a flood of a 10-year magnitude will be taking place downstream. As stated in the General Plan, in the unlikely event of dam failure, flooding would be less severe than shown in Figure PS-10 if either of these conditions are not present.

Failure of Henshaw Dam is unlikely and is unlikely to expose people or structures to significant risk. As explained in the General Plan, "Henshaw dam is an earthfill dam that is not subject to the sudden catastrophic failure usually associated with concrete arch-type dams. Even if failure did occur, it would be of a slower, erosive type, resulting in less severe peak flows, allowing ample time for evacuation of downstream residents." (City of Oceanside 2002).

An updated inundation map for Lake Henshaw is not yet available or approved by the DSOD. However, based on the General Plan, it appears that the southern-most portion of the proposed site, which would retained in agricultural use, may be located within the Henshaw Dam inundation area. Notably, the southern-most portion of the site is proposed for retention in agricultural uses. No updated or more detailed inundation map for Lake Henshaw is currently available or approved by DSOD.

DSOD inspects each dam on an annual basis to assess dam safety, performance, and potential issues. DSOD provides a condition rating from one of the following categories: Not Rated, Unsatisfactory, Poor, Fair, and Satisfactory (DSOD 2018a). Per DSOD, the Lake Henshaw Dam has a condition assessment rating of "Satisfactory," the highest condition rating achievable (DSOD 2018b).

The project, as designed with proposed grading elevations and flood control improvements, would remove all housing and other structures outside of the 100-year flood hazard zone (see discussion above and Appendix L2). In addition, given the distance from the project site and earthfill construction of the dam, in the unlikely event of inundation, flows would likely be low, less severe, and allow ample time for evacuation of residents 29 miles downstream (City of Oceanside 2002.) Thus, given the distance of Lake Henshaw from the project site, low average water retained in the Lake, earthfill structure of Henshaw Dam, its "Satisfactory" condition rating from the DSOD, and design of the project to remove proposed housing outside of the 100-year flood hazard zone, the risk from flooding caused by dam inundation is not considered significant. Therefore, the proposed project would not expose people or structures to substantial hazards associated with the failure of a levee or dam. Impacts would be less than significant.

Would the project result in inundation by seiche, tsunami, or mudflow?

Given that the project site is not located near a large standing body of water, inundation by seiche (or standing wave) is considered negligible. The project site is approximately 7 miles inland from the Pacific Ocean and does not fall within a published Tsunami Inundation Map for Emergency Planning by California Emergency Management. As discussed in Section 4.7, Geology and Soils, potential for landslides are also considered negligible. During the site reconnaissance for the Preliminary Geotechnical Investigation, no evidence of landslides or instability was found. The majority of the surrounding area soils are stabilized by development and vegetative land covers (such as the golf course, agriculture, landscaping, and natural vegetation), contributing to the stability of the surrounding soils. Due to lack of evidence of landslides and other movement of soils, inundation by mudflow is considered negligible. Therefore, impacts would be less than significant.

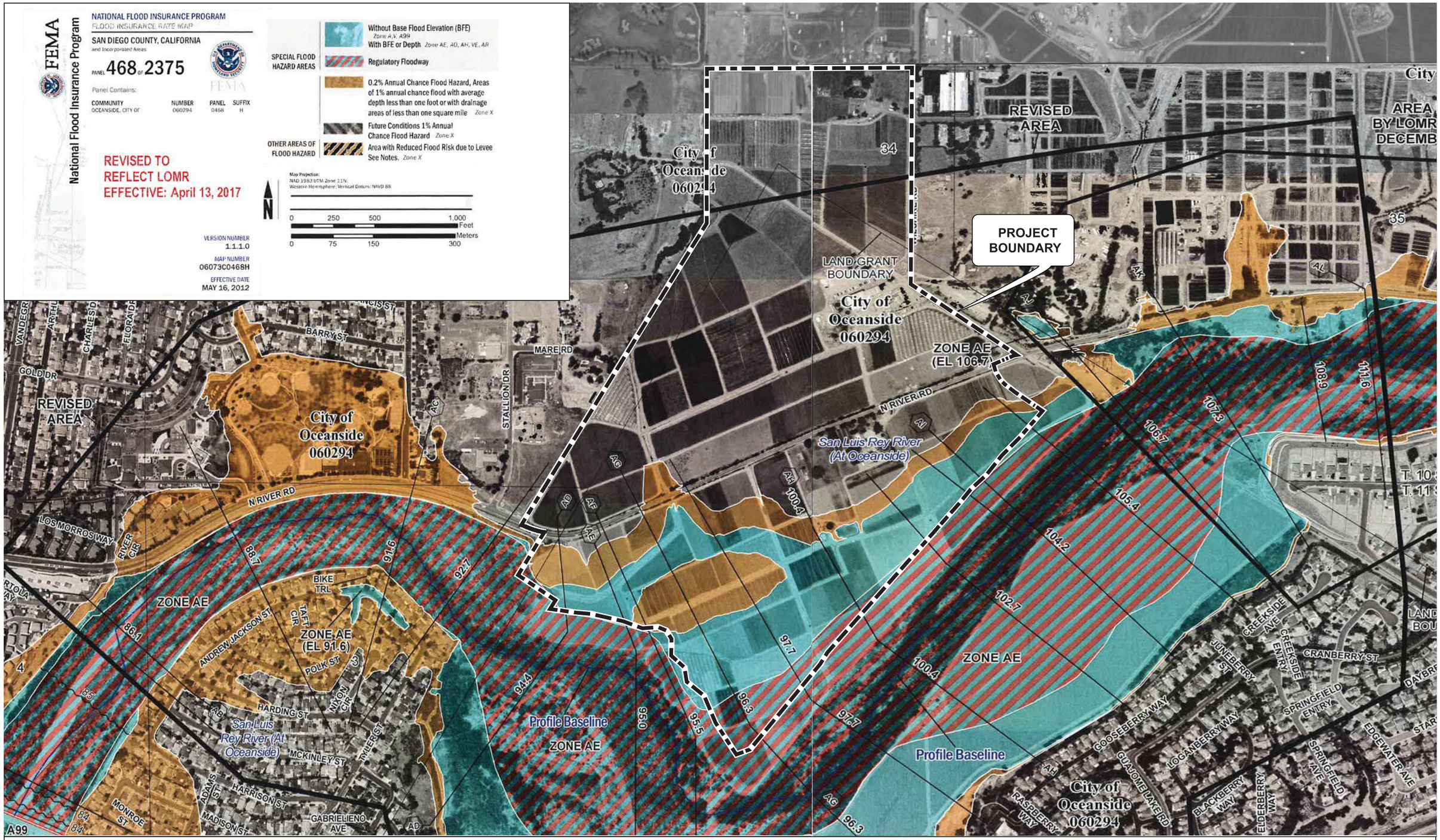
4.10.5 Mitigation Measures

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

4.10.6 Level of Significance After Mitigation

Potential impacts related to hydrology and water quality would result in no impact or be less than significant and would not require mitigation.

While construction and operation of the proposed project would introduce new sources of pollutants and increase the amount of impervious area within the project site, provision of BMPs (construction and post-construction) in compliance with SWRCB's Construction General Permit and the Regional MS4 Permit would minimize degradation of water quality to the extent practicable and consistent with permit requirements. Impacts related to water quality would be less than significant.



SOURCE: FEMA 2017

DUDEK

FIGURE 4.10-1

FEMA Floodplain Map

North River Farms Planned Development Plan EIR

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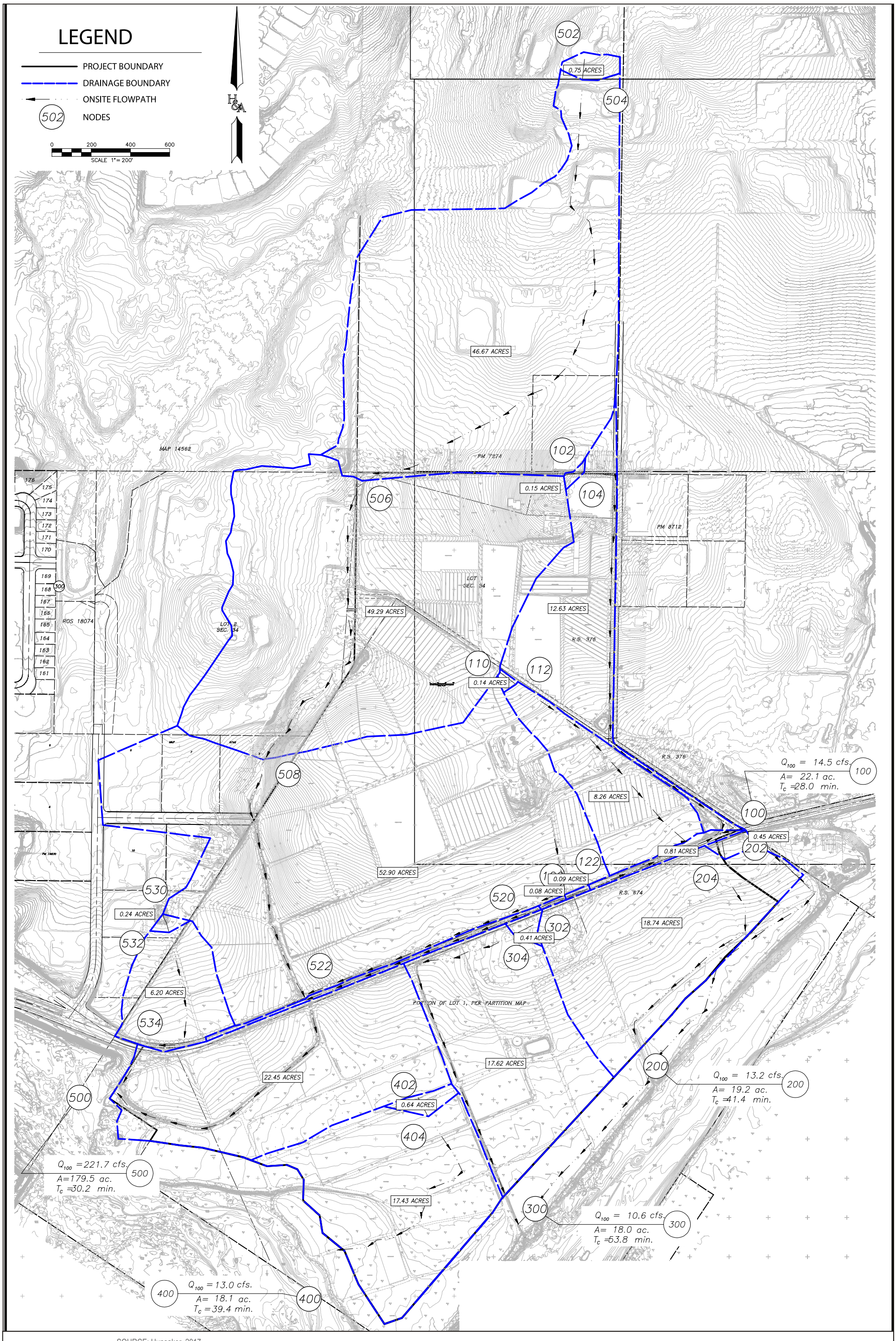

SOURCE: Hunsaker, 2017

DUDEK

FIGURE 4.10-2
Existing Drainage

North River Farms Planned Development Plan EIR

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4.11 LAND USE AND PLANNING

This section describes the existing land use and planning setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies feasible mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project).

4.11.1 Existing Conditions

Site Location and Surrounding Areas

The ~~176.6~~214.1-acre project site is located in the northeastern portion of the City of Oceanside (City) and comprises a portion of Assessor's Parcel Numbers 157-100-83-00, ~~and~~ 157-100-84-00, and 122-081-30-00 (Figure 2-1 in Chapter 2, Environmental Setting).

The Draft and Final EIRs evaluated a 176.6-acre project site. Since that time, the project has been revised to incorporate the additional 37.5-acres of agricultural land (Assessor's Parcel Number 122-081-30-00), known as the "Bree Property," into the project site. This results in a total project site acreage of approximately 214.1 acres. A condition of project approval will require the provision of an agricultural easement and/or deed restriction over the Bree Property that will preserve in perpetuity open space/agricultural uses at that property.

Due to the condition of project approval to provide the agricultural easement, no development, improvements, or modifications would occur on the Bree property as part of this project. As such, the analysis presented in this EIR of the original project site remains an accurate assessment of potential impact on the environment. The addition of the Bree Property to the project site would not result in any new impacts when compared to the original project site analyzed in the Draft and Final EIRs. Note that while certain analyses within the Draft and Final EIRs considered only the original project site of 176.6 acres, the findings and conditions of approval will reflect the total site acreage of 214.1 with a permanent agricultural easement and/or deed restriction over the 37.5-acre Bree Property.

The project site marks the western entry to a region known as South Morro Hills within the City. The project site is generally bisected into northern and southern sections by N. River Road. The northern portion of the project site is bordered on the east by Wilshire Road. Beyond the Wilshire Road, neighbors include 1-acre lots, the Paradise Falls wedding venue, and a dog and horse training facility. To the west, the project site borders the Arrowood Golf Course and subdivision along with single-family residential uses and a church. Existing agriculture and the San Luis Rey River border the southern area of the project site.

Zoning designations immediately surrounding the project site include Agricultural (A), Agricultural (A) with a Scenic Park (SP) overlay, Open Space (OS) with a Scenic Park (SP)

overlay, Residential Estate A (RE-A), and Residential Estate B with an SP and Equestrian (EQ) (RE-B-SP) (see Figure 4.11-1). General Plan land use designations immediately surrounding the project site include Agricultural (A), Estate A Residential (EA-R), Open Space (OS), and Estate B Residential (EB-R) (see Figure 4.11-2).

Existing Uses

The project site is currently used by West Coast Tomato Growers as agricultural land to cultivate tomatoes. Several existing and vacant single-family structures are located in the northern and central portions of the project site. Additionally, structures on site include a single-family residence converted into an office building, storage structures, temporary greenhouses, a transfer facility, and a water filtration facility with an associated lined pond and water tank. A network of unimproved roads and an irrigation system also extent throughout the project site.

The project site has a General Plan land use designation of Agricultural (A). It also is currently zoned Agricultural (A) and Agricultural (A) with a Scenic Park (SP) overlay on the southern side of N. River Road. The Bree Property has a General Plan land use designation of Estate A Residential (EA-R) and is zoned as Residential Estate (R-EA).

4.11.2 Regulatory Setting

Government Code, Section 56001

Government Code, Section 56001, states that it is the state policy to encourage orderly growth and development with a preference to accommodate additional growth within the boundaries of those local agencies that can best accommodate and provide necessary governmental services and housing for persons and families of all incomes in the most efficient manner feasible.

City of Oceanside General Plan

The State of California requires each city to have a General Plan to guide its future, and mandates that the plan be updated periodically to assure relevance and utility. 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 Oceanside. 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 10 elements: Land Use (amended 1989), Circulation (updated in 2012), Recreational Trails (adopted 1996), Housing (2013–2021 Housing Element adopted in April 2013), Environmental Resource Management (adopted 1975), Public Safety (adopted 1975),

Noise (adopted 1974), Community Facilities (adopted 1990), Hazardous Waste Management (adopted 1990), and Military Reservation (adopted 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 (last amended March 2009), which depicts the planned land uses within the City, and the land use designations are described through policies.

Land Use Element

The Land Use Element and Land Use Map (last amended March 2009) identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future.

The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City. The element also provides direction related to how future development will occur, such as the intensity/density and character of new development.

Circulation Element

The purpose of the Circulation Element is to ensure that the City's Master Transportation Plan and its implementation policies and programs will safely and efficiently accommodate the growth envisioned in the Land Use Element. The City's Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

Recreational Trails Element

The Recreational Trails Element, a sub-element to the Circulation Element, provides provisions and maintenance of pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element is intended to identify and analyze the City's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive five-year program of actions to achieve the identified goals and objectives.

Environmental Resource Management

The Environmental Resource Management Element is a program designed to conserve natural resources and preserve open space. The Environmental Resource Management Element contains goals, objectives, and implementation strategies related to water, soil, erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreation and scenic areas.

Public Safety Element

The purpose of the Public Safety Element is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, seismic and geologic hazards, and civil disaster preparedness.

Noise Element

The Noise Element is composed of goals, objectives, and policies that serve as guides for reducing or avoiding adverse noise effects on residents. Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

Community Facilities Element

The purpose of the Community Facilities Element is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a coordinated and cost effective manner. The Element provides (1) a comprehensive and current inventory of the City's community facilities and a system of objectives, policies and standards to be used by the City for programming its primary public facilities.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by the California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

Military Reservation

The purpose of the Military Reservation Element is to acknowledge the direct physical, soil, and economic linkages between Oceanside and Camp Pendleton and to proposed policies that would strengthen the bond between the community and the Base.

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance provides a guide to physical development within the City consistent with the Land Use Element of the City's General Plan. Article 17 of the Zoning Ordnance provides land use and development regulations for Planned Development Districts in the City.

City of Oceanside Agritourism Strategic Plan

To identify the dynamics of the local agritourism industry and its potential impact on tourism, the local community and stakeholders, the City developed an agritourism strategic plan. The plan provides goals, objectives, and a vision of agritourism in the City and provides an overall strategy and guide to implementation. The City Council received the Agritourism Strategic Plan at a workshop on August 17, 2016 and authorized implementation of Tier 1 activities. The City Council subsequently directed City staff to initiate text amendments to the Zoning Ordinance to facilitate Tier 1 agritourism activities.

Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan

As set forth by the federal Endangered Species Act and the State of California Natural Community Conservation Planning Act, the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) addresses how the City will conserve natural communities and sensitive species within its jurisdiction.

The Oceanside Subarea Plan is the City's contribution to the Multiple Habitat Conservation Program (MHCP) and the subregional Natural Community Conservation Plan (NCCP) that includes the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The Oceanside Subarea Plan is consistent with the goals of the MHCP and NCCP for the larger region. However, the Oceanside Subarea Plan has not been adopted.

SANDAG Regional Transportation Plan and Sustainable Communities Strategy

The San Diego Association of Governments' (SANDAG's) *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.

On October 9, 2015, the SANDAG Board of Directors adopted the Final Regional Plan was adopted by the SANDAG Board of Directors on October 9, 2015. In 2011, SANDAG approved the 2050 Regional

Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a sustainable communities strategy, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop a Sustainable Communities Strategy (SCS) as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

4.11.3 Thresholds of Significance

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

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.11.4 Impacts Analysis

Would the project physically divide an established community?

The majority of the project site is currently used for agricultural purposes. The project site is immediately surrounded by agricultural, open space, and residential estate land uses. Further beyond those land uses include residential (single-family detached, medium density, single family), commercial (neighborhood, general, special, community), and civic institutional land uses. The project site is located in southwestern portion of the South Morro Hills region of the City. The area to the west of the project site is urbanized

and is generally more developed as compared to the area east of the project site, which is characterized by agricultural, open space, and low density residential.

The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. Currently, the project site is surrounded by fencing. The proposed project would enhance access to the project site and facilitate integration of an established community. The project would promote access to on-site agricultural uses while respecting adjacent private properties and agricultural uses by establishing buffers and fencing types. It would be compatible with the surrounding land uses, and rather than divide an established community, it would establish a gateway to the South Morro Hills region of the City.

N. River Road would be utilized to access the proposed project. Additionally, an internal roadway network would be established with local streets designed to accommodate the low level of traffic generated within the proposed project. Roadway improvements would occur on N. River Road and Wilshire Road but would be implemented to mitigate level of service traffic impacts, to improve turning movements, reconfigure vehicle lanes and make safety improvements. Therefore, proposed roadway improvements and construction of new roadways would establish a connection between the project site and the surroundings and would not divide an existing community.

The proposed project also includes on-site and off-site utility improvements. The proposed project proposes to install a new sewer line in N. River Road to an off-site City municipal connection. Additionally, the proposed project would involve the construction of storm drain systems and connections, which would convey the flows south to an outlet point along the San Luis Rey River. The new sewer lines would be installed underground. The storm drain systems would also be kept underground, with the exception of a bio-filtration swale, which would be kept on a roadway median. Therefore, the proposed on-site and off-site utilities would not be capable of dividing an existing community.

Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed PD Plan would establish medium-density and single-family detached residential development with a maximum of ~~656~~ 585 dwelling units permitted within the project site. The proposed project also would include special commercial (up to 30,000 square feet), a boutique 100-room hotel or restaurant/brewery, agricultural, and open space land uses. Figure 4.11-1 and 4.11-2 shows the existing zoning and existing General Plan land use designations, respectively. Figures 4.11-3 and 4.11-4 show the proposed zoning and proposed General Plan land use designations, respectively. Table 4.11-1 describes the proposed General Plan land use designation and zoning for the proposed project.

Table 4.11-1
Proposed General Plan Land Use Designations and Zoning by Planning Area

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	~~231~~223	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	~~116~~87	10.0-15.0	40
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R)~~Single-Family Detached Residential (SFD-R)~~; Agricultural (A)	~~209~~184	3.6–5.9	35
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	~~100~~91	3.6–5.9	35
Agricultural Easement (Bree Property)	37.5	Planned Development (PD)	Agricultural (A)	—	—	—
Backbone roads	13.1	—	—	—	—	—
Total	**~~176.6~~214.1**	**—**	**—**	**~~656~~585**	**—**	**—**

City of Oceanside General Plan

The proposed project would introduce new land uses that would conflict with the current City's General Plan land use designations as described above. However, the applicant is proposing an amendment to the City's General Plan changing the existing land use designations to the proposed designations, which is processed concurrently with development of the proposed project and other associated discretionary project approvals.

Based on the concurrent process of amending the City's General Plan designations, if approved, the proposed project would be consistent with the City's General Plan Land Use policies. Table 4.11-2, included at the end of the section, provides the City's applicable General Plan Land Use Element policies, followed by a land use consistency analysis with regard to each policy.

With future approval and adoption of the General Plan Amendment by City Council, the proposed project would not conflict with the City's General Plan with regard to allowable land uses. Therefore, impacts would be less than significant with mitigation incorporated.

Oceanside Zoning Ordinance

The Zoning Ordinance is a guide to physical development in the City that outlines acceptable land use types to ensure proper management of growth, conservation, and preservation as it relates to development. As described in Section 4.11.1, the project site has two land use designations under the Zoning Ordinance. The property has a land use designation of Agricultural (A) and is currently zoned Agricultural (A) with a Scenic Park (SP) overlay on the south side of N. River Road. Agricultural (A) districts allow for growing grounds and other agricultural activities. Growing grounds include crop production, both in the ground and/or in containers, the cultivation and tillage of the soil, cultivation, growing and harvesting of any agricultural or horticultural commodities, and any practices performed by a farmer or on a farm as an incident to or in conjunction with such farming operations, which activities are open to the sky. Other agricultural activities includes agricultural uses and activities, which are not growing grounds open to the sky, including crop production within structures. Specific types of other agricultural activities include activity hubs,[1] greenhouses, and shade structures. The Scenic Park (SP) overlay include development regulations, which conserve and protect valuable natural resources of recreational and scenic areas in and adjacent to the Guajome Regional Park and other public parks; encourage the retention of natural slopes and waterways and minimize grading and alteration of drainage patterns; achieve a visually pleasing and compatible relationship between buildings and structures, parking areas, walkways and planting areas, and the natural environment; and provide appropriate standards and criteria for reviewing proposals for new construction, exterior additions and alterations, relocation of buildings, and other development (City of Oceanside 1992).

As discussed above, the proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project introduce new zoning designations that would conflict with the current zoning designations under the Zoning Ordinance; however, the PD Plan proposes a Zoning Ordinance Amendment to avoid conflicts with established designations. Similar to amending the City's General Plan designation, the Zoning Ordinance Amendment would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as a Planned Development – with the PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.

[1] Includes areas of the agricultural business activity that accommodate uses other than crop production, such as staging areas, packing facilities, distribution facilities, storage areas, loading areas, offices, and similar uses.

The City's zoning is consistent with the City's General Plan land use designations; as analyzed above, the proposed amendments to the City's General Plan altering the land use designations would be consistent with City's General Plan Land Use Element policies. Section 3024 of the Zoning Ordinance outlines the required performance standards that apply to all zoning districts. These standards include the following: complying with the City's noise regulations; minimizing vibration at the property line; minimizing of dust and odors at the property line; minimizing reflective glass visible from a street; handling, storing, transporting, and disposing combustibles, radioactive materials, and hazardous materials in compliance with applicable local, state, and federal laws; preventing unnecessary emissions of heat and humidity at the property line; and preventing electromagnetic interference. Prior to issuance of the Zoning Ordinance Amendment, the proposed project would be required to comply with the above listed performance standards to the satisfaction of the City. As described throughout this EIR, the proposed project would comply with these performance standards; additionally, the proposed project would not introduce a land use that would typically result in heat emissions and electromagnetic interference. With the future approval and adoption of the rezone A and A (SP) to PD, the proposed project would not conflict with applicable land use plans or ordinances. Therefore, impacts would be less than significant.

City of Oceanside Agritourism Strategic Plan

As described above, the Agritourism Strategic Plan provides goals, objectives, and a vision of agritourism in the City and provides an overall strategy and guide to implementation. In November 2017, the Oceanside City Council direct staff to implement text amendments to the Zoning Ordinance to reflect Tier 1 recommendations from the public workshop held on August 17, 2016. However, the plan is preliminary and provides suggestions for marketing and planning efforts on behalf of the City, such as the development of a community plan for South Morro Hills, and the review of existing zoning. Therefore, the Agritourism Strategic Plan does not yet serve as an officially-adopted planning document.

Nonetheless, the Agritourism Strategic Plan includes the following project objectives:

1. Ensure an inclusive process for stakeholders – To implement an approach that is inclusive to those that will participate in or be impacted by an agritourism area.
2. Develop focused efforts – To develop a focused strategy that blends the unique aspects of the industry with the broader Oceanside community.
3. Leverage existing efforts – To leverage agricultural efforts with existing tourism promotion efforts currently implemented by Visit Oceanside.

The project objectives above do not apply to the proposed project, because the City would ultimately be responsible for providing an inclusive process for stakeholders, developing a strategy, and leveraging agricultural efforts with existing tourism promotion. However, the

proposed project would include several agritourism features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center. Therefore, by providing the uses that are encouraged in the Agritourism Strategic Plan, the proposed project would not conflict with the Agritourism Strategic Plan.

SANDAG Regional Transportation Plan and Sustainable Communities Strategy

As described above, the SANDAG RCP includes key principles for managing the region's growth while preserving natural resources. The RCP includes sustainability principles designed to encourage cohesive integration of land use and transportation throughout San Diego County. The proposed project's consistency with the RCP smart growth principles is addressed in Table 4.11-3. As shown in Table 4.11-3, the proposed project would support the RCP's smart growth principles and, therefore, not conflict with the applicable growth policies of the RCP.

Table 4.11-3
Consistency with the SANDAG RCP Smart Growth Principles

Principle	Comparison
Land Use and Urban Design. Reduce land consumption by focusing future growth in the cities and in the appropriate unincorporated suburban communities and village centers through new development, redevelopment, and infill, emphasizing pedestrian friendly design and mixed use development.	**Consistent.** The proposed project is not located within the urban area of the City or unincorporated suburban area, nor is it a redevelopment project. However, the proposed project is generally consistent with this principle because design of the proposed project emphasizes pedestrian and bicycle friendly design and includes mixed-use development. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. This area would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard.
Travel Choices. Provide people with additional travel choices (walking, biking, rail, bus, and automobile).	**Consistent.** The proposed project is consistent with this principle by providing a variety of travel choices, including walking and biking trails, and adequate roadways for automobiles and rapid transit. These travel choices are depicted in Figures 3-5, 3-6a, 3-6b, 3-7, and 3-8.
Jobs/Housing Mix. Locate housing near or within major employment areas and provide employment opportunities near major housing areas.	**Consistent.** The proposed project is consistent with this principle because it provides a variety of housing choices within proximity of existing employment centers within downtown and southern Oceanside and the City of Vista. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses.
Housing Choices. Provide, in each community, a variety of housing types for residents of all incomes.	**Consistent.** The proposed project is consistent with this principle by providing a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).

Table 4.11-3
Consistency with the SANDAG RCP Smart Growth Principles

Principle	Comparison
Infrastructure Capacity and Location. Provide adequate infrastructure in designated smart growth opportunity areas.	**Consistent.** As discussed in Section 4.19, the proposed project would be located in an area with existing water, sewer, and stormwater systems and services. The proposed project would involve improvements to off-site stormwater, water, and sewer infrastructure and construction of new infrastructure on-site to accommodate the proposed project.
Environment. Protect open space and habitat areas. When constructing residential, commercial, or industrial areas, or building transportation systems, provide environmentally sensitive development that conserves water and energy, protects water quality, promotes the use of alternative energy sources, protects sensitive plants and habitats, and restores natural open spaces through the use of native plants.	**Consistent.** As discussed under threshold 3, the proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would mitigate impacts to sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. As described in Section 4.6, Energy Consumption, the proposed project would implement photovoltaic (PV) systems in order to offset electrical consumption. A large proportion of the electrical demand would be generated by water and wastewater service, which would occur at minor scales compared to water demand for the region as a whole. The proposed project would implement design features to minimize its demand for electricity through the use of enhanced building energy efficiency standards. In addition, the proposed project would provide an offset of 100% of residential and non-residential buildings electrical energy usage through the installation of PV solar panels. The proposed landscaping within the project site would be composed of native, drought-tolerant plant species consistent with the proposed project's plant palette identified in Section 7.5 of the PD Plan (Appendix B).

Source: SANDAG 2004.

San Diego Forward – The Regional Plan

The Regional Plan includes a set of policy objectives related to habitat and open space preservation, regional economic prosperity, environmental stewardship, mobility choices, partnerships/collaboration, and healthy and complete communities. The proposed project's consistency with applicable policy objectives is presented in Table 4.11-2. Therefore, as shown in Table 4.11-4, the proposed project would not conflict with the applicable policy objectives of the Regional Plan.

Table 4.11-4
Consistency with SANDAG San Diego Forward – The Regional Plan Policy Objectives

Policy Objectives	Comparison
Habitat and Open Space Preservation Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas. Protect and restore our region's urban canyons, coastlines, beaches, and water resources.	**Consistent.** The proposed project is located within an area that is adjacent to urbanized areas. The project site is not zoned as an open space area; therefore, the proposed project would not convert open space land to a different land use. The policy objectives related to urban canyons, coastlines, and beaches are not applicable, because the proposed project is not located near these resources. Impacts to the San Luis Rey River would be fully mitigated (refer to Section 4.4, Biological Resources).
Healthy and Complete Communities Create great places for everyone to live, work, and play. Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking. Increase the supply and variety of housing types – affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.	**Consistent.** The proposed project is consistent with this principle because it provides a variety of housing choices within proximity of existing employment centers within downtown and southern Oceanside and City of Vista. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. The proposed project would provide a variety of travel choices, including walking and biking trails, and adequate roadways for automobiles and rapid transit. These travel choices are depicted in Figures 3-5, 3-6a, 3-6b, 3-7, and 3-8. The proposed project is consistent with this principle by providing a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).

Source: SANDAG 2015.

Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan

Consistency with the Oceanside Subarea Plan is discussed in Section 4.4, Biological Resources.

Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis

Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone.

In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer.

Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.36 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.

4.11.5 Mitigation Measures

The following mitigation measures would reduce impacts to less than significant.

MM-AQ-1 (see Section 4.3, Air Quality)

MM-BIO-2 through MM-BIO-3 (see Section 4.4, Biological Resources)

MM-CUL-1 through MM-CUL-3 (see Section 4.5, Cultural Resources)

MM-GEO-1 (see Section 4.7, Geology and Soils)

MM-HAZ-1 (see Section 4.9, Hazards and Hazardous Materials)

MM-NOI-1 through MM-NOI-3 (see Section 4.13, Noise)

MM-TRA-1 through MM-TRA-11 (see Section 4.17, Traffic and Circulation)

4.11.6 Level of Significance After Mitigation

Impacts would be less than significant upon implementation of the mitigation measures described in Section 4.11.5.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
City of Oceanside General Plan			
Land Use Element			
1.1 Community Values Objective	To ensure the enhancement of long term community and neighborhood values through effective land use planning.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designation (i.e., Agricultural). However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	The proposed project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles (refer to Appendix B, PD Plan, for architectural details). The proposed project would include attached and detached housing featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-story elements in the Village Core for agricultural facilities. Additional details and analysis related to architectural design can be found in Section 4.1, Aesthetics. The proposed project would include several elements that would benefit the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, Project Description, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Secondly, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community.	
Policy 1.1B	Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	Land use designations immediately surrounding the project site include Agricultural (A), Estate A Residential (EA-R), Open Space (OS), and Estate B Residential (EB-R). The project site has a land use designation of Agricultural (A). The proposed project would include medium-density residential, single-family residential, park/open space, agriculture, mixed-use, and commercial land uses. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to proposed on-site agricultural uses. The proposed project would be compatible with the surrounding land uses and, therefore, would not distract from the surrounding communities.	The proposed project would be in conformance with this policy.
Policy 1.1C	The City shall analyze the long term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	The proposed project would include several elements, which would enhance the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Secondly, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. In addition, the tax revenue from the proposed project would provide an economic benefit to the City.	
1.11 Balanced Land Use Objective	To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses (that would provide locally source produce), housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. The proposed project would provide a variety of housing. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses.	The proposed project would be in conformance with this objective.
Policy 1.11A	The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The project site would be located in a transitional area of the City between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. In addition, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would be compatible with the surrounding land uses and would establish a gateway to the South Morro Hills region of the City. Therefore, the project would foster a sense of neighborhood, community, and regional identity.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.11B	The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.	Land use designations immediately surrounding the project site include Agricultural (A), Estate A Residential (EA-R), Open Space (OS), Estate B Residential (EB-R). The project site currently has a land use designation of Agricultural (A). The proposed project would include medium-density residential, single-family residential, park/open space, agriculture, mixed-use, and commercial land uses. The project site would be located within a transitional area of the City between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. The project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. The proposed project would provide a variety of housing choices. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. Therefore, the proposed project would offer a balance of land uses that would provide a significant benefit to the community.	The proposed project would be consistent with this policy.
Policy 1.11C	The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	While this policy applies most directly to jurisdictional responsibilities, the proposed on-site circulation network and transportation improvements proposed as project mitigation would improve the flow of vehicles in the project vicinity. The proposed project requires associated roadway improvements to achieve level of service "D" or better on all roadways except for those where the City has determined feasible mitigation cannot fully achieve such levels. However, the proposed project requires all feasible mitigation in the form of road improvements or fair share contributions to the City's road improvement program. The project would also incorporate bike lanes, pedestrian pathways, and multi-use trails, which would accommodate alternatives to vehicle travel.	The proposed project would be consistent with this policy.
1.12 Land Use Compatibility Objective	To minimize conflicts with adjacent or related land use.	Land use designations immediately surrounding the project site include Agricultural (A), Estate A Residential (EA-R), Open Space (OS), Estate B Residential (EB-R). The project site has a land use designation of Agricultural (A). The proposed project would include medium-density residential, single-family residential, park/open space, agriculture, mixed-use, and commercial land uses.	The proposed project would be consistent with this objective.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. The proposed project would be compatible with the surrounding land uses, and therefore would not create any conflicts with adjacent land uses.	

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.12A	Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	The proposed project would be compatible with the surrounding land uses. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. This edge buffer would include landscaping features that provide setbacks, visual relief, and a transition between on-site land uses and the surrounding area. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this objective.
Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	As described above, the proposed project would be compatible with the surrounding land uses. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain visual compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would serve as transitional landscape to the South Morro Hills region of the City. Construction activities would be temporary and would not result in permanent visual impacts.	The proposed project would be consistent with this policy.
Policy 1.12C	The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	The project site is located adjacent to agricultural, residential estate, and open space land uses. The proposed project would be constructed in compliance with all local, state and federal regulations including but not limited to noise, light, odors, emissions, and hazardous materials. MM-NOI-2 and MM-NOI-3 would ensure that interior noise levels meet City and state regulations; therefore, the proposed project would not subject people to objectionable levels of noise. The lighting guidelines presented in the PD Plan are intended to meet the requirements of Chapter 39, Light Pollution Regulations, of the City's Municipal Code. Chapter 39 of the City's	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Municipal Code is intended to minimize and restrict nighttime light pollution through identification of preferred lamp types, shielding requirements per lamp types, and permitted hours of operation. As described in Section 4.1.1.3, the project site and much of the surrounding agricultural and open space areas do not currently have substantial sources of nighttime lighting, while the more urbanized area to the west of the project site contains numerous lighting sources. While the proposed project would introduce new sources of lighting to the project site, light spillover into adjacent properties would be restricted to the extent feasible through compliance with Chapter 39 of the City's Municipal Code. Additionally, sky glow, a common aspect of light pollution, would be minimized to the extent feasible using downward facing and shielded light fixtures and appropriately chosen lighting sources for the intended use such that excess lighting is avoided. Therefore, the proposed project would not introduce a substantial new source of lighting that would adversely affect day or nighttime views. Impacts would be less than significant. The proposed project itself would include agricultural operations, which could generate odors. Therefore, MM-AQ-1 would require an Odor Impact Minimization Plan to reduce objectionable odor exposure to nearby sensitive receptors.	
1.14 Noise Control Objective	To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	As discussed in Section 4.13, Noise, of this EIR, the proposed project would not generate noise levels in exceedance of the City's noise thresholds. With proposed Mitigation Measures (MM-) NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations; therefore, the proposed project would not subject people to excessive noise. Construction of the proposed project could result in noise that would impact off-site receivers. However, as discussed in Section 4.13, this impact would be minimized with implementation of MM-NOI-1.	The proposed project would be in conformance with this objective.
Policy 1.14A	Noise emissions shall not reach levels that pose a danger to the public health.	As discussed in Section 4.13, the proposed project would not generate noise levels in exceedance of the City's noise thresholds. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations; therefore, the proposed project would not result in noise levels that would pose a danger to public health. The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		off-site receivers. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less, which is below the discernible level of change (3 dBA) for the average human ear.	
Policy 1.14B	Noise emissions shall be controlled at the source where possible.	The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact off-site and on-site receivers. Therefore, traffic noise cannot be controlled at the source. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less for off-site receivers, which is below the discernible level of change (3 dBA) for the average human ear. For on-site receptors, mitigation is proposed to minimize impacts. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations. According to Section 4.4, Biological Resources, potential construction-related indirect noise impacts may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species and January 1–August 31 for raptors); however, implementation of MM-BIO-1 would reduce potential impacts to less-than-significant levels. Construction of the proposed project could result in noise that would impact off-site receivers. However, as discussed in Section 4.13, this impact would be minimized with implementation of MM-NOI-1. Therefore, construction noise would be controlled at the source.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.14C	Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact off-site and on-site receivers. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less for off-site receivers, which is below the discernible level of change (3 dBA) for the average human ear. For on-site receptors, mitigation is proposed to minimize impacts. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations. As required by MM-NOI-3, setbacks or noise barriers would be features analyzed as noise control methods to ensure compliance with the City's Noise Element and Noise Ordinance, if required per the on-site non-residential noise study. Construction of the proposed project could result in noise that would impact off-site receivers. However, as discussed in Section 4.13, this impact would be minimized with implementation of MM-NOI-1. Therefore, construction noise would be controlled at the source and barriers would not be required.	The proposed project would be in conformance with this policy.
Policy 1.14D	Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact off-site and on-site receivers. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less for off-site receivers, which is below the discernible level of change (3 dBA) for the average human ear. For on-site receptors, mitigation is proposed to minimize impacts. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations. As required by MM-NOI-2, to comply with the City and state's 45 dB CNEL interior noise standard, the residential dwelling units would likely require additional noise attenuating features such as mechanical ventilation system or air conditioning system and sound-rated windows, as determined by the interior noise study	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.14E	Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.	The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact off-site and on-site receivers. Therefore, traffic noise cannot be controlled at the source. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less for off-site receivers, which is below the discernible level of change (3 dBA) for the average human ear. For on-site receptors, mitigation is proposed to minimize impacts. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations. According to Section 4.4, Biological Resources, potential construction-related indirect noise impacts may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species and January 1–August 31 for raptors); however, implementation of MM-BIO-1 would reduce potential impacts to less-than-significant levels. Construction of the proposed project could result in noise that would impact off-site receivers. However, as discussed in Section 4.13, this impact would be minimized with implementation of MM-NOI-1. Therefore, construction noise would be controlled at the source.	The proposed project would be in conformance with this policy.
Policy 1.14F	Greater than normal open space separation may be required between residential developments and secondary arterials or higher rated roadways, railroad right-of-way, and other noise or nuisance-producing land uses. This may be accomplished by either vertical and/or horizontal open space separation. This separation should be enhanced by decorative walling and extensive landscaping.	N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway. Additionally, MM-NOI-2 would mitigate traffic noise impacts to proposed residential sensitive receptors to a less-than-significant level.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.14G	Any proposed changes to the Land Use and Circulation Elements of the General Plan shall require review and consideration of the potential impacts on noise levels.	The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site, which could impact off-site and on-site receivers. Therefore, traffic noise cannot be controlled at the source. However, as calculated by the Traffic Noise Model, in Section 4.13, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less for off-site receivers, which is below the discernible level of change (3 dBA) for the average human ear. For on-site receptors, mitigation is proposed to minimize impacts. With proposed MM-NOI-2 and MM-NOI-3, interior noise levels would meet City and state regulations. According to Section 4.4, Biological Resources, potential construction-related indirect noise impacts may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species and January 1–August 31 for raptors); however, implementation of MM-BIO-1 would reduce potential impacts to less-than-significant levels. Construction of the proposed project could result in noise that would impact off-site receivers. However, as discussed in Section 4.13, this impact would be minimized with implementation of MM-NOI-1. Therefore, construction noise would be controlled at the source.	The proposed project would be in conformance with this policy.
1.16 Housing Objective	To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.	The proposed project would provide decent, safe, and sanitary housing to residents of the City. The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.16A	The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout Oceanside.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be in conformance with this policy.
Policy 1.16B	The City shall strive to produce opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's citizens.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). The proposed project would include several elements that create a pleasant environment for the residents and community. Firstly, the proposed project would provide walkable connections to on-site farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Secondly, the proposed project would include several on-site agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.16C	The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.	The proposed project would provide a variety of housing choices within proximity of existing employment centers within downtown and southern Oceanside and the City of Vista. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. Additionally, the proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). On-site park and open space features would total 16.0 acres. The City's Municipal Code Chapters 32B and 32C require that new development pay a fee apportioned to the City's public facilities. The proposed project would be required to pay such fees that would provide funds to the City's Police Department, recreational facilities, and libraries for expanding facilities to better serve the area. The development impact fee amount would be determined by the impact fee schedule, and no building permit would be issued until the fees have been paid. With adherence to the Municipal Code, and payment of the impact fees, the proposed project would have adequate services to serve the proposed project. The Project would include water, sewer, and storm drain improvements that will be adequate to serve the Project. Further, as described in Section 4.15, the proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project would not, in and of itself, require new or physically altered Fire Department facilities. However OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.16D	The City shall encourage development of a variety of housing opportunities, with special emphasis on providing: 1) A broad range of housing types, with varied levels of amenities and number of bedrooms; 2) Sufficient rental stock for all segments of the community, including families with children; and 3) Housing which meets the special needs of the elderly and the handicapped.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). The proposed project would include single-family residential units, which could support families with children. The proposed project would not prohibit the rental of these units, if future owners decide to do so. The proposed project would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be in conformance with this policy.
Policy 1.16E	The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be in conformance with this policy.
1.17 Public Facilities Management Objective	To provide a consistent and high level quality of public services and facilities to the residents of the City.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). On-site park and open space features would total 16.0 acres. Amenities within the Village Core would be available to the public.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.17A	Residential, commercial, and industrial development throughout the City shall be coordinated to ensure that adequate public services and facilities are provided to serve future development.	As discussed in Section 4.15, Public Services, the proposed project's operational phase would introduce a long-term permanent increase in population to the City. This increase in population would directly increase the demand for fire protection, police protection, schools, parks and recreation, and other public services. The City's Municipal Code Chapters 32B and 32C require that new development pay a fee apportioned to the City's public facilities. The proposed project would be required to pay such fees that would provide funds to the City's Police Department, recreational facilities, and libraries for expanding facilities to better serve the area. The development impact fee amount would be determined by the impact fee schedule, and no building permit would be issued until the fees have been paid. With adherence to the Municipal Code, and payment of the impact fees, the proposed project would have adequate services to serve the proposed project. The Project will provide approximately 16.0 acres for park and open space features including a variety of parks, buffers, trails, and community gardens. The Project would include water, sewer, and storm drain improvements that will be adequate to serve the Project. Further, as described in Section 4.15, the proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project would not, in and of itself, require new or physically altered Fire Department facilities. However OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station.	The proposed project would be in conformance with this policy.
Policy 1.17B	Land use and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.	See response to Policy 1.17A.	The proposed project would be in conformance with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.17C	Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors and appropriate mitigation measures implemented, if necessary.	As discussed in Section 4.19, Utilities and Service Systems, the proposed project would include water, sewer, and storm drain improvements that would provide adequate capacity to serve the proposed project with minimal off-site extensions required. As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because all improvements would be designed to the applicable City roadway and circulation standards. The proposed project would be consistent with this policy. The proposed project's land use and environmental impacts are addressed in this EIR. In addition, the tax revenue from the proposed project would provide an economic benefit to the City.	The proposed project would be in conformance with this policy.
Policy 1.17D	Compact and in-fill development should be encouraged to concentrate expenditures for public services.	While the proposed project is not infill development, it is consistent with this policy because it includes compact mixed-use development and would be bordered by similar land uses (existing suburban development) to the west. Therefore, the proposed project would concentrate expenditures for public services.	The proposed project would be consistent with this objective.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
1.2 Site Design Objective	To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	The proposed project takes advantage of surrounding natural and manmade environments. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project would utilize the existing and proposed surrounding trail network. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). On-site park and open space features would total 16.0 acres.	The proposed project would be consistent with this objective.

Table 4.11-2
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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.2A	The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities.	(1) Existing buildings located immediately adjacent to the proposed residential and mixed uses would be of a sufficient distance so as to not block sunlight for interior or solar energy collection. As described in the PD Plan, neighborhood design includes street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities. Design treatments for passive solar will be balanced with the neighborhood's overall objective of reducing heating and cooling demands and providing solar-ready rooftops on south-facing roofs. (2) As described above, neighborhood design includes street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities. (3) The proposed project would offer views of the surrounding agricultural areas to the north and west. Additionally, views of open space, located parallel to the San Luis Rey River, would be available from the south of the project site. (4) As discussed in Section 4.1, the proposed project would not result in adverse impacts to visual character or quality. (5) Development of the project site would contribute to the neighborhood character, viability, and safety of the site.	The proposed project would be consistent with this policy.
Policy 1.2B	A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.	The proposed project would not be located adjacent to major or intense transportation corridors; however, the proposed project would be located adjacent to N. River Road. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this policy.
Policy 1.2C	New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project would use the existing and proposed surrounding trail network.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	circulation access, and joint use of ancillary facilities.	The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site.	
Policy 1.2D	Street hardware including but not limited to: mailboxes or multiple box units; bus shelters, bike racks, benches, etc.; fire hydrants; utility poles and boxes; street lighting; parking meters; road signage; and other ancillary facilities shall not detract, but shall enhance, the streetscape and adjoining land uses and community.	As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. Landscape lighting would be used carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. Efficient lighting design would improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property, and increase visibility of the night sky. All outdoor lighting would meet Chapter 39 of the City Code (Light Pollution Ordinance) and would be completely shielded appropriately. Where color rendition is important, high-pressure sodium, metal halide or other such lights would be used and shown on final building and electrical plans. Site furniture, water features and public art would add a level of detail and design that would enliven public spaces and provide opportunities for people to gather and interact. Correctly placed and well-designed site amenities would enhance the usability and appearance of community spaces including parks, trails, streets, plazas, courtyards and building entries. Seating, tables, bollards, bicycle racks, cigarette urns, trash receptacles, flagpoles, lighting standards, and tree grates would be considered as part of the initial site design. Site furniture would be compatible in size, design, and color with the surrounding architecture and landscape design but not dominate the landscape.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Signs would be used only where necessary within the residential portions of the neighborhood and in an understated manner, emphasizing an attractive image of permanence and quality; however, signs would offer adequate visibility and reflectivity, where appropriate, to provide for safety and orientation at night.	
Policy 1.2E	The City shall encourage the use of multiple mailbox units in attractive landscaped settings.	Although the mailboxes required for the proposed residences have not yet been designed, the PD Plan states that site furniture would be compatible in size, design, and color with the surrounding architecture and landscape design but not dominate the landscape. Landscaping would be located along the streets, edges, medians, and parks. Therefore, the mailbox units would be placed in an attractive landscaped setting.	The proposed project would be consistent with this policy.
Policy 1.2F	The City shall encourage plans that maximize convenient, safe, and efficient design features for future residents of the project.	The proposed project would provide a variety of housing choices. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. The Village Core would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. Additionally, the proposed project would offer a trail network within the project site, composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project would maximize convenience and efficiency for proposed residents. The proposed project would offer landscape lighting, which would be used carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. Efficient lighting design would improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property, and increase visibility of the night sky. As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because improvements would be designed to the applicable City roadway and circulation standards.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.2G	All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	The proposed single-family residential would include parking garages and on-street parking for the proposed private roads. In some cases, parking would only be permitted on one side of the private road to maximize space. The Village Core area would include a parking lot and street parking to accommodate guests and employees. Therefore, the proposed project would balance efficiency, safety, convenience, and open space for the project site.	The proposed project would be consistent with this policy.
1.21 Common Open Space Objective	To provide and maintain common open areas for a wide range of uses.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). On-site park and open space features would total 16.0 acres.	The proposed project would be consistent with this objective.
Policy 1.21A	Common open space must be accessible and usable by potential users of the common open space.	The proposed project would offer a trail network within the project site, composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Additionally, parks and open space areas would be located throughout the project site, which would allow residents easy access to these common open space areas.	The proposed project would be consistent with this policy.
Policy 1.21B	Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	See response to Policy 1.21A. Where possible, parks are contiguous to other open space areas (edge buffers and farm areas). However, to provide access to open space for all residents, parks could not be located contiguous to each other.	The proposed project would be consistent with this policy.
Policy 1.21C	Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open	See response to Policy 1.21A.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	space or trails network throughout the City.		
1.22 Landscaping Objective	The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	As described in the PD Plan, the plan emphasizes water conservation, drought tolerant, native and edible landscaping, and provides abundant trees for beauty, definition of spaces, habitat enhancement and comfort. Landscaping would be located along the streets, edges, medians, and parks. The proposed project would include orchard and farm areas, which would be visually consistent with the agricultural uses to the east of the project site.	The proposed project would be consistent with this objective.
Policy 1.22A	Existing mature trees shall be retained wherever possible.	The proposed project would not involve the removal of native trees.	The proposed project would be consistent with this policy.
Policy 1.22B	Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	See response to Policy 1.22A.	The proposed project would be consistent with this policy.
Policy 1.22C	Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	Conceptual landscaping for the proposed project is primarily composed of street trees, entries, parks, perimeter edges, hedgerows, slopes, and open spaces. The proposed landscaping within the project site would be composed of native, drought-tolerant plant species consistent with the proposed project's plant palette identified in Section 7.5 of the PD Plan (Appendix B).	The proposed project would be consistent with this policy.
Policy 1.22E	The City shall encourage the inclusion of green belts and common open space for pedestrian use in residential developments.	The proposed project includes the development of usable recreational open space and facilities as defined in the proposed PD Plan. The proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4).	The proposed project would be consistent with this policy.
Policy 1.22F	A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of	The proposed project would include fuel modification zones (FMZs) consistent with the 2016 California Fire Code (Section 4907 — Defensible Space), Government Code 51175 – 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use and buildings designed specifically to house farm animals. Fuel modification consists of at least 100 feet,	The proposed project would be consistent with this policy.

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	sufficient size and shall use plant materials that will retard the spread of wild fire.	measured in a horizontal plane, around all structures. A typical landscape/FMZ installation consists of a 30-foot-wide, irrigated Zone 1 and a 70-foot-wide, non-irrigated, Zone 2. Refer to 4.9 for a conceptual fuel modification design and Appendix J1 for additional details.	
1.23 Architecture Objective	The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles (see Appendix B, PD Plan, for architectural details). The proposed project would include attached and detached housing featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-story elements in the Village Core for agricultural facilities. Additional details and analysis related to architectural design can be found in Section 4.1. The proposed project would include features that would enhance neighborhood and community values. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would be compatible with the surrounding land uses and would establish a gateway to the South Morro Hills region of the City. Additionally, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Therefore, the proposed project would enhance neighborhood and community values and City image.	The proposed project would be consistent with this objective.
Policy 1.23A	Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles. As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This	The proposed project would be consistent with this policy.

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		emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. Landscape lighting would be used carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. Efficient lighting design would improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property, and increase visibility of the night sky. All outdoor lighting would meet Chapter 39 of the City Code (Light Pollution Ordinance) and would be completely shielded appropriately. Where color rendition is important, high-pressure sodium, metal halide, or other such lights would be used and shown on final building and electrical plans. Site furniture, water features and public art would add a level of detail and design that would enliven public spaces and provide opportunities for people to gather and interact. Correctly placed and well-designed site amenities would enhance the usability and appearance of community spaces including parks, trails, streets, plazas, courtyards and building entries. Seating, tables, bollards, bicycle racks, cigarette urns, trash receptacles, flagpoles, lighting standards and tree grates would be considered as part of the initial site design. Site furniture would be compatible in size, design and color with the surrounding architecture and landscape design but not dominate the landscape. Signs would be used only where necessary within the residential portions of the neighborhood and in an understated manner, emphasizing an attractive image of permanence and quality; however, signs would offer adequate visibility and reflectivity, where appropriate, to provide for safety and orientation at night.	
Policy 1.23B	Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to	As discussed under Policy 1.23A, the concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles. The proposed project would include attached and detached housing	The proposed project would be consistent with this policy.

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	create an attractive line, dimension, scale, and/or pattern.	featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-story (40 feet) elements in the Village Core for agricultural facilities. The proposed residential structures would be visually consistent with the surrounding residential structures to the south and west in terms of scale, pattern, and dimension. Although the architectural style would not mirror the existing residential developments to the south and west, the proposed residential would fit architecturally within the context of the project site as the gateway to the South Morro Hills region. The proposed residential and mixed use structures would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. In addition, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. Implementation of the proposed project would increase vegetative continuity in the visual landscape. The introduction of native and edible landscaping throughout the project site would soften and ease the transition from agricultural areas to developed areas.	
Policy 1.23C	Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.	Architectural drawings and visual simulations from various key observation points in the vicinity of the proposed project are provided in Section 4.1 within this EIR to the satisfaction of the City.	The proposed project would be consistent with this policy.
1.24 Topographic Resources Objective	To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic	The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet above mean sea level (AMSL) in the southern project site, to approximately 240 feet AMSL in the northern project site. Due to the high level of existing	The proposed project would be

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	features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	disturbance caused from agricultural use, the site is generally topographically uniform except for the general trending southerly slope. Construction of the proposed project would require 1,040,200 cubic yards of cut and fill. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 4.10, Hydrology and Water Quality, for more information). As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, recommendations found in the Preliminary Geotechnical Investigation, provided as MM-GEO-1, would result in less-than-significant impacts related to soil instability. As described in Section 4.10, development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. The existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, and biofiltration basins. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, the proposed project would not contribute to slope instability, flooding, or erosion hazards.	consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.24A	Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.	See response to Policies 1.24F through 1.24S.	The proposed project would be consistent with this policy.
Policy 1.24F	Excessive cut and fill grading to create standard prepared pads shall be prohibited.	Construction of the proposed project would require 1,040,200 cubic yards of cut and fill. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information). Additionally, as discussed in Section 4.3, daily construction emissions would not exceed the significance thresholds for any criteria air pollutant. The proposed project would also not result in substantial diesel particulate matter emissions during construction and operation and, therefore, would not result in significant health effects related to diesel particulate matter exposure. Therefore proposed grading activities would not be excessive so as to result in erosion or air quality impacts.	The proposed project would be consistent with this policy.
Policy 1.24G	Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet AMSL in the southern project site, to approximately 240 feet AMSL in the northern project site. Due to the high level of existing disturbance caused from agricultural use, the site is generally topographically uniform except for the general trending southerly slope. The proposed project would not create flat planes with sharp angles of intersection. To accommodate the proposed development, the project site would generally be maintained as flat terrain. However, the proposed project would include a few localized sloped areas, including sloped orchard and open space features as well as sloped terrain to accommodate gravity sewer lines, in the southwest quadrant of the project site (Appendix O). These sloped features would be	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		engineered to avoid sharp angles of intersection between natural terrain and the proposed graded areas.	
Policy 1.24H	Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.	The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet above mean sea level (AMSL) in the southern project site, to approximately 240 feet AMSL in the northern project site. Due to the high level of existing disturbance caused from agricultural use, the site is generally topographically uniform except for the general trending southerly slope. To accommodate the proposed development, the project site would generally be maintained as flat terrain. However, the proposed project would include a few localized sloped areas, including sloped orchard and open space features as well as sloped terrain to accommodate gravity sewer lines, in the southwest quadrant of the project site (Appendix O). These sloped features would be engineered to blend with the surrounding topography.	The proposed project would be consistent with this policy.
Policy 1.24I	The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project. As provided in the Preliminary Geotechnical Investigation and as described in Section 4.7, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, incorporation of recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety.	The proposed project would be consistent with this policy.
Policy 1.24J	Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.	As described in Section 4.10, development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. The existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site. Post construction, the proposed project would introduce new sources of pollutants from urban runoff. Sources would include hardscape areas such as sidewalks and parking lots, proposed on-site storm drain inlets, landscaping, and agriculture areas. As part of standard erosion-control BMPs, all areas with soils exposed during construction would be covered by proposed development including hardscape, structures, landscaping, and agricultural areas, minimizing erosion potential. Constructed slopes would also be protected and planted to minimize erosion potential. A SWQMP has been prepared for the proposed project (Appendix K), which was prepared consistent with the requirements of the City's BMP Design Manual. The City's BMP Design Manual was prepared to aid preparation of SWQMPs to be in compliance with the Regional MS4 Permit, including requirements for management urban runoff, including stormwater, from post-construction land development activities. The proposed project's SWQMP proposed, permanent, post-construction stormwater BMP requirements would be incorporated in the proposed drainage system. The stormwater BMP requirements and the proposed drainage system are incorporated into project design. Source control BMPs to be implemented include storm drain stenciling or signage; protection of trash storage areas from rainfall, run-on, runoff, and wind; and vegetative landscaping to control for erosion (Appendix K). All runoff flow within the project site would be transported through the proposed drainage system and contained and treated in on-site biofiltration basins. The biofiltration basins would treat runoff to the maximum extent practicable prior to discharge into the San Luis Rey River using natural processes and flow attenuation. Therefore, with the incorporation of stormwater drainage and water quality treatment systems in the form of biofiltration designed in accordance with the City's BMP Design Manual, stormwater containing potential pollutants sourced from the project site would be treated to the maximum extent practicable by capturing and detaining inflows for treatment, which would be achieved through filtration,	

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		sedimentation, sorption, biochemical processes, and vegetative uptake, prior to discharge into the San Luis Rey River..	
Policy 1.24K	Vehicular access to intermittent and perennial streams shall be controlled through project design.	The project site, although located in proximity to the San Luis Rey River, does not currently provide vehicular access to the River. The proposed trail network within the project site would be designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. However, this would not introduce new vehicular access to the San Luis Rey River, because the proposed project is not immediately adjacent to the river.	The proposed project would be consistent with this policy.
Policy 1.24L	Setbacks from stream banks shall be established in the project design to maintain the health and usefulness of the watercourse for the benefit of the public.	The southern portion of the project site would be surrounded by agricultural land and open space. To maintain visual compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Therefore, proposed residential and mixed-use structures would be adequately set back from the San Luis Rey River, which would be separated from the project site with these agricultural uses. The proposed project would also include off-site improvements, including storm drain improvements. See response to Policy 1.24J. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site.	The proposed project would be consistent with this policy.
Policy 1.24M	The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	. See response to Policy 1.24J. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur and would be designed to support the natural drainage system.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.24N	Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.	The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet above mean sea level (AMSL) in the southern project site, to approximately 240 feet AMSL in the northern project site. Due to the high level of existing disturbance caused from agricultural use, the site is generally topographically uniform except for the general trending southerly slope. Variations in topography are generally contained within the northern portion of the site, within the Hilltop Village Planning Area. Roads within this area are curved following the natural contours of the land and designed to fit the topography. Otherwise, to accommodate the proposed development, the project site would generally be maintained as flat terrain. However, as described in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). These recommendations are provided as MM-GEO-1.	The proposed project would be consistent with this policy.
Policy 1.24O	Parking areas shall adapt to the topographic character of the site.	Variations in topography are generally contained within the northern portion of the site, within the Hilltop Village Planning Area. Roads within this area are curved following the natural contours of the land and designed to fit the topography. Otherwise, to accommodate the proposed development, the project site would generally be maintained as flat terrain. Therefore, the parking areas would be located on topography that is similar to the existing condition. Some hills would be incorporated into the agricultural areas of the project site; however, parking would not be located in these areas.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.24P	Site disturbance shall be limited to the minimum area necessary as construction proceeds.	To accommodate the proposed development, the project site would generally be maintained as flat terrain. However, as described in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). These recommendations are provided as MM-GEO-1.Therefore disturbance would be required throughout the site to avoid soil instability.	The proposed project would be consistent with this policy.
Policy 1.24Q	Groundcover shall be re-established as early as possible as construction proceeds.	After demolition of existing structures on-site and site preparation, construction would include mass grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information).	The proposed project would be consistent with this policy.
Policy 1.24R	Topsoil excavated areas shall be stockpiled for reuse on the site where appropriate.	If topsoil can be reused, it would stockpiled and used as fill, where conflicts do not occur with the recommendations provided in the Preliminary Geotechnical Investigation.	The proposed project would be consistent with this policy.
Policy 1.24S	The clustering of residential units to preserve natural topographic features shall be encouraged provided: 1) It has been clearly and distinctly demonstrated that the residential cluster provides the most appropriate design to ensure preservation of the topographic resources. 2) The net density (excluding common open spaces) of each residential cluster does not exceed the maximum potential	1) Variations in topography are generally contained within the northern portion of the site, within the Hilltop Village Planning Area. Roads within this area are curved following the natural contours of the land and designed to fit the topography. Otherwise, to accommodate the proposed development, the project site would generally be maintained as flat terrain. However, as described in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). These recommendations are provided as MM-GEO-1.Therefore, cut, fill, and disturbance would be required throughout the site to avoid soil instability. Although disturbance would occur, the proposed project would retain the topographic features located in the northern portion of the site. 2) The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the current land use designations in the City's General Plan. The General Plan Amendment would designate the site by the	The proposed project would be consistent with this objective.

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	density permitted within the land use designation. 3) The dwelling units of the residential cluster are consistent with the land use designation. 4) The common open areas are well integrated within the boundaries of the residential cluster and provide equitable access to all residents. 5) Residential clusters are confined to relatively small areas and separated by interlinking open space areas to provide visual and spatial relief from continuous urban development.	individual planning areas (i.e., Hilltop Village, Village Core, North Village, Riverside). Table 4.11-1 outlines the proposed land use designations, their allowable densities, and the proposed housing types. The proposed project would conflict with the City's current General Plan land use designations. However, an amendment to the City's General Plan changing the existing land use designations to the proposed designations would be processed concurrently with the development of the proposed project. The proposed amendments to the City's General Plan altering the land use designations would be consistent with the City's General Plan Land Use Element Policies. 3) See response to Policy 1.24S (2). 4) The proposed project would include parks and agricultural areas. As shown in Figure 3-4, these open space areas would be located within each planning area, therefore, providing equitable access for all residents. 5) Open space areas and landscaping would be provided throughout the project site, providing spatial relief from proposed development (see Figure 3-4). The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. As described in response to Policy 1.24S (4), parks would also be located within each individual planning area.	

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1.25 Undevelopable Lands Objective	To enhance the community welfare and increase public safety through the preservation of significant natural resources, or the provision of adequate building setbacks from natural hazards.	The proposed project would include fuel modification zones (FMZs) consistent with the 2016 California Fire Code (Section 4907 — Defensible Space), Government Code 51175 – 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use and buildings designed specifically to house farm animals. Fuel modification consists of at least 100 feet, measured in a horizontal plane, around all structures. A typical landscape/FMZ installation consists of a 30-foot-wide, irrigated Zone 1 and a 70-foot-wide, non-irrigated, Zone 2. Refer to 4.9-1 for a conceptual fuel modification design and Appendix J1 for additional details. As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area, and impacts would be potentially significant. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads on the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, potentially significant impacts related to placing housing within the 100-year flood hazard area would be reduced to a level below significance.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.25A	Lands considered undevelopable shall be unbuildable and shall not be included in density calculation that defines the development potential on a site. Undevelopable lands include slopes in excess of forty percent (40%) with a minimum elevation differential of twenty-five (25) feet and riparian corridors or associated vegetated areas of: 1) rivers, 2) intermittent or perennial streams, or 3) lakes. As a minimum, riparian corridors shall include channel ways and banks.	The project site does not include areas with slopes greater than 40%. The southern portion of the project site would be surrounded by agricultural land and open space. To maintain visual compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Therefore, proposed residential and mixed use structures would be adequately set back from the San Luis Rey River, which would be separated from the project site with these agricultural uses, with a minimum 326-foot buffer. The proposed project would also include off-site improvements, including storm drain improvements. As described in Section 4.10, development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. The existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site.	The proposed project would be consistent with this policy.

Policy 1.25B	Since land use patterns and developments are long-term features, land on which significant natural hazards are likely to occur within the economic life of the proposed use shall be evaluated for their developability. The City may require studies, mitigation measures, and/or hazard setbacks to fulfill this policy.	A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project. As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, incorporation of recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety. The proposed project would include fuel modification zones (FMZs) consistent with the 2016 California Fire Code (Section 4907, Defensible Space), Government Code 51175, 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use and buildings designed specifically to house farm animals. Fuel modification consists of at least 100 feet, measured in a horizontal plane, around all structures. A typical landscape/FMZ installation consists of a 30-foot-wide, irrigated Zone 1 and a 70-foot-wide, non-irrigated, Zone 2. Refer to 4.9-1 for a conceptual fuel modification design and Appendix J1 for additional details. As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area, and impacts would be potentially significant. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads within the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, potentially significant impacts related to placing housing within the 100-year flood hazard area would be reduced to a level below significance.	The proposed project would be consistent with this policy.

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1.37 Guajome Regional Park Sphere of Influence Objective	To protect the valuable natural and cultural resources of Guajome Regional Park by insuring that future development in areas adjacent to or visible from Guajome Regional Park will be compatible with its recreation and scenic areas.	The project site is not located immediately adjacent to Guajome Regional Park; however, it is within the Special Management Area for Guajome Regional Park. The proposed project's low elevation creates opportunities in which the project site would be visible from surrounding higher elevations. Due to the lack of substantial elevation gain, the project site is generally not visible from the trails and recreational areas of Guajome Regional Park, such that panoramic vistas are afforded. The gently rolling topography, intervening existing mature vegetation, and surrounding development screen views of the project site from the park. The project site is approximately 0.4 miles north of Guajome Regional Park, separated by existing agricultural lands, the San Luis Rey River, existing residential development, and SR-76; the proposed agricultural lands in the southern portions of the project site create additional visual buffer between proposed structures and the open space areas to the south of the project site. Given the extent of development surrounding Guajome Regional Park, the proposed project would not adversely affect its scenic value and proposed structures would not present a visual contrast with Guajome Regional Park.	The proposed project would be consistent with this policy.
Policy 1.37A	The City shall recognize the sphere of influence boundary line established by the Cities of Oceanside and Vista, the Board of Supervisors of San Diego County and the Guajome Regional Park Area Planning and Coordinating Committee (see Figure LU-15)	The proposed project is located in the Special Management Area for Guajome Regional Park. See responses to Policies 1.37B through 1.37L.	The proposed project would be consistent with this policy.
Policy 1.37B	The City shall solicit the Guajome Regional Park Area Planning and Coordinating Committee for comments and recommendations on proposed projects within the Guajome Regional Park Sphere of Influence during the development review process.	The proposed project is located in the Special Management Area for Guajome Regional Park. Therefore, the City would solicit the Guajome Regional Park Area Planning and Coordinating Committee for comments and recommendations on the proposed project.	The proposed project would be consistent with this policy.

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Policy 1.37C	Proposed projects within the Guajome Regional Park Sphere of Influence shall be subject to the following objectives and policies.	See responses to Policies 1.37D through 1.37H.	The proposed project would be consistent with this policy.
1.37 Guajome Regional Park Visual Compatibility Objective	To ensure that structures shall be visually compatible with the open space nature of Guajome Regional Park.	The proposed project's low elevation creates opportunities in which the project site would be visible from surrounding higher elevations. Due to the lack of substantial elevation gain, the project site is generally not visible from the trails and recreational areas of Guajome Regional Park, such that panoramic vistas are afforded. The gently rolling topography, intervening existing mature vegetation, and surrounding development screen views of the project site from the park. The project site is approximately 0.4 miles north of Guajome Regional Park, separated by existing agricultural lands, the San Luis Rey River, existing residential development, and SR-76; the proposed agricultural lands in the southern portions of the project site create additional visual buffer between proposed structures and the open space areas to the south of the project site. Given the extent of development surrounding Guajome Regional Park, the proposed project would not adversely affect its scenic value, and proposed structures would not present a visual contrast with Guajome Regional Park.	The proposed project would be consistent with this policy.
Policy 1.37D	Building exteriors shall have textured surfaces and extensive use of natural building materials for accents and treatments.	The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles (see Appendix B, PD Plan). As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. Landscape lighting would be used carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. Efficient lighting design would improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property, and increase visibility of the night sky. All outdoor lighting would meet Chapter 39 of the City Code (Light Pollution Ordinance) and would be completely shielded appropriately. Where color rendition is important, high-pressure sodium, metal halide or other such lights would be used and shown on final building and electrical plans.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Site furniture, water features and public art would add a level of detail and design that would enliven public spaces and provide opportunities for people to gather and interact. Correctly placed and well-designed site amenities would enhance the usability and appearance of community spaces including parks, trails, streets, plazas, courtyards and building entries. Seating, tables, bollards, bicycle racks, cigarette urns, trash receptacles, flagpoles, lighting standards, and tree grates would be considered as part of the initial site design. Site furniture would be compatible in size, design, and color with the surrounding architecture and landscape design but not dominate the landscape. Signs would be used only where necessary within the residential portions of the neighborhood and in an understated manner, emphasizing an attractive image of permanence and quality; however, signs would offer adequate visibility and reflectivity, where appropriate, to provide for safety and orientation at night. Therefore, the proposed project would use natural building materials, which would be used consistently throughout the PD Plan area and would not dominate the landscape.	
Policy 1.37E	The colors of exterior surfaces of structures shall be tones compatible with the surrounding landscape and not bright, glossy, or otherwise visually out of character with the natural setting.	Please see response to Policy 1.37D. Architectural features of the proposed project would use natural building materials, which would be consistent within the PD Plan area and would not dominate the landscape.	The proposed project would be consistent with this policy.
Policy 1.37F	Structures shall not be permitted on slopes abutting Guajome Regional Park.	The proposed project does not located abut Guajome Regional Park.	The proposed project would be consistent with this policy.
Policy 1.37G	Deep landscaped setbacks shall be maintained on yards abutting Guajome Regional Park and those abutting rights of way which border the park.	The proposed project does not abut Guajome Regional Park.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.37H	Structures shall be oriented to preserve views from Guajome Regional Park, the development, and surrounding properties.	The proposed project's low elevation creates opportunities in which the project site would be visible from surrounding higher elevations. Due to the lack of substantial elevation gain, the project site is generally not visible from the trails and recreational areas of Guajome Regional Park, such that panoramic vistas are afforded. The gently rolling topography, intervening existing mature vegetation, and surrounding development screen views of the project site from the park. The project site is approximately 0.4 miles north of Guajome Regional Park, separated by existing agricultural lands, the San Luis Rey River, existing residential development, and SR-76; the proposed agricultural lands in the southern portions of the project site create additional visual buffer between proposed structures and the open space areas to the south of the project site. Given the extent of development surrounding Guajome Regional Park, the proposed project would not adversely affect its scenic value and would preserve views from Guajome Regional Park.	The proposed project would be consistent with this policy.
1.37 Development Compatibility Objective	To ensure that property altered by development remains compatible with the environment of Guajome Regional Park.	The project site is approximately 0.4 miles north of Guajome Regional Park, separated by existing agricultural lands, the San Luis Rey River, existing residential development, and SR-76; the proposed agricultural lands in the southern portions of the project site create additional visual buffer between proposed structures and the open space areas to the south of the project site. Given the extent of development surrounding Guajome Regional Park, the proposed project would not introduce development that would be inconsistent with the surrounding area.	The proposed project would be consistent with this policy.
Policy 1.37I	Cut slopes visible from Guajome Regional Park shall be revegetated with a mixture of drought-tolerant and native plant species.	Conceptual landscaping for the proposed project is primarily composed of street trees, entries, parks, perimeter edges, hedgerows, slopes, and open spaces. The proposed landscaping within the project site would be composed of native, drought-tolerant plant species consistent with the proposed project's plant palette identified in Section 7.5 of the PD Plan (Appendix B).	The proposed project would be consistent with this policy.
Policy 1.37J	Properties abutting Guajome Regional Park shall provide a transition area between landscaped areas and natural vegetation.	The proposed project does not abut Guajome Regional Park. However, the project site would be separated by existing agricultural lands, the San Luis Rey River, existing residential development, and SR-76; the proposed agricultural lands in the southern portions of the project site create additional visual buffer between proposed structures and the open space areas to the south of the project site.	The proposed project would be consistent with this policy.
Policy 1.37K	Vegetation clearance shall only be conducted immediately prior to grading and replanting shall commence immediately afterward.	As described in Section 3.3.4 of Chapter 3 of this EIR, landscaping improvements would occur as soon as possible after grading of the site.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.37L	Developments shall integrate features such as landscaping, open areas, and pathways with those of Guajome Regional Park while also establishing a clear demarcation between public and private property.	The proposed project is not located adjacent to Guajome Regional Park; therefore, landscaping, open areas, and pathways cannot be integrated with those of Guajome Regional Park. However, the proposed project would include a trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Additionally the conceptual landscaping for the proposed project is primarily composed of street trees, entries, parks, perimeter edges, hedgerows, slopes, and open spaces. The San Luis Rey River located south of the project site would clearly demarcate the divide between public and private land.	The proposed project would be consistent with this policy.
2.0 Subdivision of Land or Real Property Objective	To create legal divisions of land or real property that shall provide long-term enhancement for the community.	The proposed project would include features that would enhance the community. The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan, providing better public access to agricultural uses. In addition, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would be compatible with the surrounding land uses and would establish a gateway to the South Morro Hills region of the City. Additionally, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Therefore, the proposed project would enhance the community.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.0A	No proposed division of land or real property shall be created which fails to implement the General Plan, City policies and ordinances, or development standards.	As described in this section of this EIR, the proposed project would be consistent with the City's General Plan, City policies and ordinances, and development standards.	The proposed project would be consistent with this policy.
Policy 2.0B	Any City action creating a legal division of land or real property shall identify and consider adjacent and surrounding land uses and land divisions to assure compatibility and proper integration.	The proposed project considers surrounding land uses and is designed to be compatible with those uses. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to the north, west, south, and east to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site.	The proposed project would be consistent with this policy.
Policy 2.0C	A subdivision of land or real property must provide adequate on-site improvements consistent with the general plan, including street design, drainage and sanitary facilities, and easements.	As discussed in Section 4.19, the proposed project would include water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because all improvements would be designed to the applicable City roadway and circulation standards.	The proposed project would be consistent with this policy.
Policy 2.0D	A subdivision of land or real property must include provisions for off-site improvements or the payment of fees for off-site improvements consistent with the General Plan, including temporary and permanent school facilities, road and bridge improvements, parks, and sewers.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.0E	A subdivision of land or real property must be designed to accommodate, protect, and preserve environmentally sensitive areas identified in the General Plan.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer. Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
2.01 Commercial Subdivision Objective	To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	The proposed project would include several elements that would enhance the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Secondly, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. In addition, the tax revenue from the proposed project would provide an economic benefit to the City.	The proposed project would be consistent with this objective.
Policy 2.01B	Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.	The proposed project would not be located immediately adjacent to commercial land uses. The Village Core would be located south of N. River Road, in the southeastern quadrant of the project site, and would include mixed-use land uses, which could include commercial uses, restaurants, public and semi-public uses, commercial-craft production, temporary uses, visitor accommodations, and residential land uses. These land uses would be consistent with the surrounding residential and agricultural land uses. The Village Core would provide walkable connections to farmland, commercial, lodging, and residential uses in the community.	The proposed project would be consistent with this policy.
2.02 Residential Subdivision Objective	To assure residential subdivisions of land shall be of sufficient size, dimensions, and topography to promote overall community enhancement, and the aesthetic	The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet above mean sea level (AMSL) in the southern project site, to approximately 240 feet AMSL in the northern project site. Due to the high level of existing disturbance caused from agricultural use, the site is generally topographically uniform except	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	and efficient functioning of the particular residential unit.	for the general trending southerly slope. To accommodate the proposed development, the project site would generally be maintained as flat terrain. However, the proposed project would include a few localized sloped areas, including sloped orchard and open space features as well as sloped terrain to accommodate gravity sewer lines, in the southwest quadrant of the project site (Appendix O). These sloped features would be engineered to blend with the surrounding topography. The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development. The proposed project would include several elements that would enhance the community. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard.	

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. Therefore, the proposed project would maximize convenience and efficiency for proposed residents, while balancing community enhancement and aesthetics.	
Policy 2.02A	Individual residential parcels shall provide building pad areas of sufficient size and dimensions to accommodate an aesthetically pleasing and efficient dwelling unit.	The proposed project would include attached and detached housing featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-story elements in the Village Core for agricultural facilities. The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles. As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. The proposed project would provide residential units of an adequate size while balancing open space areas and agricultural buffers.	
Policy 2.02B	Individual residential parcels shall be organized or laid out in a fashion that promotes functional and aesthetically pleasing neighborhoods.	See response to Policy 2.02A.	The proposed project would be consistent with this policy.
Policy 2.02C	Individual residential parcels shall provide building pad areas that are reflective of the minimum lot area established for the area.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development. The proposed residential units would be consistent with the minimum lot areas established in the PD Plan.	The proposed project would be consistent with this policy.
Policy 2.02D	Individual residential parcels that have large unusable areas shall be discouraged.	The proposed project would include attached and detached housing featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-story elements in the Village Core for agricultural facilities. The proposed residential units would not include large unusable areas. Rather the proposed project would focus on providing community open space and agricultural areas.	The proposed project would be consistent with this policy.
Policy 2.03A	The City shall assure in all actions that the legal parcels or interests in agricultural lands are of sufficient size to viably conduct agricultural practices.	The proposed project would directly impact 176.64 acres of significant agricultural resources; however mitigation measure MM-AG-1 would reduce impacts to a less than significant level. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm,	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use.	
2.2 Commercial Development Objective	The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations: community commercial, neighborhood commercial, general commercial, special commercial and professional commercial.	Special commercial sites are those within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway off-ramps, the coastal zone, and other unique or special areas. The Village Core would be located south of N. River Road, in the southeastern quadrant of the project site, and would include mixed-use land uses, which could include commercial uses, restaurants, public and semi-public uses, commercial-craft production, temporary uses, visitor accommodations, and residential land uses. These land uses would support the surrounding residential and agricultural land uses. The Village Core would provide walkable connections to farmland, commercial, lodging, and residential uses in the community.	The proposed project would be consistent with this objective.
Policy 2.24A	Special Commercial shall designate commercial sites within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway off-ramps, the Coastal Zone, and other unique or special areas.	The proposed project is located in proximity to the San Luis Rey River and is located as the gateway to the South Morro Hills neighborhood. The Village Core would be located south of N. River Road, in the southeastern quadrant of the project site, and would include mixed-use land uses, which could include commercial uses, restaurants, public and semi-public uses, commercial-craft production, temporary uses, visitor accommodations, and residential land uses.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.24B	Signage in Special Commercial developments shall be consistent with any special guidance systems established for the area.	All permanent signs and monuments would be constructed of durable, high-quality materials such as stone, metal, or masonry as described in Appendix B, Section 7.6f. Monument signage would be complementary to the prevailing architectural style nearby. All freestanding parcel or project signs along streets and common access drives would be designed as a "family" of signs, consistent with the architectural style of related projects or neighborhoods. Small, freestanding signs for individual buildings would be allowed near building entries; such signs would be consistent with the architectural style of the building and should not be oriented toward streets. With the exceptions noted in the PD Plan, all signs would conform to City standards. The proposed signage would be consistent with the PD Plan.	The proposed project would be consistent with this objective.
Policy 2.24C	Uses and development standards shall be established through the following special policies and identified guidance systems to best utilize and/or protect the unique characteristics of the externality.	Refer to the response in Policy 2.243A.	The proposed project would be consistent with this objective.
Policy 2.243A	Commercial developments adjacent to scenic and recreational areas shall provide site design visually compatible with the surrounding open space environment. Development shall feature uses and facilities oriented towards providing support to the recreational or scenic activities of the area (see Figure LU-19).	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core would be located south of N. River Road, in the southeastern quadrant of the project site, and would include mixed-use land uses, which could include commercial uses, restaurants, public and semi-public uses, commercial-craft production, temporary uses, visitor accommodations, and residential land uses. These land uses would support the surrounding residential and agricultural land uses. Agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.26A	The City shall encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.	The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the commercial options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. In addition, the tax revenue from the proposed project would provide an economic benefit to the City.	The proposed project would be consistent with this objective.
Policy 2.26B	The City shall not permit the proliferation and/or over-concentration of commercial uses that generate adverse impacts to the social structure, visual quality, economy, public safety, or well-being of the community.	The proposed project would include several elements that would enhance the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Secondly, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. In addition, the tax revenue from the proposed project would provide an economic benefit to the City. The project site would not result in the over-proliferation of commercial land uses in the area, because the proposed project would include a balance of other land uses, such as residential, open space, and agricultural land uses.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Commercial Design Policy 2.27 A	Commercial architecture shall emphasize establishing prominence and identity to businesses while presenting tasteful, dignified, and visually appealing designs compatible with their surroundings.	The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles. As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Commercial Design Policy 2.27 B	Landscape design shall incorporate areas for benches, trash receptacles, bicycle racks, and other forms of street furniture where appropriate.	As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. Site furniture, water features and public art would add a level of detail and design that would enliven public spaces and provide opportunities for people to gather and interact. Correctly placed and well-designed site amenities would enhance the usability and appearance of community spaces including parks, trails, streets, plazas, courtyards and building entries. Seating, tables, bollards, bicycle racks, cigarette urns, trash receptacles, flagpoles, lighting standards and tree grates would be considered as part of the initial site design. Site furniture would be compatible in size, design and color with the surrounding architecture and landscape design but not dominate the landscape.	The proposed project would be consistent with this policy.
Commercial Design Policy 2.27 C	Parking areas shall be designed to meet the following criteria: 1) parking spaces shall be provided in sufficient number to serve all proposed and probable uses within the development; 2) parking areas shall balance the number of spaces according to individual tenant requirements; 3) parking spaces shall be located within convenient walking distance to commercial structures; 4) access lanes shall be located so not to disrupt pedestrian movements nor traffic flow from parking area loading aisles; 5) compact parking spaces shall be well dispersed throughout the parking area.	The Village Core area would include a parking lot and street parking to accommodate guests and employees. These spaces would be located adjacent to the Village Core retail and commercial uses. A total of 204 spaces would be required in the Village Core areas; however, 234 spaces would be provided. Per the PD Plan, loading space, trash and recycling areas would not encroach into the public right-of-way or setback areas. Loading and trash areas would be located to minimize their visual impact on the community, either behind or at the side of buildings, and away from public and residential areas.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Commercial Design Policy 2.27 D	Trash disposal areas and loading/unloading facilities shall be screened from view and, whenever possible, separated from customer serving areas.	Per the PD Plan, loading space, trash and recycling areas would not encroach into the public right-of-way or setback areas. Loading and trash areas would be located to minimize their visual impact on the community, either behind or at the side of buildings, and away from public and residential areas.	The proposed project would be consistent with this policy.
Commercial Design Policy 2.27 E	All commercial developments shall be designed to insure that visual, noise, lighting, traffic, and other negative impacts do not adversely affect surrounding residential areas.	The proposed project's impacts, including impacts to visual, noise, lighting, and traffic are discussed in this EIR. Mitigation measures have been provided to reduce potentially significant impacts that would occur from the implementation of the proposed project. With incorporation of the proposed mitigation measures, impacts would be less than significant or would not adversely affect surrounding residential areas.	The proposed project would be consistent with this policy.
Commercial Design Policy 2.27 F	Where appropriate, walkways, arcades, concourses, malls, plazas, courtyards, and other pedestrian-oriented design features shall be provided to encourage pedestrian movement within the development and to adjacent developments.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Commercial Design Policy 2.27 G	The phasing of commercial projects shall be permitted to allow initial development and expansion in response to demographic and economic changes. Site designs shall illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding commercial properties.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses.	The proposed project would be consistent with this policy.
Commercial Design Policy 2.27 H	The City shall not approve any phasing plan that allows a development or use that is inconsistent with the site's land use designation.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
2.3 Residential Development Objective	To direct and encourage the proper type, location, timing, and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well balanced and organized City.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development. The proposed project would include several elements that would enhance the community. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. Therefore, the proposed project would maximize convenience and efficiency for proposed residents, while balancing community enhancement and aesthetics.	The proposed project would be consistent with this policy.
Policy 2.31A	The City's residential lands shall be designated as shown in Table LU-1	Following the proposed GPA, the proposed project would include the development of Single Family Detached, Medium Density A, and Medium Density B residential land uses which would be consistent with Table LU-1 of the City's General Plan.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.32A	The base density shall be considered the appropriate density for development within each residential land use designation.	The proposed project would include the development of Single Family Detached, Medium Density A, and Medium Density B residential land uses which would be consistent with Table LU-1 of the City's General Plan, which includes base densities.	The proposed project would be consistent with this policy.
Policy 2.32B	Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following: 1) Infrastructure improvements beyond what is necessary to serve the project and its population. 2) Lot standards (i.e., lot area, width, depth, etc.) which exceed the minimum standards established by City policy. 3) Development standards (i.e., parking, setbacks, lot coverage, etc.) which exceed the standards established by City policy.	The proposed project would exceed standards established by City policy. For instance, the Village Core area would include a parking lot and street parking to accommodate guests and employees. These spaces would be located adjacent to the Village Core retail and commercial uses. A total of 204 spaces would be required in the Village Core areas; however, 234 spaces would be provided. The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	The proposed project would be consistent with this policy.

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	4) Superior architectural design and materials. 5) Superior landscape/hardscape design and materials. 6) Superior recreation facilities or other amenities. 7) Superior private and/or semi-private open space areas. 8) Floor areas that exceed the norm established by existing or approved development in the surrounding area. 9) Consolidation of existing legal lots to provide unified site design. 10) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant. 11) Participation in the City's Redevelopment, Housing, or Historical Preservation programs. 12) Innovative design and/or construction methods that further the goals of the General Plan. The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a		

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	project to achieve the maximum potential density of a residential land use designation.		
Policy 2.32C	Residential projects with densities below the base density shall be considered to be consistent with the land use designation.	The proposed project would include the development of Single Family Detached, Medium Density A, and Medium Density B residential land uses, which would be consistent with Table LU-1 of the City's General Plan, which includes base densities.	The proposed project would be consistent with this policy.
Policy 2.33A	The Residential Land Use designations shall reflect residential unit (or building) types of a residential development, not simply the overall number of dwelling units per acre.	The proposed project would include the development of Single Family Detached, Medium Density A, and Medium Density B residential land uses, which would be consistent with the City's General Plan.	The proposed project would be consistent with this policy.
Policy 2.33C	Within developments that provide open space areas, the density of the minimum lot area shall not exceed the maximum allowable density within its land use designation (i.e.,the minimum lot area shall not be less than that which would otherwise have been permitted if open spaces were not provided).	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project density and land uses would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	The proposed project would be consistent with this policy.
Policy 2.33D	To assure residential land use designations accurately reflect residential unit types, residential unit types shall be allowed in the various residential land designations according to Table LU-2.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD)	The proposed project would be consistent with this policy.

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		with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	
Policy 2.34A	Residential dwelling unit types shall be defined as follows: Single Family Detached Dwellings *Single Unit – Conventional (SU-C)* – A detached structure containing one dwelling unit. The structure is constructed to fixed development standards established by the City policy and the Zoning Ordinance and serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by the Zoning Ordinance. *Single Unit – Variable (SU-V)* – A detached structure containing one dwelling unit. The structure is constructed to development standards established by City policy and a Development Plan or a Master Development Plan and	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	The proposed project would be consistent with this policy.

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	serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by a Development Plan or a Master Development Plan. The property generally holds an interest in common areas and facilities. *Single Unit – Manufactured (SU-M)* – A detached structure containing one dwelling unit that is constructed elsewhere and transported or assembled on the site. The site is any area or tract of land where two or more lots are rented or leased or held out for rent or lease to accommodate mobile homes or manufactured units used for human habitation. This category is controlled by State law (Title 25). Single Family Attached Dwelling *Two Unit – Conventional (TU-C)* – A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its		

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	companion unit on the common property line. Development and lot standards are established by City policy and the Zoning Ordinance. *Two Unit – Variable (TU-V)* – A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its companion unit on the common property line. Development and lot standards are established by City policy and a Development Plan or Master Development Plan and properties generally hold an interest in common areas and facilities. *Multi Plex (MP)* – A structure consisting of three or more dwelling units attached by common walls. Each unit is constructed on a legally subdivided lot and attached to one or more companion units on a common property line or lines. Development and lot standards are established by City policy and a Development Plan or Master		

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	Development Plan and properties generally hold interest in common areas and facilities. Multiple Family Dwellings *Multiple Unit Structures (MUS)* – A structure or group of structures containing two or more dwelling units on a single property. Subdivision of the property may exist to permit ownership of air space in the form of a dwelling unit with an undivided share in common elements. The property may also be divided for the purpose of ownership in the form of a stock cooperative. *Group Quarters (GQ)* – A structure or group of structures containing three (3) or more units rented or leased or held out for rent or lease for the purpose of human occupancy in excess of thirty (30) consecutive calendar days. Such units provide only sleeping and bathroom facilities and are served by centralized dining and kitchen facilities.		
Policy 2.35A	A residential project may be developed using the residential unit type(s) allowed within the	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would conflict with the City's current General Plan land use designations. However, the PD Plan proposes a General Plan Amendment and	The proposed project would be consistent with this policy.

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	next lower residential land use designation provided: 1) The density of the project or that portion of the project is within the permitted range consistent with the proposed unit type as determined by the Residential Unit Type/Residential Land Use Designation Consistency Matrix. 2) The project is consistent with the objectives of the General Plan and other City policies. 3) The project does not interfere with the efficient and proper provision of City services.	Zoning Ordinance Amendment to avoid conflicts with established designations. The amendments would be proposed concurrently with the proposed project. The Zoning Ordinance Amendment would designate the entire property as Planned Development – (PD) with the North River Farms PD Plan serving as the regulating document. PD districts facilitate the development on designated land and require a minimum 4-acre area, conformity to the City's General Plan density designation, and performance standards. Rezoning to a PD district requires the inclusion of a development plan (e.g., PD Plan) that outlines the proposed development with maps, patterns, and other items necessary to assess the proposed development.	
Policy 2.35B	The appropriate density of such residential projects shall be determined by the criteria established by Policy 2.32 of this element.	Please refer to the responses to Policy 2.32A through Policy 2.32C.	The proposed project would be consistent with this policy.
2.5 Agricultural Objective	To identify, conserve and enhance Oceanside's agricultural areas.	The proposed project would directly impact 176.64 acres of significant agricultural resources; however mitigation measure MM-AG-1 would reduce impacts to a less than significant level. The project is not consistent with the existing land use or zoning designations, and would required amendments to the General Plan and Zoning Ordinance for development as proposed. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. Additionally, agricultural features would be placed between the proposed residential units and surrounding land uses to allow for privacy. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use,	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The project agricultural areas would have a land use designation for agricultural use; refer to Chapter 3.	
Policy 2.5A	Agricultural areas are characterized by their primary function that is to farm, graze, or conduct animal husbandry. Agricultural areas typically involve contiguous tracts of agricultural land uses with only a very minor intrusion of non-agricultural land uses. These non-agricultural land uses are only of the type and size to service the special needs of the agricultural area.	Please refer to response to Objective 2.5.	The proposed project would be consistent with this policy.
Policy 2.5B	Residential development shall be permitted provided such development does not interfere with existing agricultural operations and that the open space character of the area is preserved. Appropriate	The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	minimum lot areas shall be determined by the area's topography, adjacent land uses, and the availability of public services and utilities; however, under no circumstances shall lot areas be less than two and one-half (2 ½) acres. Lot configurations and dimensions shall provide areas of sufficient size to conduct limited, low-intensity agricultural activities such as orchards, gardens, and the keeping of livestock.	The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	
Policy 2.5C	The City shall, in all proposed actions converting agricultural lands to other land uses, consider the loss of those lands to the potential agricultural productivity to the community; and shall assure that land use compatibility to agricultural lands is fully defined and assured.	The proposed project would directly impact 176.64 acres of significant agricultural resources; however mitigation measure MM-AG-1 would reduce impacts to a less than significant level. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this policy.
Policy 2.5D	Land use compatibility is of primary importance to agricultural areas, since land use conflicts between	The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm,	The proposed project would be consistent with this policy.

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	agricultural and non-agricultural uses can force the economic non-viability of agricultural areas.	and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer containing landscape setbacks would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	
2.6 Open Space Objective	To identify and preserve a variety of lands that, due to their topography, use, natural resources, values, and/or limitations, are best left in an open or natural state.	The proposed project would directly impact 176.64 acres of significant agricultural resources; however mitigation measure MM-AG-1 would reduce impacts to a less than significant level. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City. The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and	The proposed project would be consistent with this policy.

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		open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	
Policy 2.6A	Public parks, flood channels, public and private outdoor recreation facilities, water recharge areas, and water bodies shall be designated as open space.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which includes a variety of parks, buffers, trails, and community gardens.	The proposed project would be consistent with this policy.
Policy 2.6B	The City shall require open space designation on lands set aside for significant permanent protection and enhancement through the utilization of planned common open space in proposed land development.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	The proposed project would be consistent with this policy.

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Policy 2.6D	The City shall encourage the preservation of contiguous natural open space that provides wildlife habitat.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.26 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer. Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
2.7 Community Facilities Management Objective	To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this objective.
Policy 2.7A	Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities.	Prior to the issuance of the building permits, the applicant would pay all required development fees to the approval of the City.	The proposed project would be consistent with this policy.
Policy 2.722F	If the site of a proposed development does not meet these standards, a decision among the following alternatives should be made:	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	1) Approval based on plans to improve the water system using revenues from citywide connection fees and user charges. This would be appropriate in some infill locations. 2) Approval upon payment of fees by the developer adequate to cover the development's share of needed improvements. 3) Deferral of approval until a plan for financing water service can be prepared and approved. 4) Deferral of approval until the supply of developable land with water service is reduced or extension of service to nearby land makes further extension logical.		
Policy 2.723A	All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.	Prior to the issuance of the building permits, the applicant would pay all required development fees to the approval of the City.	The proposed project would be consistent with this policy.
Policy 2.7241B	Drainage charges should be based on the amount of runoff and evaluation of the responsibility for the problem combined with the benefits received. 1) Upstream development should bear a portion of the cost, even though it would not be subject to	Prior to the issuance of the building permits, the applicant would pay all required development fees to the approval of the City.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	flooding if the drainage system were not built. 2) Downstream property owners who would not be able to develop without the basin-wide system would pay a larger share.		
2.725 Energy Objective	To assure the City and its citizens are appropriately served sufficient energy in the long-term.	As described in Section 4.8, Greenhouse Gas Emissions, the proposed project would offset the residential component's energy consumption through the implementation of rooftop PV systems on all residential buildings. Furthermore, PV systems would be installed on non-residential buildings in order to offset the proposed project's electrical energy consumption.	The proposed project would be consistent with this policy.
Policy 2.725A	The City shall encourage the design, installation, and use of passive and active solar collection systems.	As described in Section 4.8, the proposed project would offset the residential component's energy consumption through the implementation of rooftop PV systems on all residential buildings. Furthermore, PV systems would be installed on non-residential buildings in order to offset the proposed project's electrical energy consumption.	The proposed project would be consistent with this policy.
Policy 2.725B	The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.	Existing buildings located immediately adjacent to the proposed residential and mixed uses would be of a sufficient distance to not block sunlight for interior or solar energy collection. As described in the PD Plan, neighborhood design includes street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities. Design treatments for passive solar will be balanced with the neighborhood's overall objective of reducing heating and cooling demands and providing solar-ready rooftops on south-facing roofs. Neighborhood design includes street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities.	The proposed project would be consistent with this policy.
Policy 2.725C	The City shall encourage the use of long-term lower cost energy sources.	Existing buildings located immediately adjacent to the proposed residential and mixed uses would be of a sufficient distance to not block sunlight for interior or solar energy collection. As described in the PD Plan, neighborhood design includes street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities. Design treatments for passive solar will be balanced with the neighborhood's overall objective of reducing heating and cooling demands and providing solar-ready rooftops on south-facing roofs. Neighborhood design includes	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		street layouts, building orientation, and landscaping to accommodate passive and active solar energy systems and to capture natural cooling and heating opportunities.	
Policy 2.725D	The City shall require the undergrounding of energy transmission lines and distribution systems to new land developments or uses.	Energy transmission lines would be placed underground where feasible.	The proposed project would be consistent with this policy.
2.731 Schools Objective	To plan for and provide a consistent level of quality education facilities concurrent with community needs in cooperation with the appropriate local school districts.	As described in Section 4.15, the proposed project would include the payment of impacts fees for schools.	The proposed project would be consistent with this policy.
Policy 2.731A	The City shall consider the effect of residential development on the existing and design capacity of all affected educational facilities as defined by the appropriate school district.	As described in Section 4.15, the proposed project would include the payment of impacts fees for schools.	The proposed project would be consistent with this policy.
2.74 Public Recreation Facilities Objective	To enhance the well-being of City residents by providing opportunities for relaxation, rest, activity, and education through a well balanced system of private and public park and recreational facilities distributed to serve the entire community.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community.	
Policy 2.74C	Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.	Refer to Policy 2.74. The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	The proposed project would be consistent with this policy.
Policy 2.74D	Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.74I	Emphasize trail linkage opportunities between community, County, and State open space systems and recreation facilities and throughout those private developments where deemed both suitable and appropriate.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this policy.
3.11 Vegetation and Wildlife Habitats Objective	Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	
Policy A	A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.	A Biological Technical Report was prepared by Dudek. The biological report includes several field survey reports, and documents the biological resources within and adjacent to the project site.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy C	In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation will be considered.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer. Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy D	Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer. Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
3.12 Floodplain Policy A	Construction is prohibited within the floodway and restricted in the floodplain by requiring flood-proofing measures for all structures.	As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads on the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, impacts would be less than significant.	The proposed project would be consistent with this policy.
Policy B	The City shall require property owners with land adjacent to the floodway to make reasonable channel improvements concurrent with development for their land or to contribute to a fund for future improvements of the length of the channel by the City.	Refer to 3.12 Floodplain Policy A. The proposed project includes a drainage system incorporated into the project design and would accommodate 100-year flood flows. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site. The applicant would be responsible for these improvements.	The proposed project would be consistent with this policy.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading and excavations in the City of Oceanside.	After demolition of existing structures on-site and site preparation, construction would include mass grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information).	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 3.14A	Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.	After demolition of existing structures on-site and site preparation, construction would include mass grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information). As described in Section 3.3.4 of Chapter 3 of this EIR, landscaping improvements would occur as soon as possible after grading of the site. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site. The applicant would be responsible for these improvements.	The proposed project would be consistent with this policy.
Policy 3.19A	The City shall apply agricultural land use designations and zoning classifications to areas of significant productive agricultural use.	The proposed project would directly impact 176.64 acres of significant agricultural resources; however mitigation measure MM-AG-1 would reduce impacts to a less than significant level. The project is not consistent with the existing land use or zoning designations, and would required amendments to the General Plan and Zoning Ordinance for development as proposed. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The project agricultural areas would have a land use designation for agricultural use; refer to Chapter 3.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	
Policy 3.19C	The City shall encourage participation of agricultural property owners in Williamson Act contracts.	The project site is not subject to a Williamson Act contract (DOC 2013). The project site is zoned A-SP (Agricultural – Scenic Park Overlay). Refer to Figure 4.2-2 for surrounding Williamson Act contract lands. The proposed project constitutes the zoning, use regulations, and development criteria for future development of the project site including residential, commercial, and mixed-use. The proposed development would conflict with the existing zoning for agricultural use. However, a Zoning Ordinance Amendment is proposed that would designate the entire property as Planned Development – (PD). The proposed project has been prepared in accordance with the provisions of the City's Zoning Ordinance, specifically Article 17, which outlines the requirements of the PD district. The Zoning Ordinance Amendment would be proposed concurrently with the proposed project. Therefore, the proposed Zoning Ordinance Amendment would avoid conflicts between proposed development and the existing zoning. Impacts would be less than significant.	The proposed project would be consistent with this policy.
3.2 Cultural Resources Policy B	The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.	As discussed in Section 4.5, Cultural Resources, due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed.	The proposed project would be consistent with this policy.
3.2 Cultural Resources Policy C	Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.	As discussed in Section 4.5, due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ, proper protection and signage would be provided.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
3.2 Cultural Resources Policy D	An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified archaeologist for a project proposed for grading or development if any of the following are met: 1) the site is completely or largely in a natural state; 2) there are recorded sites on nearby properties; 3) the project site is near or overlooks a water body (creek, stream, lake freshwater lagoon); 4) the project site includes large boulders and/or oak trees; or 5) The project site is located within a half-mile of Mission San Luis Rey.	An Archaeological, Built Environment, and Paleontological Resources Survey Report was prepared for the proposed project by Dudek in April 2018. Due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ, proper protection and signage would be provided.	The proposed project would be consistent with this policy.
Policy 3.2E	The presence of agriculture on a potential project site shall not preclude the requirement for an archeological survey report if any of the above listed conditions are established.	An Archaeological, Built Environment, and Paleontological Resources Survey Report was prepared for the proposed project by Dudek in April 2018. Due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ, proper protection and signage would be provided.	The proposed project would be consistent with this policy.
Policy 3.21A	The City shall encourage the preservation of significant visual open areas.	The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	
3.23 Paleontological Resources Objective	Recovery, retention and evaluation of paleontological resources.	As discussed in Section 4.5, mitigation measures have been incorporated to provide recovery, retention and evaluation of paleontological resources.	The proposed project would be consistent with this objective.
Policy A	Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management data base system.	An Archaeological, Built Environment, and Paleontological Resources Survey Report was prepared for the proposed project by Dudek in April 2018. Due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ, proper protection and signage would be provided.	The proposed project would be consistent with this policy.
Recreational Trails Element			
Long Range Policy Direction Goal I	Encourage safe multiple use trails within the City that provide a variety of experiences.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this goal.
Objective 1.1	Encourage the development of Class I (off street) trails for multiple use.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective 1.3	Where feasible, design trails to the maximum width to safely accommodate multiple trail users.	The proposed public trail would be designed to appropriately accommodate users.	The proposed project would be consistent with this objective.
Objective 1.6	Design trails which are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this objective.
Goal 2	A safe, interconnected network of bicycle facilities within Oceanside.	Refer to the response to Objective 1.6.	The proposed project would be consistent with this objective.
Objective 2.5	Design Class II bikeways (bike lanes) on all prime, major, and secondary arterials, and collector streets that function as links for the bicycle network. In such cases, the City should reduce hazards to cyclists on collector streets by eliminating on-street parking.	Refer to the response to Objective 1.6.	The proposed project would be consistent with this objective.
Objective 2.6	Follow Caltrans Highway Design Manual Section 7-1000 for Class I/II bikeways.	The proposed project would follow Caltrans Highway Design Manual Section 7-1000 for Class I/II bikeways where feasible.	The proposed project would be consistent with this objective.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective 2.8	Encourage existing and future bicycle destinations (parks, schools, commercial and employment centers, etc.) to incorporate bicycle facilities and provide safe and convenient bicycle access. To this end, development should provide secured bicycle parking and storage facilities such as bicycle racks, pedestal posts, rental bicycle lockers, and shower and locker facilities per City standards.	Site furniture, including bicycle racks, would be considered as part of the initial site design.	The proposed project would be consistent with this objective.
Goal 4	Safe bicycle use within the City for recreational and commuter users	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this goal.
Goal 8	An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.	See Recreational Trails Element Goal 4 and Figure 3-7.	The proposed project would be consistent with this goal.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective 8.2	Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.	See Recreational Trails Element Goal 4 and Figure 3-7. An adequate and safe pedestrian circulation network would be developed.	The proposed project would be consistent with this objective.
Objective 8.3	Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements.	See Recreational Trails Element Goal 4 and Figure 3-7. An adequate and safe pedestrian circulation network would be developed.	The proposed project would be consistent with this objective.
Objective 8.7	Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.	The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this objective.
Housing Element			
Goal 1	Produce opportunities for decent and affordable housing for all of Oceanside's citizens.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be consistent with this goal.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 1.1	Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.	The proposed project would include several elements that would enhance the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. Secondly, the proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community, contributing to long-term stability of the site and surroundings.	The proposed project would be consistent with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 2	Encourage the development of a variety of housing opportunities, with special emphasis on providing: • A broad range of housing types, with varied levels of amenities and number of bedrooms. • Sufficient rental stock for all segments of the community, including families with children. • Housing that meets the special needs of the elderly and persons with disabilities. • Housing that meets the needs of large families.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing ((consistent with the City's inclusionary housing requirements). Refer to Table 4.11-1 for density and unit breakdowns.	The proposed project would be consistent with this policy.
Policy 2.1	Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.	Refer to Policy 1.6 and Goal 2 above. The proposed project would provide a variety of housing choices within proximity of existing employment centers within downtown and southern Oceanside and the City of Vista. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. The Village Core would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. Additionally, the proposed project would offer a trail network within the project site, composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project would maximize convenience and efficiency for proposed residents.	The proposed project would be consistent with this policy.

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City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 2.2	Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable and accessible to lower income households, persons with disabilities, elderly, large families, female-headed households, and homeless persons.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). The proposed project would include single-family residential units, which could support families with children. The proposed project would not prohibit the rental of these units, if future owners decide to do so. The proposed project would be built in compliance with the Americans with Disabilities Act (ADA) and would designed in such a way to allow access to all individuals.	The proposed project would be consistent with this policy.
Policy 2.3	Encourage housing for the elderly and persons with disabilities near public transportation, shopping, medical, and other essential support services and facilities.	The proposed project would provide a variety of housing choices. In addition, the proposed project results in job-producing land uses (Mixed Use Retail/Office) in proximity to residential land uses. The Village Core would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. Additionally, the proposed project would offer a trail network within the project site, composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project would maximize convenience and efficiency for proposed residents.	The proposed project would be consistent with this policy.
Policy 2.4	Encourage developers to employ innovative solutions to meet housing needs, including adaptive reuse of existing non-residential buildings.	The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses.	The proposed project would be consistent with this policy.
Goal 3	Protect, encourage, and provide housing opportunities for persons of low and moderate income.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements), for a variety of income levels.	The proposed project would be consistent with this policy.
Policy 3.2	Use the City's regulatory powers to promote affordable housing.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be consistent with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 3.4	Ensure that the development of lower income housing meets applicable standards of health, safety, and decency.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). All residential units would be construction according to local and state building codes. The proposed project would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals. The proposed project would include several elements that would enhance the community. Firstly, the proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community.	The proposed project would be consistent with this policy.
Policy 3.7	Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements), for different income levels.	The proposed project would be consistent with this policy.
Goal 4	Promote equal opportunity for all residents to reside in housing of their choice.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements).	The proposed project would be consistent with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		The proposed project would include single-family residential units, which could support families with children. The proposed project would not prohibit the rental of these units, if future owners decide to do so. The proposed project would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	
Policy 4.1	Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, disability, income, sex, age, familial status or household composition.	The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). The proposed project would include single-family residential units, which could support families with children. The proposed project would not prohibit the rental of these units, if future owners decide to do so. The proposed project would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this policy.
Public Safety Element			
Public Safety Element Goal	Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.	As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because all improvements would be designed to the applicable City roadway and circulation standards. Landscape lighting would be used carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. Efficient lighting design would improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property, and increase visibility of the night sky. All outdoor lighting would meet Chapter 39 of the City Code (Light Pollution Ordinance) and would be completely shielded appropriately. Where color rendition is important, high-pressure sodium, metal halide or other such lights would be use and shown on final building and electrical plans.	The proposed project would be consistent with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		Signs would be utilized only where necessary within the residential portions of the neighborhood and in an understated manner, emphasizing an attractive image of permanence and quality; however, signs would offer adequate visibility and reflectivity, where appropriate, to provide for safety and orientation at night. A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project. As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety. The proposed project would include fuel modification zones (FMZs) consistent with the 2016 California Fire Code (Section 4907, Defensible Space), Government Code 51175, 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use and buildings designed specifically to house farm animals. Fuel modification consists of at least 100 feet, measured in a horizontal plane, around all structures. A typical landscape/FMZ installation consists of a 30-foot-wide, irrigated Zone 1 and a 70-foot-wide, non-irrigated, Zone 2. Refer to 4.9-1 for a conceptual fuel modification design and Appendix J1 for additional details. As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area, and impacts would be potentially significant. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads within the project site, as well as downstream and upstream of	

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, potentially significant impacts related to placing housing within the 100-year flood hazard area would be reduced to a level below significance.	
Seismic and Geologic Hazard Objective 1	Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project. As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety.	The proposed project would be consistent with this objective.
Seismic and Geologic Hazard Objective 2	Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project. As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety.	The proposed project would be consistent with this objective.
Seismic and Geologic Hazard Objective 3	Provide to the public all available information about existing seismic and geologic conditions.	A Preliminary Geotechnical Investigation was prepared in 2017 for the proposed project and provides information on existing seismic and geologic conditions. As provided in the Preliminary Geotechnical Investigation, recommendations include but are not limited to groundwater dewatering, surficial soils and alluvial materials removal and compaction, and surcharge embankment and settlement monitoring (if groundwater cannot be completely removed). Therefore, recommendations found in the Preliminary Geotechnical Investigation were provided as MM-GEO-1, which would ensure geological safety.	The proposed project would be consistent with this objective

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Flood Hazard Objective 1	Consider the potential for flooding when making land use decisions.	As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads within the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, impacts are less than significant.	The proposed project would be consistent with this objective
Circulation Element			
Long Range Policy Direction			
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.	The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists.	The proposed project would be consistent with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315. Bicycle and pedestrian improvements would also be made in and around the project site to enhance bicycle and pedestrian usage and connectivity.	The proposed project would be consistent with this goal.
Goal 3	Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	See Goal 2.	The proposed project would be consistent with this goal.
Goal 4	A citywide transportation system that integrates with the regional transportation system.	See Goal 2.	The proposed project would be consistent with this goal.
Goal 5	A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	See Goal 2.	The proposed project would be consistent with this goal.
Objective i.	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.	As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because all improvements would be designed to the applicable City roadway and circulation standards. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this objective.
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.	As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would be designed to the applicable City roadway and circulation standards.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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.	See Objective i. As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this policy.
Master Transportation Roadway Plan			
Goal 1	A transportation network that supports safe and efficient travel for all modes of transportation.	See Long Range Policy Direction Goals 1 and 2, Objective I, and Policy 2.4.	The proposed project would be consistent with this goal.
Goal 2	A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.	As described in Section 4.17, proposed on-site roadways have been designed to accommodate anticipated traffic volumes, pedestrians, and bicyclists. The proposed project would not substantially increase hazards through a design feature because all improvements would be designed to the applicable City roadway and circulation standards. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective i.	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.	While this policy applies most directly to jurisdictional responsibilities, the proposed on-site circulation network and transportation improvements proposed as project mitigation would improve the flow of vehicles in the project vicinity. The proposed project requires associated roadway improvements to achieve level of service "D" or better on all roadways except for those where the City has determined feasible mitigation cannot fully achieve such levels. However, the proposed project requires all feasible mitigation in the form of road improvements or fair share contributions to the City's road improvement program. The project would also incorporate bike lanes, pedestrian pathways, and multi-use trails, which would accommodate alternatives to vehicle travel.	The proposed project would be consistent with this objective.
Objective ii.	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].	The proposed project would be reviewed by the Planning Commission and City Council to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this objective.
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.	See Objective ii. The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design. Internal circulation system improvements would only serve project users.	The proposed project would be consistent with this policy.
Policy 3.5	The City may allow private streets to be designed with narrower right-of-way, if approved after City review.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	• 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 3.7	The City shall adopt specific alignment plans when "standard equal-sided" widening is not adequate for future needs or when special conditions exist that require a detailed implementation plan. When necessary, specific alignment plans shall be prepared prior to the formal submittal of a development proposal. The need for such plans will be indicated by the following:	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met and to address any potential special conditions. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	• Variable terrain or other sensitive areas that may preclude straightforward preparation of street improvement plans. • Alignments that are necessary because of existing street designs and/or land use configurations. • Development proposals that must deal with extraordinary physical or environmental features.		
Policy 3.8	The City shall consider the feasibility of narrowing local streets that primarily serve residential neighborhoods or implementing other techniques to discourage cut through traffic in new residential neighborhood developments.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.
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.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Objective iii.	Construct the roadway in phases consistent with the needs and growth of the community.	Proposed roadway improvements would be constructed in phases as part of the proposed project to meet the needs of the proposed project and the surrounding area to enhance the existing circulation system and ensure future users of the site and site vicinity are provided a safe, efficient roadway, bicycle, and pedestrian network.	The proposed project would be consistent with this objective.
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.	The proposed project would be reviewed by the Planning Commission, City Council and the City's traffic engineer to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.
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.	Proposed roadway improvements would be constructed in phases as part of the proposed project to meet the needs of the proposed project and the surrounding area to enhance the existing circulation system and ensure future users of the site and site vicinity are provided a safe, efficient roadway, bicycle, and pedestrian network.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
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.	The proposed project would be reviewed by the Planning Commission, City Council to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.	The proposed project would be consistent with this policy.
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.	The applicant shall pay its fair share fees as required by the City. Refer to Section 4.17 of this EIR.	The proposed project would be consistent with this policy.
Policy 3.16	The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.	The proposed project would be reviewed by the Planning Commission, City Council to ensure that all City-required design parameters are met, per City-adopted design and engineering manuals. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.
Policy 3.17	The City shall require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access	The proposed project proposes improvements to N. River Road along the project frontage. The proposed project would dedicate right-of-way along its frontage to Four-Lane Secondary Arterial standards to accommodate an enhanced parkway for pedestrians and on-street bicycle facilities, but only two vehicular lanes (one in each direction) separated by a TWLTL would need to be provided to accommodate project traffic.	The proposed project would be consistent with this policy.

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	to adjacent properties whenever access is not feasible from a lower classification street system.		
Policy 3.18	The City shall: • Require new developments to provide collector and local street improvements according to the standards of the City Engineering Department. • Require new developments to dedicate necessary right-of-way when the subdivision or development of property adjacent to Circulation Element streets is proposed. • Require new developments to provide all necessary grading, installation of curbs, gutters, sidewalks, parkway tree planting, and street lights, unless these improvements are provided through other means. Require new developments to provide half-street improvements plus 12 feet beyond the centerline in accordance with City standards.	The proposed project would be reviewed by the Planning Commission, City Council and traffic engineer to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design. Roadway, bicycle, and pedestrian improvements would be implemented to enhance the existing and future circulation system in and around the site including grading, curb installation, circulation connectivity improvements, and sidewalks, consistent with the City's adopted design and engineering manuals for roadways	The proposed project would be consistent with this policy.
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	Numerous roadway improvements would be made as part of the proposed project. Refer to MM-TRA-1 through MM-TRA-11, as described in Section 4.17. The proposed project would result in significant and unavoidable impacts to traffic, even with incorporation with all feasible mitigation	The proposed project would be consistent with this policy.

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	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.	measures. Findings would be required by the City in accordance with CEQA if the proposed project were to be approved.	
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.	The proposed project would include on- and off-site improvements, including landscaping.	The proposed project would be consistent with this policy.
Policy 3.22	Prior to approving any street widening project, the City shall explore all alternatives to adding additional lanes or acquiring additional right-of-way.	As, described in Section 4.17, the City has stated that two additional north/south connections between N. River Road and SR-76, which are currently planned in the Master Transportation Plan dated September 2012 will not likely be built due to environmental and financial constraints. These connections are Pala Road to Foussat Road (west of Douglas Drive), and Melrose Drive to SR-76 (south of N. River Road, east of the site). Both roadways would have provided considerable relief to the existing and future operations of Douglas Drive and College Boulevard, which are the only two north–south connections between N. River Road	If it is found that adding additional lanes or acquiring additional right-of-way following City review of the proposed project,

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		and SR-76 in the study area. Without the connection of these roadways, mitigation measures are needed to improve operations in the area since physical improvements to roadways and intersections may be infeasible due to right-of-way constraints, secondary environmental impacts and costs. Fair-share contribution toward future improvements is likely, especially if future roadway connections that would have otherwise alleviated current and future congestion are removed from the Master Transportation Plan. These improvements would be considered partial mitigation, since no single one would reduce project impacts to pre-project levels.	the proposed project would be consistent with this policy.
		Transportation Demand Management	
Goal 1	Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.	The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists, reducing single occupancy vehicle trips. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this goal.
Objective i.	Move more people in fewer vehicles while providing high quality modes of transportation.	See Goal 1.	The proposed project would be consistent with this objective.
Objective ii.	Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	See Goal 1.	The proposed project would be consistent with this objective.
Objective iii.	Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	See Goal 1.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 4.1	The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of TDM strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.	See Goal 1.	The proposed project would be consistent with this policy.
Policy 4.2	The City shall maintain and implement the policies and recommendations of the Bicycle Master Plan as part of the Recreational Trails Element. These facilities shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 4.4	The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available.	The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315. Such features would reduce single-occupancy vehicle trips, thereby also reducing the need for an excess of parking beyond the City standards.	The proposed project would be consistent with this policy.
Policy 4.5	The City shall encourage businesses to offer financial incentives to use modes of transportation other than the single occupant vehicle by way of subsidized transit, carpool/vanpool programs, bike to work programs, parking cash-out programs, or some combination of these.	The proposed project does not currently require financial incentives to future employees; however, the proposed project does not preclude these types of programs to be implemented in the future. Additionally, the NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this policy.
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	Site furniture, including bicycle racks, would be considered as part of the initial site design.	The proposed project would be consistent with this policy.
Policy 4.7	The City shall coordinate with businesses and employers to organize and facilitate transportation commuter fairs that provide information on carpools, vanpools,	See Policy 4.5.	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	transit, bicycling, and other alternative commute modes to the single occupant vehicle, as well as the advantages and costs savings of alternative forms of transportation.		
Policy 4.10	The City shall maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs, and short- and long term parking.	Per the PD Plan, loading space, trash and recycling areas would not encroach into the public right-of-way or setback areas. Loading and trash areas would be located to minimize their visual impact on the community, either behind or at the side of buildings, and away from public and residential areas.	The proposed project would be consistent with this policy.
		Public Transit and Rail Policies and Guidelines	
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315. The project pedestrian and bicycle improvements would facilitate connectivity to the existing transit center.	The proposed project would be consistent with this goal.
Goal 2	Ensure that Oceanside residents have adequate and convenient public transportation by collaborating with NCTD.	Refer to Goal 1. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this goal.
Objective ii.	Support the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of	The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	transit and transit technologies as they become available.		
Objective iii.	Support mixed use developments in transit focus areas and transit oriented developments.	The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community. The NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this objective.
Policy 5.2	The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD.	Although the proposed project does not include the construction of transit facilities, the NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this policy.
Bicycle Facilities			
Goal 1	Provide a safe, interconnected network of bicycle facilities within Oceanside for recreational and commuter users.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 2	Make bicycling a viable mode choice in an effort to reduce congestion, improve air quality, and provide residents and visitors with public health and recreational benefits.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this goal.
Objective i.	Ensure the bikeway system will endeavor to be a complete system emphasizing local and regional continuity and connectivity.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback.	The proposed project would be consistent with this objective.
Objective ii.	Design the bikeway system to be destination-oriented, especially towards employment centers, residential areas, and high use activity centers – including access to other modes of local and regional transportation systems.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. The Village Core, located centrally on the project site, would include mixed-use development. The Village Core would increase the retail options in the area and have a distinct character from existing strip retail and commercial uses located along Vandegrift Boulevard. The proposed project would provide walkable and bike-able connections to farmland, commercial, lodging, and residential uses in the community. Additionally, the NCTD provides public transit services to the project site's vicinity. The proposed project is proximate to the San Luis Rey Transit Center located south of N. River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, 311, 313, and 315.	The proposed project would be consistent with this objective.

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Objective iii.	Ensure safety along the bikeway system by focusing on maximum visibility for the cyclist, signage, bikeway segment selection, and utilizing easily-recognized markers to clearly identify paths, lanes and routes.	The proposed project would be reviewed by the Planning Commission to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.	The proposed project would be consistent with this objective.
Objective iv.	Conform to the minimum design standards established by Caltrans Highway Design Manual Chapter 1000.	The proposed project would be reviewed by the Planning Commission to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this objective.
Objective vii.	Whenever possible, develop bikeway system design and layout to minimize potential financial burden to the City by engaging development to implement bike segments, locating segments within the existing right-of-way, and minimizing the need for acquisition.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. No bicycle improvements would occur that would increase financial burden to the City.	The proposed project would be consistent with this objective.
Objective viii.	Whenever possible, construct the bikeway system to utilize environmentally sensitive routing to minimize environmental impacts.	The proposed project would enhance the existing bicycle circulation system through bicycle lane connectivity improvements, signage and safety enhancements that would reduce environmental impacts associated with safety hazards and increasing bicycling opportunities in and around the project site.	The proposed project would be consistent with this objective.
Objective ix.	Strive to include bicycle facilities including, but not limited to, bike lockers and locking racks at existing and new developments.	Site furniture, including bicycle racks, would be considered as part of the initial site design.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 6.7	The City shall encourage large new developments to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.	See Objective ix.	The proposed project would be consistent with this policy.
		Pedestrian Facilities	
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this goal.
Goal 2	Create pedestrian environments that encourage walking through the use of public art, street trees, furnishings, and other amenities. Ensure a positive walking environment by making the pedestrian feel protected, comfortable and connected with the environment and the City.	As described in the PD Plan, the site furniture for the proposed project would feature a coordinated theme of modern rustic aesthetics reminiscent of early agricultural farmhouse features. This emphasizes finished or unfinished wood, exposed steel elements and details of copper or chrome. Forms favor bold, strong angles, simplicity and rough connecting parts—all done in a way that make people feel comfortable. Site furniture, water features and public art would add a level of detail and design that would enliven public spaces and provide opportunities for people to gather and interact. Correctly placed and well-designed site amenities would enhance the usability and appearance of community spaces including parks, trails, streets, plazas, courtyards and building entries. Seating, tables, bollards, bicycle racks, cigarette urns, trash receptacles, flagpoles, lighting standards and tree grates would be considered as part of the initial site design. Site furniture would be compatible in size, design and color with the surrounding architecture and landscape design but not dominate the landscape.	The proposed project would be consistent with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Goal 3	Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places and other essential pedestrian destinations.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this goal.
Goal 4	Ensure that pedestrian facilities meet local, State and federal access requirements. Utilize "Universal Access" principles that go beyond the minimum standards, since all pedestrians benefit from this approach.	The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this goal.
Goal 5	Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community.	The proposed project would be consistent with this goal.
Goal 6	When walkable communities are provided, they enhance neighborhood quality by providing opportunities for social interaction, enhanced economic development and healthy lifestyles. A walkable community can provide clarity to the	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this goal.

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	physical organization of neighborhoods by making people familiar with their environment.	The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community.	
Objective i.	Support projects, improvements, and programs that create a safer pedestrian walking environment.	The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this objective.
Objective ii.	Encourage development patterns that promote walking and increase connectivity.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7. The proposed project would provide walkable connections to farmland, commercial, lodging, and residential uses in the community.	The proposed project would be consistent with this objective.
Objective iv.	Promote accessibility and mobility for all people including children, disabled, and the elderly.	The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this objective.
Policy 7.2	The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues.	See Goal 1.	The proposed project would be consistent with this policy.
Policy 7.6	The City shall encourage future development to avoid sidewalk obstructions such as newspaper stands, signage, etc.	The proposed project would discourage obstructions from pedestrian pathways.	The proposed project would be consistent with this policy.
Policy 7.7	The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street	The proposed project would be reviewed by the Planning Commission to ensure that all City-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, and architectural design.	The proposed project would be consistent with this policy.

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	improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.		
Policy 7.8	The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this policy.
Policy 7.10	The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	The proposed trail network, pedestrian circulation network, and sidewalk improvements would be built in compliance with the Americans with Disabilities Act (ADA) and would be designed in such a way to allow access to all individuals.	The proposed project would be consistent with this policy.
Policy 7.11	The City shall encourage the inclusion of public walkways, open space, And trails in large, private developments.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this policy.
Policy 7.17	The City shall require that pedestrian circulation and facilities be developed consistent with the City's Recreational Trails Element.	Refer to the Recreational Trails Element consistency analysis.	The proposed project would be consistent with this policy.
Traffic Calming			
Goal 1	Improve street safety, promote community character, and enhance the quality of life in Oceanside neighborhoods.	The proposed project would enhance the existing bicycle circulation system through bicycle lane connectivity improvements, signage and safety enhancements, which would reduce environmental impacts associated with safety hazards and increasing bicycling opportunities in and around the project site.	The proposed project would be consistent with this goal.

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Policy 8.3	The City shall, where feasible, integrate traffic calming features into the roadway design of local streets in new development areas.	Three entry/exit points are proposed along N. River Road, accessing the northern and southern portions of the project site: (A) N. River Road/Western Access, (B) N. River Road/Main Access, and (C) N. River Road/Eastern Access/Wilshire Road. Access A and C are being proposed as four-legged single-lane roundabouts, which would serve as a traffic calming feature.	The proposed project would be consistent with this policy.
Policy 8.4	The City shall locate traffic calming devices in new, in-fill, or redevelopment areas in order to minimize the potential for cut-through or high speed traffic.	Three entry/exit points are proposed along N. River Road, accessing the northern and southern portions of the project site: (A) N. River Road/Western Access, (B) N. River Road/Main Access, and (C) N. River Road/Eastern Access/Wilshire Road. Access A and C are being proposed as four-legged single-lane roundabouts, which would serve as a traffic calming feature.	The proposed project would be consistent with this policy.
Policy 8.5	The City shall consider pedestrian enhancements at intersections with high pedestrian activity.	As discussed in Chapter 3, the proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. The trail network within the project site is designed to connect to the City's planned off-site trail network by connecting to the existing trail along N. River Road and also providing a "river trail" adjacent to the San Luis Rey River setback. Refer to Figure 3-7.	The proposed project would be consistent with this policy.
Environmental Resource Management Element			
Water Objective 3	Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	After demolition of existing structures on-site and site preparation, construction would include mass grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information). As described in Section 3.3.4 of Chapter 3 of this EIR, landscaping improvements would occur as soon as possible after grading of the site. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore,	The project would be consistent with this objective.

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		although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention and compliance with City requirements for drainage design would ensure that flooding does not occur on or off site. The applicant would be responsible for these improvements.	
Water Objective 4	Minimize loss of life and property in flood prone areas.	As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads within the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, impacts would be less than significant.	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.	After demolition of existing structures on-site and site preparation, construction would include mass grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP (refer to Section 4.10 for more information). As described in Section 3.3.4 of Chapter 3 of this EIR, landscaping improvements would occur as soon as possible after grading of the site. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention, as well as compliance with City requirements for drainage design, would ensure that flooding does not occur on or off site. The applicant would be responsible for these improvements.	The proposed project would be consistent with this objective.
Vegetation and Wildlife Habitats 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	The proposed project is within the Oceanside Subarea Plan, a draft plan used as a guidance document for projects in the City. The proposed project is consistent with the requirements of the Oceanside Subarea Plan. Specifically, as required in Section 5.3.4 of the Oceanside Subarea Plan, the proposed project would mitigate for impacts to biological resources within the Off-Site Mitigation Zone with mitigation within the Wildlife Corridor Planning Zone or pre-approved Mitigation Areas (City of Oceanside 2010). The proposed project would directly impact the 0.42 acres of sensitive vegetation communities that would require mitigation under the Oceanside Subarea Plan. These vegetation communities do not function as a habitat corridor and have little habitat value for wildlife due to their isolation from a larger habitat corridor and small patch size. Therefore, mitigation occurring within the riparian corridor of the San Luis Rey River would provide preservation of biologically superior habitat, as well as	The proposed project would be consistent with this objective.

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		fulfillment of the requirements of the Oceanside Subarea Plan for habitat in the Off-Site Mitigation Zone. In addition, although impacts would occur within the buffer of the San Luis Rey River, they would occur primarily within agricultural land (0.58 acres), developed land (0.36 acres), and disturbed habitat (0.31 acres). The remaining impacts are to 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, 0.07 acres of disturbed wetlands, and 0.02 acres of southern arroyo willow riparian forest. Therefore, there would be a total of 1.50 acres of impacts within the 100-foot buffer of the San Luis Rey River. Impacts within the buffer are required for improvements to N. River Road and for some off-site improvements. These improvements are required to support the proposed project and do not fall under one of the three prohibited uses within the buffer. Of the 1.50 acres of impacts within the 100-foot buffer, 0.58 acres of existing agriculture and the existing road and adjacent disturbed habitat (0.67 acres) would remain. However, impacts to 0.26 acres of native habitat within the 100-foot buffer of the San Luis Rey River would be potentially significant. This impact includes 0.07 acres of disturbed wetland, 0.15 acres of mulefat scrub, 0.02 acres of non-vegetated channel, and 0.02 acres of southern arroyo willow riparian forest. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea Plan, and MM-BIO-3, which requires revegetation of slopes, would reduce potentially significant impacts to a level below significance.	
Cultural Sites 1	Encourage the conservation and protection of significant cultural resources for future scientific, historic and educational purposes.	An Archaeological, Built Environment, and Paleontological Resources Survey Report was prepared for the proposed project by Dudek in April 2018. Due to the heightened archaeological and paleontological sensitivity of the project site, MM-CUL-1 through MM-CUL-3 are proposed. If cultural resources are found, ground-disturbing activities would temporarily halt to assess the significance of the find. If the resources must remain in situ, proper protection and signage would be provided.	The proposed project would be consistent with this objective.
Recreation and Scenic Areas 1	Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of	The proposed project would be consistent with this objective.

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		dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement.	
Recreation and Scenic Areas 2	Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.	Refer to Recreation and Scenic Areas 1. The proposed project would include several agricultural features, such as a community garden, market garden, production agriculture, a vineyard, orchards, a farm hub, a hotel farm, and an ecology center, which would benefit the future residents and the surrounding community. The proposed project would include 31.6 acres of agricultural land use. The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this objective.
Community Facilities Element			
Long Range Policy Direction Objective	To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks. The Project will provide approximately 16.0 acres for park and open space features including a variety of parks, buffers, trails, and community gardens. The Project would include water, sewer, and storm drain improvements that will be adequate to serve the Project. Further, as described in Section 4.15, the proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project	The proposed project would be consistent with this objective.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		would not, in and of itself, require new or physically altered Fire Department facilities. However OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station.	
Policy 0.1	Compact and sequenced infill community development shall be encouraged in order to concentrate expenditures for community facilities and services in a cost-effective manner.	While the proposed project is not infill development, it is consistent with this policy because it includes mixed-use development and would be surrounded by similar land uses (suburban development is located to the west). Therefore, the proposed project would concentrate expenditures for public services.	The proposed project would be consistent with this policy.
Policy 0.2	A thorough review of all social, economic, and environmental factors shall be conducted before major extensions of facilities or services are made by the City in order to evaluate land use impacts.	The proposed project's land use and environmental impacts are addressed in this EIR. In addition, the tax revenue from the proposed project would provide an economic benefit to the City. The project site is adjacent to existing infrastructure for public utilities and would not required extension to areas beyond current service areas.	The proposed project would be consistent with this policy.
Policy 0.3	The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacts by new development.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks. The Project will provide approximately 16.0 acres for park and open space features including a variety of parks, buffers, trails, and community gardens. The Project would include water, sewer, and storm drain improvements that will be adequate to serve the Project. Further, as described in Section 4.15, the proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project would not, in and of itself, require new or physically altered Fire Department facilities. However OFD	The proposed project would be consistent with this policy.

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		has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station.	
Policy 0.4	Community growth shall be managed in order that new residents who pay impact fees for new public facilities for new public facilities and services will benefit from those facilities and services within a reasonable period of time after paying the fees.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this policy.
Policy 0.5	The City shall strive to achieve a steady rate of residential growth each year, and avoid a fluctuating or overly rapid rate of growth so that public facilities and services can be effectively phased in a manner that will not overextend existing facilities and services.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this policy.
Policy 0.6	The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the open space of the City; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air	Relevant subcomponents of Policy 0.6 would be addressed as follows: a. The project site would be located in a transitional area between the agricultural and farming uses associated with South Morro Hills and a more urbanized area to the west. The proposed project itself would serve as a transition point between these two areas, by tying together the surrounding land uses and using agriculture as an organizing element of the overall neighborhood plan; therefore providing better public access to agricultural uses. The proposed project would be compatible with the surrounding land uses, and therefore would not distract from the surrounding communities. b. The proposed project would include the development of usable recreational open space and facilities as defined in the proposed PD Plan. As discussed in Chapter 3, the	The proposed project would be consistent with this policy.

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	quality; h) ensure that traffic demands do not exceed the capacity of the streets; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate water and sanitary sewage systems; m) ensure adequate stormwater management systems. (The following subcomponents of this policy did not apply to the proposed project: c, d, e, and i).	proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, and other pocket parks and open spaces (see Figure 3-4). As discussed in Section 4.15, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Therefore, the proposed project would be required to provide 10.81 acres of park land for new residents. The proposed project proposes 16.0 acres of park and open space, which would exceed this requirement. f. The proposed project would establish an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an education center, and flexible commercial uses. The proposed project would provide a variety of housing types, including single-family residential, medium-density residential, and affordable housing (consistent with the City's inclusionary housing requirements). g. As discussed in Section 4.3, with implementation of MM-AQ-1, air quality impacts would be less than significant. h. As discussed in Section 4.17, the proposed project would result in significant and unavoidable impacts to the circulation system, including intersections with SR-76. The proposed project incorporates mitigation to the extent feasible to reduce traffic impacts. j. Refer to (h). k. As described in Section 4.15, the proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project would not, in and of itself, require new or physically altered Fire Department facilities. However OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station..	

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
		l. As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. m. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention and compliance with City requirements for drainage design would ensure that flooding does not occur on or off site.	
Policy 0.7	Capital improvement impact fees shall be collected at the time a building permit is issued and shall be based on the proportionate share of the costs of capital improvement needs represented by the proposed development.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project. As described in Section 4.15, the proposed project would include the payment of impacts fees for schools, police and fire protection services, libraries, and parks.	The proposed project would be consistent with this policy.
Policy 3.1	The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and services standards: • A five (5) minute response time from fire stations to all developed areas within the City of Oceanside; • Personnel staffing at a minimum of four (4) people per company;	The proposed project would construct and establish residential development that would directly increase the service population of OFD and, therefore, increase demand for fire protection services. During the construction phase of the proposed project, traffic circulation would potentially be impacted due to delivery of construction materials to and from the project site. Access to N. River Road and Wilshire Road would potentially be impeded during site improvements and construction. Construction workers would use N. River Road as a primary access to the project site during construction. A portion of the construction phase includes improvements to N. River Road and Wilshire Road. Construction of these improvements would require partial road closures, construction vehicles entering and exiting the project site, and pedestrian or bicycle lane closures. Construction along these roadways may potentially result in impacts to general access to surrounding land uses, including emergency access. In order to provide for proper emergency access to the project site and surround development	The proposed project would be consistent with this policy.

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	• City maintained staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and • A maximum response time for paramedic units of eight (8) minutes in urban areas and fifteen (15) minutes in rural areas.	during construction, the proposed project would incorporate a construction traffic control plan, as required by the City for construction in the public right-of-way. The proposed project's operational phase would introduce a long-term permanent increase in population to the City. This increase in population would directly increase the demand for fire protection services and would potentially impact OFD's service ratios and response times. The Fire Protection Plan (Appendix J1) analyzed OFD's anticipated travel time response to the proposed project and anticipated call volumes and loads to OFD associated with the proposed project. Service level requirements could cause a decline in the OFD response times and capabilities for existing residents. As determined in the Fire Protection Plan, from a response time perspective, the proposed project does not strictly comply with the City's 5-minute response goal. However, the proposed project is within the City's General Development Plan goal of providing fire stations within 5 miles of structures. The proposed project is projected to add a conservatively estimated 265 calls per year to the City's Fire Department's existing call load. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J1). The Project would not, in and of itself, require new or physically altered Fire Department facilities. However OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The project applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. If standards of cover analysis indicates that the North River Farms site would provide optimal coverage for the Morro Hills area, the project has designated a two-acre area on-site for potential conversion to a fire station.	
Policy 4.3	The City of Oceanside Police department shall strive to provide a maximum response time of five	The proposed project would construct and establish residential development that would directly increase the service population of OPD and, therefore, increase demand for police services. During the construction phase of the proposed project, traffic circulation would potentially be impacted due to delivery of construction materials to and from the project site. Access to N. River Road and	The proposed project would be consistent with this policy.

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	(5) minutes for all Priority I and II emergency service calls.	Wilshire Road would potentially be impeded during site improvements and construction. Construction workers would use N. River Road as a primary access to the project site during construction. A portion of the construction phase includes improvements to N. River Road and Wilshire Road. Construction of these improvements would require partial road closures, construction vehicles entering and exiting the project site, and pedestrian or bicycle lane closures. Construction along these roadways may potentially result in impacts to general access to surrounding land uses, including emergency access. In order to provide for proper emergency access to the project site and surround development during construction, the proposed project would incorporate a construction traffic control plan, as required by the City for construction within the public right-of-way. The proposed project would establish residential development that would directly increase the service population of OPD and, therefore, increase demand for police protection services. This increase in demand would potentially impact OPD's maintenance of service ratios and response times standards. The City's Municipal Code, Chapters 32B and 32C, require that new development pay a fee apportioned to the City's public facilities. The proposed project would be required to pay such fees that would provide funds to OPD for expanding facilities to better serve the area. The development impact fee amount would be determined by the impact fee schedule, and no building permit would be issued until the fees have been paid. The current public facility impact fee is $2,621 per unit (City of Oceanside 2017). With adherence to the Municipal Code and payment of the impact fees, the proposed project would have less-than-significant impacts to police protection during the operational phase.	
Policy 13.6	In order to foster cooperation between the City and the school districts, the City shall continue to refer residential development applications to school districts so that they may be aware of potential changes in enrollment and can review such applications in light of their long-range master plans. Also, the school districts should review	As described in Section 4.15, the proposed project would include the payment of impacts fees for schools.	The proposed project would be consistent with this policy.

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	proposed residential development plans in light of their long-range facilities plans, relative to the suitability of sites for school facilities. If the involved school district determines that a parcel would be appropriate for a school in accordance with the following policies, opportunities to reserve the site shall be considered and explored with the owner and the school district.		
		Community Facilities Element	
Fire Department Facilities Policy 3.10	In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.	The Oceanside Fire Department will review and provide comments on the development applications.	The proposed project would be consistent with this policy.
Fire Department Facilities Policy 3.11	Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures.	The proposed project would include fuel modification zones (FMZs) consistent with the 2016 California Fire Code (Section 4907 — Defensible Space), Government Code 51175 – 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use and buildings designed specifically to house farm animals. Fuel modification consists of at least 100 feet, measured in a horizontal plane, around all structures. A typical landscape/FMZ installation consists of a 30-foot-wide, irrigated Zone 1 and a 70-foot-wide, non-irrigated Zone 2. Refer to 4.9-1 for a conceptual fuel modification design and Appendix J1 for additional details.	The proposed project would be consistent with this policy.

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Sanitary Sewer Policy 5.4	New development shall be responsible for on-site facility improvements required by that development.	The proposed project would construct all necessary on-site facility improvements required for the development of the proposed project.	The proposed project would be consistent with this policy.
Sanitary Sewer Policy 5.5	The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements, which would be of adequate capacity to serve the proposed project.	The proposed project would be consistent with this policy.
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements, which would be of adequate capacity to serve the proposed project.	The proposed project would be consistent with this policy.
Water Supply Policy 5.12	The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.	As described in Section 4.19, the proposed project would be responsible for water, sewer, and storm drain improvements that would be of adequate capacity to serve the proposed project.	The proposed project would be consistent with this policy.

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Stormwater Management System Objective	To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.	Stormwater management facilities are incorporated into project design and would be constructed as required. As described in Section 4.10, development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. The existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage systems that include basins for detention and compliance with City requirements for drainage design would ensure that flooding does not occur on or off site.	The proposed project would be consistent with this objective.
Policy 6.2	All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.	See Stormwater Management System Objective.	The proposed project would be consistent with this policy.

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Policy 6.3	The City shall continue to participate in the National Flood Insurance program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.	As shown on Figure 4.10-1, portions of the project site south of N. River Road within the Riverside Village and Village Core Planning Areas would be within the 100-year flood hazard area. Therefore, the proposed project would place housing, commercial, and other structures within the 100-year flood hazard area. The applicant is required to demonstrate appropriate grading elevations and flood-control improvements necessary to remove the portions of the property from the 100-year flood hazard area defined by FEMA through the Letter of Map Revision (LOMR) process. The Conditional LOMR Request is included as Appendix L2. As part of the Conditional LOMR Request, hydrologic modeling was performed to analyze potential changes in flood elevations on the project site, as well as downstream and upstream of the project site. The hydrologic modeling determined that building pads within the project site, as well as downstream and upstream of the site within the floodway, would be above the 100-year floodplain inundation elevation (Appendix L2). The LOMR process is required to be completed prior to any occupancy within the existing 100-year flood hazard zone. Proposed housing and other structures as determined necessary by the City and FEMA would be removed from the 100-year flood hazard area, and floodplain elevations would not raise above allowed tolerances, including off-site areas. Therefore, impacts would be less than significant.	The proposed project would be consistent with this policy.
Policy 6.4	To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land	The project site is relatively flat, with minimal sloping. As described in Section 4.10, development of the proposed project would alter the existing drainage pattern of the site and increase the amount of impervious surfaces contributing to changes in the amount of surface runoff. The existing 100-year peak flow within the project site is approximately 229.5 cubic feet per second (cfs). As detailed in the drainage report, with development of the proposed project, the 100-year peak flow would be approximately 266.11 cfs. Therefore, under the proposed conditions, the proposed project would result in an increase in approximately 36.6 cfs compared to the existing conditions. The proposed project includes a drainage system incorporated into the project design. The drainage system would be design to convey runoff through a system of storm drain inlets and piping, biofiltration basins, and vegetated areas, and flow attenuation features prior to discharge. The proposed drainage system would be designed in accordance with City requirements to accommodate predicted peak flows from the project site such that flooding would not occur. Therefore, although the proposed project's introduction of new impervious surfaces would result in an increase in runoff flows, the incorporation of properly sized drainage	The proposed project would be consistent with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	areas, should be considered as an alternative to constructing concrete channels where feasible.	systems that include basins for detention and compliance with City requirements for drainage design would ensure that flooding does not occur on or off site.	
Policy 6.7	The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.	The southern portion of the project site would be surrounded by agricultural land and open space. Therefore, to maintain compatibility with this land use, production agriculture would be placed along the southern boundaries of the project site. Similarly, an edge buffer would be provided between the residential communities of the North Village and Hilltop Village and the surrounding agricultural and residential land uses. Additionally, N. River Road would intersect through the center of the project site. Orchards, orchard intercropping, market gardens, and a vineyard would be placed between N. River Road and the proposed residential land uses. This would buffer the proposed residences from the existing roadway and would also serve as transitional landscape to the South Morro Hills region of the City.	The proposed project would be consistent with this policy.
Policy 6.8	The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors throughout the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.	The proposed project's drainage features incorporate vegetated areas, landscaping, and basins that coincide with visual buffers, setbacks, and other open space areas.	The proposed project would be consistent with this policy.
Circulation System Policy 12.5	Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets, and Local Streets necessary to	As described in the project description, the applicant would construct the internal private roadways to create the internal circulation system. The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be	The proposed project would be consistent with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors, and arterials to insure and maintain a smooth, functional, and safe circulation system.	implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists.	
Community Facilities Financing Policy 14.1	All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.	The applicant would pay all fees required as part of the development process; such fees include but are not limited to fair-share circulation network improvement fess and public facility fee requirements as applicable and determined by the City.	The proposed project would be consistent with this policy.
Noise Element			
Policy 1	Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.	As discussed in Section 4.13 of this EIR, the proposed project would generate noise levels in exceedance of the City's noise thresholds. With proposed MM-NOI-1 and MM-NOI-3, interior noise levels would meet City and state regulations; therefore, the proposed project would result in acceptable noise levels.	The proposed project would be consistent with this policy.
Policy 2	Noise shall be controlled at the source where possible.	See Noise Element Policy 1.	The proposed project would be consistent with this policy.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Policy 3	Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	See Noise Element Policy 1.	The proposed project would be consistent with this policy.
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Noise Element Policy 1.	The proposed project would be consistent with this policy.
Policy 5	Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.	See Noise Element Policy 1. Refer to Section 4.13 of this EIR.	The proposed project would be consistent with this policy.
Recommendation 2	In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.	As discussed in the Refer to Section 4.13 of this EIR prepared for the proposed project, noise measurements were conducted adjacent to existing roadways in the vicinity of the proposed project that currently contribute to the ambient noise levels within the project site.	The proposed project would be consistent with this recommendation.
Recommendation 4	Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)	The overall project also includes areas for commercial spaces, gathering spaces, and a hotel. Setbacks between the commercial and residential areas are estimated to be at least 24 feet. Ultimate buildout of the project site would be determined by future development plans prepared in compliance with the standards set forth by the proposed project. Therefore, at this time, noise impacts from non-residential land uses upon adjacent residential land uses within the project site would be potentially significant. Implementation of MM-NOI-3 would require that a noise assessment be performed that evaluates noise impacts to residential uses from commercial uses on the project site. Evaluation of commercial mechanical equipment noise and truck delivery noise shall be considered in the assessment. With implementation of MM-NOI-3, impacts related to noise from project commercial uses on on-site NSLUs would be less than significant.	The proposed project would be consistent with this recommendation.
Recommendation 5	Land uses in the City of Oceanside should be planned in order to insure	See Noise Element Policy 1.	The proposed project would be

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).		consistent with this recommendation.
		Hazardous Waste Management Element	
Pollution Prevention, Hazardous Waste Reduction Goal	The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWME.	As discussed in Section 4.3, the proposed project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. A Phase I ESA was prepared for the proposed project and did not identify any RECs within the project site. Previous soil sampling and analysis concluded that potential chemical concentrations do not exceed thresholds that would adversely affect the public or the environment (refer to Section 4.9.1). Additionally, MM-HAZ-1 would reduce existing hazardous materials conditions on the project site to less than significant. Therefore, implementation of the proposed project would result in less-than-significant impacts to the public or the environment from a listed hazardous materials site with implementation of MM-HAZ-1.	The proposed project would be consistent with this goal.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A) The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; B) The reduction of elimination of the generation or production of hazards materials (including wastes); C) The use of safer substitutes for hazardous materials; D) The recycling of hazardous materials whenever possible; E) The prevention and elimination of releases of hazardous materials into all media (air, water and land); F) The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes; G) The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; J) The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.	The proposed project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. To the extent feasible, the proposed project would use only the required hazardous materials needed for the safe construction and continued operation of the development. With the exception of the disposal of commercially available hazardous materials, the proposed project would not generate a substantial amount of hazardous materials or waste.	The proposed project would be consistent with these methods.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
Method K	Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management Act of 1989" Health and Safety Code section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted by the City or other designated agency.	The proposed project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste.	The proposed project would be consistent with this method.
Strategies for Meeting Prevention and Minimization Goals	The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division ("HMMD") in the implementation of its policies and procedures, including those now being developed to implement the provisions of the	The proposed project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste. The proposed project, during both the construction and operational phases, would not be considered a generator of substantial hazardous waste.	The proposed project would be consistent with these goals.

Table 4.11-2
City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/ Non-conformance
	Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes: a) A hazardous Waste Reduction Plan and a Plan Summary; b) a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.		

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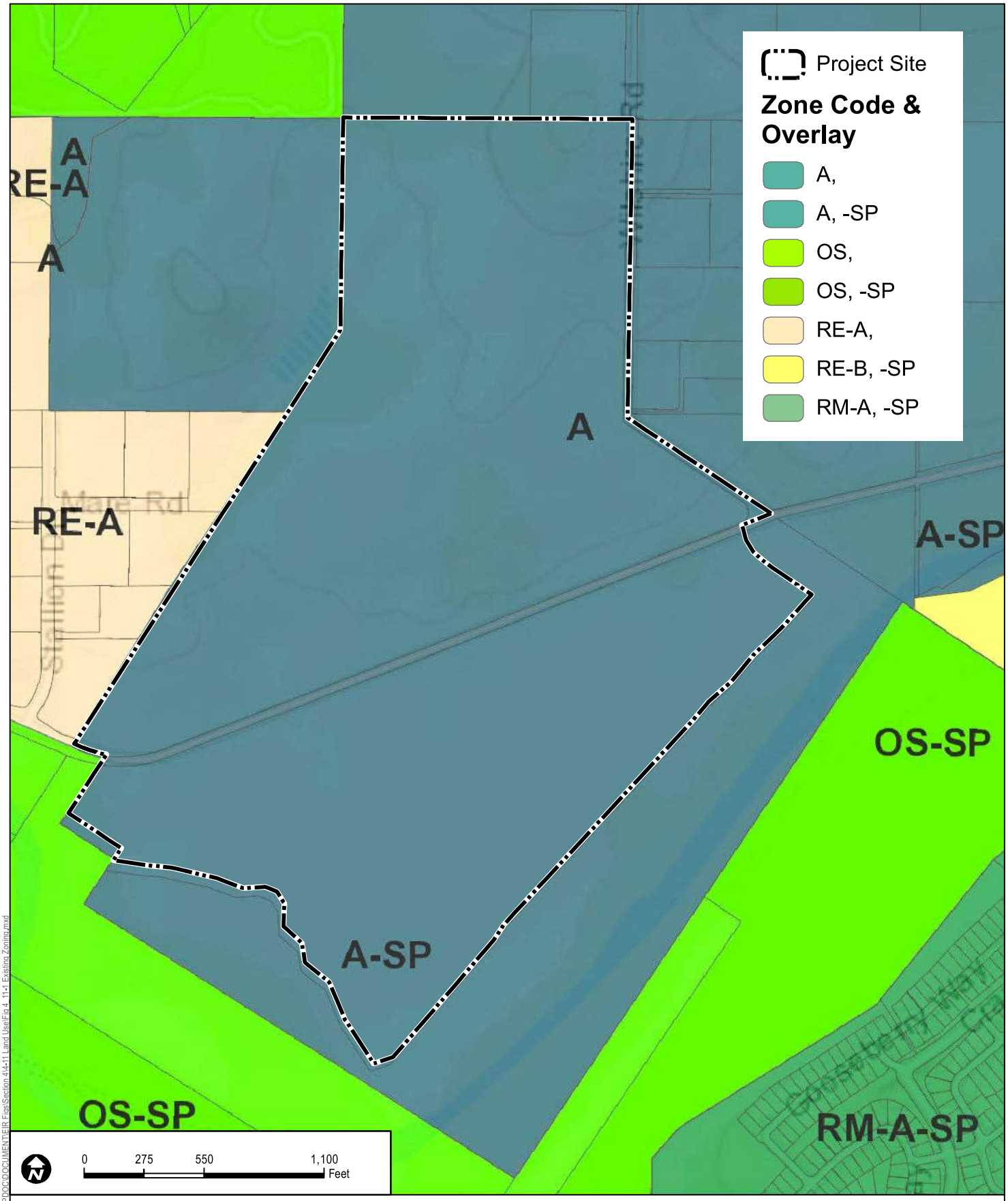

SOURCE: CITY OF OCEANSIDE GIS MAP VIEWER, ACCESSED 2018

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FIGURE 4.11-1

Existing Zoning Map

North River Farms Planned Development Plan EIR

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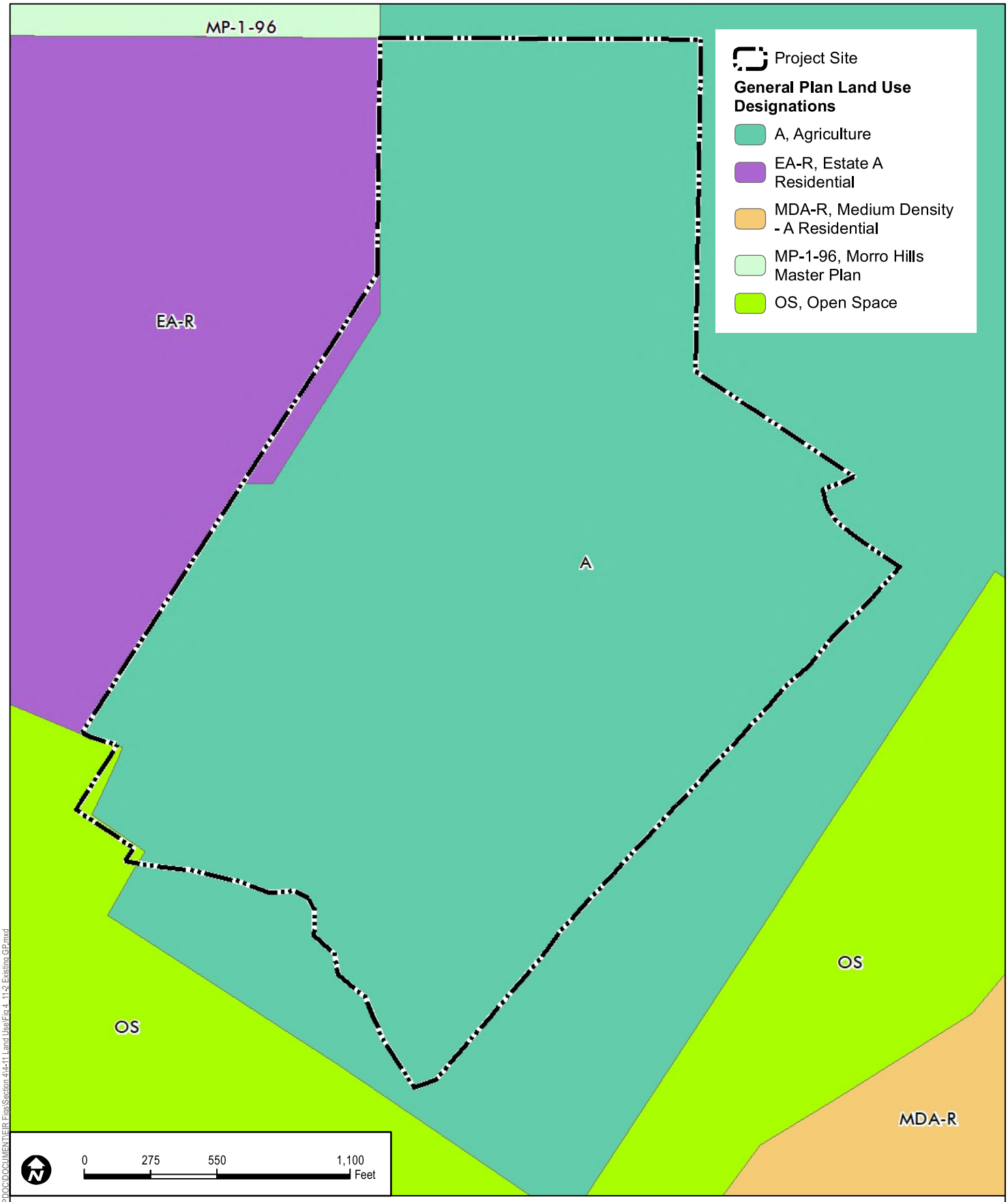

SOURCE: CITY OF OCEANSIDE GIS MAP VIEWER, ACCESSED 2018

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FIGURE 4.11-2

Existing General Plan Land Use Designations

North River Farms Planned Development Plan EIR

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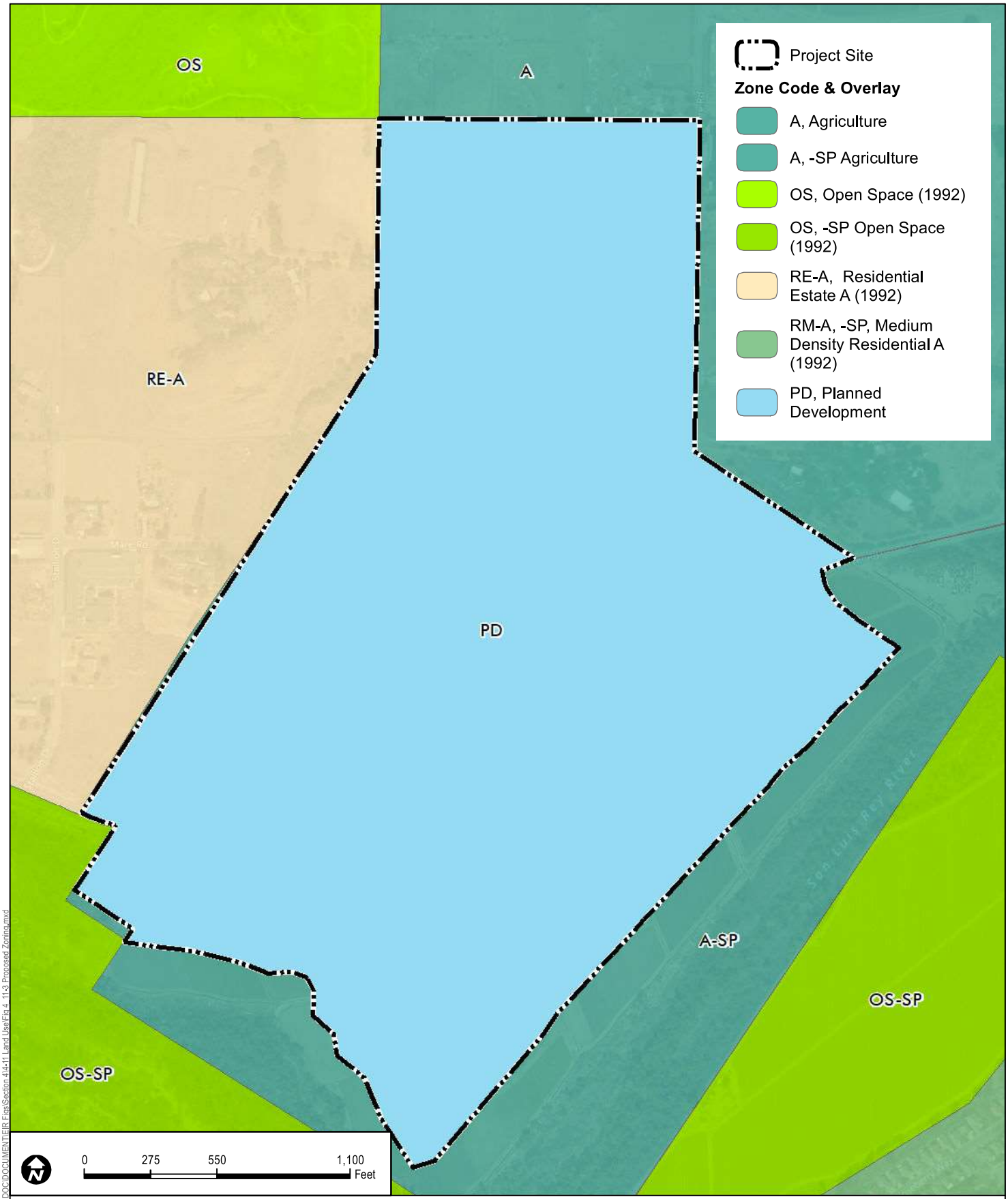

AERIAL SOURCE: BING MAPPING SERVICE

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FIGURE 4.11-3

Proposed Zoning Map

North River Farms Planned Development Plan EIR

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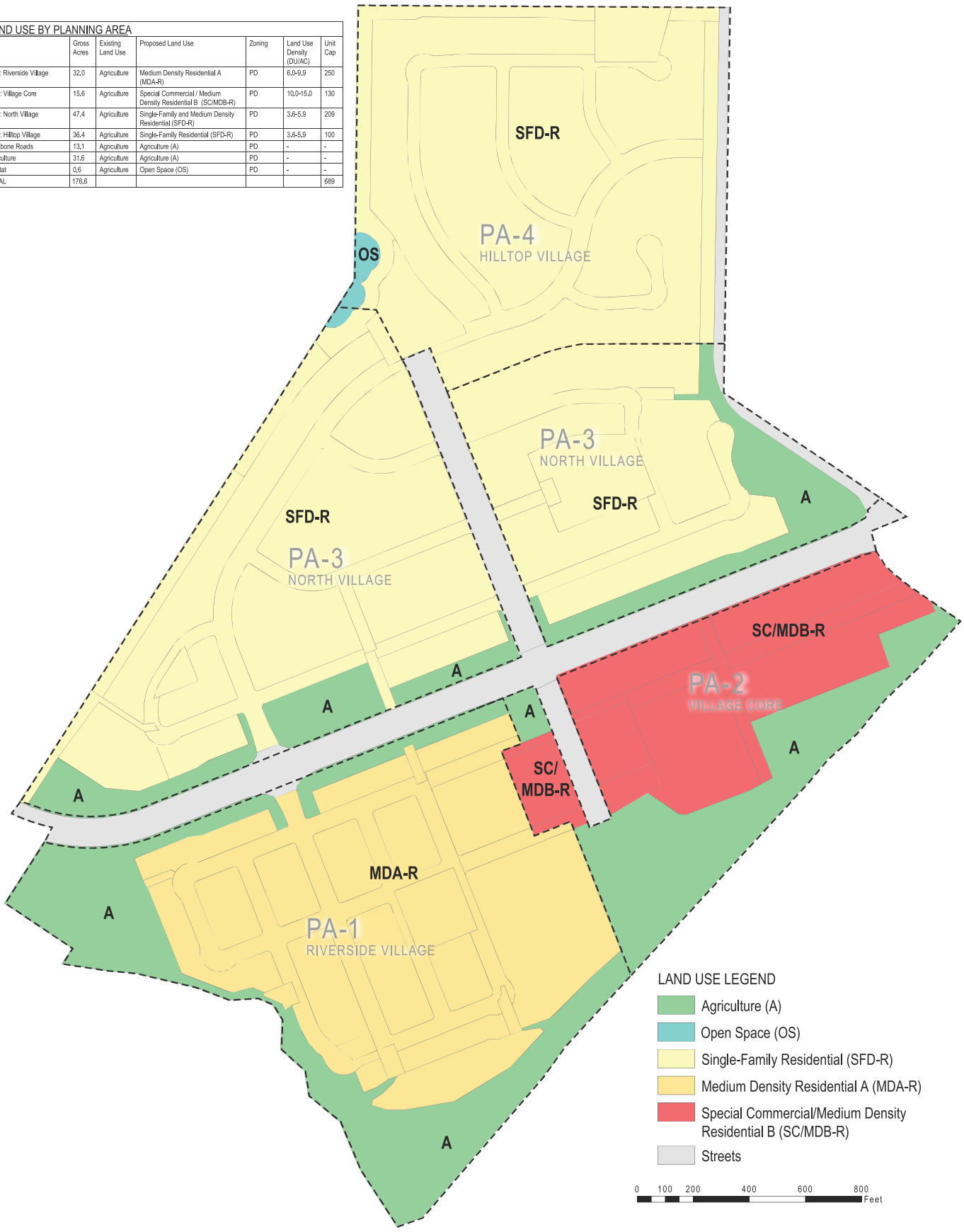
LAND USE BY PLANNING AREA						
	Gross Acres	Existing Land Use	Proposed Land Use	Zoning	Land Use Density (DU/AC)	Unit Cap
PA-1: Riverside Village	32.0	Agriculture	Medium Density Residential A (MDA-R)	PD	6.0-9.9	250
PA-2: Village Core	15.6	Agriculture	Special Commercial / Medium Density Residential B (SC/MDB-R)	PD	10.0-15.0	130
PA-3: North Village	47.4	Agriculture	Single-Family and Medium Density Residential (SFD-R)	PD	3.6-5.9	209
PA-4: Hilltop Village	36.4	Agriculture	Single-Family Residential (SFD-R)	PD	3.6-5.9	100
Backbone Roads	13.1	Agriculture	Agriculture (A)	PD	-	-
Agriculture	31.6	Agriculture	Agriculture (A)	PD	-	-
Habitat	0.6	Agriculture	Open Space (OS)	PD	-	-
TOTAL	176.6					689



SOURCE: SWA 2018

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FIGURE 4.11-4

Proposed General Plan Land Use Designations

North River Farms Planned Development Plan EIR

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4.12 MINERAL RESOURCES

This section describes the existing mineral resources setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies necessary mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project).

4.12.1 Existing Conditions

The proposed project is located in the City of Oceanside (City) in northern San Diego County (County), California. The project site is dominated by active agricultural land uses, including a few single-family homes currently used as office space and farm operations and abandoned structures associated with agricultural product processing and sales. The project site and immediate surroundings do not contain any existing or proposed mineral resource extraction uses or practices. According to the City's General Plan Environmental Resource Management Element, two major areas of mineral deposits are located within the City: (1) the San Luis Rey River Basin, which contains both construction and non-construction quality sands; and (2) along El Camino Real north of Oceanside Boulevard, which contains silica sand (City of Oceanside 2002).

Mineral Resource Potential

As mandated by the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board classifies California mineral resources with the Mineral Resource Zones (MRZs) system. These zones were established based on the presence or absence of significant sand and gravel deposits and crushed rock source areas (i.e., products used in the production of cement). The classification system emphasizes Portland Cement Concrete aggregate, which is subject to a series of specifications to ensure the manufacture of strong, durable concrete. The following guidelines are presented in the mineral land classification for the region (DOC 1996):

- **MRZ-1 –** Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence
- **MRZ-2 –** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that there is a high likelihood for their presence
- **MRZ-3 –** Areas containing mineral deposits, the significance of which cannot be evaluated from available data
- **MRZ-4 –** Areas where available information is inadequate for assignment to any other MRZ zone

According to the *Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region – Special Report 153* (Mineral Land Classification

Report), prepared by the California Department of Conservation, Division of Mines and Geology, the project site is identified as MRZ-3 (northern portion, approximately 126.8 acres) and MRZ-2 (southern portion, approximately 49.9 acres), as shown on Figure 4.12-1 (DOC 1982). The MRZ-2 zone is also identified as "Sector B," which is described in the report as the following:

> Sector B makes up that portion of the unurbanized area of the San Luis Rey river which is situated downstream from a narrow portion of the river about 2 miles southwest of Bonsall. This is an alluvial area of about 1,307 acres underlain primarily by sands with lenses of fine sand and silt. Alluvium thickness is approximately 100 feet. Well logs indicate that sand and gravel deposits lie within the lower one half to one third of the alluvium (Plate 37). The waste percentage along this part of the river is 15 percent, and the density of the material is about 0.055 tons per cubic foot. Resource calculations indicate a total of 240 million tons of PCC grade aggregate, of which 40 million tons are coarse PCC grade gravel and 200 million tons are PCC grade sand. There are no companies presently operating in this sector.

This classification of the project site was retained in the update to the Mineral Land Classification Report prepared in 1996 (DOC 1996).

The City's General Plan Environmental Resource Management Element identifies mineral resources on Figure ERM-5. According to this figure, a portion of the project site south of N. River Road is located in an area identified to contain "Probably Construction Quality Sand."

4.12.2 Regulatory Setting

State

California Surface Mining and Reclamation Act

Sections 2762 and 2763 of SMARA require that jurisdictions issue a Statement of Reasons (SOR) for projects that include the elimination of the potential for extraction in areas of regionally significant minerals resources. On the project site, 49.4 acres have been classified as MRZ-2 lands. Compliance with SMARA requires the City decision makers consider this elimination of extraction potential, weigh the importance of the site's mineral resources to the region, and balance these mineral values against the proposed land uses when making land use decisions. The SOR lists potential reasons to approve the proposed project and to include elimination of the potential for extraction of all of this resource. Decision makers may adopt or modify any of these. The SOR must be submitted to the State Geologist and California State Mining and Geology Board for their review for a period of 60 days in conjunction with the environmental review of the proposed project.

Local

City of Oceanside General Plan, Environmental Resource Management Element

The City's General Plan Land Use Element contains the following objectives and policies regarding mineral resources, including policies specific to the San Luis Rey River Basin:

3.3 Mining, Objective: To provide for the preservation and development of mineral deposits of local and regional significance and to allow for the environmentally sensitive extraction of said deposits while minimizing land use conflicts.

> **Policy 3.31A:** Mining operations shall be restricted to the following areas which contain mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well-being of the City.
>
> **Policy 3.31B:** Mineral Resources Areas shall remain in effect until the resources has been depleted or no longer existing in sufficient quality or quality to be of benefit to the City and/or the region.
>
> **Policy 3.31C:** The City shall not approve, extend, or amend any permit for mining operations that are not located within designated mineral resource areas.
>
> **3.311, San Luis Rey River Basin, Policy A:** The channel and flood-plain of the San Luis Rey River, beginning in the area of Douglas Drive Bridge and extending upstream to the City limits, contains deposits of construction quality sand which may be extracted provided:
>
> 1. Mining operations do not intrude into nor endanger environmentally sensitive habitats or planned habitats.
> 2. The flow of san to the Pacific Ocean is not significantly disrupted and that impacts to the City's beaches are appropriated mitigated.
> 3. Mining operations do not conflict with the San Luis Rey River Flood Control Project and terminated prior to its construction.
> 4. Sand extracted is used as construction material or for beach replenishment and not for landfill purposes.
> 5. Mining operations shall be limited to specified time period not exceeding five years.
>
> **Land Use Compatibility, Policy 3.32A:** When considering development proposals within urbanized sections of Mineral Resource Areas, the City shall balance the potential

loss of the mineral deposit against the value of the development and consider the importance of the deposit to the regional market and not just its local significance.

Policy 3.32B: Land within Mineral Resource Areas designated for agricultural or for open space shall be limited to those land uses which are compatible with mining operations or those which do not require high investment in structures, landscaping, or other improvements and thereby precluding mining operations due to the higher economic value of the land and its improvements.

Policy 3.32E: The City shall not approved, extend, or amend permits for mining operations within established residential areas or within areas where residential projects have been approved.

Policy 3.32F: Proposed developments within or adjacent to Mineral Resources Areas shall provide adequate buffering, building placement, and phasing plans to assure compatibility with existing mining operations.

The City's General Plan Environmental Resource Management Element contains the following goal and objective related to mineral resources:

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

Minerals, Objective 1: Regulate mineral extraction activities to minimize hazards and conflicts with other land uses as well as to preserve and enhance the appearance of the area.

The City's General Plan also contains implementation policies contained within the Action Program of the Environmental Resource Management Element.

Minerals, Action Program 1: As per the Zoning and Grading Ordinances, extraction of mineral deposits will be controlled by the issuance of conditional use permits in order to provide maximum utilization as well as maximum protection to the environment and the community.

The Environmental Resource Management Element also maps sand deposits within the City (Figure ERM-5, Sand Deposits). The portion of the site south of N. River Road is located in an area identified as containing "Probable Construction Quality Sand."

4.12.3 Thresholds of Significance

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

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.12.4 Impacts Analysis

Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As described in Section 4.12.1, the California Department of Conservation identifies approximately 49.9 acres of the project site as MRZ-2 and potentially contains construction grade aggregate materials. Figure ERM-5 of the City's General Plan shows that a portion of the project site south of N. River Road is located in an area identified to contain "Probable Construction Quality Sand." Sand suitable for construction material is considered to be a valuable mineral resource to residents of the state and region.

According to the City's General Plan, the County undertook a River Sand Resource Study in June 1974; the study concludes that the San Luis Rey River probably does not have the potential for supplying an increasingly large percentage of the County's sand needs unless a cheaper means of transportation than trucking becomes available (City of Oceanside 2002). No mining activities currently exist on the project site; the closest historically and currently permitted mineral resource extraction is for silica found along El Camino Real north of Oceanside Boulevard, about 4.5 miles from the project site.

Despite the known mineral resource designation of the project site, the surrounding area has experienced increased urbanization and development with land uses (such as residential) incompatible with typical mineral extraction and processing operations. Similarly, the project site and surrounding area are historically and currently designated by the City's General Plan and zoned for uses such as agriculture, open space, and residential that would preclude mineral resource operations.

As discussed in Section 4.4 of this EIR, the project site is located adjacent to the Hardline Preserve of the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan, with small portions of the development (both on and off site) intruding into the preserve. Long-term mineral

resource extraction within the project site would likely be incompatible with the adjacency to sensitive biological resource areas associated with the San Luis Rey River.

Additionally, as described in Sections 3.3.4 and 4.3 of this EIR, cut and fill would be balanced on site within each planning area. As such, the proposed project would use the potential construction grade aggregate located within the project site to the extent feasible during grading operations; it would not be lost.

For these reasons, while the development of the proposed project would occur over approximately 49.9 acres of land designated as MRZ-2, the proposed project would not result in the significant impact from the loss of availability of a known mineral resource that would be of value to the region and residents of the state. Impacts would be less than significant.

Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

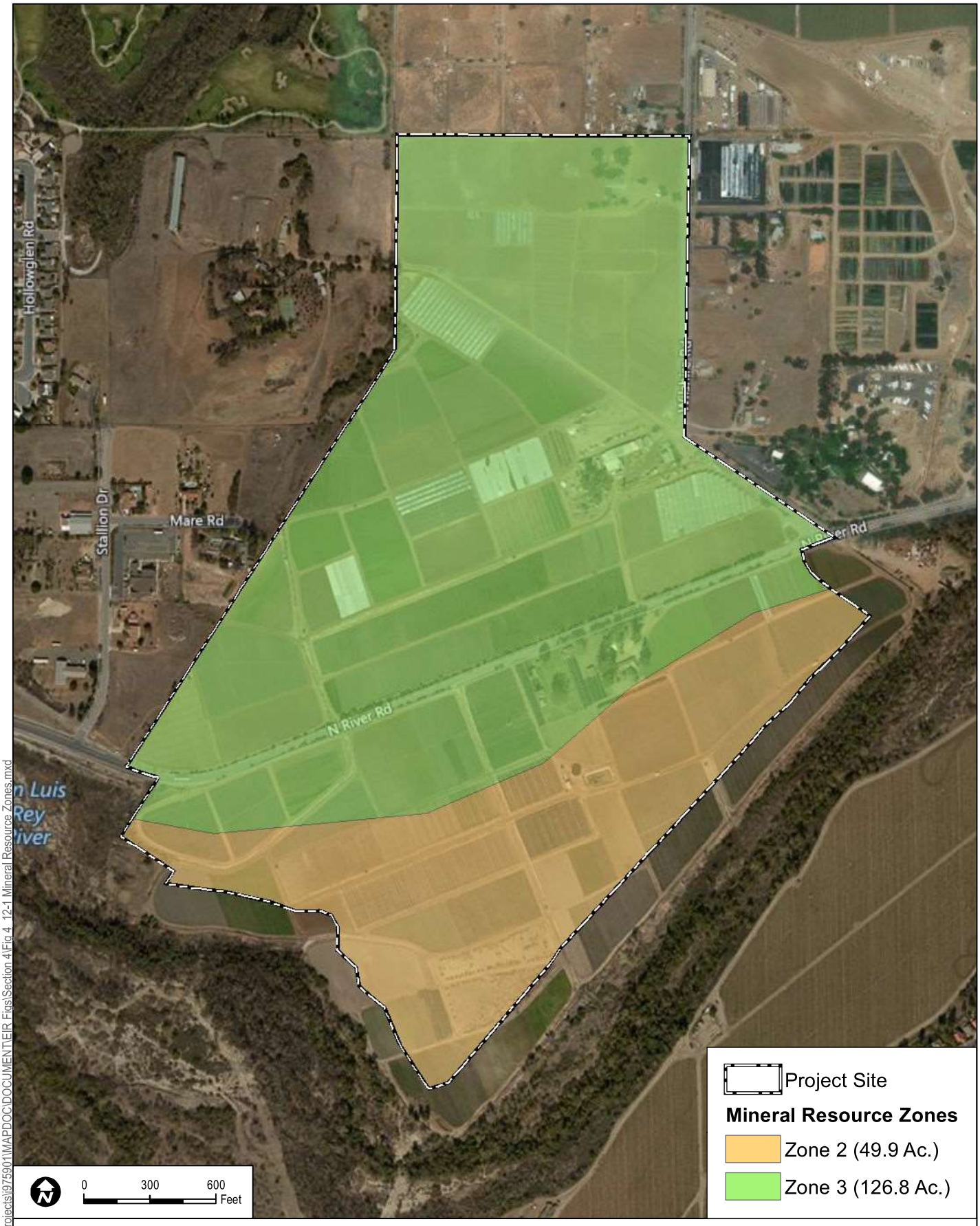
As described previously, Figure ERM-5 of the City's General Plan shows that a portion of the project site south of N. River Road is located in an area identified to contain "Probably Construction Quality Sand." According to the City's General Plan, the County undertook a River Sand Resource Study in June 1974; the study concludes that the San Luis Rey River probably does not have the potential for supplying an increasingly large percentage of the County's sand needs unless a cheaper means of transportation than trucking becomes available (City of Oceanside 2002). The City has historically permitted mineral resource extraction for silica found along El Camino Real north of Oceanside Boulevard. Therefore, based on development of the area, existing on-site and surrounding uses, and the City's General Plan, the development of the proposed project over approximately 49.9 acres of land designated as MRZ-2 would not result in the loss of availability of a known locally important mineral resource. Impacts would be less than significant.

4.12.5 Mitigation Measures

Impacts to mineral resources would be less than significant. Therefore, no mitigation measures are required.

4.12.6 Level of Significance After Mitigation

Impacts to mineral resources would be less than significant without the need for mitigation measures.



SOURCE: BING MAPPING SERVICE 2016

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FIGURE 4.12-1

Mineral Resource Zones

North River Farms Planned Development Plan EIR

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4.13 NOISE

This section describes the existing noise setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the North River Farms Planned Development (PD) Plan (proposed project). The following analysis is based on the Environmental Noise Assessment for the North River Farms Project that was prepared for the proposed project by Dudek in May 2018 and is incorporated by reference herein. The Environmental Noise Assessment is included in Appendix M of this Environmental Impact Report (EIR).

4.13.1 Existing Conditions

4.13.1.1 Noise Factors and Terminology

Noise Definitions

Noise is commonly defined as unwanted sound. Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. The loudness of sound increases with increasing amplitude. Sound pressure amplitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB).

Sound pressure level alone is not a reliable indicator of loudness. The frequency, or pitch, of a sound expressed in hertz (Hz) also has a substantial effect on how humans will respond. Loudness, or human response, is determined by the characteristics of the human ear, which is most sensitive to sounds between 1,000 and 5,000 Hz. Within that range, a person will perceive a sound as more intense compared to a sound of the same magnitude but with a higher or lower frequency. To account for the pitch of sounds and the corresponding sensitivity of human hearing, the raw sound pressure level is adjusted with an A-weighting scheme that approximates the frequency response of the average young ear when listening to ordinary sounds. This A-weighted sound level is called the "noise level" and is referenced in units of dBA. Typical A-weighted noise levels are listed in Table 4.13-1.

Table 4.13-1
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet fly over at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 miles per hour)	80	Food blender at 1 meter (3 feet); garbage disposal at 1 meter (3 feet)

Table 4.13-1
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
Noisy urban area, daytime; gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area; heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quite urban, daytime	50	Large business office; dishwasher next room
Quite urban, nighttime	40	Theater; large conference room (background)
Quite suburban, nighttime	30	Library
Quite rural, nighttime	20	Bedroom at night; concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.

Because sound is measured on a logarithmic scale and because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud (i.e., 65 dBA sounds twice as loud as 55 dBA to a human ear). In general, a 5 dBA change in community noise levels is clearly noticeable, and a 3 dBA change is the smallest increment that is perceivable by most people. Changes of 1 to 2 dBA are not usually detectable by the human ear.

Additional units of measure have been developed to evaluate the characteristics of sound and the human response. A given level of noise may be more or less tolerable depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep may be disturbed. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of effects anticipated from noise producing activities. The most commonly used indices for measuring community noise levels are the Equivalent Energy Level (L_{eq}), and the Community Noise Equivalent Level (CNEL).

L_{eq}, the Equivalent Energy Level, is the average sound level measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.

CNEL, Community Noise Equivalent Level, is a time-weighted, 24-hour average noise level based on the A-weighted sound level. People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. The CNEL measurement applies weights to noise levels during evening and nighttime hours to account for the increased disturbance response of people at those times. The CNEL accounts for the increased noise sensitivity during the

evening hours (7 p.m. to 10 p.m.) and nighttime hours (10 p.m. to 7 a.m.) by adding 5 dBA and 10 dBA, respectively, to the average sound levels occurring during the evening and nighttime hours.

L_{dn} Similar to the CNEL, L_{dn}, the day-night average noise level, is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. The period from 7 a.m. to 10 p.m. is classified as daytime, and no adjustment to the noise levels is made during these hours. L_{dn} and CNEL are typically within one dBA of each other and, for most intents and purposes, are interchangeable. As discussed below, the L_{dn} (Day Night Level) is the basis for the City's standards for land use compatibility for community noise.

This EIR uses L_{eq} and CNEL to evaluate noise generated by the proposed project.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source, such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise.

Surrounding site conditions, meteorological conditions, and the presence of manmade obstacles such as buildings and barriers may also reduce noise at the location of a receiver. For example, vegetation and loose soils may either absorb or scatter the sound from roadways, yielding sound attenuation rates in environments with these major ground effects that are as high as 4.5 dBA for each doubling of distance (compared to 3dBA without major ground effects). In addition, barriers between a noise source and a receiver can substantially reduce noise levels at the receiver. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction. Taller barriers will provide increased noise reduction.

Effect of Noise

Excessively noisy conditions can affect an individual's quality of life, health, and well-being. The effects of noise can be organized into six broad categories: sleep disturbance, permanent hearing loss, human performance and behavior, social interaction or communication, extra-auditory health effects, and general annoyance. An individual's reaction to noise and its level of disturbance depends on many factors such as the source of the noise, its loudness relative to the background noise level, time of day, whether the noise is temporary or permanent, and subjective sensitivity.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Human response to vibration is best approximated by the vibration velocity level.

Heavy equipment operation, including stationary equipment that produces substantial oscillation or construction equipment that causes percussive action against the ground surface, may be perceived by building occupants as perceptible vibration known as "structureborne/groundborne" vibration. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise. Although the perceived vibration from such equipment operation can be intrusive to building occupants, the vibration is seldom of sufficient magnitude to cause even minor cosmetic damage to buildings unless the receptors are in proximity to heavy equipment.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to rapidly decrease with distance away from the source. Soil properties also affect the propagation of vibration. Man-made vibration issues are, therefore, usually confined to short distances from the source (i.e., 50 feet or less).

Vibration amplitudes are usually described in terms of peak levels, as in peak particle velocity (PPV) in inches/second that correlates best with human perception. The particle velocity is the velocity of the soil particles resulting from a disturbance. Agencies such as California Department of Transportation (Caltrans) use the PPV descriptor because it correlates well with damage or complaints. Caltrans estimates that the threshold of perception is approximately 0.006 inches/second PPV and the level at which continuous vibration begins to annoy people is approximately 0.010 inches/second PPV.

4.13.1.2 Environmental Setting

Site Location and Surroundings

The project site is situated along N. River Road directly north of State Route 76 (SR-76) and the San Luis Rey River. The project site is generally bisected into northern and southern sections by the existing N. River Road alignment. The project site is bordered on the northeast by Wilshire Road. The proposed project is approximately 7.7 miles to the east of I-5, and about 0.32 mile north of SR-76.

To the east beyond Wilshire Road, neighbors include 1-acre lots, the Paradise Falls wedding venue, and a dog and horse training facility. To the west, the project site is adjacent the Arrowood Golf Course and subdivision along with single-family residential uses and a church. Existing agricultural lands border the site to the north and south.

Noise Sensitive Land Uses

Noise sensitive land uses (NSLU) are land uses that may be subject to stress and/or interference from excessive noise, such as residences, schools, hospitals, libraries, parks, and places of worship. Industrial and commercial land uses are generally not considered sensitive to noise. The term "noise receptor" is often used to represent a specific location where individuals would be exposed to noise, such as a specific residence. The nearest NSLUs to the project site are existing residences located on Mare Road, located approximately 50 feet from the project site; residences located on Tyler Street, located approximately 780 feet southwest of the project site; and residences located on Leon Street, located approximately 880 feet west of the project site.

Vibration Sensitive Land Uses

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations are considered "vibration-sensitive." The degree of sensitivity depends on the specific equipment that would be affected by the groundborne vibration. Excessive levels of groundborne vibration of either a regular or an intermittent nature can result in annoyance to residential uses. The land uses surrounding the project site are not vibration sensitive.

Noise Setting

Traffic noise from area roadways is the predominant source of ambient noise in the vicinity of the project site. To establish ambient noise levels under existing conditions, short-term noise measurements were conducted in the project vicinity, and traffic noise was modeled based on current traffic levels. Potential aircraft noise due to a nearby airport was also considered. The results are summarized below.

Ambient Noise Monitoring

To establish ambient noise levels under existing conditions in the project vicinity, six short-term noise measurements were taken on January 14, 2018. The locations of these measurements are shown on Figure 4.13-1. The short-term measurements were taken during the daytime (10:20 a.m. to 12:40 a.m.) and were between 10 and 30 minutes in duration. A Rion NL-52 American National Standards Institute Type 1 Precision sound level meter was used to record ambient sound levels. The sound level meter was positioned on a tripod at a height of approximately 5 feet above the ground and fitted with a windscreen during measurements. The instrument was calibrated prior to measurements. Table 4.13-2 summarizes the measured short-term L_{eq}, noise sources, and the concurrent traffic volumes for the monitoring locations.

Table 4.13-2
Measured Noise Levels and Traffic Volumes

Site	Description/Noise Sources Observed	Date/Time	L_{eq}[1]	Cars	MT[2]	HT[3]	B/M[4]
ST1, N. River Road	Traffic/Aircraft, Birds, Distance Landscaping or Gardening, Distant Traffic, 35 feet from the edge of the pavement	11:50 a.m. to 12:10 a.m.	56.9 dBA	26	5	5	0
ST2, SR-76	Traffic, Rustling Leaves, 35 feet from the edge of the pavement	12:30 a.m. to 12:40 a.m.	62.7 dBA	226	6	4	0
ST3, College Boulevard	Traffic, Birds, Distant Traffic, Rustling Leaves, 55 feet from road centerline	10:46 a.m. to 10:56 a.m.	55.8 dBA	300	5	4	2
ST4, Douglas Drive	Traffic, Birds, Distant Landscaping or Gardening, Rustling Leaves, 70 feet from roadway centerline	10:20 a.m. to 10:35 a.m.	67.1 dBA	102	2	0	0
ST5, West Neighbors	Aircraft, Birds, Distant Conversations/Yelling, Distant Traffic, Distant Backup Alarm, Music in Garages,	11:00 a.m. to 11:10 a.m.	46.1 dBA	N/A	N/A	N/A	N/A
ST6, N. River Road and Leon Street	Traffic, Birds, Distant Traffic, Rustling Leaves, 50 feet from road centerline	11:15 a.m. to 11:45 a.m.	56.3 dBA	108	7	8	2

Notes:
1 Equivalent Continuous Sound Level (Time-Average Sound Level)
2 Medium Trucks
3 Heavy Trucks
4 Buses or Motorcycles depending on location

The results of the ambient noise survey reflect daytime noise levels that range between 46 dBA at the West Neighbors measurement location to the southwest of the project site (ST5) and 67 dBA L_{eq} northwest of the project site adjacent to Douglas Drive (ST4). The primary noise source at both locations was traffic. As discussed below, existing noise currently exceeds the daytime threshold established in the City of Oceanside's (City's) Noise Ordinance of 50 dBA L_{eq} at all locations except for the West Neighbors measurement location (ST5).

Ambient Noise Modeling

The existing CNEL along major roadways was calculated to establish existing traffic noise levels using the Federal Highway Administration's Traffic Noise Model (TNM), Version 2.5 (FHWA 2004). The existing CNEL calculated/modeled for each major roadway is presented in Table 4.13-3. It should be noted the dB values in Table 4.13-3 calculated for existing roadway traffic volumes are on a CNEL basis and, therefore, are different than the dBA Leq values measured for each roadway in the field (and presented in Table 4.13-2). The measured Leq values simply reflect actual traffic occurring during the short-term measurement, which is used to calibrate the model; the noise level (CNEL) from existing traffic is then calculated using the calibrated model. Modeling locations are shown on Figure 4.13-2.

Table 4.13-3
Calculated Existing Community Noise Equivalent Level (CNEL)
Associated with Local Roadways

Figure Indicator	Noise Modeling Location	Calculated CNEL (dBA)
M1	Proposed Project: Future Lot 30 On N. River Road	55
M2	Proposed Project: Future Alternative Lot On N. River Road	61
M3	Proposed Project: Representative Future North Village Lot, N. River Road	60
M4	Proposed Project: Representative Future Hilltop Village Lot	44
M5	N. River Road Existing Residential Apartments	55
M6	N. River Road/Vandegrift Residence	67
M7	N. River Road Eastern Residence	54
M8	College Boulevard North Residence	66
M9	Vandegrift Boulevard South Residence	60
M10	SR-76 West Residence	70
M11	SR-76 East Residence	71
M12	Vandegrift Blvd North Residence	60
M13	School North of River Road	48
M14	College Blvd South Residence	55

Based on the calculated/modeled CNEL values presented in Table 4.13-3, some areas of existing and proposed residential land uses have existing calculated traffic noise exposure greater than the normally acceptable range (of 65 dBA CNEL or less).

Airport Noise

The nearest airport to the project site is Oceanside Municipal Airport, located approximately 4.5 miles west of the project site in the City. The Oceanside Municipal Airport is a public airport with one runway. Due to distance, the project site is not located within the 60 dBA CNEL noise contour for the airport, the airport's area of influence, or the airport overflight notification area (SDCRAA 2010).

4.13.2 Regulatory Setting

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR) sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dB community noise equivalent level (CNEL) for new multifamily residences, hotels, and other

attached residences. Title 24 does not apply to single-family homes. However, as a matter of practice the many communities apply the same 45 dB CNEL standard to single-family homes.

Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 CNEL be performed for affected multifamily structures that are exposed to exterior noise levels in excess of 60 CNEL.

California Department of Health Services Guidelines

The State Department of Health Services has developed guidelines of community noise acceptability for use by local agencies (OPR 2003). Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use
- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

The acceptable exterior noise level for low-density residential use of 60 dBA CNEL would be reduced by a typical residential building envelope to an interior level of not greater than 45 dBA CNEL.

Local

City of Oceanside General Plan Noise Element

The Noise Element of the City's General Plan (City of Oceanside 2002) establishes target maximum noise levels in the City. The Noise Element provides the following limitations on construction noise:

1. It should be unlawful for any person within any residential zone of 500 feet there from to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise levels of 50 dBA at any property line unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100 feet from the source.
3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

In addition, the Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

The City's Noise Element outlines general goals, objectives, and noise policies as follows:

Goal: To minimize the effects of excessive noise in the City of Oceanside.

> **Objective:** To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.
>
> **Policies:**
>
> - Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.
> - Noise shall be controlled at the source where possible.
> - Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
> - Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
> - Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.
> - Noise levels shall be considered in any change to the Land Use and Circulation Elements of the City's General Plan.
> - Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

The City's Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level.

For interior noise, the Noise Element also establishes 45 dBA CNEL as the maximum acceptable level for habitual rooms when exterior noise levels are 60 dBA CNEL or more. If windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Noise Control Ordinance

Chapter 38, Noise Control, of the Oceanside Municipal Code governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise (Table 4.13-4). The Noise Control Ordinance (Noise Ordinance) sets an allowed level for single-family and medium-density residential areas to 50 dBA L_{eq} from 7:00 a.m. to 9:59 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. High density residential areas are limited to 55 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 50 dBA L_{eq} form 10:00 p.m. to 6:59 a.m.

Table 4.13-4
City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels) [1]	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50 45	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
High Density, Residential Tourist	55 50	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Commercial	65 60	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Industrial	70 65	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Downtown	65 55	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Source: Oceanside Municipal Code, Section 38.12.
Note: One-hour average sound level

Construction activities are subject to Section 38.17 of the Noise Ordinance, which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m..

Section 38.16 prohibits nuisance noise as recommended in the City's General Plan Noise Element. It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity. However, Section 35.15 provides construction, maintenance or other public improvement activities by government agencies or public utilities may be exempt from the noise level limits established in Table 4.13-4 upon the city manager (or manager's designee) determination that the authorization furthers the public interest.

City of Oceanside Engineering Manual

Construction noise in the City is governed by the City Engineering Manual. Construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday.

4.13.3 Thresholds of Significance

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

1. Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and if so, the project would expose people residing or working in the project area to excessive noise levels.
6. Be within the vicinity of a private airstrip, and if so, the project would expose people residing or working in the project area to excessive noise levels.

The City's Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level. A significant impact would occur if new residences could be exposed to traffic noise exposure greater than 65 dBA CNEL. A significant impact could also occur if proposed uses were to generate noise levels in excess of 50 dBA L_{eq} during the day or 45 dBA L_{eq} overnight, which is the limit in the City's Noise Ordinance for residential zones.

To date, the City has not adopted a threshold for groundborne vibration impacts. However, the Department of Transportation (Caltrans) has adopted vibration standards to evaluate potential impacts related to construction activities, which provide useful guidance on the evaluation of vibration impacts. Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inches/second begin to cause annoyance. For engineered concrete and masonry buildings, 0.3 inches/second PPV is a limit where building damage is possible. For non-engineered timber and masonry building, the building damage vibration limit is 0.2 inches/second PPV (Caltrans 2004). The use of a 0.1 inches/second vibration annoyance threshold is thus very conservative in addressing annoyance and avoiding damage to existing structures in the project vicinity. Hence, for purposes of this analysis, a significant impact would occur if the proposed project generates construction related vibration which exceeds 0.1 inches/second PPV at existing residences in the project vicinity.

Based on the Noise Element, a significant temporary construction noise impact would occur if construction were to occur outside of the allowable daily schedule between 7:00 a.m. and 6:00 p.m. with resulting noise levels greater than 5 dBA over ambient; if construction employs equipment with noise generation greater than 85 dBA L_{eq} at 100 feet from the equipment; or if construction equipment were to be operated between 8:00 p.m. and 7:00 a.m. in a residential zone, or within 500 feet of a residential zone, and create an ambient noise level of 50 dBA at any residential property line.

A significant noise impact would also occur if project-generated trip additions to the area roadway network were to cause a 3 dBA CNEL or greater increase over ambient traffic noise levels. A 3 dBA change is appropriate as it is the smallest increment that is perceivable by most people, represents a doubling of sound energy.

4.13.4 Impacts Analysis

Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

Construction of the proposed project could generate noise that could expose nearby NSLUs to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time in use, condition of each piece of equipment, and number of pieces of equipment that will actually operate on site. Therefore, this analysis includes conservative assumptions for construction noise. The construction vehicle assemblage for the proposed project would include standard equipment such as dozers, tractors, loaders, backhoes, excavators, graders, scrapers, trenchers, lifts, paving equipment, rollers, compressors, and miscellaneous trucks. Specified and measured noise level ranges for various pieces of construction equipment at a distance of 50 feet are presented in Table 4.13-5. The construction equipment is expected to be spread out over the entire site, with some equipment operating along the perimeter of the site, while the rest of the equipment may be located several hundred feet further away from the noise sensitive receptors. Construction is expected to include demolition, site preparation, grading, paving, building construction, and architectural coating. Construction equipment with substantially higher noise-generation characteristics (such as pile drivers, rock drills, blasting equipment) would not be necessary.

Sound levels from construction equipment that would be used ranges from 74 dBA to 90 dBA L_{eq} at 50 feet from the source, as shown in Table 4.13-5. Noise from construction equipment generally exhibits point source acoustical characteristics. Strictly speaking, a point source sound attenuates at a rate of 6 dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

Table 4.13-5
Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor (%)	Measured L_{max} @50ft (dBA, slow)
All Other Equipment > 5 HP (spec)	50	85
Auger Drill Rig	20	84
Backhoe	40	78
Compactor (ground)	20	83
Compressor (air)	40	78
Concrete Saw	20	90
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flat Bed Truck	40	74
Front End Loader	40	79
Generator	50	81
Generator (<25KVA, VMS signs)	50	73
Gradall	40	83
Grader[1] (spec)	40	85
Man Lift	20	75
Paver	50	77
Pickup Truck	40	75
Pneumatic Tools	50	85
Pumps	50	81
Roller	20	80
Scraper	40	84
Tractor[1] (spec)	40	84
Warning Horn	5	83
Welder/Torch	40	74

Source: DOT 2006.
Note:
1 (spec) indicates that the L_{max} is based on common specifications for this equipment, not measured data.

The Federal Highway Administration has developed the Roadway Construction Noise Model (RCNM) software, which can be used to evaluate construction noise from any major construction proposal. RCNM contains a large database of construction equipment, including noise generation level and load factor (percentage of time each piece of equipment is active on a typical construction site). Dudek used RCNM to assess construction noise impacts of the proposed project.

Construction of the proposed project is expected to commence mid-2019 and continue over a 5-year period, with buildout at the end of 2024. Demolition of existing on-site structures would last for 1 month. Site preparation would occur thereafter and would require approximately 1 month. Grading of approximately 155 acres of the project site would be completed over a 7-month period from the end of 2019 through the beginning of 2020. Site paving would occur over a 6-month period following grading, which would include the paving of roadways and other asphalt surfaces. The development of site infrastructure and building construction, including single-family and multifamily residential uses, the Village Core, and agriculture facilities, would occur over 4 years beginning in late 2020. For full detail regarding construction assumptions, refer to Section 4.3, Air Quality, and Appendix D1.

Table 4.13-6 shows the calculated noise levels at nearby noise-sensitive receptors (i.e., the residential property lines to the west of the project site) during construction phases for the proposed project, employing the RCNM software and based on construction equipment defaults found in the air quality model CalEEMod for a project of this size and scope. The noise levels shown in Table 4.13-6 take into account operation of multiple pieces of construction equipment simultaneously for the L_{eq} results. More details from the RCNM analysis can be found in Appendix M.

Worst-case conditions occur when construction is happening near the project boundary closest to the noise sensitive receptors, which are represented in the left-hand column for each residence in Table 4.13-6. Typical conditions represent noise levels if construction were being conducted near the center of the proposed project, as listed in the right-hand column for each residence in Table 4.13-6.

Table 4.13-6
RCNM Results Summary

	Leq (dBA)						
Case Description	*R1 - Residences on Tyler Street 780'*	*R2 - Typical Residence on Tyler Street 1800'*	*R3 - Residences on Leon Street 880'*	*R4 - Typical Residence on Leon Street 1650'*	*R5 – Nearby Church on N River Rd. 200'*	*R6 - Nearby School on N River Rd. Typical 1000'*	*R7- Nearest Residence 50'*
Architectural Coating	50	43	49	43	62	48	74
Building Construction	60	52	59	53	70	58	78
Demolition	63	55	62	56	74	60	85

Table 4.13-6
RCNM Results Summary

Case Description	Leq (dBA)						
	R1 - Residences on Tyler Street 780'	*R2 - Typical Residence on Tyler Street 1800'*	*R3 - Residences on Leon Street 880'*	*R4 - Typical Residence on Leon Street 1650'*	*R5 – Nearby Church on N River Rd. 200'*	*R6 - Nearby School on N River Rd. Typical 1000'*	*R7- Nearest Residence 50'*
Grading	63	56	62	57	74	61	85
Paving	62	55	61	56	74	60	84
Site Preparation	60	53	59	54	72	58	83

Source: Appendix M.

As Table 4.13-6 shows, the highest noise levels are expected to occur during the demolition and grading phases. Construction-related noise levels could reach up to 85 dBA L_{eq} at residential properties to the west of the project site. ST5 (Figure 4.13-1) represents the closest residential neighbors that might be impacted by construction noise. The existing noise level at this location (short-term measured L_{eq}) is about 46 dBA. With expected construction levels as high as 85 dBA L_{eq} at the same location, a 39 dB increase in ambient noise levels is expected.

Construction-related noise levels at other sensitive receivers adjacent to on-site and off-site construction activity (such as Del Rio Elementary School and residences along Leon Street, Stallion Drive, Wilshire Road, and Sleeping Indian Road) would increase the daytime ambient noise levels at these noise sensitive receptors. However, the expected noise levels would be temporary and will conclude with the completion of the proposed project. Furthermore, as indicated previously, the City restricts construction equipment that generates more than 85 dBA L_{eq} at 100 feet from the source. While construction noise is not expected to exceed 85 dBA at the nearest existing residence, it could reach up to 85 dBA L_{eq} at the nearest residence. Therefore, to ensure construction-related noise remains below the City's noise threshold, mitigation is required. Mitigation measure (MM-) NOI-1, would require construction noise reduction measures to be implemented to reduce the potential for construction noise to exceed the City's threshold. With incorporation of MM-NOI-1, construction-related noise impacts would be reduced to a level below significance.

The City prohibits construction between the hours of 6:00 p.m. of any day and 7:00 a.m. of the following day and on Saturdays and Sundays. The proposed project would comply with these restrictions. No evening or nighttime construction would be necessary. With the construction operations limited to the hours between 7:00 a.m. and 6:00 p.m. during weekdays, significant noise impacts would be avoided during evening and nighttime hours.

Although unlikely, the proposed project could require blasting to excavate granitic rock located in portions of the project site. To ensure that blasting activities do not result in an exceedance of noise

standards, mitigation would be required. Therefore, if blasting is required to excavate granitic rock, MM-NOI-2 would require that a blast drilling and monitoring plan be prepared. With incorporation of MM-NOI-2, construction-related noise impacts would be reduced to a level below significance.

Operational Traffic Noise

The main source of noise on the project site is traffic noise from N. River Road. The proposed project will generate traffic trips, resulting in potential increases in traffic and associated traffic noise along vicinity roadways. Traffic data was provided by the Transportation Impact Analysis (Appendix N) for existing roadway volumes in the vicinity, as well as traffic forecasts addressing a number of future roadway traffic scenarios. Table 4.13-7 shows the Average Daily Traffic (ADT) numbers for the analyzed traffic scenarios in the traffic impact analysis.

Table 4.13-7
Average Daily Traffic Scenarios

Street Segment	Existing 2016	Existing Plus Cumulative	Existing Plus Proposed Project	Existing Plus Cumulative Plus Project	Buildout (Year 2035)	Buildout 2035 with Project
Vandegrift Boulevard: North River Rd. to Douglas Dr.	25,750	25,750	26,372	26,372	23,200	23,822
N. River Road: College Blvd. to Vandegrift Blvd.	34,080	34,400	39,131	39,451	31,300	35,263
N. River Road: Douglas Dr. to College Blvd.	19,810	21,410	20,976	22,576	23,200	24,366
N. River Road: Vandegrift Blvd. to Stallion Drive	13,280	13,550	18,953	19,223	11,800	16,385
N. River Road: Stallion Dr. to Wilshire Rd.	9,690	9,880	15,518	15,708	14,000	18,740
N. River Road: Wilshire Rd. to Sleeping Indian Rd.	9,230	9,420	11,173	11,363	12,400	15,431
State Route 76: College Blvd. to Santa Fe Rd.	43,500	44,370	44,926	45,796	40,600	40,755
State Route 76: Santa Fe Rd. to Melrose Dr.	47,500	48,450	48,035	48,985	50,500	50,655
State Route 76: Melrose Rd. to Vista Way	37,500	38,250	37,946	38,696	59,300	60,388
College Blvd.: N River Rd. to SR-76	45,980	47,390	49,632	51,002	33,800	36,364
College Blvd.: SR-76 to Frazee Rd.	28,550	30,400	30,026	31,876	34,500	35,976

Sources: Appendices M and N.

The ADT values illustrated in Table 4.13-7 were used with the calibrated CadnaA traffic noise model to calculate existing and expected noise levels along the identified roadway segments, in order to determine traffic noise exposure levels for existing noise-sensitive land uses and for future residential lots of the proposed project.

Traffic Noise Impacts to Off-Site Uses

The proposed project would contribute vehicle trips onto the regional roadway network, particularly onto the major roadways in close proximity to the project site. To evaluate the change in noise level on area roadways from project trip contributions, traffic noise modeling was conducted. Existing residential locations along vicinity roads were modeled. First, the distance from the roadway to the closest existing residences located along each roadway segment of concern was determined from aerial photographs. Some of these existing residential areas include existing landscape walls along the roadway. In cases where the wall was at least 5 feet high and solid, the existing building façade or elevated balcony areas were used as the modeling receiver location. Next, current traffic volume data (on an average daily trip basis) for each segment was entered into the model. The same evaluation was then performed using the "Existing Plus Project" traffic volumes. The results are presented in Table 4.13-8.

Table 4.13-8
Project Contribution to Off-Site Traffic Noise
(Off-Site Traffic Noise Level Increase)

Roadway (segment)	CNEL (dB)		
	Existing	*Existing Plus Project*	*dB Change*
M05: N. River Road Existing Residential Area	55	56	1
M06: N. River Road/Vandegrift Residence	67	69	2
M07: N. River Road East Residences	54	54	0
M08: College Boulevard North Residence	66	67	1
M09: Vandegrift Boulevard South Residence	60	62	2
M10: SR-76 West Residence	70	70	0
M11: SR-76 East Residence	71	71	0
M12: Vandegrift Boulevard North Residence	60	61	1
M13: School North of River Road	50	51	1
M14:College Boulevard South Residence	55	57	2

Source: Appendix M.

At all receivers, the addition of project traffic to the roadway network would result in an increase in the CNEL of 2 dBA or less, which is below the discernible level of change (3 dBA) for the average human ear. Thus, a less-than-significant impact is expected for project-related off-site traffic noise increases affecting existing residences in the vicinity of the project site.

Further, none of the modelled off-site receptors would experience noise levels that increase from below 65 dBA CNEL to greater than 65 dBA CNEL. Since the limit of acceptable exterior noise exposure for residences is 65 dBA CNEL, project-related traffic noise increases would not cause traffic noise exposure at existing residences to exceed an established standard. Impacts would be less than significant.

Traffic Noise Impacts to On-Site Uses

The major local roadway, N. River Road, provides direct access to the proposed project and will be the dominant source of noise contributing to the future community noise level within the project site. Noise evaluations for new development are required to address the largest traffic volumes that the development could experience. Based on the traffic impact assessment, the year of estimated buildout, 2035, would have the worst case traffic. The future traffic noise exposure levels in year 2035 with project traffic were calculated using the CadnaA model. Table 4.13-9 provides a summary of the traffic noise exposure level results from the CadnaA analysis at representative residential lot locations of the proposed project for buildout year 2035 (with project traffic).

Table 4.13-9
Traffic Noise Model Results at Representative Receivers On-Site Build Out Year 2035

Map Indicator: Receiver	Traffic Noise (CNEL dBA)
	Buildout 2035 with Project
M00: Future North Village Lot with Setback	50
M01: Future Lot 30 N. River Road	57
M02: Future Lot Alternative N. River Road	64
M03: Representative Future N. Village Lot	63
M04: Representative Future Hilltop Village Lot	45

Source: Appendix M.

The first row of homes aligned closest to N. River Road could be exposed to noise levels ranging up to 64 dB CNEL from future traffic along this road. The City's Noise Element sets 65 dBA CNEL as the outdoor area significance threshold. The projected traffic noise levels in year 2035 of 64 dB do not exceed this 65 dB threshold.

However, interior noise studies are required where exterior noise levels would exceed 60 dBA CNEL, because there is a potential for interior noise levels to exceed the criterion of 45 dBA CNEL if exterior noise levels exceed 60 dBA CNEL. Because there is a possibility of interior noise levels exceeding the 45 dBA CNEL noise limit, and final architectural plans for the proposed project are not yet known at this time, impacts to on-site residential uses are considered potentially significant. MM-NOI-3, which involves review of the residential building construction details to ensure that interior noise levels do not exceed 45 dBA CNEL, would be implemented to reduce

impacts to NSLUs on site. With implementation of MM-NOI-3, noise impacts related to residential uses on site would be less than significant.

Operational Stationary Source Noise

Project implementation would also include on-site stationary noise sources, such as rooftop or ground-mounted HVAC equipment; mechanical equipment; landscaping equipment; and commercial activities. The project site would be subject to noise from routine maintenance activities. Maintenance activities are assumed to include the use of gasoline-powered mowers, trimmers, and blowers, which would result in intermittent short-term temporary noise increases. Maintenance activities are permitted uses and would be subject to the daytime 1-hour L_{eq} noise limit of 50 dBA in residential neighborhoods. Maintenance equipment would not be expected to operate at any one location for more than a few minutes. Due to the limited amount of time equipment would be operating in one location, operation of landscape equipment would generally not exceed the hourly noise level limit at a particular receptor. Therefore, landscape maintenance is expected to result in a less-than-significant impact.

The overall project also includes areas for commercial spaces, gathering spaces, and a hotel. Setbacks between the commercial and residential areas are estimated to be at least 24 feet. Ultimate buildout of the project site would be determined by future development plans prepared in compliance with the standards set forth by the proposed project. Therefore, at this time, noise impacts from non-residential land uses upon adjacent residential land uses within the project site are conservatively considered potentially significant. Implementation of MM-NOI-4 would require that a noise assessment be performed that evaluates noise impacts to residential uses from commercial uses on the project site. Evaluation of commercial mechanical equipment noise and truck delivery noise shall be considered in the assessment. With implementation of MM-NOI-4, impacts related to noise from project commercial uses on on-site NSLUs would be less than significant. Non-residential land uses would be located approximately 1,750 feet from the nearest off-site residential land uses, and therefore would have no impact on off-site NSLUs.

Future on-site residences could be subject to noise generated from off-site sources. The proposed project is largely surrounded by existing residential, institutional, and agricultural land uses that are not typically considered substantial sources of noise. However, the Paradise Falls property located across Wilshire Road is used for weddings and other private events. These events could be located outdoors where use of public address (PA) systems and music would likely generate noise. The location of these events on the Paradise Falls property would be located at a distance greater than 400 feet from the nearest future on-site residential property line. Noise sourced from PA systems and outdoor music can vary drastically depending on the event. Given the distance from the project site and that events held at the Paradise Falls property would be subject to the City's noise ordinance, impacts to on-site residences would be less than significant.

The operational phase of the proposed project also involves residential development and an overall increase in human presence. Noise associated with residential neighborhoods such as nuisance noise, landscaping, and parking areas would likely occur at different times, durations, and locations. Noise is a localized phenomenon and is progressively reduced as the distance from the source increases; specifically, noise levels from stationary noise sources decrease by approximately 6 dB for every doubling of distance. Due to this, noise levels would not be expected to exceed noise ordinance or general plan standards. Therefore, the overall permanent noise impact resulting from the operational phase of the proposed project would be less than significant.

Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No vibration-sensitive land uses are proposed as part of the proposed project or currently exist on the project site. Therefore, this analysis focuses on the potential for the proposed project to generate vibration at surrounding land uses. Groundborne vibration occurring as part of the proposed project would result from construction equipment. Following construction, the proposed residences and mixed use development on the site would not generate groundborne vibration.

The heavier pieces of construction equipment used at this site would include dozers, graders, and pavers. Groundborne vibration information related to construction activities has been collected by the California Department of Transportation (Caltrans) (Caltrans 2004). Based on published vibration data, the construction equipment used for project construction would generate a peak particle velocity of approximately 0.09 inch/second or less at a distance of 25 feet (FTA 2006).

Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second are the threshold for annoyance. Groundborne vibration is typically attenuated over short distances. The closest existing residences would be approximately 50 feet or more from the construction area. At these distances, the peak particle velocity from project construction would be below 0.1 inches/second. Vibration levels of this magnitude would likely be perceptible at nearby residences but would be below the Federal Transit Administration threshold of potential damage for normal structures (0.20 PPV inches/second) and would not be considered excessive.

Although unlikely, the proposed project could require blasting to excavate granitic rock located in portions of the project site. To ensure that blasting activities do not result in excessive vibration, mitigation would be required. Therefore, if blasting is required to excavate granitic rock, MM-NOI-5 would require that a vibration monitoring plan be prepared. With incorporation of MM-NOI-5, construction-related vibration impacts would be reduced to a level below significance.

Therefore, short-term construction-related vibration impacts would be less than significant. Therefore, impacts related to vibration from construction activities would be less than significant.

Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction Noise

As discussed above, construction is anticipated to last for approximately four years and would result in temporary increases in ambient noise levels on the project site on an intermittent basis. However, all impacts from construction would be temporary and would cease with completion of the proposed project. Therefore, the proposed project's construction would not result in a substantial permanent increase in ambient noise levels.

Operational Traffic Noise

A substantial increase in ambient noise level is defined as a greater than 3 dBA CNEL increase in ambient noise the vicinity surrounding the proposed project. Therefore, a significant impact would occur if the proposed project increased off-site ambient noise levels by more than 3 dBA CNEL. As discussed above, Traffic noise levels were analyzed comparing existing traffic to "existing plus project" traffic. The results of this analysis are presented in Table 4.13-8. Table 4.13-9 compares existing traffic to Year 2035 (buildout) traffic levels, with and without project contributions.

Existing Plus Project

Table 4.13-8 outlines Existing and Existing Plus Project noise levels. The Existing Plus Project scenario is conservative for estimating the proposed project's contribution to area traffic noise because additional growth in the City would occur prior to operation of the proposed project, which would generate increased ambient traffic noise. As shown in Table 4.13-8, the proposed project would not result in an increase of more than 2 dBA CNEL on any roadway segment. This increase would be below a 3dBA, and thus the proposed project would not result in a noticeable increase in traffic noise levels, nor would it cause an exceedance of City traffic noise standards. Thus, project noise impacts related to the Existing Plus Project scenario would be less than significant under this threshold.

Future (Year 2035)

The Future (Year 2035) scenario includes cumulative growth and development in the City anticipated by the Year 2035. Future increases in traffic, with and without the proposed project, are provided in Table 4.13-10. As shown in Table 4.13-10, the proposed project would not result in an increase of more than 1 dBA CNEL on any segment that currently exceeds 60 dBA CNEL, and

would not result in an increase of more than 2 dBA CNEL on any roadway segment. Implementation of the proposed project would not result in a discernable increase in noise levels along any of the modeled roadway segments. Therefore, the proposed project would not result in a permanent increase in ambient noise levels, and impacts would be less than significant.

Table 4.13-10
Project Contribution to Off-Site Traffic Noise
(Off-Site Traffic Noise Level Increase)

Roadway (segment)	CNEL (dBA)		
	Year 2035	*Year 2035 Plus Project*	*dB Change*
M05: N. River Road Existing Residential Area	54	56	2
M06: N. River Road/Vandegrift Residence	69	69	0
M07: N. River Road East Residences	54	54	0
M08: College Boulevard North Residence	66	67	1
M09: Vandegrift Boulevard South Residence	61	63	2
M10: SR-76 West Residence	73	71	-2
M11: SR-76 East Residence	71	71	0
M12: Vandegrift Boulevard North Residence	61	61	0
M13: School North of River Road	50	51	1
M14: College Boulevard South Residence	57	59	2

Source: Appendix M.

Cumulative Year 2035 Traffic Noise

Buildout of the proposed project, along with future cumulative growth in the City, would result in increases in traffic that would cumulatively increase traffic noise. The cumulative analysis compares future noise levels to existing noise levels to determine if a significant cumulative increase in noise level would occur. A significant cumulative impact would occur if cumulative projects would cause a roadway to exceed 65 dBA CNEL. As can be seen in Table 4.13-10, when full project buildout has occurred in Year 2035, the proposed project's contribution to overall traffic noise on the vicinity roadways is expected to be 2 dB or less. This change is noise levels is less than the threshold of perception for most people. With a less than perceptible increase in Year 2035 traffic noise levels for vicinity residences, the proposed project would not have a substantial contribution to a cumulatively significant noise impact.

In addition, none of the modelled off-site receptors would experience noise levels that increase from below 65 dBA CNEL to greater than 65 dBA CNEL comparing the Year 2035 to the Year 2035 with project traffic scenarios. Since the limit of acceptable exterior noise exposure for residences is 65 dBA CNEL, project-related traffic noise increases would not cause traffic noise exposure at existing residences to exceed an established standard. Impacts would be less than significant.

Operational Stationary Source Noise

As discussed above, project implementation would also include on-site stationary noise sources, such as rooftop or ground-mounted HVAC equipment; mechanical equipment; landscaping equipment; and commercial activities. The project site would be subject to noise from routine maintenance activities. Maintenance activities are assumed to include the use of gasoline-powered mowers, trimmers, and blowers, which would result in intermittent short-term temporary noise increases. Maintenance activities are permitted uses and would be subject to the daytime 1-hour L_{eq} noise limit of 50 dBA in residential neighborhoods. Maintenance equipment would not be expected to operate at any one location for more than a few minutes. Due to the limited amount of time equipment would be operating in one location, operation of landscape equipment would generally not result in a significant permanent noise increase at any particular receptor. Therefore, landscape maintenance is expected to result in a less-than-significant impact.

The proposed project also includes areas for commercial spaces, gathering spaces, and a hotel. Setbacks between the commercial and residential areas are estimated to be at least 24 feet. Ultimate buildout of the project site would be determined by future development plans prepared in compliance with the standards set forth by the proposed project. Therefore, at this time, noise impacts from non-residential land uses upon adjacent residential land uses within the project site are conservatively considered potentially significant. Implementation of MM-NOI-4 would require that a noise assessment be performed that evaluates noise impacts to residential uses from commercial uses on the project site. Evaluation of commercial mechanical equipment noise and truck delivery noise shall be considered in the assessment. With implementation of MM-NOI-4, impacts related to noise from project commercial uses on on-site NSLUs would be less than significant. Non-residential land uses would be located approximately 1,750 feet from the nearest off-site residential land uses, and therefore would have no impact on off-site NSLUs.

The operational phase of the proposed project involves residential development and an overall increase in human presence. Residences are not considered to be substantial sources of noise, and noise associated with residential neighborhoods is generally low. Noise associated with landscaping, parking areas, and/or nuisance noise could occur at different times, durations, and locations. Such noise is difficult to predict due to many variables. However, noise would be progressively reduced as the distance from the source increases; specifically, noise would decrease by approximately 6 dB for every doubling of distance. In addition, any activities considered a nuisance would be illegal under the City's Noise Ordinance, which would be enforced by the City's Police Department. Due to this, noise levels would not be expected to significantly and permanently increase. Therefore, impacts would be less than significant.

Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed previously, the construction phase would result in temporary increases in noise levels. Different NSLUs surround the proposed project site. Construction equipment that generates noise would likely be used in different locations on the proposed project site. Construction would also adhere to City ordinances that prohibit construction between the hours of 6:00 pm and 7:00 am and on weekends. While construction noise is not expected to exceed 85 dBA at the nearest existing residence, it could reach up to 85 dBA L_{eq} at the nearest residence. Therefore, to ensure construction-related noise remains below the City's noise threshold, MM-NOI-1 is required and would reduce potentially significant noise impacts to a level below significance.

Although unlikely, the proposed project could require blasting to excavate granitic rock located in portions of the project site. To ensure that blasting activities do not result in an exceedance of noise standards, mitigation would be required. Therefore, if blasting is required to excavate granitic rock, MM-NOI-2 would require that a blast drilling and monitoring plan be prepared. With incorporation of MM-NOI-2, construction-related noise impacts would be reduced to a level below significance.

Also as discussed previously, residences are not considered to be substantial noise sources. General nuisance noise and landscaping maintenance noise would not result in substantial temporary increases in noise levels. The Village Core includes a preliminary plan for an informal amphitheater that would provide a recreational gathering area on the northern portion of the proposed agricultural areas suitable for outdoor concerts, events, wine tasting, and farm dinners. Events held at this location would result in periodic increases in ambient noise levels through use of PA systems and music, which would vary depending on the event. Such events would be subject to the City's noise ordinance, minimizing or avoiding substantial generation of noise during nighttime hours. Therefore, impacts during the operational phase of the proposed project would be less than significant.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The nearest airport to the project site is Oceanside Municipal Airport, located approximately 4.5 miles west of the project site in the City. The Oceanside Municipal Airport is a public airport with one runway. Due to distance, the project site is not located within the 60 dBA CNEL noise contour for the airport, or within the airport's area of influence (SDCRAA 2010). Impacts would be less than significant.

For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project site does not lie in the vicinity of a private airstrip. Therefore, no impacts would occur.

4.13.5 Mitigation Measures

The following mitigation measures would ensure that noise impacts are reduced to below a level of significance:

MM-NOI-1 **Construction Noise Reduction Measures.** Prior to the start of construction of the proposed project, the following construction noise measures shall be included in the construction plans to be implemented by the construction contractor. Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. In addition, all construction activity shall comply with the following requirements:

1. Use available noise suppression devices and properly maintain and muffle loud construction equipment.
2. Avoid the unnecessary idling of equipment and stage construction equipment as far as reasonable from residences.
3. Notify adjacent uses of the construction schedule.
4. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
5. All mobile or fixed noise-producing equipment used on the proposed project that are regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.
6. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
7. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary.

MM-NOI-2 Prior to approval of the grading permit for any portion of the proposed project, the applicant or the designated contractor shall prepare, or cause to be prepared, a blast drilling and monitoring plan. The plan shall include estimates of the drill noise levels, maximum noise levels (L_{max}), air-blast overpressure levels, and groundborne vibration levels at each residential property line within 1,000 feet of the blasting location, and shall be submitted to the City of Oceanside (City) for review prior to the first blast. Blasting shall not commence until the City has approved the blast plan. Where potential exceedances of the City's Noise Ordinance are identified, the blast drilling and monitoring plan shall identify mitigation measures shown to effectively reduce noise and vibration levels (e.g., altering orientation of blast progression, increased delay between charge detonations, presplitting) to be implemented to comply with the noise level limits of the City's Noise Ordinance. The identified mitigation measures shall be implemented by the applicant or its designee prior to the issuance of the grading permit. Additionally, project phases involving blasting shall conform to the following requirements:

- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the City.
- Each blast shall be monitored and recorded with an air-blast overpressure monitor and groundborne vibration accelerometer located outside the closest residence to the blast and approved by the City.

MM-NOI-3 **Interior Noise Study.** Prior to the approval of building permits, the applicant shall submit an interior noise study for approval by the City Planning Department for lots identified to have a future traffic noise exposure level above 60 dBA CNEL. To comply with the City and state's 45 dB CNEL interior noise standard, these residential dwelling units would likely require additional noise attenuating features such as mechanical ventilation system or air conditioning system and sound-rated windows, as determined by the interior noise study. The interior noise study shall ensure compliance with the City and state's 45 dB CNEL noise standard.

MM-NOI-4 **On-Site Non-Residential Noise Study.** When the specific detailed site planning is completed for each commercial area that includes individual lot layouts, site plans, and building specifications, a noise assessment consistent with the City of Oceanside's noise standards shall be performed to address potential noise impacts from non-residential land uses affecting the adjacent residential land uses on the project site. Evaluation of commercial mechanical equipment noise and truck delivery noise shall be considered in the assessment. Setbacks or noise barriers shall be features analyzed as noise control methods to ensure compliance with the City's Noise Element and Noise Ordinance.

MM-NOI-5 Prior to beginning construction of any project component within 200 feet of an existing or future occupied residence, the applicant or its designee shall require preparation of a vibration monitoring plan for submittal to the City of Oceanside (City) noise control officer for review and approval. At a minimum, the vibration monitoring plan shall require data to be sent to the City noise control officer or designee on a weekly basis or more frequently as determined by the City noise control officer.

The vibration monitoring plan shall include the location of vibration monitors, the vibration instrumentation used, a data acquisition and retention plan, and exceedance notification and reporting procedures. A description of these plan components is provided in the following text.

Location of Vibration Monitors: The vibration monitoring plan shall include a scaled plan indicating monitoring locations, including the location of measurements to be taken at construction site property lines and at nearby residential properties.

Vibration Instrumentation: Vibration monitors shall be capable of measuring maximum unweighted root mean square and PPV levels triaxially (in three directions) over a frequency range of 1 to 100 hertz. The vibration monitor shall be set to automatically record daily events during working hours and to record peak triaxial PPV values in 5-minute interval histogram plots. The method of coupling the geophones to the ground shall be described and included in the report. The vibration monitors shall be calibrated within 1 year of the measurement, and a certified laboratory conformance report shall be included in the report.

Data Acquisition: The information to be provided in the data reports shall include, at a minimum, daily histogram plots of PPV versus time of day for three triaxial directions and maximum peak vector sum PPV and maximum frequency for each direction. The reports shall also identify the construction equipment operation during the monitoring period and their locations and distances to vibration measurement locations.

Exceedance Notification and Reporting Procedures: A description of the notification of exceedance and reporting procedures shall be included, and follow-up procedures shall be taken to reduce vibration levels to below the allowable limits.

4.13.6 Level of Significance After Mitigation

With implementation of MM-NOI-1 through MM-NOI-5, potentially significant noise impacts would be reduced to a level below significance.

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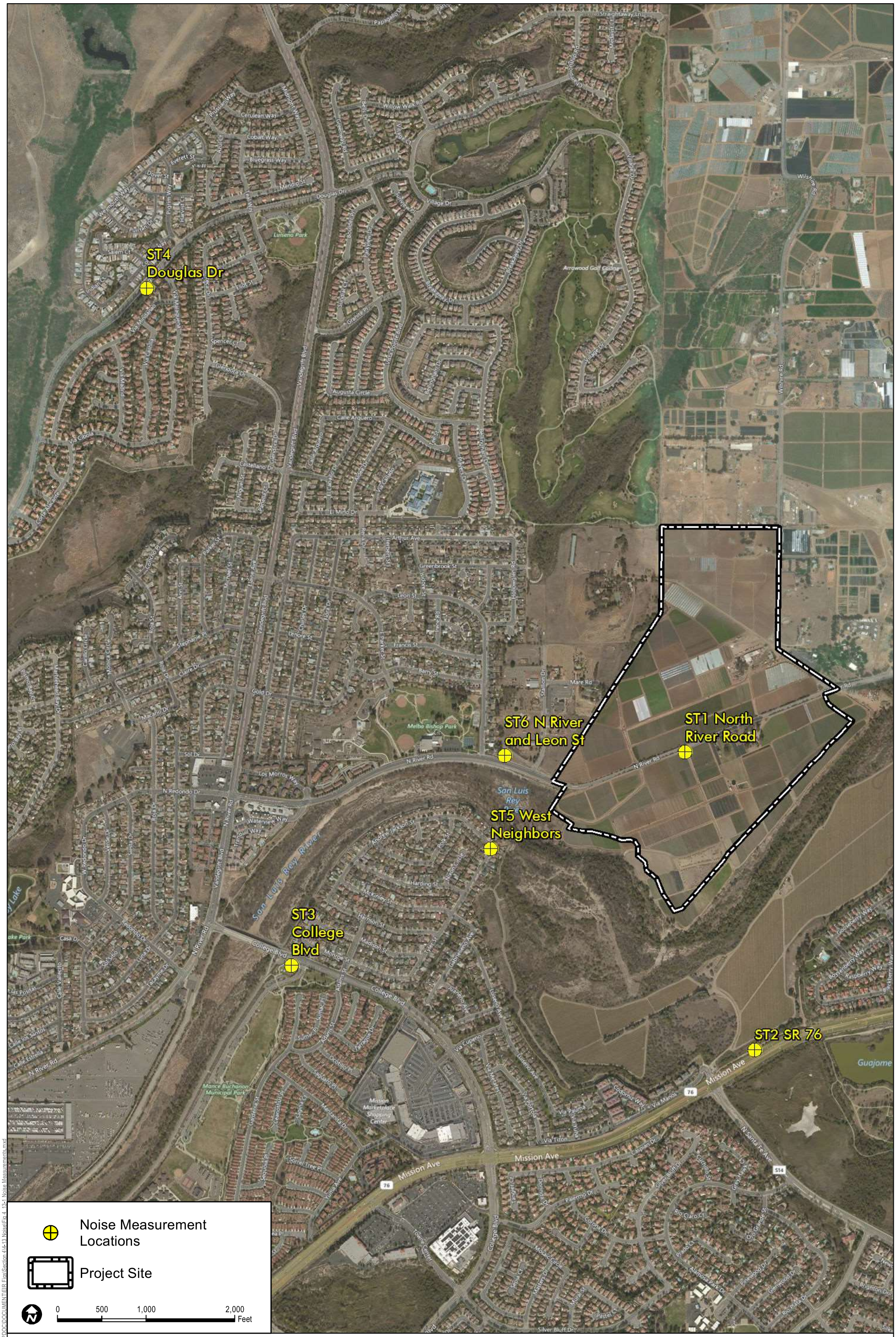

AERIAL SOURCE: BING MAPPING SERVICE

DUDEK

FIGURE 4.13-1

Noise Measurement Locations

North River Farms Planned Development Plan EIR

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Name
M1: Representative Future Riverside Village PA-1 Lot
M2: Representative Future Riverside Village PA-1 Lot 2
M3: Representative Future North Village PA-3 Lot
M4: Representative Future Hilltop Village PA-4 Lot
M5: North River Road Existing Residence
M6: North River/ Vandegriff Blvd Overlap Residence
M7: North River Road East Residence
M8: College Blvd N Residences
M9: Vandegriff Blvd S Residences
M10: SR 76 West Residences
M11: SR 76 East Residences
M12:Vandegriff Blvd N Residences
M13: First Baptist Church
M14: College Blvd S Residences
M15: Second Missionary Baptist Church
M16: First Samoan Congregration
M17: Residence on Mare Rd
M18: Residence on Mare Rd
M19: Residence on Mare Rd

Noise Modeling Location

Project Site

0 500 1,000 2,000 Feet

AERIAL SOURCE: BING MAPPING SERVICE

DUDEK

FIGURE 4.13-2

Noise Modeling Locations

North River Farms Planned Development Plan EIR

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4.14 POPULATION AND HOUSING

This section describes the existing population and housing setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project).

4.14.1 Existing Conditions

The project site is dominated by active agricultural land uses, including a few single-family homes currently used as office space and farm operations and abandoned structures associated with agricultural product processing and sales. Several vacant, dilapidated single-family structures are located in the northern and central portions of the project site. Currently, there are no people residing on the project site. To the west of the project site is a mix of uses including churches, an elementary school, parks, and a mix of residential uses and older established residential subdivisions. To the east of the project site is Morro Hills, a rural agricultural community with a substantial amount of production agricultural land.

The project site has a General Plan land use designation of A (Agricultural) and is zoned A (Agricultural) on the north side of the N. River Road and A-SP (Agricultural – Scenic Park Overlay) on the south side of N. River Road. Per the City of Oceanside's (City's) General Plan and zoning ordinance, residential development shall only be permitted if it does not interfere with existing agricultural operations and the open space character of the area is preserved. Minimum lot areas shall be determined by topography, adjacent land uses, and infrastructure; however, under no circumstances shall lot areas be less than 2.5 acres (City of Oceanside 2002).

Regional and local population, housing, and employment numbers are discussed in conjunction with applicable plans in Section 4.14.2, Regulatory Setting.

4.14.2 Regulatory Setting

State

California Planning and Zoning Law

The legal framework within which California counties and cities exercise local planning and land use functions is provided in the California Planning and Zoning Law (Sections 65000 through 66499.58 of the California Government Code). Under that law, each county and city must adopt a comprehensive, long-term general plan. The law gives counties and cities wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. The requirements include seven mandatory elements described in the Government Code.

Each element must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and implementation measures.

Once the general plan of a county or city is adopted, it should be construed as a dynamic document, for which adaptability is a key component. Each jurisdiction frequently reviews its general plan for consistency and to ensure it addresses growth-related issues in a comprehensive manner. State law allows up to four general plan amendments per general plan element per year, so each jurisdiction can make changes as justified.

California Building Standards Code

In 2001, California consolidated the Uniform Building, Plumbing, Electrical, and Mechanical codes into the California Building Standards Code, which is contained in Title 24 of the California Code of Regulations. The California Building Standards Code contains 11 parts: Electrical Code, Plumbing Code, Administrative Code, Mechanical Code, Energy Code, Residential Building Code, Historical Building Code, Fire Code, Existing Building Code, Green Building Standards Code, and the Reference Standards Code. These codes promote public health and safety and ensure that safe and decent housing is constructed in the County's unincorporated areas. The 2013 California Building Standards Code generally became effective July 1, 2015.

Senate Bill 375

Senate Bill 375 (codified in the Government Code and Public Resources Code), took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill 32. Senate Bill 375 requires metropolitan planning organizations to incorporate a Sustainable Communities Strategy (SCS) in their Regional Transportation Plans (RTPs) that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.

Regional Housing Needs Assessment

A Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods.

Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA does not necessarily encourage or promote

growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs.

Local

San Diego Association of Governments

SANDAG is a public agency, composed of 18 cities and the County of San Diego, which builds strategic plans guiding the San Diego region in land use, growth, economics, and the environment. SANDAG also provides population and housing estimates for the region, which are based, in part, on local jurisdictional planning data and inform regional planning.

The SANDAG Regional Comprehensive Plan, adopted in 2004, provides a long-term planning framework for the San Diego region. The Regional Comprehensive Plan identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities that already have existing and planned infrastructure, and then connecting those communities with a variety of transportation choices.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a sustainable communities strategy, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop a Sustainable Communities Strategy (SCS) as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

San Diego Forward: The Regional Plan

SANDAG is required by law to update its regional transportation plan every 4 years. In October 2015, SANDAG adopted the latest update to its RTP/SCS. SANDAG's 2015 RTP/SCS, known

as *San Diego Forward: The Regional Plan* (Regional Plan), integrates the elements of the prior Regional Comprehensive Plan and combines those elements with the Regional Plan.

The Regional Plan updates growth forecasts and is based on the most recent planning assumptions considering currently adopted land use plans, including the City's General Plan and other factors from the cities in the region and the County. SANDAG's Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City's General Plan, and other local General Plans of cities, may change based on General Plan amendments initiated by the jurisdiction or landowner applicants. The General Plan amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, SANDAG's RTP/SCS latest forecasts of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because that planning is not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years.

Regional Growth Forecast

Since, 1972, SANDAG has produced long-range forecasts of population, housing, and employment for the San Diego region that are used as a resource numerous purposes, including for planning. In October 2013, SANDAG adopted the Series 13 2050 Regional Growth Forecast. This forecast serves as the foundation for the Regional Plan and other planning documents (e.g., water agency planning, General Plans) throughout the region. The forecast represents an assessment of the changes that SANDAG anticipates for the San Diego region based on the best available information and computer modeling. As stated above, the forecasts are based on the most recent planning assumptions, considering local general plans and other factors, per Senate Bill 375 (Government Code Section 65080(b)(2)(B)). The SANDAG forecasts are meant to help decision-makers prepare for the future and, according to SANDAG, are "not an expression for or against growth."[1]The existing and forecasted population, housing, and employment growth for the City and region are outline in Table 4.14-1.

Table 4.14-1
Forecasted Growth for the San Diego Region and the City of Oceanside

Jurisdiction	Year				Change 2008–2050	
	2012	*2020*	*2035*	*2050*	*Numeric*	*Percent*
Population						
San Diego Regional	3,143,429	3,435,713	3,853,698	4,086,759	925,330	29
City of Oceanside	169,319	177,840	188,597	189,377	20,058	12
Housing						
San Diego Regional	1,165,818	1,249,684	1,394,783	1,491,935	326,117	28

[1] See Appendix J, 2050 Regional Growth Forecast, to SANDAG's 2015 RTP/SCS.

Table 4.14-1
Forecasted Growth for the San Diego Region and the City of Oceanside

Jurisdiction	Year				Change 2008–2050	
	2012	*2020*	*2035*	*2050*	*Numeric*	*Percent*
City of Oceanside	65,469	67,817	70,395	70,942	5,473	8
Employment (Jobs)						
San Diego Regional	1,450,913	1,624,124	1,769,938	1,911,405	460,492	32
City of Oceanside	41,974	48,199	53,277	53,992	12,018	29

Source: SANDAG 2013.

The existing (2012) population of the San Diego region is 3,143,429 people. There are 1,165,818 existing housing units and 1,450,913 existing jobs (SANDAG 2013). Approximately 5% of the San Diego region's existing (2012) population and housing units are located in the City. The City accounts for approximately 3% of regional employment.

Based on Table 4.14-1, SANDAG estimates that the existing (2012) population within the City is 169,319 people. SANDAG estimates a 12% increase in the City's population from 2012 through 2050. Regarding existing (2012) growth in housing units, SANDAG estimates that the number of housing units within the City is 65,469 units and estimates an 8% increase in housing units from 2012 through 2050. In terms of existing (2012) employment growth, SANDAG estimates that employment within the City is 41,974 and estimates a 29% increase in employment within City from 2012 through 2050.

Smart Growth Concept Map

The Regional Comprehensive Plan adopted in 2004 included the development of a Smart Growth Concept Map illustrating the location of existing, planned, and potential smart growth areas. The first map was adopted in 2006, with the most recent update occurring in May 2016. The project site is not identified on the Smart Growth Concept Map for the North County Subregion (SANDAG 2016a). However, approximately 0.7 miles west of the project site adjacent to San Luis Rey Transit Center—southeast of the intersection of Vandegrift Boulevard and N. River Road— is a smart growth site identified as OC-8. OC-8 is a potential (community center site labeled as "The San Luis Rey Transit Center and North River Village mixed-use project," which conceptually includes 106 condominium units, approximately 13,700 square feet of commercial retail space within 26 commercial condominium units, and the NCTD San Luis Rey Bus Transit Center (SANDAG 2016b). The OC-8 site has been constructed as residential development.

Regional Housing Needs Assessment

In October 2011, SANDAG adopted the Regional Housing Needs Assessment (RHNA) Plan for the 2013–2020 housing element cycle. Based on a methodology that weighs a number of factors

(i.e., projected population growth, employment, commute patterns, and available sites), SANDAG determined quantifiable needs for housing units in the region according to various income categories. The RHNA allocates housing needs in four income categories (very low, low, moderate, and above moderate) for each jurisdiction that will be used in local housing elements. In its final RHNA figures, SANDAG allocated 6,210 housing units to the City for the 2013–2020 housing element cycle, including 2,727 housing units for very low- and low-income households, as outlined in Table 4.14-2 (SANDAG 2011).

Table 4.14-2
City of Oceanside Regional Housing Needs Assessment Allocation by Income Level

Very Low	Low	Moderate	Above Moderate	Total
1,549	1,178	1,090	2,393	**6,210**

Source: SANDAG 2011.

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive General Plan that provides guidance for growth and development within the city. The City most recently revised the Housing Element adopted in August 2013 for the 2013–2020 planning cycle. The Housing Element is designed to provide development guidance for housing through facilitating the development of a variety of housing types, appropriately removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the City until December 21, 2020 (City of Oceanside 2013). In association with the SANDAG RHNA, the Housing Element also includes the Oceanside Housing Growth Needs for 2010 through 2020 (6,210 housing units), as detailed above. The Housing Element identifies adequate sites that can be developed for housing that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels. The City prepared and implemented a rigorous protocol in its assessment of properties considered for inclusion in the housing sites inventory. The sites zoned for residential use that were included in the inventory are primarily vacant sites, while most of the non-vacant properties in the inventory are situated in commercial zones that allow high-density housing as a component of mixed-use development and/or as a stand-alone use (City of Oceanside 2013). Since the City's Housing Element specifically states that most of the residentially zoned land in the City is already developed with relatively few vacant properties remaining, most of the RHNA housing needs must be accommodated on commercially zoned land. However, many of the underused commercial sites are less than 1 acre in size that would require site consolidation under one ownership.

The City has determined that there are adequate sites available with appropriate zoning to accommodate the RHNA allocation for this Housing Element cycle. The project site is not identified within the City's General Plan Housing Element's land inventory as a site that could contribute to the RHNA allocation (City of Oceanside 2013).

The Land Use Element includes the following goals, objectives, and policies that are relevant to population and housing:

Goal 1: Community Enhancement. The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

> **Objective 1.16 Housing:** To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.
>
> > **Policy 1.16C:** The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.
> >
> > **Policy 1.16D:** The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:
> >
> > 1. A broad range of housing types, with varied levels of amenities and number of bedrooms;
> > 2. Sufficient rental stock for all segments of the community, including families with children;
> > 3. Housing which meets the special needs of the elderly and the handicapped.
> >
> > **Policy 1.16E:** The City shall protect, encourage, and where feasible, providing housing opportunities for persons of low and moderate income.

Goal 2.3: Residential Development. To direct and encourage the proper type, location, timing and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well-balanced and organized City.

> **Policy 2.32B:** Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:
>
> 1. Infrastructure improvements beyond what is necessary to serve the project and its population.
> 2. Lot standards (i.e., lot area, width, depth) which exceed the minimum standards established by City policy.

3. Development standards (i.e., parking, setbacks, lot coverage) which exceed the standards established by City policy.
4. Superior architectural design and materials.
5. Superior landscape/hardscape design and materials.
6. Superior recreation facilities or other amenities.
7. Superior private and/or semi-private open space areas.
8. Floor areas that exceed the norm established by existing or approved development in the surrounding area.
9. Consolidation of existing legal lots to provide unified site design.
10. Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
11. Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
12. Innovative design and/or construction methods that further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

4.14.3 Thresholds of Significance

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

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
3. Displace substantial number of people, necessitating the construction of replacement housing elsewhere.

Regarding the first significance criterion, CEQA Guidelines 15126.2(d) directs lead agencies to discuss the ways in which the proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly (as described in the above threshold), in the surrounding environment. Examples of growth-inducing aspects of a project may include the following:

- Extension of utility lines, construction of roads, or construction or expansion of water/wastewater facilities
- Encouragement of growth in surrounding areas through economic stimulus (e.g., construction of golf courses, shopping centers, industrial facilities, and residential areas
- Revisions to land use policies, such as General Plan amendments, annexations, and rezones
- Removal of an obstacle to growth and development, such as removal of a constraint on a required public service

A project that is determined to be potentially growth inducing may result in subsequent environmental effects as a result of such growth. These indirect secondary effects of growth can result, for example, in significant increased demand on community and public service infrastructure, increased traffic and noise, and degradation of air and water quality. Potential secondary impacts are discussed throughout the environmental analysis of this EIR.

The CEQA Guidelines specifically state that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. Rather, lead agencies are directed to ensure that their CEQA documents fully consider the potential growth effects when conducting their environmental analyses.

The analysis below is divided into two sections to discuss the potential for direct growth inducement through amending the City's General Plan and zoning to allow for additional residential and commercial development; and indirect growth inducement (i.e., the extension of infrastructure).

4.14.4 Impacts Analysis

Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

General Plan Amendment

The project site has a General Plan land use designation of A (Agricultural) and is zoned A-SP (Agricultural – Scenic Park Overlay). Per the City's General Plan and zoning ordinance, residential development shall only be permitted if it does not interfere with existing agricultural

operations and the open space character of the area is preserved. Minimum lot areas shall be determined by topography, adjacent land uses, and infrastructure; however, under no circumstances shall lot areas be less than 2.5 acres (City of Oceanside 2002). Based on the requirements of the City's General Plan and the zoning ordinance, the project site could feasibly be developed with 61 residential lots at approximately 2.5 acres each, while also providing an internal roadway network to service each lot (refer to Chapter 7, Alternatives, of this EIR). SANDAG's Series 13 Regional Growth Forecast estimates an average household size of approximately 2.86 persons per household by 2025[2]. For the purposes of comparison, year 2025 was used as it coincides with the estimated project buildout. Using this rate, the project site under its existing land use designations could result in the generation of approximately 174 new residents, which represents a conservative estimate of potential full buildout of the project site in year 2025 (coinciding with estimated buildout of the proposed project).

The proposed project would directly induce growth through the development of residential and commercial land uses, which would introduce new residents and jobs[3] to the area. The proposed project's service population is based on SANDAG's Series 13 Regional Growth Forecast, which estimates an average household size of 2.86 persons per dwelling unit and 13.8 employees per developed acre by 2025. The proposed project's population, defined as the number of residents plus the number of jobs supported by the proposed project, is 2,161 people (1,971 of which would be residents plus 190 employees). There is not a hardline number or percentage available to determine whether or not this estimated growth would be considered a substantial increase in population. However, the proposed project would increase the population of the area and exceed the planned population growth under the site's General Plan land use designation.

In accordance with defined future housing needs, the City must balance land use activities to accommodate future housing development and meet RHNA's state housing law compliance for different affordability levels. Although the City determined that there are adequate sites available with appropriate zoning to accommodate the RHNA allocation for this Housing Element cycle, most of the RHNA housing needs must be accommodated on commercially zoned land that are located on small commercial sites that would require consolidation with other lots (City of Oceanside 2013). The City has the discretion to adjust allocated housing units/sites as necessary to balance proposed plans for residential development with approved/constructed residential development and sites identified within the housing inventory that are not yet rezoned to allow for residential development. Program 9 of the Housing Element's Housing Action Plan calls for the

[2] The Series 13 Regional Growth Forecast does not provide a person per household rate for the year 2025 (estimated project buildout year). A rate of 2.86 persons per household was interpolated from the provided information (i.e., the rates for the years 2020 and 2035).

[3] It is not known how many of the jobs would employ residents that currently live in the region versus how many would relocate to the area. Therefore, this analysis uses SANDAG employment density forecasts to estimate the employee population induced by the proposed project. Refer to Section 4.8, Greenhouse Gas Emissions, of this EIR.

City's Planning Department to continually monitor its housing sites inventory such that the City meets the RHNA (City of Oceanside 2013). The City would accordingly be able to account for the proposed units and estimated population resulting from the proposed project to meet its fair share of the housing requirement (RHNA) when considering future residential development proposals. Additionally, the estimated buildout of the proposed project would carry over into the next Housing Element cycle in which both SANDAG and the City would be required to assess housing needs allocation and the ability for the City to meet its fair-share housing requirement.

Even though the proposed project would be consistent with applicable policies that implement the Housing Element's goals and objectives, the proposed project would still introduce a population beyond what is planned for the project site. Additionally, as the project site is developed and eventually built out as proposed, existing adjacent and nearby land may be encouraged to intensify uses. Such intensification could include future applications for General Plan and Zoning Ordinance Amendments to increase residential and commercial development in the vicinity of the proposed project (for example, property owners in the area may be encouraged to propose additional community serving retail based on the new residences proposed). Additionally, the proposed land use intensification could potentially result in growth inducement due to potential for unplanned infrastructure improvements (refer to the discussion below). Further, construction of the proposed project would generate an economic stimulus from the use of building materials, sales of residential units, operation of the proposed project's commercial and agricultural facilities, and introduction of new consumer demand in the area. Therefore, the proposed project would be considered growth inducing.

Extension of Roads and Infrastructure

Construction of new roadways could result in potential inducement of growth if a roadway is constructed in a previously undeveloped or underdeveloped area by improving accessibility. Additionally, expansion of existing roadway capacities could potentially be growth-inducing as a result of improved accessibility. As discussed in Chapter 3, Project Description, the proposed project would include new internal roadways, improvements to N. River Road, and off-site roadway improvements. Although the internal roadway network would provide new routes, the proposed internal roadways would be sized to adequately serve the proposed project and would not act as alternative routes through the surrounding area. With the exception of N. River Road, the roadways proposed within the project site are local streets that are designed to accommodate the low level of traffic generated within the proposed project.

N. River Road is currently built as a two-lane collector road and is designated in the City's General Plan Circulation Element as a four-lane major road. The proposed project would complete widening along its frontage, including installation of two travel lanes, sidewalks, and landscape improvements within an average 112-foot-wide right-of-way to accommodate its ultimate General Plan buildout as a four-lane road. Such improvements are planned for in the City's General Plan and would therefore not be considered growth inducement caused by the proposed project.

The proposed project would also result in an incremental increase in demand of water and wastewater services. As discussed in Section 4.19, Utilities and Service Systems, the proposed project would not require the expansion of water or wastewater treatment plants. The project site water and wastewater infrastructure would be sized to adequately serve the proposed project. As discussed in Chapter 3, the proposed project would require an increase in the size of a portion of an existing sewer line within N. River Road from 18 inches to ~~21~~ 24 inches. This increase in capacity of infrastructure within the roadway could result in additional intensification on properties surrounding this sewer line by removing a barrier to growth. The increase in sewer line size and capacity as proposed for development of the proposed project would therefore be considered growth inducing.

Conclusion

The proposed project would introduce a population beyond what is planned for the project site, and the development of the site may encourage surrounding lands to intensify uses. The expansion of existing sewer infrastructure could remove a barrier to growth, resulting in the potential for surrounding properties to intensify development. Therefore, the proposed project has the potential for growth inducing effects, which may result in subsequent adverse environmental effects as a result of such growth. At the same time, CEQA cautions against assuming that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. Nonetheless, on balance, the identified growth-inducing effects would result in a potentially significant impact to population and housing. Therefore, the potentially significant impact to population and housing would remain significant and unavoidable.

Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

While the project site contains existing single-family dwelling units, they are not currently used for housing purposes. Therefore, construction and operation of the proposed project would not displace substantial numbers of existing housing. Instead, the proposed project would establish new residential development on the project site. No impact would occur.

Would the project displace substantial number of people, necessitating the construction of replacement housing elsewhere?

No occupied dwelling units or other similar facilities currently exist on the project site. The construction and operation of the proposed project would not be expected to displace any people and would not require the need for construction of replacement housing. Instead, the proposed project would establish new residential development to the area. Therefore, no impact would occur.

4.14.5 Mitigation Measures

No feasible mitigation measures exist to reduce the identified potentially significant impact to population and housing.

4.14.6 Level of Significance After Mitigation

The proposed project would not displace any existing housing or people; therefore, no impact would occur.

No feasible mitigation exists to reduce or avoid these potentially significant impacts absent a feasible alternative to the proposed project. Therefore, the potentially significant impact to population and housing would remain significant and unavoidable.

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4.15 PUBLIC SERVICES

This section the existing setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project) on public services including fire, police, schools, libraries, and parks in the City of Oceanside (City). The analysis within this section is based on the Fire Protection Plan prepared by Dudek in March 2018 for the proposed project (Appendix J). Information provided throughout this analysis is also based on communications with individuals from the Oceanside Police Department (OPD) and Oceanside Unified School District (OUSD). Online resources from the Oceanside Fire Department (OFD) and the Fullerton Police Department were also used.

4.15.1 Existing Conditions

Fire Protection

OFD provides fire protection services to the City. OFD's mission is "to meet and exceed community needs and expectations through the preservation and protection of life, property, and the environment" (City of Oceanside 2018a). OFD employs 126 personnel and support staff in the following positions:

- Fire chief
- Deputy chiefs
- Division chiefs
- Battalion chiefs
- Captains
- Engineers
- Firefighter/paramedics
- Lifeguards
- Fire marshal
- Fire safety specialists/investigators
- Fire inspectors
- Fire plans examiner
- Assistant training officers
- Administrative support staff

OFD owns and operates eight fire stations within their service area. At these eight fire stations, the following apparatus are in service 24 hours a day, 365 days a year:

- 6 fire engines
- 1 quint ladder truck
- 1 tiller truck
- 5 ambulances
- 3 brush engines
- 1 brush patrol
- 1 water tender
- 1 battalion chief command vehicle
- 1 command and interoperability trailer
- 1 incident support trailer
- 1 mass casualty response vehicle
- 1 confined space trailer

The nearest fire stations to the project site are Station 5 located approximately 3 miles (via roadway) to the southwest of the project site at 4841 N. River Road, Oceanside, California 92057, and Station 6 located approximately 3.7 miles (via roadway) south of the site at 895 North Santa Fe Avenue, Oceanside, California 92057. OFD indicates that "the minimum response standard for 911 medical emergencies in the City is to arrive within five minutes, 90% of the time." Further, the City of Oceanside's General Plan Public Safety Element indicates a goal of maintaining an Insurance Services Office (ISO) rating of Class 5 City wide. This equates to having no structures that are located over 5 road miles from the nearest fire station (Appendix J).

Police Protection

OPD provides police protection services to the City with a mission "to work with the community to build trust and provide quality service that actively prevents crime, reduces the fear of crime and promotes safety." OPD employs 325 personnel and staff support in the following positions:

- Police Chief
- Captains
- Lieutenants
- Sergeants
- Officers
- Communications Manager
- Dispatchers
- Records Manager
- Records Technicians
- Field Evidence Technicians
- Community Services Officers
- Crime Prevention Specialist
- Evidence and Property Technicians
- Finance and Training Manager
- Program Specialists
- Support Staff

OPD owns and operates one police station within their service area. OPD's fleet consists of the following:

- 63 marked patrol vehicles
- 50 unmarked sedans and utility vehicles
- Armored Rescue Vehicle
- SWAT Equipment Truck
- Crisis Negotiation Van
- Prisoner Transport Van
- Mobile Command Center
- 9 marked motorcycles
- 2 staff transport vans
- 4 patrol vessels
- 2 all-terrain vehicles

OPD handles more than 110,000 call for service each year (City of Oceanside 2018b).

OPD has a goal of providing a maximum 5-minute response time to all priority 1 and 2 emergency service calls (City of Oceanside 2002). Based on 2017 data, the citywide average response time for Priority One calls, which include life-threatening emergencies, was 5 minutes 87.85% of the time. The Citywide average response time for Priority Two calls was 5 minutes 87.9% of the time (Armijo, pers. comm. 2018).

OPD is located at 3855 Mission Avenue, Oceanside, California 92054, approximately 3.2 mile southwest of the project site. OPD also operates and maintains three resource centers that are occasionally staff by volunteers. The Beach Lock Up, located at 122 North The Strand, is staffed by volunteers on a seasonal basis. The Downtown Resource Center, located at 401 Mission Avenue, and Mission Resource Center, located at 455 College Boulevard are infrequently staffed by volunteers. Staffing infrequency at these locations is due to volunteer availability. When staffed, resource centers serve as community outreach points. Residents can obtain crime-prevention information and get assistance with preparing crime reports at the police resource centers.

Schools

The Oceanside Unified School District (OUSD) provides education services within City boundaries. The District Office is located at 2111 Mission Avenue, Oceanside, California 92508. As of the 2017–2018 academic year, OUSD operates and maintains 16 elementary schools, 4 middle schools, 2 high schools, and 1 alternative high school for approximately 18,899 students (OUSD 2018). Of these 23 schools, the project site is within the service boundaries of Del Rio Elementary School located at 5200 N. River Road, Oceanside, California 92057, approximately 0.4 miles west of the site; Cesar Chavez Middle School located at 202 Oleander Drive, Oceanside, California 92057, approximately 1.1 miles southwest of the site; and El Camino High School located at 400 Rancho Del Oro Drive, Oceanside, California 92507, approximately 2.9 miles southwest of the site. Table 4.15-1 lists the existing conditions within each school serving the project site.

Table 4.15-1
School Enrollment and Capacity

School	Location	Enrollment	Capacity
Del Rio Elementary School	5200 N. River Road, Oceanside, California 92057	392	517
Cesar Chavez Middle School	202 Oleander Drive, Oceanside, California 92057	750	764
El Camino High School	400 Rancho Del Oro Drive, Oceanside, California 92507	2,606	3,025

Source: Soto, pers. comm. 2018.

Parks and Recreation

The City has 56 park, recreation, and community facilities, including the San Luis Rey River Trail. The nearest parks and recreational facilities to the project site are the Melba

Bishop Park and Recreation Center, approximately 0.18 miles west; Guajome Regional Park, approximately 0.36 miles south; and Mance Buchanon Park, approximately 0.65 miles to the southwest (City of Oceanside 2018c).

The City's General Plan Environmental Resource Management Element establishes a park land goal of 5 acres of dedicated park land for every 1,000 residents (City of Oceanside 2002). The City's General Plan Recreational Trails Element also provides plans, policies, and standards for pedestrian, bicycle, and equestrian trails throughout the City. Additional discussion of parks and recreation is provided in Section 4.16, Recreation.

Libraries

The Oceanside Public Library system provides library services to the City through two library locations, the READS Literacy Center, a traveling Bookmobile, and a traveling Adelante Bookmobile (City of Oceanside 2018d). The Civic Center Library is located at 330 North Coast Highway, Oceanside, California 92054, approximately 6.7 miles southwest of the project site. The Mission Branch Library is located at 3861-B Mission Avenue, Oceanside, California 92058, approximately 3 miles southwest of the project site. The City's General Plan Community Facilities Element provides guidelines and standards for library services that require 0.55 square feet of library floor area per resident, 3 staff members per 6,000 residents, and 3 items for every resident of the City (City of Oceanside 2002).

4.15.2 Regulatory Setting

State Regulations

California Health and Safety Code

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. As provided by Section 13104, the State Fire Marshal assists in the enforcement of all laws and regulations relating to fires and fire prevention and protection.

California Code of Regulations

The California Building Standards Code (CCR Title 24) is a compilation of building and safety standards, including fire safety standards for new buildings provided in the California Building Code (CCR, Title 24, Part 2) and the California Fire Code (CCR, Title 24, Part 9). These standards apply to all occupancies in California, except where state agencies and local governing bodies adopt more stringent standards. The California Building Code contains regulations and general construction

building standards of state adopting agencies, including administrative, fire, carbon monoxide detectors, and life safety and field inspection provisions. The California Fire Code and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code contains fire-safety-related building standards, which typical requirements include fire sprinklers in most new buildings; fire resistance standards for fire doors, building materials, and particular types of construction; debris and vegetation clearance within a prescribed distance from occupied structures within wildfire hazard areas; and fire flow requirements, fire hydrant spacing, and access road specifications.

Assembly Bill 2926

Assembly Bill 2926 allows school districts to collect impact fees from developers of new residential and commercial/industrial building space.

Senate Bill 50/California Government Code Section 65995

Senate Bill 50 (SB 50) was signed into law in 1998 (Government Code Section 65995) to provide comprehensive school facility finance and mitigation reform to assist in providing school facilities to serve students from new development projects. SB 50 authorizes school districts to levy statutory developer fees at a higher rate for residential development than was allowed under the previous system. It also imposes limitations on the power of cities and counties to require mitigation of school facilities' impacts as a condition of approving new development. Specifically, SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by law (Education Code Section 17620 or Government Code Sections 65970 et seq.) may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property.

SB 50 specifically provides that it is the exclusive method for financing school facilities, and provides the methods for mitigating environmental effects related to the adequacy of school facilities.

Assembly Bill 16

In 2002, Assembly Bill 16 (AB 16) created the Critically Overcrowded School Facilities Program, which supplements the new construction provisions within the School Facilities Program. The School Facilities Program provides state funding assistance for two major types of facility construction projects: new construction and modernization. The Critically Overcrowded School Facilities Program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for new construction projects in advance of meeting all School Facilities Program new construction program requirements. Districts with School Facilities Program new construction eligibility and school sites included on a California Department of Education list of source schools may apply.

Local Regulations

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive General Plan that provides long-term plans, policies, goals, and objectives for development within the City. The City's General Plan serves as the primary planning source for all other plans adopted by the City. The City's General Plan is composed of multiple elements to address specific areas of development. Public services are addressed in the City's General Plan within the Community Facilities Element, Land Use Element, and Environmental Resource Management Element. A discussion of the City's General Plan provisions relevant to parks and recreation is provided in Section 4.16, Recreation.

Community Facilities Element

The Community Facilities Element provides long-term policies for public services and utilities within the City, including parks, fire department, police department, libraries, water systems, municipal facilities, and schools. This element outlines adequate service ratios, maintenance policies, and future planning policies. The following are relevant objectives and policies from the City's General Plan Community Facilities Element (City of Oceanside 2002):

Community Facilities Management Objective: To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.

> **Community Facilities Management Policy 0.1:** Compact and sequenced infill community development shall be encouraged in order to concentrate expenditures for community facilities and services in a cost-effective manner.
>
> **Community Facilities Management Policy 0.2:** A thorough review of all social, economic, and environmental factors shall be conducted before major extensions of facilities or services are made by the City in order to evaluate land use impacts.
>
> **Community Facilities Management Policy 0.3:** The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacted by new development.
>
> **Community Facilities Management Policy 0.4:** Community growth shall be managed in order that new residents who pay impact fees for new public facilities and services will benefit from those facilities and services within a reasonable period of time after paying the fees.

Community Facilities Management Policy 0.5: The City shall strive to achieve a steady rate of residential growth each year, and avoid a fluctuating or overly rapid rate of growth so that public facilities and services can be effectively phased in a manner that will not overextend existing facilities and services.

Community Facilities Management Policy 0.6: The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to:

a. Preserve the character of the community;

b. Protect the open space of the City;

c. Protect quality of life in the City;

d. Ensure the adequacy of municipal facilities, libraries, school facilities, and park and recreation facilities and services;

e. Ensure a balance of housing types and values in the City which will accommodate a variety of families, including families of low and moderate income;

f. Ensure the balanced development of the City;

g. Prevent further significant deterioration in the local air quality;

h. Ensure that traffic demands do not exceed the capacity of the streets;

i. Ensure that the character of the City's semi-rural or rustic neighborhoods is preserved;

j. Ensure that the City does not grow in a manner that places a severe strain on the local freeway system;

k. Ensure the adequacy of fire and police protection;

l. Ensure adequate water and sanitary sewage systems;

m. Ensure adequate stormwater management systems.

Community Facilities Management Policy 0.7: Capital improvement impact fees shall be collected at the time a building permit is issued and shall be based on the proportionate share of the costs of capital improvement needs represented by the proposed development.

Park and Recreation Facilities Objective 1: To enrich the quality of life for all residents of Oceanside by providing adequate and accessible public park and recreation facilities, by providing constructive leisure opportunities, and by providing recreational experiences and programs that contribute to the total health of the individual while meeting the overall needs and desires of the community.

Parks and Recreation Policy 1.1: The objectives and policies of the Park and Recreation Master Plan (1987) for City of Oceanside shall guide the acquisition and development of parks and recreation facilities in the City of Oceanside and shall be supplemented and modified by the following policies.

Parks and Recreation Policy 1.2: The City of Oceanside shall assist in the coordinated planning, development and maintenance of unique regional amenities within and adjacent to the community. These amenities include: Guajome Regional Park; the Oceanside Public Beach Area; the proposed greenway and bikeway along the San Luis Rey Corridor; and the Buena Vista lagoon. This regional recreational and open space amenity system shall be planned, developed and implemented in coordination with the existing system of parks throughout the City of Oceanside.

Parks and Recreation Policy 1.3: The City of Oceanside shall combine its park designation categories of Neighborhood, Community, and Special Use Parks into a single "Community Park" designation and shall strive to provide 5.0 acres of developed "Community Parks" per 1,000 residents within the City.

Parks and Recreation Policy 1.6: Sites being considered for development as new active "Community" parks should meet all of the following standards:

a. The topography and land configuration should be suitable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be useable for active recreation;

b. Sites should have or be able to achieve safe pedestrian and bicycle access;

c. Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;

d. Noise generated by park use should be mitigated to avoid disturbing adjacent residents;

e. Lighting should be designed to limit impacts on adjacent residents;

f. Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and

g. "Community Parks" located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

Library Facilities Objective 1: To provide and maintain adequate public library facilities, staffing, inventory of items and volumes, and related services for all residents of the City of

Oceanside, within the State of California published guidelines of *California Libraries in the 1980's: Strategies for Service* as feasible.

Library Facilities Policy 2.1: The City of Oceanside, through the Oceanside Public Library Board of Trustees shall make reasonable efforts to provide and maintain the following library facilities and service standards within the City:

- Library Facilities floor area of 0.55 square feet per resident of the City of Oceanside;
- Accessibility for all Oceanside residents to a public library facility within ten (10) minutes in driving time or two (2) miles in distance, whichever is greater;
- A ratio of three (3) public library staff, consisting of one librarian plus two clerical staff, per 6,000 residents of the City of Oceanside; and
- A ratio of total items in the Oceanside library inventory of 3.0 items per resident of Oceanside.

Fire Department Objective 1: To protect the health, safety, and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms.

Fire Department Policy 3.1: The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and services standards:

- A five (5) minute response time from fire stations to all developed areas within the City of Oceanside;
- Personnel staffing at a minimum of four (4) people per company;
- City maintained staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of eight (8) minutes in urban areas and fifteen (15) minutes in rural areas.

Fire Department Policy 3.10: In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.

Police Facilities Objective 1: To maintain law and order within the community and to create and sustain a personal sense of safety and security among Oceanside residents, businesses and visitors through provision of adequate law enforcement services, personnel, and facilities.

> **Police Facilities Policy 4.3:** The City of Oceanside Police department shall strive to provide a maximum response time of five (5) minutes for all Priority I and II emergency service calls.

Land Use Element

The Land Use Element and associated Land Use Map are guides to land use planning within the City and affect many of the issues addressed in the City's other General Plan elements. The following are relevant objectives and policies from the City's General Plan Community Facilities Element (City of Oceanside 2002):

Public Safety Objective 1.15: To ensure an acceptable level of public safety for the prevention and reduction of loss of life and personal property of the citizens and visitors of Oceanside.

> **Public Safety Policy A:** The City shall continually evaluate the acceptable level of risk to the public health, safety, and general welfare, and adjust policies accordingly.
>
> **Public Safety Policy B:** The City shall provide available information, and encourage education of seismic, geologic, fire, flooding, and other hazards.

Fire Hazards Policies 1.153:

> **Fire Hazards Policy A:** The City shall maintain the necessary equipment, personnel, and water supply levels to provide a class 4 or better insurance rating to the entire City.
>
> **Fire Hazards Policy B:** Places of public assembly shall be designed with adequate, well-marked emergency exits, and have public address systems which would not be rendered inoperable because of fire.

Public Facilities Management Objective 1.17: To provide a consistent and high level quality of public services and facilities to the residents of the City.

> **Public Facilities Management Policy A:** Residential, commercial, and industrial development throughout the City shall be coordinated to ensure that adequate public services and facilities are provided to serve future development.
>
> **Public Facilities Management Policy B:** Land use and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.

Public Facilities Management Policy C: Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors and appropriate mitigation measures implemented, if necessary.

Public Facilities Management Policy D: Compact and in-fill development should be encouraged to concentrate expenditures for public services.

Community Facilities Management Objective 2.7: To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.

Community Facilities Management Policy A: Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components:

1. A fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development.
2. A fee to cover additional construction and replacement of capital improvements directly serving the proposed development.
3. Fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs.
4. In addition, fees must cover new construction and replacement of citywide facilities.

Environmental Resource Management Element

The Environmental Resource Management Element provides guidance to conserving and preserving natural resources and open space as the City develops. Regarding recreation, this element encourages the preservation of open space for public health and welfare. A further discussion of the City's General Plan Environmental Resource Management Element provisions relevant to parks and recreation is provided in Section 4.16.

City of Oceanside Municipal Code

The City's Municipal Code provides various chapters that define requirements for impact fees as a condition of approval of development projects. Chapter 32B of the Municipal Code outlines general impact fee procedures and states that impacts fees are used to fund capital improvement projects that include, but are not limited to: sewer and water connection, public facilities, park fees, stormwater fees, and circulation network (streets, bridges, and signalization) fees.

Chapter 32C of the Municipal Code defines the public facility fee requirements. Pursuant to Chapter 32C, prior to the issuance of a building permit, the applicant for any new construction is required to pay fees to finance public facilities that would benefit the new construction. The City's current public facility impact fee is $2,621 per residential unit and $0.902 per square foot for commercial development, as adopted as part of Resolution No. 15-R0638-1 (City of Oceanside 2017). Public facilities are defined as those specified in the City's General Plan, and include parks and recreation, libraries, fire department, police department, and public education.

Chapter 32D of the Municipal Code details provisions for dedication of park land and payment of park land impact fees. For residential development projects that contain 51 or more dwelling units the City requires that residential developments satisfy one of the following three options: (1) pay the City's established parks fee, (2) provide dedicated park land, or (3) provide a portion of dedicated park land and pay a portion of the parks fee. The City currently applies a fee of $4,431 per unit to residential developments only, as adopted as part of Resolution No. 15-R0638-1 Section 3-4 (City of Oceanside 2017). A further discussion of the park land dedication and park fee provision is provided in this EIR at Section 4.16.

Chapter 32E of the Municipal Code sets forth provisions to ensure that adequate educational facilities are developed concurrent with new development. Unlike the previous chapters, Chapter 32E is intended for legislative actions (i.e., adoption of a rezone, specific plan or specific plan amendment, or General Plan or General Plan Amendment) that increase intensity of residential land uses. Prior to approving any such legislative action, the City Council is required to adopt a resolution that finds one of the following:

1. Each of the affected school districts has certified that the proposed legislative action will have no impact on existing educational facilities and equipment.
2. Each of the affected school districts has certified that a binding agreement has been signed between the beneficiaries of the legislative action and the school district. The binding agreement shall ensure an equitable and timely method of providing the educational facilities and equipment required to serve the development to be permitted by the legislative action and shall be based on the affected school districts' documentation of the respective impacts of the future development.
3. Each of the affected school districts has certified that school fees collected pursuant to the California Government Code or other state or local regulation are sufficient to mitigate the impact on educational facilities and equipment.
4. In the case of a city initiated legislative action or rezone, the council may make findings that there are specific overriding fiscal, economic, social, or environmental factors that in the judgment of the council would benefit the residents of the City of Oceanside, thereby justifying the approval of the legislative action without the findings listed above in subsections (1), (2) and (3). (City of Oceanside 2018e).

OUSD currently has a statutory fee of $3.79 per square foot of residential development and $0.61 per square foot of commercial development as adopted as part of OUSD Resolution No. 13 (12-13) (Soto, pers. comm. 2018).[1]

Parks and Recreation Division Strategic Plan

The City's Parks and Recreation Division drafts and adopts Strategic Plans to ensure that growth demands are met and that adequate, quality park services are provided to residents. Building on previously adopted plans, the most recent Strategic Plan was developed in 2011 and adopted for 2012–2014 (City of Oceanside 2017). The Strategic Plan specifies the goals and values of the Parks and Recreation Division, as well as the Division's mission, which is to enhance the "quality of life of Oceanside residents, through people, parks and programs" (City of Oceanside 2012).

4.15.3 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the City has determined that a significant impact related to public services would occur if the proposed project would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    a. Fire protection.
    b. Police protection.
    c. Schools.
    d. Parks.
    e. Other public facilities.

[1] City of Oceanside, Impact Fees for New Development, Revised July 1, 2017, http://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?blobid=44884, accessed April 30, 2018.

4.15.4 Impacts Analysis

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The proposed project would construct and establish residential development that would directly increase the service population of OFD and, therefore, increase demand for fire protection services.

During the construction phase of the proposed project, traffic circulation would potentially be impacted due to delivery of construction materials to and from the project site. Access to N. River Road and Wilshire Road would potentially be impeded during site improvements and construction. Construction workers would use N. River Road as a primary access to the project site during construction. A portion of the construction phase includes improvements to N. River Road and Wilshire Road. Construction of these improvements would require partial road closures, construction vehicles entering and exiting the project site, and pedestrian or bicycle lane closures. Construction along these roadways may potentially result in impacts to general access to surrounding land uses, including emergency access. In order to provide for proper emergency access to the project site and surround development during construction, the proposed project would incorporate a construction traffic control plan, as required by the City. The construction traffic control plan would be required to demonstrate how construction would not impede traffic flow or hinder the ability for emergency services to access the area via N. River Road. This construction traffic control plan, which is required by the City, would be drafted to the approval of the City. In order to ensure adequate access to the project site and surrounding land uses during construction, a traffic control plan will be developed to the approval of the City.

The proposed project's operational phase would introduce a long-term permanent increase in population to the City. This increase in population would directly increase the demand for fire protection services and would potentially impact OFD's service ratios and response times. The Fire Protection Plan (Appendix J) analyzes OFD's anticipated travel time response to the proposed project and anticipated call volumes and loads to OFD associated with the proposed project.

Service level requirements could cause a decline in the OFD response times and capabilities for existing residents. As determined in the Fire Protection Plan, from a response time perspective, the proposed project does not strictly comply with the City's 5-minute response goal. However, the proposed project is within the City's General Development Plan goal of providing fire stations within 5

miles of structures. Because Station 5 is only incrementally beyond the 5-minute response goal, it would not be justified to build a new station just to serve the proposed project. According to CAL FIRE, the proposed project is located in a Non-Very High Fire Hazard Severity Zone.

The proposed project is projected to add a conservatively estimated 265 calls per year to the OFD's existing call load. The primary response (first due) would be provided by Station 5, which averaged 1,960 calls per year from 2011 to 2015, or roughly 5.4 calls per day. The addition of 265 calls/year (0.73 calls per day) to a station that currently responds to 5.4 daily calls is considered insignificant and the station's capacity to respond to the additional calls is available, as analyzed in Section 5.2.3.1 of the FPP (Appendix J). The anticipated 6.1 calls per day (5.4 daily calls + 0.73 additional calls per day) is below what would be considered a busy station. For perspective, urban fire stations that respond to 5 calls per day are considered average, and 10 calls per day would be considered a busy station; while a suburban station that responds to roughly 8 to 10 calls per day can be considered busy.

The proposed project would not, in and of itself, require new or physically altered Fire Department facilities. The adequacy of fire protection for an area takes into consideration response time, call volumes, fire flows, project fire safety features, service populations, compliance with fire fee requirements, and other considerations. While the proposed project would incrementally exceed the City's response time goals, the unacceptable response time is an existing condition for the area, and the response time would comply with NFPA national guidelines. The proposed project would not significantly increase call volumes received at local stations. The proposed water system would provide sufficient fire flows and meet fire hydrant requirements. In addition, an extensive list of fire safety features would be incorporated into the project design to ensure adequate fire safety within the project site. The proposed project would also comply with regulatory compliance measures and pay the appropriate fire mitigation fees. With the payment of these fees and implementation of the measures discussed above, project impacts would be minimized.

Nonetheless, OFD has indicated that a future station in this area may be necessary to address existing response gaps in the area. The applicant would pay the appropriate fire mitigation fees to help fund such future improvements as OFD deems are needed; however, no new station is currently planned for the area. Mitigation measure MM-PUB-1 would require the provision of a ~~temporary~~ permanent fire station such that response times to the entire project site are within acceptable response goal of 5 minutes. With incorporation of mitigation measure MM-PUB-1, impacts would be less than significant.

Police protection?

The proposed project would construct and establish residential development that would directly increase the service population of OPD and, therefore, increase demand for police services. During the construction phase of the proposed project, traffic circulation would potentially be impacted due to delivery of construction materials to and from the project site. Access to N. River Road and Wilshire Road would potentially be impeded during site improvements and construction. Construction workers would use N. River Road as a primary access to the project site during construction. A portion of the construction phase includes improvements to N. River Road and Wilshire Road. Construction of these improvements would require partial road closures, construction vehicles entering and exiting the project site, and pedestrian or bicycle lane closures. Construction along these roadways may potentially result in impacts to general access to surrounding land uses, including emergency access. N. River Road is the primary access route for the greater Morro Hills area of the City. The only other alternative is SR-76, which is not a direct route and may increase response times. In order to provide for proper emergency access to the project site and surround development during construction, the proposed project would incorporate a construction traffic control plan. The construction traffic control plan would be required to demonstrate how construction would not impede traffic flow or hinder the ability for emergency services to access the area via N. River Road. This construction traffic control plan would be drafted to the approval of the City. In order to ensure adequate access to the project site and surrounding land uses during construction, a traffic control plan will be developed to the approval of the City.

The proposed project would establish residential and commercial development that would directly increase the service population of OPD and, therefore, increase demand for police protection services. This increase in demand would potentially impact OPD's maintenance of service ratios and response times standards. As discussed in Section 4.14, Population and Housing, of this EIR, the proposed project would introduce 1,971 new residents to the City. Based on OPD's current service ratio (1.3 officers and 0.6 support staff per 1,000 residents), OPD would require, on average, 2.6 new officers and 1.2 new support staff. It is unknown at this if the potential increase in staffing to maintain service ratios would require OPD to expand existing facilities. The City's Municipal Code, Chapters 32B and 32C, require that new development pay a fee apportioned to the City's public facilities. The proposed project would be required to pay such fees that would provide funds to OPD for expanding facilities to better serve the area. The development impact fee amount would be determined by the impact fee schedule, and no building permit would be issued until the fees have been paid. The current public facility impact fee is $2,621 per unit (City of Oceanside 2017). With adherence to the Municipal Code and payment of the impact fees, the proposed project would have less-than-significant impacts to police protection during the operational phase.

Schools?

The proposed project would directly increase the population through development of residential dwelling units in the City and, therefore, increase demand for school facilities. OUSD plans for new students by using student yield factors based on land use types. Table 4.15-2 outlines the potential student yield of the proposed project. As shown in Table 4.15-2, the proposed project would be expected to yield 482 students.

Table 4.15-2
Potential Student Yield for the Proposed Project

	Units	Student Yield Factor	Students Yielded by Proposed Project
Residential	689	0.7	482

Source: Soto, pers. comm. 2018.

As noted in Table 4.15-1, El Camino High School is currently over capacity. However, Chapters 32B and 32E of the City's Municipal Code provide guidelines for ensuring school facility adequacy as new development occurs and the requirement of new development impact fees towards public facilities. Additionally, although OUSD does not have yield factors associated with commercial space, the proposed project could result in indirect growth associated with employees of the proposed commercial space. Indirect growth is discussed in more detail in Section 4.14. OUSD has a statutory fee of $3.79 per square foot of residential development and $0.61 per square foot of commercial development (Soto, personal communication 2018; City of Oceanside 2017). Through payment of this fee, the proposed project would be in compliance with City requirements, and would ensure that adequate school facilities remain available to existing students and children residing in new residential developments. Therefore, the proposed project would not result in significant impacts to schools as the impacts of new students generated by direct and indirect growth associated with the proposed project would be avoided through payment of the OUSD statutory fees. Therefore, impacts would be less than significant.

Parks?

The City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents. The proposed project would establish new residential development, directly increasing the population of the City, and therefore would create an increase in the demand for dedicated park land. The proposed project would potentially impact the service standards of park land in the City. (Chapters 32B and 32D of the City's Municipal Code) provide guidelines consistent with the City's General Plan that require an applicant of any new residential development of 51 of more dwelling unit to dedicate land as park space and/or pay a fee to ensure the service ratios of park space remain adequate.

The proposed project includes the development of usable recreational open space and facilities as defined in the PD Plan. As discussed in Chapter 3, Project Description, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, Dog Park, and pocket parks and other open spaces (see Figure 3-4, Proposed Open Space). On-site parks would total ~~10~~11.2 acres.

The Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. Based on the estimate of 1,971 residents associated with the proposed project (as discussed in Section 4.14 of this EIR), the proposed project would be required to provide 9.86 acres of park land for new residents. The proposed project proposes ~~10~~11.2 acres of park space, which would exceed this requirement. Additionally, Chapters 32B and 32D of the City's Municipal Code require that new residential development pay an impact fee to the City for use of maintaining standards of operations and to meet new demand of park facilities. Therefore, the proposed project would not result in the deterioration of existing neighborhood or regional parks because park and open space, beyond what is required by the City, would be provided by the proposed project. Impacts would be less than significant.

Other public facilities?

As discussed above, the proposed project would establish new residential dwelling units that would directly increase the population of the City and, therefore, increase the demand for public facilities and services overall. Other such facilities include libraries. As discussed in Section 4.14 of this EIR, the proposed project would introduce 1,971 new residents to the City. Based on this estimate, the proposed project would increase the demand by 1,084 square feet of library space and 5,913 items and would add to the need for 1 additional library staff member. However, as discussed above, the City's Municipal Code, Chapter 32B and 32C, and related sections require that the developer pay new development impact fees that would ensure the expansion of public facilities is adequately funded in order to meet the increased demand from new populations. With payment of the impact fees as required by the Municipal Code, impacts to public facilities would be less than significant.

4.15.5 Mitigation Measures

Impacts to law enforcement, schools, parks, and public libraries would be less than significant.

Impacts to fire protection services would be reduced to a level below significance with incorporation of the following mitigation measure:

MM-PUB-1 ~~**Temporary**~~ **Permanent Fire Station Onsite.** Prior to the last certificate of occupancy, the applicant shall:

- Provide a location for a ~~temporary~~ permanent fire station (Fire Station No. 9) within the project site's Village Core ~~or the South Morro Hills area~~, such that it would be located within a 5-minute response time to the entire project site.
- Provide housing accommodations for ~~three (3)~~two (2) personnel to staff the ~~temporary~~ permanent fire station. The ~~temporary~~ permanent fire station shall include a minimum of 1,000 square feet of residential facilities (including bedrooms, bathrooms, and a kitchen) and storage accommodations for a fire service apparatus (such as a covered parking area).
- Pay the City of Oceanside for the actual cost of up to $350,000 for the purchase of an appropriate fire apparatus for use at the ~~temporary~~ permanent fire station. The apparatus shall be similar to an HME Type 6 Wildland vehicle.
- Contribute funding to the ongoing staff operations cost for two (2) personnel.

4.15.6 Level of Significance After Mitigation

Impacts to law enforcement, schools, parks, and public libraries would be less than significant; no mitigation measures are required.

Impacts to fire protection services would be reduce to a level below significance with incorporation of mitigation measure MM-PUB-1 through provision of a ~~temporary~~ permanent fire station.

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4.16 RECREATION

This section describes the existing recreational setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project) in the City of Oceanside (City).

4.16.1 Existing Conditions

Site Location and Surroundings

The 176.6-acre project site is located in the northeastern portion of the City and comprises a portion of Assessor's Parcel Numbers 157-100-83-00 and 157-100-84-00 (Figure 2-1 in Chapter 2, Environmental Setting). The project site marks the western entry to a region known as South Morro Hills within the City. The project site is generally bisected into northern and southern sections by the existing N. River Road alignment. The northern portion of the project site is bordered on the east by Wilshire Road. Beyond the road, neighbors include 1-acre lots, the Paradise Falls wedding venue, and a dog and horse training facility. To the west, the project site borders the Arrowood Golf Course and subdivision along with single-family residential uses and a church. Existing agriculture and the San Luis Rey River border the southern area of the project site.

County Recreational Facilities

The County park system is comprised of more than 100 locations across approximately 50,000 acres, including local and regional parks, fishing lakes, community centers, special use facilities, and preserves located within unincorporated San Diego County. In addition, the San Diego region includes a system of regional and community trails that enhance and augment public recreational opportunities throughout San Diego. County recreational facilities near the project site are described below (County of San Diego 2018a).

City Parks

Approximately 56 parks and recreational facilities are located within the City. The City operates and maintains close to 40 of these facilities, which include recreation and community centers, community parks, regional parks, outdoor museums and trails, golf courses, and nature centers. Many of the recreational facilities offer amenities such as barbeques, sports fields, community centers, and trails. A full description of the facilities available at each park is available from the City's Parks Inventory and Map (City of Oceanside 2018a).

Parks, Recreational Facilities, and Trails near the Project Site

The nearest parks and recreational facilities to the project site include the Melba Bishop Park and Recreation Center, the San Luis Rey River Trail, Guajome Regional Park, and Mance Buchanon Park (City of Oceanside 2018b).

Melba Bishop Park and Recreation Center

Located at 5306 N. River Road, the Melba Bishop Park and Recreation Center sits on approximately 16 acres and is located approximately 0.18 miles to the west of the site (City of Oceanside 2018b). Existing park amenities include barbecue grills, baseball fields, basketball courts, a gymnasium, horseshoe pits, multipurpose field, picnic area, children's play equipment, Restrooms, softball fields, tennis courts, and volleyball courts.

San Luis Rey River Trail

The San Luis Rey River trail is a Class 1 bicycle trail, open to pedestrians and docs as well, that runs 9 miles along the San Luis Rey River. The trail's eastern terminus is about 0.30 miles south of the project site (City of Oceanside 2018c).

Guajome Regional Park

The 394-acre Guajome Regional Park is a County maintained park located approximately 0.36 miles south of the project site (County of San Diego 2018b). Overnight camping is available at the park, with a campground containing 33 campsites and amenities including showers, restrooms, an enclosed pavilion for group use, and a reservable family cabin. With two ponds, the park boasts activities including bird watching (at least 186 species have been seen at the park) and shore fishing. There are approximately 3.5 miles of maintained trails that traverse the park's woodland, chaparral, wetland, and mixed grassland habitats. Other recreational activities on site include an outdoor fitness area, amphitheater, volleyball and horseshoe courts, a basketball court, soccer field, and small rock climbing formation. Two day-use areas with children's playgrounds and lawn areas also featured.

Mance Buchanon Park

Built in 2007, Mance Buchanon Park comprises approximately 29 acres approximately 0.65 miles to the southwest of the project site. The park provides a multipurpose field, picnic area, and children's play equipment. The park also provides access to the San Luis Rey River Trail, offering a parking lot, staging area, restrooms, water fountains, shaded picnic tables, shaded grass areas and an additional pathway that loops the park for use by both park and trail users (City of Oceanside 2018c).

4.16.2 Regulatory Setting

Federal Regulations

National Trails System Act of 1968 (Public Law 90-543)

The National Trails System Act of 1968 instituted a nationwide system of interstate riding and hiking trails. This act reflects the federal government's goals of preserving and developing new riding and hiking trails, and aims to protect existing trails and provide for new trails and related facilities.

State Regulations

Quimby Act

The 1975 Quimby Act (California Government Code, Section 66477) was enacted to promote the availability of park and open space areas in California. The Quimby act authorizes cities and counties to pass ordinances requiring the dedication of land, donation of conservation easements, or the payment of fees for park and/or recreational facilities and improvements. The Quimby Act outlines a number of items that must be contained in the local ordinance, including standards from which calculations can be made for the amount of land or fee that must be given for recreation purposes. Revenues generated through the Quimby Act can only be used for creating or rehabilitating recreational facilities, not for the operation and maintenance.

The Quimby Act sets forth a standard ratio of dedicated park area within a city to the number of residents. Based on the average number of people per household and an approved or tentatively approved map, the Quimby Act requires a dedication of at least 3 acres of park land, and/or cash in-lieu fees, for every 1,000 residents generated by a proposed residential project.

Landscaping and Lighting Act

The Landscaping and Lighting Act (California Streets and Highways Code, Section 22500 et seq.) enables cities, counties, and special districts to acquire land for parks, recreation, and open space. A local government may also use the assessments to pay for improvements and maintenance to these areas. In addition to local government agencies (i.e., counties and cities), park and recreation facilities may be provided by other public agencies, such as community service districts, park and recreation districts, etc. If so empowered, such an agency may acquire, develop, and operate recreational facilities for the general public.

Local Regulations

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive general plan that provides long-term guidance for development within the city's jurisdiction. The City's General Plan sections that address goals and policies related to parks and recreation include the Community Facilities Element, Environmental Resource Management Element, Land Use Element, and Recreational Trails Element. Each of these elements are described in detail below as they related to parks and recreation. The proposed project's consistency with the City's General Plan and relevant policies is discussed in Section 4.11, Land Use and Planning

Community Facilities Element

The Community Facilities Element establishes a park land goal of 5 acres of park space per 1,000 residents within the City (City of Oceanside 2002). This element also provides overall guidance for maintaining and developing the City's public services and facilities. These include park, fire department, police department, library, water, sewer, transportation, and school services and facilities. As related to parks and recreational facilities, the Community Facilities Element aims to provide adequate public facilities that allow for recreation and leisure and to contribute to overall health of individuals and the community.

The following are relevant objectives and policies from the City's General Plan Community Facilities Element (City of Oceanside 2002):

Park and Recreation Facilities Objective 1: To enrich the quality of life for all residents of Oceanside by providing adequate and accessible public park and recreation facilities, by providing constructive leisure opportunities, and by providing recreational experiences and programs that contribute to the total health of the individual while meeting the overall needs and desires of the community.

> **Parks and Recreation Policy 1.1:** The objectives and policies of the Park and Recreation Master Plan (1987) for City of Oceanside shall guide the acquisition and development of parks and recreation facilities in the City of Oceanside and shall be supplemented and modified by the following policies.
>
> **Parks and Recreation Policy 1.2:** The City of Oceanside shall assist in the coordinated planning, development and maintenance of unique regional amenities within and adjacent to the community. These amenities include: Guajome Regional Park; the Oceanside Public Beach Area; the proposed greenway and bikeway along the San Luis Rey Corridor; and the Buena Vista lagoon. This regional recreational and open space amenity

system shall be planned, developed and implemented in coordination with the existing system of parks throughout the City of Oceanside.

Parks and Recreation Policy 1.3: The City of Oceanside shall combine its park designation categories of Neighborhood, Community, and Special Use Parks into a single "Community Park" designation and shall strive to provide 5.0 acres of developed "Community Parks" per 1,000 residents within the City.

Parks and Recreation Policy 1.6: Sites being considered for development as new active "Community" parks should meet all of the following standards:

a. The topography and land configuration should be suitable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be useable for active recreation;

b. Sites should have or be able to achieve safe pedestrian and bicycle access;

c. Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;

d. Noise generated by park use should be mitigated to avoid disturbing adjacent residents;

e. Lighting should be designed to limit impacts on adjacent residents;

f. Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and

g. "Community Parks" located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

Community Facilities Financing Policy 14.1: All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.

Environmental Resource Management Element

The Environmental Resource Management Element provides guidance for conserving and preserving natural resources and open space as the City develops. Open space is generally defined as areas of land and water in a more or less natural state not covered by man-made structures. As related to recreation, this element encourages the preservation of open space for

public health and welfare. This element also identifies areas for open space uses, which are then connected through the City's recreational trail system. The Environmental Resource Management Element reasons that local recreational needs will be satisfied through the City's park dedication goal of 5 acres per 1,000 people together with the County's and Comprehensive Planning Organization's goal of 15 acres of regional parkland per 1,000 people.

The City's General Plan outlines the following relevant Long-Range Policy objectives for recreation in the Environmental Resource Management Element (City of Oceanside 2002):

> **Recreation and Scenic Areas Policy 1:** Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.

Land Use Element

The Land Use Element provides policies, definitions, and zoning designations for land use types in the City. It establishes guiding policies for each type of land use, including open space, recreation, and community facilities. As it relates to parks and recreation, the Land Use Element gives overall direction of encouraging, preserving, and developing adequate open space, park areas, and recreation facilities for community use. The element also establishes the general development impact fee policy to provide for expanding public facilities to meet the demand of any new development. The following are objectives and policies relevant to recreation from the City's General Plan Land Use Element (City of Oceanside 2002):

2.74 Public Recreation Facilities Objective: To enhance the well-being of City residents by providing opportunities for relaxation, rest, activity, and education through a well balanced system of private and public park and recreational facilities distributed to serve the entire community.

Policies:

A. Enrich the quality of life for all citizens of Oceanside while providing constructive and creative leisure opportunities.

B. Provide recreational experience and programs that contribute to the total health of the individual while meeting the desires of the community as a whole.

C. Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.

D. Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents.

E. Provide for the optimum functional and aesthetic integration of all recreational, environmental, cultural, and social elements into Oceanside parks.

F. Improve and modernize Oceanside parks to overcome both design deficiencies and any deterioration of existing facilities.

G. Distribute future park sites to equitably serve a greater number of Oceanside residents while reducing annual maintenance and operation costs.

H. Maintain the presence of parklands and open space as a fundamental element to conserve and enhance the natural environment thereby improving the quality and livability of the City of Oceanside.

I. Emphasize trail linkage opportunities between community, County, and State open space systems and recreation facilities and throughout those private developments where deemed both suitable and appropriate.

J. Foster cooperative use of existing land resources and recreational facilities between other public and quasi-public agencies.

K. Operate and maintain Oceanside park and recreation facilities through programs that are designed for the most effective use and enhancement of the park site at the least cost possible.

L. Define basic objectives, financing, and alternative/nontraditional means for timely and balanced development of park and recreation facilities in Oceanside.

Recreational Trails Element

The Recreational Trails Element, a sub-element to the Circulation Element, provides policies and guidance for the City's bicycle, pedestrian, and equestrian trail system. This element defines adequacy standards and goals for maintaining recreational trails, such as hiking trails, multi-use trails, equestrian trails, and bicycle trails throughout the City.

The following are relevant objectives and policies from the City's General Plan Recreational Trails Element (City of Oceanside 2002):

Recreational Trails Element Goal 1: Encourage safe multiple use trails within the City that provide a variety of experiences.

Objectives: The City should:

1.1 Encourage the development of Class I (off street) trails for multiple use.

1.3 Where feasible, design trails to the maximum width to safely accommodate multiple trail users.

1.4 Design the trail on the north side of the San Luis Rey River to accommodate pedestrian uses, including running events and other organized activities.

1.6 Design trails which are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.

Recreational Trails Element Goal 2: A safe, interconnected network of bicycle facilities within Oceanside

Objectives: The City should:

2.1 Implement the Bicycle Circulation Master Plan (see Figure RT-1, Bicycle Circulation Master Plan).

2.5 Design Class II bikeways (bike lanes) on all prime, major, and secondary arterials, and collector streets that function as links for the bicycle network. In such cases, the City should reduce hazards to cyclists on collector streets by eliminating on-street parking.

2.7 Prioritize the development of the three major Class I trails: the San Luis Rey River, north-south rail-trail, and east-west rail-trail.

2.8 Encourage existing and future bicycle destinations (parks, schools, commercial and employment centers, etc.) to incorporate bicycle facilities and provide safe and convenient bicycle access. To this end, development should provide secured bicycle parking and storage facilities such as bicycle racks, pedestal posts, rental bicycle lockers, and shower and locker facilities per City standards.

Recreational Trails Element Goal 4: Safe bicycle use within the City for recreational and commuter users.

Recreational Trails Element Goal 8: An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.

Objectives: The City should:

8.1 Implement the Pedestrian Facilities Master Plan (see Figure RT -2, *Equestrian and Pedestrian Circulation Master Plan).*

8.2 Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize

sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.

8.3 Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear parks, greenbelts, and similar elements.

8.7 Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.

Circulation Element

The City's Circulation Element includes the Pedestrian Master Plan and the Bicycle Master Plan.

Pedestrian Master Plan

The City's Pedestrian Master Plan was adopted in 2009 as part of the update of the City's 1995 General Plan Circulation Element and Recreational Trails Element in order to better guide planning and implementing pedestrian projects to increase pedestrian connectivity and safety within the City. The plan identifies and prioritizes pedestrian projects based on technical and community input.

Bicycle Master Plan

The City's Bicycle Master Plan was adopted in 2008 as part of the update of the City's 1995 General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan seeks to address local bicycle travel needs while also better serving regional long-distance travel and promoting tourism. The Bicycle Master Plan documents and evaluates the City's existing bicycle infrastructure and system, and identifies points where the City's bikeway system could integrate with the existing San Diego County regional bikeway system and transit facilities. The Bicycle Master Plan also identifies and recommends implementation policies, design criteria, development opportunities, maintenance of facilities, priority projects, and funding sources for bikeway projects. The ultimate goal of the Bicycle Master Plan is to aid the City in developing a bicycle-friendly community. The plan identifies existing Class II bicycle facilities along N. River Road, which the proposed project would continue in addition to creating a multi-purpose Class III trail along this segment.

Parks and Recreation Master Plan

Adopted in January 1996, the Parks and Recreation Master Plan provides guidance for the development of future park, recreation, and open space facilities in order to meet the needs of the community. The Master Plan identifies existing facilities, provides a needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, renovation, use, acquisition, and maintenance of park facilities. The City is currently engaging in community outreach and expects to update the Parks and Recreation Master Plan in late-2018(City of Oceanside 2018d).

Parks and Recreation Division Strategic Plan

The City's Parks and Recreation Division has drafted and adopted Parks and Recreation Division Strategic Plans to ensure that growth demands are met and that adequate, quality park services are provided to residents (City of Oceanside 2012). Building on previously adopted plans, the most recent Strategic Plan was developed in 2011 and adopted for 2012–2014. The Strategic Plan specifies the goals and values of the Parks and Recreation Division, as well as the Division's mission, which is to enhance the "quality of life of Oceanside residents, through people, parks and programs" (City of Oceanside 2012).

City of Oceanside Park Land Dedication and Payment of Fees

To ensure that the City's established park land and recreational facility standards are met with respect to the additional needs created by new development, the City requires that residential developments satisfy one of the following three options: (1) pay the City's established parks fee; (2) provide dedicated park land; or (3) provide a portion of dedicated park land and pay a portion of the parks fee. The City currently applies a fee of $4,431 per unit to residential developments only, as adopted as part of Resolution No. 15-R0638-1 Section 3-4 (City of Oceanside 2017). The park land dedication and fee structure is codified in the City's Municipal Code at Chapter 32B, Impact Fees, and Chapter 32D, Park Land Dedication and Payment of Fees. The parks fee provides funding to accommodate the needs generated by development within the City in accordance with the City's Parks and Recreation Master Plan.

City of Oceanside Inland Zoning Ordinance

The site is currently zoned Agricultural (A) with a Scenic Park (SP) overlay on the southern side of N. River Road. Article 22, SP Scenic Park Overlay District, of the Oceanside Inland Zoning Ordinance establishes that purposes of the SP overlay district are to:

A. Conserve and protect valuable natural resources of recreational and scenic areas in and adjacent to the Guajome Regional Park and other public parks.

B. Encourage the retention of natural slopes and waterways and minimize grading and alteration of drainage patterns.

C. Achieve a visually pleasing and compatible relationship between buildings and structures, parking areas, walkways and planting areas, and the natural environment.

D. Provide appropriate standards and criteria for reviewing proposals for new construction, exterior additions and alterations, relocation of buildings, and other development subject to the provisions of this Article (City of Oceanside 1992).

As part of the proposed project, a Zoning Amendment is proposed that would designate the entire property as Planned Development - (PD), with the PD Plan serving as the regulating document.

4.16.3 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the City has determined that a potentially significant impact related to recreation would occur if the proposed project would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.4 Impacts Analysis

Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The project site is currently undeveloped agricultural land with no existing parks or recreational facilities. The proposed project would establish a planned residential, mixed use development that would include a maximum of 689 medium-density and single-family residential dwelling units. At buildout, the proposed project is expected to house a population of an estimated approximately 1,971 people, as discussed in Section 4.14, Population and Housing, leading to increased use of recreational facilities in the project vicinity, including the parks and recreational trails described above. However, the proposed project includes the development of recreational open space, parks, trails, and facilities to accommodate the projected increase in population caused by the proposed project.

As described in the PD Plan and in Chapter 3, Project Description, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, Dog Park; other pocket parks; and open spaces (see Figure 3-4 in Chapter 3). On-site park, recreation, and open space facilities would total ~~16~~17.0

acres and include a variety of parks, buffers, trails, and community gardens. Of this open space area, ~~10~~11.2 acres would be dedicated to parks. In addition, the proposed project would include a proposed trail network of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, a mountain bike trail, and Class I trails. The proposed project's trail network is designed to connect to the City's existing trail along N. River Road, and to provide a "river trail" adjacent to the San Luis Rey River setback. Therefore, the proposed project's construction and use of new park, trail, and recreational facilities would alleviate potential deterioration of existing surrounding facilities.

Further, as discussed in Section 4.15, Public Services, the Environmental Resource Management Element of the City's General Plan establishes a standard of 5 acres of dedicated park land per 1,000 residents of the City. At 1,971 residents, the proposed project would be required to provide 9.86 acres of park land for new residents. The proposed project proposes ~~16~~17.0 acres of park, recreational, and open space. Of this open space area, ~~10~~11.2 acres would be park space, which would exceed the General Plan standard.

In addition, as with all residential developments, in order to avoid the substantial physical deterioration of local recreation facilities, the proposed project would be required to satisfy the City's park land dedication and in-lieu park fee requirement by either dedicating 9.86 acres of land for local parks to the City, paying the park fee (currently $4,431 per dwelling unit), or paying a portion of the park fee and dedicating a portion of park land. (City Municipal Code Chapter 32B and 32D.) Funds collected as City park fees must be used for the acquisition, planning, and/or development of local park land and recreation facilities. Payment of the City's park fee of $4,431 per dwelling unit minus the eligible parkland provided on site by the proposed project would ensure the City is able to maintain adequate standards of operation at existing parks and to meet new demand for park facilities.

Therefore, due to the payment of the park fees and the development of on-site park, open space, and recreation areas, increases in the use of existing neighborhood parks is not expected to result in or accelerate substantial deterioration of existing parks or other recreational facilities. Impacts would be less than significant.

Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As described in relative to Threshold 1 above, the project site is currently undeveloped agricultural land, which contains no existing parks or recreational facilities. The proposed project would establish a planned residential, mixed-use development of 689 medium-density and single-family residential dwelling units with approximately 1,971 residents. As identified above, the proposed project would include the development of open space, parks, trails, and recreational facilities within the project site to accommodate the projected increase in population caused by the proposed project. The construction of

these recreational facilities is part of the overall project under the proposed PD Plan, and the timing of construction of these facilities would be consistent with the PD Plan phasing. Any potentially significant environmental impacts associated with the construction of the usable recreational open space within the project site are therefore analyzed throughout the applicable sections of this EIR. The developer would also be required to comply with the City's land dedication and in-lieu park fee requirement, which would ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by the development. Therefore, impacts would be less than significant.

4.16.5 Mitigation Measures

The proposed project would result in less-than-significant impacts; therefore, no mitigation is required.

4.16.6 Level of Significance After Mitigation

Impacts related to recreation and parks would be less than significant. No mitigation measures are required.

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