

4.17 TRAFFIC AND CIRCULATION

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project). The following analysis is based on the North River Farms Transportation Impact Analysis that was prepared for the proposed project by Linscott, Law & Greenspan (LLG) in November 2018, and is incorporated by reference herein. The Transportation Impact Analysis is included in Appendix N of this EIR.

4.17.1 Existing Conditions

Traffic Study Area

Based on the criteria identified in the San Diego Traffic Engineering Council/Institute of Traffic Engineers Guidelines for Traffic Impact Studies in the San Diego Region, March 2, 2000, the study area cordons were determined by the limits or extent of where 50 peak-hour project trips would travel to/from the site. The traffic study area was developed through coordination between City staff and LLG traffic engineers. The traffic study area includes the following locations:

Intersections

- | | |
|---|-----------------------------------|
| 1. Vandegrift Boulevard/Douglas Drive | 12. Douglas Drive/El Camino Real |
| 2. Vandegrift Boulevard/N. River Road | 13. Mission Avenue/El Camino Real |
| 3. N. River Road/North River Circle | 14. Mission Avenue/Douglas Drive |
| 4. N. River Road/Leon Street | 15. SR-76/Douglas Drive |
| 5. N. River Road/Stallion Drive | 16. SR-76/Rancho Del Oro Drive |
| 6. N. River Road/Wilshire Road | 17. SR-76/Old Grove Road |
| 7. N. River Road/Sleeping Indian Road | 18. SR-76/Frazer Road |
| 8. N. River Road/State Route (SR-) 76
(Mission Road) | 19. SR-76/College Boulevard |
| 9. Douglas Drive/N. River Road | 20. SR-76/North Santa Fe Avenue |
| 10. N. River Road/Avenida Descanso | 21. SR-76/Melrose Drive |
| 11. N. River Road/College Boulevard | 22. SR-76/East Vista Way |
| | 23. College Boulevard/Frazer Road |

Roadway Segments

Vandegrift Boulevard

1. N. River Road to Douglas Drive

N. River Road

2. Douglas Drive to College Boulevard
3. College Boulevard to Vandegrift Boulevard
4. Vandegrift Boulevard to North River Circle
5. N. River Circle to Stallion Drive
6. Stallion Drive to Wilshire Road
7. Wilshire Road to Sleeping Indian Road
8. Sleeping Indian Road to SR-76

Douglas Drive

9. SR-76 to El Camino Real
10. El Camino Real to N. River Road

College Boulevard

11. N. River Road to Adams Street
12. Adams Street to SR-76
13. SR-76 to Frazee Road

El Camino Real

14. Mission Avenue to Douglas Drive

Mission Avenue

15. El Camino Real to Douglas Drive

SR-76

16. Foussat Road to Douglas Drive
17. Douglas Drive to Rancho Del Oro Drive

18. Rancho Del Oro Dive to Old Grove Road
19. Old Grove Road to Frazee Road
20. Frazee Road to College Boulevard
21. College Boulevard to N. Santa Fe Avenue
22. N. Santa Fe Avenue to Melrose Drive
23. Melrose Drive to E. Vista Way
24. E. Vista Way to N. River Road
25. N. River Road to Via Montellano

Study Scenario

The proposed project would include the construction of 689 residential homes with an additional mix of retail, restaurant, hotel, and agricultural land uses on the currently agricultural site. Access is proposed through N. River Road. Project traffic for each option was analyzed under existing, near-term, and Year 2035 conditions.

The following scenarios are evaluated in this analysis:

Baseline Conditions

- Existing
- Existing Plus Near-Term Cumulative Projects
- Year 2035 (Master Transportation Roadway Plan)
- Year 2035 (Without Melrose Drive Extension – Alternative 2)

Proposed Project Conditions (689 dwelling units)

- Existing Plus Project
- Existing Plus Near-Term Cumulative Projects Plus Project
- Year 2035 With Project (Master Transportation Roadway Plan)
- Year 2035 With Project (Without Melrose Drive Extension – Alternative 2)

Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal

phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Intersections

Signalized intersections were analyzed in the Transportation Impact Analysis under AM and PM peak hour conditions. Average vehicle delay was determined using the methodology found in Chapter 18 of the 2010 *Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS was determined based upon the procedures found in Chapters 19 and 20 of the 2010 HCM, with the assistance of the *Synchro* (version 10) computer software.

Roundabouts were analyzed using the *SIDRA INTERSECTION (Version 7)* software. The results of the analysis provide delay (in seconds), LOS and queue outputs based upon the procedures found in Chapter 22 of the HCM 6.

Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The roadway classification table is included in Appendix N.

Existing Roadway Circulation System

The following describes the existing street system in the traffic study area. A map of the study area with existing intersection and roadway segment details is shown in Figure 4.17-1. Based on conversations with City staff, the City's Master Transportation Roadway Plan Traffic Impact Analysis Report (April 2012) was referenced for buildout roadway classifications.

Vandegrift Boulevard

Vandegrift Boulevard is classified on the City's Master Transportation Roadway Plan as a 5-Lane Major Arterial. It is a generally north-south roadway built with three northbound lanes and two southbound lanes in the traffic study area from the Northern City Limits to N. River Road. The posted speed limit is 50 mph. Class II bicycle lanes are provided on both sides of the roadway and on-street parking is prohibited.

N. River Road

N. River Road is built to its City's Master Transportation Roadway Plan classification as a Four-Lane Major Arterial between Douglas Drive and College Boulevard and as a Five-Lane Major Arterial from College Boulevard to Vandegrift Boulevard.

Between Douglas Drive and Vandegrift Boulevard, Class II bicycle lanes are provided on both sides of the roadway and on-street parking is prohibited.

From Vandegrift Boulevard to North River Circle, N. River Road is currently constructed as a four-lane divided roadway with a paved width of approximately 70 feet. From North River Circle to Stallion Drive it then narrows to a two-lane road with a two-way left-turn lane (TWLTL) providing curbside parking and bike lanes on both sides of the street. This two-lane portion is paved to four-lane secondary collector standards with a TWLTL and a width of 64 feet. East of Stallion Drive to Sleeping Indian Road and beyond, the roadway narrows again to a two-lane road with no center turn lane or bike lanes, and a paved width of approximately 36 feet. Given there is little to no property fronting this 3.5-mile stretch of N. River Road, no traffic signals until the intersection of Vista Way, and the speed limit is upwards of 50–55 mph, the roadway essentially functions as a free-flowing two-lane highway. The City of Oceanside (City) does not have criteria matching these roadway characteristics. Therefore, for existing and near-term analysis, a modified daily segment capacity was assumed along this roadway to account for the reduced friction and increased speeds.

N. River Road from Vandegrift Boulevard to the future Melrose Drive connection has a buildout classification of Four-Lane Major Arterial. From the proposed Melrose Drive connection to the Eastern City Limits, the buildout classification is a Four-Lane Secondary Collector with TWLTL.

The proposed project would require a General Plan Amendment to reclassify N. River Road from Stallion Drive to Sleeping India Road from a Major Arterial to a Secondary Collector. Additional details on this reclassification are discussed in Section 4.17.4, Impacts Analysis.

Douglas Drive

Douglas Drive is classified as a 4-Lane Secondary Collector in the traffic study area from Vandegrift Boulevard to N. River Road. From N. River Road to SR-76, it is classified as a 4-Lane Major Arterial. It is currently constructed to its ultimate classification from Vandegrift Boulevard to Via Malaguena and then narrows to a two-lane roadway divided by a striped median to Cardiff Bay Drive. South of Cardiff Bay Drive it widens to its ultimate classification as a 4-Lane Secondary Arterial and then widens again at N. River Road to a 4-Lane Major Arterial. It narrows to a four-lane undivided roadway over the San Luis Rey River Bridge and then resumes as a Major Arterial to SR-76 with the exception of the segment between El Camino Real and Mission Avenue where it provides a TWLTL. The posted speed limit is 40 mph. Class II bicycle lanes are provided on both sides of the roadway and on-street parking is prohibited.

College Boulevard

College Boulevard is classified on the City’s Master Transportation Roadway Plan and currently built as a 6-Lane Major Arterial from N. River Road to SR-76 with a posted speed limit between 40–45 mph with the exception of the portion of College Boulevard approaching the San Luis Rey River Bridge where it narrows to four lanes with a K-rail divider. South of SR-76 within the traffic study area, College Boulevard is classified and currently built as a 4-Lane Major Arterial with a posted speed limit of 50 mph. Class II bicycle lanes are provided on both sides of the roadway. On-street parking is not permitted on any portion of College Boulevard within the traffic study area.

El Camino Real

El Camino Real is classified on the City’s Master Transportation Roadway Plan and is currently built as a 4-Lane Major Arterial between Mission Avenue and Douglas Drive within the traffic study area. The posted speed limit is 40 mph. On-street parking is not permitted.

State Route 76

SR-76 is classified on the City’s Master Transportation Roadway Plan as a Six-Lane Expressway from Interstate 5 to Melrose Drive and as a Four-Lane Expressway from Melrose Drive to the Eastern City Limits. It is generally an east–west facility and is currently built as a four-lane divided expressway in the traffic study area. The posted speed limit is 55 mph. Class II bicycle lanes are provided on both sides of the roadway and on-street parking is prohibited.

Existing Bicycle Network

Based on information in the City’s Master Transportation Roadway Plan and field observations, there are Class II bike lanes provided along the major street segments within the traffic study area described above, with the following exceptions:

- The portion of N. River Road between Stallion Drive and SR-76 provides a Class III bike route.
- The San Luis Rey River Trail is a separated Class I Bike Path, and is a generally east–west facility extending throughout a large portion of the traffic study area.

Existing Transit Conditions

Transit service in the traffic study area is provided by the North County Transit District (NCTD). The proposed project is within one mile of 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. Based on information obtained from the NCTD, the following transit conditions are noted:

- Route 303 travels from the Oceanside Transit Center to the Vista Transit Center and travels along Mission Avenue, Douglas Drive, N. River Road and College Boulevard within the traffic study area. This route provides 15 minute headways during weekday hours.
- Route 309 travels from Oceanside (San Luis Rey Transit Center) to Encinitas primarily through El Camino Real. This route provides 30 minute headways during weekday hours.
- Route 311 travels from the San Luis Rey Transit Center to the Rancho Del Oro SPRINTER station through Douglas Drive. This route provides limited, commuter-oriented service on weekdays only.
- Route 313 travels from the Oceanside Transit Center to the San Luis Rey Transit Center primarily through Mesa Drive and travels mainly along College Boulevard within the study area. This route provides hourly service during weekdays.
- Route 315 travels from the College Boulevard SPRINTER station to Camp Pendleton (22 Area) through College Boulevard and Vandegrift Boulevard. This route provides up to 30 minute headways in the peak direction, with hourly headway in the off-peak direction, during weekday hours.

Existing Traffic Volumes

Existing AM (7:00 a.m.–9:00 a.m.) and PM (4:00 p.m.–6:00 p.m.) peak hour traffic volumes at key area intersections and 24-hour street segment counts were manually collected in April and November 2016 while schools were in session. Counts on N. River Road were conducted in October 2017. SR-76 volumes were taken from the most recently available Caltrans ADT data (2016). Table 4.17-1 shows the existing street segment Average Daily Traffic (ADT) volumes in the traffic study area.

Table 4.17–1
Existing Traffic Volumes

Street Segment	ADT ^a
<i>Vandegrift Boulevard</i>	
1. North River Rd to Douglas Dr	25,750
<i>N. River Road</i>	
2. Douglas Dr to College Blvd	19,810

**Table 4.17–1
Existing Traffic Volumes**

Street Segment	ADT ^a
3. College Blvd to Vandegrift Blvd	34,080
4. Vandegrift Blvd to North River Cir	13,280
5. North River Cir to Stallion Dr	12,880
6. Stallion Dr to Wilshire Rd	9,690
7. Wilshire Rd to Sleeping Indian Rd	9,230
8. Sleeping Indian Rd to SR-76	7,800
<i>Douglas Drive</i>	
9. SR-76 to El Camino Real	24,630
10. El Camino Real to N. River Rd	35,050
<i>College Boulevard</i>	
11. N. River Rd to Adams St	45,980
12. Adams St to SR-76	45,980
13. SR-76 to Frazee Rd	28,550
<i>El Camino Real</i>	
14. Mission Ave to Douglas Dr	20,850
<i>Mission Avenue</i>	
15. El Camino Real to Douglas Dr	18,360
<i>SR-76</i>	
16. Foussat Rd to Douglas Dr	44,500
17. Douglas Dr to Rancho Del Oro Dr	43,000
18. Rancho Del Oro Dr to Old Grove Rd	43,000
19. Old Grove Rd to Frazee Rd	43,000
20. Frazee Rd to College Blvd	43,500
21. College Blvd to N Santa Fe Ave	43,500
22. N Santa Fe Ave to Melrose Dr	47,500
23. Melrose Dr to E Vista Way	37,500
24. E Vista Way to North River Rd	37,000
25. North River Rd to Via Montellano	42,500

Source: Appendix N.

Notes: Average Daily Traffic volumes collected by LLG Engineers in April and November 2016, when local schools were in session. Counts for N. River Road from Vandegrift Boulevard to SR-76 collected in October 2017. SR-76 volumes were taken from the most recently available Caltrans ADT data (2016).

Analysis of Existing Conditions

The following section presents the analysis of existing traffic study area locations.

Peak Hour Intersection Operations

Table 4.17-2 summarizes the existing intersections LOS. As seen in Table 4.17-2, all intersections are calculated to currently operate at LOS D or better except for the following:

- Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS E during the PM peak hour
- Intersection No. 11. N. River Road/College Boulevard – LOS E during the PM peak hour
- Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS E/F during the AM/PM peak hours
- Intersection No. 17. SR-76/Old Grove Road – LOS E during the AM peak hour
- Intersection No. 19. SR-76/College Boulevard – LOS E/F during the AM/PM peak hours
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS E during the AM peak hour

Daily Street Segment Operations

Table 4.17-3 summarizes the existing roadway segment operations. As seen in Table 4.17-3, the study area segments are calculated to currently operate at LOS D or better except for the following:

- Segment No. 6. N. River Road: Stallion Drive to Wilshire Rd– LOS E
- Segment No. 7. N. River Road: Wilshire Road to Sleeping Indian Road – LOS E
- Segment No. 10. Douglas Drive: El Camino Real to N. River Road – LOS E
- Segment No. 11. College Boulevard: N. River Road to Adams Street – LOS F
- Segment No. 12. College Boulevard: Adams Street to SR-76 – LOS E

**Table 4.17-2
Existing Intersection Operations**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Vandegrift Blvd/Douglas Dr	Signal	AM	18.5	B
		PM	17.6	B
2. Vandegrift Blvd/N. River Rd	Signal	AM	25.4	C
		PM	56.8	E
3. N. River Rd/North River Circle	Signal	AM	10.0	A
		PM	10.1	B
4. N. River Rd/Leon St	MSSC ^c	AM	16.3	C
		PM	16.5	C
5. N. River Rd/Stallion Dr	MSSC	AM	12.1	B
		PM	10.5	B

**Table 4.17-2
Existing Intersection Operations**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
6. N. River Rd/Wilshire Rd	MSSC	AM	16.2	C
		PM	19.0	C
7. N. River Rd/Sleeping Indian Rd	MSSC	AM	13.1	B
		PM	13.3	B
8. N. River Rd/SR-76	Signal	AM	30.8	C
		PM	23.5	C
9. Douglas Dr/N. River Rd	Signal	AM	38.2	D
		PM	26.3	C
10. N. River Rd/Avenida Descanso	Signal	AM	16.8	B
		PM	10.4	B
11. N. River Rd/College Blvd	Signal	AM	40.9	D
		PM	59.2	E
12. Douglas Dr/El Camino Real	Signal	AM	16.8	B
		PM	34.2	C
13. Mission Ave/El Camino Real	Signal	AM	21.0	C
		PM	34.5	C
14. Mission Ave/Douglas Dr	Signal	AM	30.7	C
		PM	33.8	C
15. SR-76/Douglas Dr	Signal	AM	34.1	C
		PM	25.0	C
16. SR-76/Rancho Del Oro Dr	Signal	AM	56.0	E
		PM	90.9	F
17. SR-76/Old Grove Rd	Signal	AM	63.3	E
		PM	49.4	D
18. SR-76/Frazee Rd	Signal	AM	35.2	D
		PM	43.8	D
19. SR-76/College Blvd	Signal	AM	69.7	E
		PM	124.0	F
20. SR-76/N. Santa Fe Ave	Signal	AM	101.3	F
		PM	109.0	F
21. SR-76/Melrose Dr	Signal	AM	56.9	E
		PM	29.0	C
22. SR-76/E. Vista Way	Signal	AM	42.8	D
		PM	39.6	D
23. College Blvd/Frazee Rd	Signal	AM	16.7	B

**Table 4.17-2
Existing Intersection Operations**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
		PM	20.5	C

Notes:

- a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. MSSC = Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**Table 4.17-3
Existing Daily Street Segment Operations**

Street Segment	Currently Built As	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
<i>Vandegrift Boulevard</i>					
1. N. River Rd to Douglas Dr	5-Ln Major Arterial	45,000	25,750	C	0.572
<i>N. River Road</i>					
2. Douglas Dr to College Blvd	4-Ln Major Arterial	40,000	19,810	B	0.495
3. College Blvd to Vandegrift Blvd	5-Ln Major Arterial	45,000	34,080	C	0.757
4. Vandegrift Blvd to North River Cir	4-Ln Major Arterial	40,000	13,280	A	0.332
5. North River Cir to Stallion Dr	Collector	15,000	12,880	D	0.859
6. Stallion Dr to Wilshire Rd	Collector ^e	10,000	9,690	E	0.969
7. Wilshire Rd to Sleeping Indian Rd	Collector ^e	10,000	9,230	E	0.923
8. Sleeping Indian Rd to SR-76	Collector ^e	10,000	7,800	D	0.780
<i>Douglas Drive</i>					
9. SR-76 to El Camino Real	4-Ln Secondary Collector	30,000	24,630	D	0.821
10. El Camino Real to N. River Rd	4-Ln Major Arterial	40,000	35,050	E	0.876
<i>College Boulevard</i>					
11. N. River Rd to Adams St	4-Ln Major Arterial	40,000	45,980	F	1.150
12. Adams St to SR-76	6-Ln Major Arterial	50,000	45,980	E	0.920
13. SR-76 to Frazee Rd	4-Ln Major Arterial	40,000	28,550	C	0.714
<i>El Camino Real</i>					
14. Mission Ave to Douglas Dr	4-Ln Major Arterial	40,000	20,850	B	0.521
<i>Mission Avenue</i>					
15. El Camino Real to Douglas Dr	4-Ln Major Arterial	40,000	18,360	D	0.459
<i>SR-76</i>					
16. Foussat Rd to Douglas Dr	4-Ln Expressway	60,000	44,500	C	0.742
17. Douglas Dr to Rancho Del Oro Dr	4-Ln Expressway	60,000	43,000	C	0.717

**Table 4.17-3
Existing Daily Street Segment Operations**

Street Segment	Currently Built As	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
18. Rancho Del Oro Dr to Old Grove Rd	4-Ln Expressway	60,000	43,000	C	0.717
19. Old Grove Rd to Frazee Rd	4-Ln Expressway	60,000	43,000	C	0.717
20. Frazee Rd to College Blvd	4-Ln Expressway	60,000	43,500	C	0.725
21. College Blvd to N Santa Fe Ave	4-Ln Expressway	60,000	43,500	C	0.725
22. N Santa Fe Ave to Melrose Dr	4-Ln Expressway	60,000	47,500	C	0.792
23. Melrose Dr to E Vista Way	4-Ln Expressway	60,000	37,500	C	0.625
24. E Vista Way to North River Rd	4-Ln Expressway	60,000	37,000	C	0.617
25. North River Rd to Via Montellano	4-Ln Expressway	60,000	42,500	C	0.708

Notes:

- ^a Capacities based on the City's Roadway Classification Table, September 2012.
- ^b Average Daily Traffic Volumes.
- ^c Level of Service.
- ^d Volume to Capacity.
- ^e Given this 3.5-mile stretch of N. River Road contains no traffic signals and has no property fronting the roadway, an increased capacity of 12,500 ADT was used in the analysis to account for the reduced friction along the roadway.

4.17.2 Regulatory Setting

City of Oceanside General Plan Master Transportation Roadway Plan

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

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.

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

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

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

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

- They are designed geometrically and structurally to meet City standards.
- Only project occupants are served.
- All emergency vehicle access requirements are satisfied.
- The streets do not provide direct through route between public streets.

The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.

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

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 April 25, 2015, SANDAG released the Draft Regional Plan for public comment, with a closing date of July 15, 2015. A Final Regional Plan was adopted by the SANDAG Board of Directors on October 9, 2015.

SB 743, CEQA Guidelines Update

In 2013, SB 743 was signed into law and requires new metrics for analyzing transportation impacts under CEQA to provide an alternative to level of service (LOS). Measurements of transportation impacts may include vehicle miles traveled (VMT),¹ vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. In most cases, a project's effect on automobile delay will no longer constitute a significant environmental impact.² Proposed changes to the CEQA Guidelines, Section 15064.3, were promulgated by the Office of Planning and Research (OPR) in November 2017. The changes are now under consideration by the California Natural Resources Agency as part of a comprehensive CEQA Guidelines Update for proposed rule-making and final administrative approval. Final rules are anticipated later in 2018.

At the time of preparation of this EIR, however, evaluation of transportation impacts using the VMT metric is not required by the State or City of Oceanside CEQA Guidelines, and LOS is the official metric for identifying traffic impacts and mitigation. Even if the draft revisions to the CEQA Guidelines are adopted by the California Natural Resources Agency, the possible new CEQA Guidelines, Section 15064.3, regarding needed VMT analysis for a development project will not require use of the VMT metric to analyze transportation impacts until January 1, 2020.

4.17.3 Thresholds of Significance

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

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

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

² SB 743 also amends congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. <http://opr.ca.gov/ceqa/updates/sb-743/>, Transportation Impacts (SB 743), (accessed November 1, 2017).

- d. Substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).
- e. Result in inadequate emergency access.
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Significance Criteria

The City uses the published San Diego Traffic Engineering Council/Institute of Traffic Engineers guidelines for the determination of the significance of impacts. A project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds are shown in Table 4.17-4 for roadway segments and intersections.

If a project exceeds the thresholds in Table 4.17-4, then the proposed project may be considered to have a significant impact. A feasible mitigation measure will need to be identified to return the impact within the thresholds (pre-project plus allowable increase), or the impact will be considered significant and unmitigated.

Two types of traffic-related impacts were identified: direct traffic impacts and cumulative traffic impacts. Direct impacts were calculated where proposed project-added traffic resulted in a degradation in Level of Service (LOS) from acceptable LOS D or better operations to below LOS D conditions. Cumulative impacts were calculated where proposed project-added traffic resulted in significant increase in intersection delay or street segment volume-to-capacity ratios over the allowable thresholds shown in Table 4.17-4 at locations with pre-existing LOS deficiencies (LOS E or F). Year 2035 significant impacts are considered cumulative since traffic generated by existing development, future general growth, and other development projects are all included in the Year 2035 traffic volume projections. This is because for an impact to be termed direct, the project traffic must be the sole reason that the impact occurs.

Table 4.17-4
Traffic Impact Significant Thresholds

Level of Service with Proposed Project ^a	Allowable Increase Due to Project Impacts ^b		
	Roadway Segments		Intersections
	V/C	Speed (mph)	Delay (sec.)
E and F	0.02	1.0	2.0

Source: SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, March 2, 2000.

Notes: V/C = Volume to Capacity Ratio; Speed = Arterial speed measured in miles per hour; Delay = Average stopped delay per vehicle measured in seconds for intersections; LOS = Level of Service

- ^a All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for roadway segments may be estimated on an ADT volume basis. The acceptable LOS for roadways and intersections is generally “D” (“C” for undeveloped or not densely developed locations per jurisdiction definitions).
- ^b If a proposed project’s traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets. The applicant shall then identify feasible mitigations (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note (a)) the applicant shall be responsible for mitigating significant impact changes.

4.17.4 Impacts Analysis

Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance or the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Proposed Project Trip Generation, Distribution, and Assignment

Trip Generation

Trip generation for the proposed development was calculated using the SANDAG (*Not so*) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. With the changes in housing types proposed, three different residential trip rates were used to calculate the total proposed project trip generation. The residential trip rates were selected based on the density for each planning area. The commercial portion of the site representing the maker spaces and farmers market land use types uses the SANDAG “specialty retail” rates and the restaurant uses the “quality restaurant” rate. The proposed farm use uses the SANDAG “agriculture” rate in the calculations and the hotel use utilizes a modified “hotel” rate from SANDAG. The hotel rate was reduced from 10 ADT/room to 9 ADT/room because the hotel does not propose to include convention facilities that are included in the typical “hotel w/convention facilities/restaurant” rate from SANDAG. The hotel is labeled as a “boutique” hotel that would use the community amenities as ancillary uses to the hotel.

Primary/Pass-By Trips

Development of new land uses will create trips on a street system that are new, or “primary” trips. However, several types of retail/commercial developments experience local and regional trips at the driveway that are already on the street system whether that development exists or not. These trips are known as “pass-by” trips.

Pass-by trips that are already on the street system passing along the proposed project frontage (N. River Road) and only appear as new trips in and out of the proposed project driveways. Using engineering guidelines, 10% of daily and PM peak hour commercial traffic is categorized as pass-by.

Primary Trips

The remaining trips (90%) are those that are new to the street system, also called “primary” trips. These trips occur due to the development of the proposed project and the proposed project itself becomes one end of a primary trip, either the origin or the destination.

Net Trip Generation

After accounting for pass-by trips, a mixed-use reduction was applied to the remaining commercial and residential trips. Per the SANDAG guide, up to a 10% mixed-use reduction can be applied to projects “where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).” Given the detailed explanation of the walkability of the project site in Section 2.2 of the Traffic Impact Analysis (Appendix N), as well as in the Planned Development Plan (Appendix B), a mixed-use reduction was deemed appropriate. To provide a conservative reduction, 5% was applied to the project trip generation.

Table 4.17-5 shows the proposed project traffic generation.

Trip Distribution/Assignment

The distribution of proposed project traffic was determined using a Select Zone Assignment (SZA) computerized traffic model prepared by SANDAG. The SZA used SANDAG’s Series 12 model with the base year (existing) roadway network and land use conditions, and matches trip generating uses (such as residential) with trip-attracting uses (such as retail/commercial), and presents the relative percentage of traffic on the roadway system.

The future connection of Melrose Drive between N. River Road and SR-76 and Spur Avenue and S. Santa Fe Avenue, which is included in later model years of the Series 12 traffic model, is in close proximity to the project site. Under existing and near-term conditions, this connection does not exist.

**Table 4.17-5
Proposed Project Trip Generation**

Land Use	Size		Daily Trip Ends (ADTs)			AM Peak Hour						PM Peak Hour					
			Rate ^a	Volume	% of ADT ^a	In:Out		Volume			% of ADT ^a	In:Out		Volume			
						Split	In	Out	Total	Split		In	Out	Total			
<i>Residential Trips</i>																	
Single-Family Detached and Multifamily Attached (≥ 20 DU per acre)	130	DU	6	/DU	780	8%	20%	80%	12	50	62	9%	70%	30%	49	21	70
Single-Family Detached (≤ 20 DU per acre)	250	DU	8	/DU	2,000	8%	20%	80%	32	128	160	10%	70%	30%	140	60	200
Single-Family Detached (≤ 6 DU per acre)	309	DU	10	/DU	3,090	8%	30%	70%	74	173	247	10%	70%	30%	216	93	309
<i>Residential Trip Generation</i>	<i>689</i>	<i>DU</i>		—	<i>5,870</i>	—	—	—	<i>118</i>	<i>351</i>	<i>469</i>	—	—	—	<i>405</i>	<i>174</i>	<i>579</i>
<i>Commercial Trips</i>																	
Commercial (Primary plus Pass-by)	25	KSF	40	/KSF	1,000	3%	60%	40%	18	12	30	9%	50%	50%	45	45	90
<i>Primary External Trips^d</i>	<i>90%</i>		—		<i>900</i>	—	—	—	<i>18</i>	<i>12</i>	<i>30</i>	9%	50%	50%	<i>40</i>	<i>40</i>	<i>80</i>
<i>Pass-by External Trips^d</i>	<i>10%</i>		—		<i>100</i>	—	—	—	—	—	—	9%	50%	50%	<i>5</i>	<i>5</i>	<i>10</i>
Restaurant ^b (Primary plus Pass-by)	5	KSF	100	/KSF	500	1%	60%	40%	3	2	5	8%	70%	30%	28	12	40
<i>Primary External Trips^d</i>	<i>90%</i>		—		<i>450</i>	—	—	—	<i>3</i>	<i>2</i>	<i>5</i>	8%	70%	30%	<i>25</i>	<i>11</i>	<i>36</i>
<i>Pass-by External Trips^d</i>	<i>10%</i>		—		<i>50</i>	—	—	—	—	—	—	8%	70%	30%	<i>3</i>	<i>1</i>	<i>4</i>
Farm ^c	30	acres	2	/acre	60	0.26	43%	57%	7	9	16	0.45	57%	43%	15	12	27
Hotel ^e	100	rooms	9	/room	900	8%	40%	60%	29	43	72	9%	60%	40%	49	32	81
<i>Subtotal Primary Trips (Residential plus Primary Commercial Trips plus Hotel Trips)</i>					<i>8,180</i>	—	—	—	<i>175</i>	<i>417</i>	<i>592</i>	—	—	—	<i>534</i>	<i>269</i>	<i>803</i>
Mixed Use Reduction ^d	5%		—		(409)	—	—	—	(9)	(21)	(30)	—	—	—	(27)	(13)	(40)
Total Primary Trips					7,771	—	—	—	166	396	562	—	—	—	507	256	763
Total Driveway Trips					7,921	—	—	—	166	396	562	—	—	—	515	262	777

Notes:

^a Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

- ^b Restaurant uses "Quality Restaurant" rate from SANDAG.
- ^c For Farm, SANDAG "agriculture" rate applied. For peak splits, Institute of Traffic Engineers 818 "Nursery (Wholesale)" rate applied.
- ^d Primary trips, pass-by trips, and mixed-use credit percentages sourced to SANDAG.
- ^e For Hotel, SANDAG "hotel" rate reduced from 10 ADT/room to 9 ADT/room since the "hotel" rate includes trips generated by convention facilities, which are not proposed by the proposed project.

The connection of Melrose Drive between its current terminus north of SR-76 to N. River Road would have a considerable effect on proposed project trip distribution. This connection would allow a substantial share of project-related traffic to use Melrose Drive to access SR-76 and the regional street system. In its absence, the majority of project-related traffic bound for SR-76 will travel through Vandegrift Boulevard and College Boulevard, through locations already subject to congestion during peak hours. Therefore, two separate distributions were prepared focusing on the connection or elimination of the Melrose Drive extensions. The baseline existing and near-term analyses assume the current conditions without the Melrose Drive extensions. A separate "Year 2035 With Melrose Drive Extension" analysis is provided below.

By the Year 2035, the City's Master Transportation Roadway Plan is assumed to be completed. Therefore, the Year 2035 baseline analysis redistributes project traffic within the study area to account for the future extension of Melrose Drive. Further details on this scenario are provided under the subheading Year 2035 Traffic Volumes in this section.

The connection of Melrose Drive over the San Luis Rey Bridge is affected by significant environmental constraints and a lack of funding. Therefore, a separate Year 2035 Without Melrose Drive Extension analysis is provided later in this section using the existing and near-term project distribution without this connection.

Once the traffic distribution was established, the project-generated traffic was assigned to the adjacent street system.

Analysis of Existing Plus Project Scenarios

The following section presents the analysis of existing study area locations with the addition of project traffic. The scenario is hypothetical because it assumes that the proposed project would be fully built out immediately and the corresponding full buildout traffic volumes added to existing roadway volumes and infrastructure. Thus, the existing plus project analysis presumes that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) will not change. The results of this analysis are presented below for disclosure purposes. The identification of the proposed project's significant impacts, with recommended mitigation, is based on the future year analyses that take into account cumulative traffic growth, as well as the changing roadway network and land uses that accompany a multi-year development project such as the proposed project.

Peak Hour Intersection Operations

Table 4.17-6 summarizes the existing intersections LOS. As seen in Table 4.17-6, with the addition of proposed project traffic, all intersections are calculated to continue to operate at LOS D or better except for the following:

- **Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the PM peak hour**
- **Intersection No. 11. N. River Road/College Boulevard – LOS E during the AM/PM peak hours**
- **Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS E/F during the AM/PM peak hours**
- Intersection No. 17. SR-76/Old Grove Road – LOS E during the AM peak hour
- **Intersection No. 19. SR-76/College Boulevard – LOS E/F during the AM/PM peak hour**
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS E during the AM peak hour

Based on the City's significance criteria, four significant impacts were calculated with the addition of proposed project traffic at the intersections bolded above because the proposed project adds greater than 2.0 seconds of delay to these locations in the Existing Plus Project Scenario.

**Table 4.17-6
Existing Plus Project Intersection Operations**

Intersection	Control Type	Peak Hour	Existing		Existing Plus Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Vandegrift Blvd/Douglas Dr	Signal	AM	18.5	B	18.5	B	0.0	No
		PM	17.6	B	17.7	B	0.1	
2. Vandegrift Blvd/N. River Rd	Signal	AM	25.4	C	38.3	D	12.9	Yes

**Table 4.17-6
Existing Plus Project Intersection Operations**

Intersection	Control Type	Peak Hour	Existing		Existing Plus Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
		PM	56.8	E	148.1	F	91.3	
3. N. River Rd/North River Circle	Signal	AM	10.0	A	10.2	B	0.2	No
		PM	10.1	B	10.8	B	0.7	
4. N. River Rd/Leon St	MSSC ^d	AM	16.3	C	28.5	D	12.2	No
		PM	16.5	C	32.6	D	16.1	
5. N. River Rd/Stallion Dr	MSSC	AM	12.1	B	16.4	C	4.3	No
		PM	10.5	B	12.2	B	1.7	
6. N. River Rd/Wilshire Rd	MSSC/ Roundabout. ^e	AM	16.2	C	6.5	A	(9.7)	No
		PM	19.0	C	8.2	A	(10.8)	
7. N. River Rd/Sleeping Indian Rd	MSSC	AM	13.1	B	14.4	B	1.3	No
		PM	13.3	B	15.7	C	2.4	
8. N. River Rd/SR-76 (Mission Rd)	Signal	AM	30.8	C	36.4	D	5.6	No
		PM	23.5	C	30.5	C	7.0	
9. Douglas Dr/N. River Rd	Signal	AM	38.2	D	40.7	D	2.5	No
		PM	26.3	C	27.5	C	1.2	
10. N. River Rd/Avenida Descanso	Signal	AM	16.8	B	17.4	B	0.6	No
		PM	10.4	B	10.5	B	0.1	
11. N. River Rd/College Blvd	Signal	AM	40.9	D	64.3	E	23.4	Yes
		PM	59.2	E	79.3	E	20.1	
12. Douglas Dr/El Camino Real	Signal	AM	16.8	B	17.6	B	0.8	No
		PM	34.2	C	37.2	D	3.0	
13. Mission Ave/El Camino Real	Signal	AM	21.0	C	21.2	C	0.2	No
		PM	34.5	C	35.1	D	0.6	
14. Mission Ave/Douglas Dr	Signal	AM	30.7	C	31.8	C	1.1	No
		PM	33.8	C	36.1	D	2.3	
15. SR-76/Douglas Dr	Signal	AM	34.1	C	35.5	D	1.4	No
		PM	25.0	C	28.6	C	3.6	
16. SR-76/Rancho Del Oro Dr	Signal	AM	56.0	E	58.1	E	2.1	Yes
		PM	90.9	F	98.2	F	7.3	
17. SR-76/Old Grove Rd	Signal	AM	63.3	E	64.3	E	1.0	No
		PM	49.4	D	50.3	D	0.9	
18. SR-76/Frazee Rd	Signal	AM	35.2	D	35.6	D	0.4	No
		PM	43.8	D	44.9	D	1.1	
19. SR-76/College Blvd	Signal	AM	69.7	E	76.5	E	6.8	Yes
		PM	124.0	F	146.4	F	22.4	
20. SR-76/N. Santa Fe Ave	Signal	AM	101.3	F	101.6	F	0.3	No
		PM	109.0	F	109.7	F	0.7	
21. SR-76/Melrose Dr	Signal	AM	56.9	E	57.0	E	0.1	No

**Table 4.17-6
Existing Plus Project Intersection Operations**

Intersection	Control Type	Peak Hour	Existing		Existing Plus Project		Delay Δ ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
		PM	29.0	C	29.2	C	0.2	
22. SR-76/E. Vista Way	Signal	AM	35.2	D	35.8	D	0.6	No
		PM	39.2	D	40.8	D	1.6	
23. College Blvd/Frazee Rd	Signal	AM	16.7	B	17.1	B	0.4	No
		PM	20.5	C	21.0	C	0.5	
24. N. River Rd/Western Roundabout	Round.	AM	—	—	8.4	A	—	No
		PM	—	—	12.7	B	—	
25. N. River Rd/Main Signal	Signal	AM	—	—	8.5	A	—	No
		PM	—	—	8.6	A	—	

Notes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes the increase in delay due to the proposed project.
- d. MSSC = Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.
- e. Delay decrease due to installation of roundabout at project access intersection as a project feature. See Section 13.0 of Appendix N for additional details.

General Notes:

Sig = Significant impact, yes or no.
Bold typeface represents a significant direct impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Daily Street Segment Operations

Table 4.17-7 summarizes the existing roadway segment operations. As seen in Table 4.17-7, with the addition of proposed project traffic, the study area segments are calculated to continue to operate at LOS D or better except for the following:

- **Segment No. 5. N. River Road: North River Circle to Stallion Drive – LOS F**
- **Segment No. 6. N. River Road: Stallion Drive to Wilshire Road – LOS F**
- **Segment No. 7. N. River Road: Wilshire Road to Sleeping Indian Road – LOS E**
- **Segment No. 9. Douglas Drive: SR-76 to El Camino Real – LOS E**
- **Segment No. 10. Douglas Drive: El Camino Real to N. River Road – LOS E**
- **Segment No. 11. College Boulevard: N. River Road to Adams Street – LOS F**
- **Segment No. 12. College Boulevard: Adams Street to SR-76 – LOS E**

Based on the City’s significance criteria, seven significant impacts were calculated with the addition of proposed project traffic on the street segments **bolded** above because the proposed project increases the V/C by greater than 0.02 at these locations in the Existing Plus Project Scenario.

**Table 4.17-7
Existing Plus Project Street Segment Operations**

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing Plus Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
<i>Vandegrift Boulevard</i>									
1. North River Rd to Douglas Dr	45,000	25,750	C	0.572	26,416	C	0.587	0.015	No
<i>N. River Road</i>									
2. Douglas Dr to College Blvd	40,000	19,810	B	0.495	20,976	B	0.524	0.029	No
3. College Blvd to Vandegrift Blvd	45,000	34,080	C	0.757	39,131	D	0.870	0.112	No
4. Vandegrift Blvd to North River Cir	40,000	13,280	A	0.332	18,953	B	0.474	0.142	No
5. North River Cir to Stallion Dr	15,000	12,880	D	0.859	18,708	F	1.247	0.389	Yes
6. Stallion Dr to Wilshire Rd	12,500 ^f	9,690	D	0.775	15,518	F	1.241	0.466	Yes
7. Wilshire Rd to Sleeping Indian Rd	12,500 ^f	9,230	D	0.738	11,173	E	0.894	0.155	Yes
8. Sleeping Indian Rd to SR-76	12,500 ^f	7,800	C	0.624	9,510	D	0.761	0.137	No
<i>Douglas Drive</i>									
9. SR-76 to El Camino Real	30,000	24,630	D	0.821	25,329	E	0.844	0.023	Yes
10. El Camino Real to N. River Rd	40,000	35,050	E	0.876	36,216	E	0.905	0.029	Yes
<i>College Boulevard</i>									
11. N. River Rd to Adams St	40,000	45,980	F	1.150	49,866	F	1.247	0.097	Yes
12. Adams St to SR-76	50,000	45,980	E	0.920	49,632	E	0.993	0.073	Yes
13. SR-76 to Frazee Rd	40,000	28,550	C	0.714	30,026	D	0.751	0.037	No
<i>El Camino Real</i>									
14. Mission Ave to Douglas Dr	40,000	20,850	B	0.521	21,316	C	0.533	0.012	No
<i>Mission Avenue</i>									
15. El Camino Real to Douglas Dr	40,000	18,360	B	0.459	19,293	B	0.482	0.023	No
<i>SR-76</i>									
16. Foussat Rd to Douglas Dr	60,000	44,500	C	0.742	45,570	C	0.760	0.018	No
17. Douglas Dr to Rancho Del Oro Dr	60,000	43,000	C	0.717	43,624	C	0.727	0.010	No
18. Rancho Del Oro Dr to Old Grove Rd	60,000	43,000	C	0.717	43,802	C	0.730	0.013	No
19. Old Grove Rd to Frazee Rd	60,000	43,000	C	0.717	43,891	C	0.732	0.015	No

Table 4.17-7
Existing Plus Project Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing Plus Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
20. Frazee Rd to College Blvd	60,000	43,500	C	0.725	44,570	C	0.743	0.018	No
21. College Blvd to N Santa Fe Ave	60,000	43,500	C	0.725	44,926	C	0.749	0.024	No
22. N Santa Fe Ave to Melrose Dr	60,000	47,500	C	0.792	48,035	C	0.801	0.009	No
23. Melrose Dr to E Vista Way	60,000	37,500	C	0.625	37,946	C	0.632	0.007	No
24. E Vista Way to North River Rd	60,000	37,000	C	0.617	38,337	C	0.639	0.022	No
25. N. River Rd to Via Montellano	60,000	42,500	C	0.728	43,659	C	0.728	0.019	No

Notes: Sig = Significant impact, yes or no. **Bold** typeface indicates a significant impact.

a. Capacities based on the City's Roadway Classification and LOS table (See Appendix B of Appendix N).

b. Average Daily Traffic.

c. Level of Service.

d. Volume to Capacity ratio.

e. Δ denotes a project-induced increase in the Volume to Capacity ratio.

f. Given this 3.5-mile stretch of N. River Road contains no traffic signals and has no property fronting the roadway, modified LOS E capacity of 12,500 ADT was used in the analysis to account for the reduced friction along the roadway.

Near-Term Cumulative Projects Conditions

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. LLG consulted with City staff to identify relevant, pending cumulative projects in the study area that could be constructed and generating traffic in the vicinity of the proposed project. Based on research conducted and information received from City staff, eight cumulative projects are planned for the area that would add traffic to the study area street system. Traffic generated by these projects was added to the existing traffic volumes to develop the Existing Plus Near-Term Cumulative Projects conditions. Proposed project traffic was added to the near-term traffic to arrive at the Existing Plus Near-Term Cumulative Projects Plus Project conditions. The following is a brief description of each of the cumulative projects, which are described further in Table 4.17-8. Figure 4.17-2 shows the locations of the cumulative projects.

1. **Villa Storia** proposes to develop an approximately 35.59-acre site with a maximum of 420 residential units. The Villa Storia Project proposes a mix of housing types including single-family detached and multifamily attached homes. The site is located on Academy Road north of SR-76. This project is calculated to generate 3,284 ADT with 58 inbound and 205 outbound trips during the AM peak hour and 225 inbound and 97 outbound trips during the PM peak hour. Trips were assigned to the street system based on the approved Villa Storia Traffic Impact Study, prepared by LLG and dated May 19, 2015.

2. **Mission Cove Mixed-Use** proposes to construct 150 apartments, 138 senior/special needs housing, 5,000 square feet (SF) of specialty retail, 2,750 SF of office, 2,750 SF of medical office, senior/special needs adult day care center for up to 60 adults, and a child day care center for up to 50 children. This project is located on the south side of Mission Avenue between Airport Road and Foussat Road in the City. This project is calculated to generate 2,080 net ADT with 58 inbound and 102 outbound trips during the AM peak hour and 104 inbound and 75 outbound trips during the PM peak hour. Trips were assigned to the street system based on the Mission Cove Mixed-Use Traffic Impact Study, prepared by RBF Consulting and dated August 2011.
3. **Pacific Coast Business Park** proposes to construct 1,100,000 SF of industrial use, 518,000 SF of general office, and 80,500 SF of medical office located south of Old Grove Road and west of College Boulevard in the City. This project is calculated to generate 21,597 ADT with 2,213 inbound and 273 outbound trips during the AM peak hour and 575 inbound and 2,080 outbound trips during the PM peak hour. Trips were assigned to the street system based on the Pacific Coast Business Park Traffic Impact Study, prepared by Kimley-Horn and Associates Inc. and dated April 2009.
4. **Rancho Del Oro Village XII (Terraza at Rancho Del Oro)** proposes to develop approximately 303 residential dwelling units consisting of a variety of multifamily product types. This project is located at the northwest quadrant of the College Boulevard and Old Grove Road intersection in the City. This project is calculated to generate 2,424 ADT with 39 inbound and 154 outbound trips during the AM peak hour and 169 inbound and 73 outbound trips during the PM peak hour. Trips were assigned to the street system based on the Rancho Del Oro Village XII Traffic Impact Study, prepared by RBF Consulting and dated September 2010.
5. **Oceanpointe Development** is a multifamily development located in the City. The development includes a maximum of 200 dwelling units in three groups on a vacant lot of approximately 36 acres. This project is located mid-way between Stage Coach Road and San Ramon Drive, south of State Route 76. This project is calculated to generate 1,600 ADT per day with 26 inbound and 102 outbound trips during the AM peak hour and 112 inbound and 48 outbound trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the “Oceanpointe Multi-Family Development Traffic Impact Analysis,” conducted by LOS Engineering in March 2005. Trips were assigned to the street system based on the Oceanpointe Multi-Family Development Traffic Impact Study, prepared by LOS Engineering Inc. and dated March 2005.
6. **El Corazon** proposes to redevelop a 465-acre property near the geographic center of Oceanside. The site is bound by Mesa Drive to the north, Rancho del Oro Drive to the east, Oceanside Boulevard to the south, and El Camino Real to the west. This project is proposed to be developed in several phases. Phase I includes the construction of roads, sidewalks and

infrastructure to commercial sites, a Senior center, a hotel, village commercial uses, a green waste facility, and interpretive areas and west passive trails. Phase II consist of the construction of sports facilities, which includes a soccer field and infrastructure, a softball complex and infrastructure, and a baseball complex and infrastructure.

Phase III includes the construction of a hotel, a cultural/community center and library, a park, and passive recreation areas. In addition, the west passive trails will be expanded and a native open space restoration greenbelt landscaping will be created. Phase IV consists of the construction of a recreation center and a park/recreation area. Phase V consists of a 19.7 acres expansion of the park. Phase VI includes the construction of roads, sidewalks and infrastructure and a park expansion and public safety center. The total net Year 2030 trip generation at buildout of El Corazon is calculated at 34,604 ADT with 704 inbound and 492 outbound trips during the AM peak hour and 1,796 inbound and 1,774 outbound trips during the PM peak hour. For the cumulative condition, it was assumed Phases 1 and 2 of the Master Plan would be completed along with the El Corazon Arena generating 15,251 ADT with 201 inbound and 168 outbound trips during the AM peak hour and 459 inbound and 409 outbound trips during the PM peak hour. Trips were assigned to the street system based on the El Corazon Traffic Impact Study, currently under preparation by LLG.

7. **Melrose + Oceanside** proposes to construct 313 residential dwelling units on three adjacent sites, as well as 10,000 SF of restaurant and 10,000 SF of office space. This project site is located east and west of Melrose Drive, north of Oceanside Boulevard/Bobier Drive. This project is calculated to generate 4,059 ADT with 125 inbound and 215 outbound trips during the AM peak hour and 230 inbound and 130 outbound trips during the PM peak hour. Trips were assigned to the street system based on the Melrose + Oceanside Traffic Impact Study, prepared by LLG and dated July 26, 2017.
8. **N. River Road Residential Subdivision (Kawano-Nagata)** proposes to construct 400 residential dwelling units on 2 parcels for a total of 25.6 acres at a density of 15.6 units per acre. The project site is located on the southern side of N. River Road between Avenida Descanso and Calle Montecito. The project is calculated to generate 3,200 ADT, with 51 inbound and 205 outbound trips during the AM peak hour and 224 inbound and 96 outbound trips during the PM peak hour. Trips were assigned to the street system based on the N. River Road Residential Subdivision Traffic Impact Study, prepared by LOS Engineering Inc. and dated October 10, 2016.

**Table 4.17-8
Near-Term Cumulative Projects Summary**

No.	Name	Project	ADT	AM		PM	
				In	Out	In	Out
1	Villa Storia	62 single-family homes, 358 multifamily attached homes.	3,284	58	205	225	97
2	Mission Cove Mixed-Use	150 apartments, 138 senior housing units, 5 KSF specialty retail, 2.75 KSF office, 2.75 KSF medical office, 60 adults senior day care, 50 children day care	2,080	58	102	104	75
3	Pacific Coast Business Park	1,100 KSF industrial, 518 KSF general office, 80.5 KSF medical office	21,597	2,213	273	575	2,080
4	Rancho Del Oro Village XII	303 residential multifamily units	2,424	39	154	169	73
5	Oceanpointe Development	200 multifamily units	1,600	26	102	112	48
6	El Corazon (Phases 1 and 2 Only); including Arena	Mixed-Use Master Plan	15,251	201	168	459	409
7	Melrose + Oceanside	37 single-family homes, 278 multifamily dwelling units, 10 KSF restaurant, 10 KSF office space	4,059	25	96	104	46
8	N. River Road Residential	400 single-family homes	3,200	51	205	224	96
Total Cumulative Projects			53,495	2,671	1,305	1,972	2,924

SR-76 Cumulative Growth

To forecast near-term cumulative traffic volumes on SR-76, a regional expressway that serves multiple jurisdictions across North County, a growth factor was applied to existing traffic volumes. A review of the most recent historical data provided by Caltrans was reviewed between 2012 and 2016 (a five-year period). According to the data, mostly negative growth has occurred on the roadway. However, to be conservative, an ambient growth factor of 2% was applied to the existing volumes to arrive at Existing Plus Near-Term Cumulative Projects traffic volumes on SR-76. Refer to Appendix N for additional details.

Analysis of Near Term Scenarios

Existing Plus Near-Term Cumulative Projects

Peak Hour Intersection Operations

Table 4.17-9 summarizes the peak hour intersection operations for the Existing Plus Near-Term Cumulative Projects condition. As seen in Table 4.17-9, with the addition of cumulative projects traffic, the following intersections are calculated to operate at LOS E or F:

- Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS E during the PM peak hour
- Intersection No. 11. N. River Road/College Boulevard – LOS E during the PM peak hour
- Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS E/F during the AM/PM peak hours
- Intersection No. 17. SR-76/Old Grove Road – LOS E during the AM/PM peak hours
- Intersection No. 19. SR-76/College Boulevard – LOS E/F during the AM/PM peak hours
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS E during the AM peak hour

Daily Street Segment Operations

Table 4.17-10 summarizes the key segment operations in the study area for the Existing Plus Near-Term Cumulative Projects condition. As seen in Table 4.17-10, with the addition of cumulative projects traffic, the following street segments are calculated to operate at LOS E or F:

- Segment No. 5. N. River Road: North River Circle to Stallion Drive – LOS E
- Segment No. 9. Douglas Drive: SR-76 to El Camino Real – LOS E
- Segment No. 10. Douglas Drive: El Camino Real to N. River Road – LOS E
- Segment No. 11. College Boulevard: N. River Road to Adams Street – LOS F
- Segment No. 12. College Boulevard: Adams Street to ST-76 – LOS E

Existing Plus Near-Term Cumulative Projects Plus Project

Peak Hour Intersection Operations

Table 4.17-9 summarizes the peak hour intersection operations for Existing Plus Near-Term Cumulative Projects Plus Project conditions. As seen in Table 4.17-9, with the addition of cumulative projects and project traffic, the following intersections are calculated to operate at LOS E or F:

- **Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the PM peak hour**

- **Intersection No. 11. N. River Road/College Boulevard – LOS E during the AM/PM peak hours**
- **Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS E/F during the AM/PM peak hours**
- Intersection No. 17. SR-76/Old Grove Road – LOS E during the AM/PM peak hours
- **Intersection No. 19. SR-76/College Boulevard – LOS F during the AM/PM peak hours**
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS E during the AM peak hour

Based on the City’s significance criteria, four potentially significant impacts were calculated with the addition of project traffic at the intersections **bolded** above since the proposed project adds greater than 2.0 seconds of delay to each location under the Existing Plus Near-Term Cumulative Projects Plus Project. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

**Table 4.17-9
Near-Term Cumulative Intersection Operations**

Intersection	Control Type	Peak Hour	Existing Plus Cumulative Projects		Existing Plus Cumulative Projects Plus Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Vandegrift Blvd/Douglas Dr	Signal	AM	18.5	B	18.5	B	0.0	No
		PM	17.6	B	17.7	B	0.1	
2. Vandegrift Blvd/N. River Rd	Signal	AM	25.4	C	38.3	D	12.9	Yes
		PM	56.8	E	148.1	F	91.3	
3. N. River Rd/North River Circle	Signal	AM	10.0	A	10.2	B	0.2	No
		PM	10.1	B	10.9	B	0.8	
4. N. River Rd/Leon St	MSSC ^d	AM	16.5	C	29.1	D	12.6	No
		PM	16.7	C	33.4	D	16.7	
5. N. River Rd/Stallion Dr	MSSC	AM	12.2	B	16.6	C	4.4	No
		PM	10.5	B	12.3	B	1.8	
6. N. River Rd/Wilshire Rd	MSSC/Ro undabout. ^e	AM	16.4	C	6.6	A	(9.8)	No
		PM	13.1	B	8.4	A	(4.7)	
7. N. River Rd/Sleeping Indian Rd	MSSC	AM	13.2	B	14.5	B	1.3	No
		PM	13.5	B	15.8	C	2.3	
8. N. River Rd/SR-76 (Mission Rd)	Signal	AM	31.0	C	36.7	D	5.7	No
		PM	23.8	C	30.8	C	7.0	
9. Douglas Dr/N. River Rd	Signal	AM	42.7	D	46.0	D	3.3	No
		PM	27.9	C	29.1	C	1.2	

**Table 4.17-9
Near-Term Cumulative Intersection Operations**

Intersection	Control Type	Peak Hour	Existing Plus Cumulative Projects		Existing Plus Cumulative Projects Plus Project		Delay Δ ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
10. N. River Rd/Avenida Descanso	Signal	AM	17.9	B	18.7	B	0.8	No
		PM	10.6	B	10.6	B	0.0	
11. N. River Rd/College Blvd	Signal	AM	40.9	D	64.3	E	23.4	Yes
		PM	59.2	E	79.3	E	20.1	
Douglas Dr/El Camino Real	Signal	AM	18.5	B	19.8	B	1.3	No
		PM	40.1	D	44.1	D	4.0	
Mission Ave/El Camino Real	Signal	AM	22.0	C	22.2	C	0.2	No
		PM	35.8	D	36.4	D	0.6	
Mission Ave/Douglas Dr	Signal	AM	34.3	C	35.6	D	1.3	No
		PM	39.8	D	42.7	D	2.9	
SR-76/Douglas Dr	Signal	AM	35.9	D	37.4	D	1.5	No
		PM	30.0	C	33.8	C	3.8	
SR-76/Rancho Del Oro Dr	Signal	AM	72.1	E	77.1	E	5.0	Yes
		PM	117.1	F	123.7	F	6.6	
SR-76/Old Grove Rd	Signal	AM	67.1	E	67.8	E	0.7	No
		PM	56.7	E	57.2	E	0.5	
SR-76/Frazee Rd	Signal	AM	35.7	D	36.2	D	0.5	No
		PM	44.1	D	45.6	D	1.5	
SR-76/College Blvd	Signal	AM	74.3	E	82.0	F	7.7	Yes
		PM	140.4	F	163.2	F	22.8	
SR-76/N. Santa Fe Ave	Signal	AM	106.4	F	106.5	F	0.1	No
		PM	115.8	F	116.7	F	0.9	
SR-76/Melrose Dr	Signal	AM	57.5	E	57.7	E	0.2	No
		PM	29.1	C	29.3	C	0.2	
SR-76/E. Vista Way	Signal	AM	35.4	D	36.0	D	0.6	No
		PM	39.5	D	41.3	D	1.8	
College Blvd/Frazee Rd	Signal	AM	17.6	B	18.2	B	0.6	No
		PM	22.0	C	22.8	C	0.8	

Notes: Sig = Significant impact, yes or no. **Bold** typeface represents a significant direct impact.

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes the increase in delay due to the proposed project.
- d. MSSC = Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.
- e. Delay decrease due to installation of roundabout at project access intersection as a project feature. See Section 13.0 for additional details.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Daily Street Segment Operations

Table 4.17-10 summarizes the key segment operations in the study area for the Existing Plus Near-Term Cumulative Projects Plus Project conditions. As seen in Table 4.17-10, with the addition of cumulative projects and project traffic, the following street segments are calculated to operate at LOS E or F:

- **Segment #5. N. River Road: N. River Circle to Stallion Drive – LOS F**
- **Segment #6. N. River Road: Stallion Drive to Wilshire Road – LOS F**
- **Segment #7. N. River Road: Wilshire Road to Sleeping Indian Road – LOSE**
- **Segment #9. Douglas Drive: SR-76 to El Camino Real – LOS E**
- **Segment #10 Douglas Drive: El Camino Real to N. River Road – LOS E**
- **Segment #11. College Boulevard: N. River Road to Adams Street – LOS F**
- **Segment #12. College Boulevard: Adams Street to SR-76 – LOS F**

Based on the City’s significance criteria, seven potentially significant impacts were calculated with the addition of project traffic on the street segments **bolded** above since the proposed project increases the V/C by greater than 0.02 at each location under the Existing Plus Near-Term Cumulative Projects Plus Project. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

Table 4.17-10
Near-Term Cumulative Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Existing Plus Cumulative Projects			Existing Plus Cumulative Projects Plus Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
<i>Vandegrift Boulevard</i>									
1. North River Rd to Douglas Dr	45,000	25,750	C	0.572	26,372	C	0.586	0.014	No
<i>N. River Road</i>									
2. Douglas Dr to College Blvd	40,000	21,410	C	0.535	22,576	C	0.564	0.029	No
3. College Blvd to North River Cir	45,000	34,400	C	0.764	39,451	D	0.877	0.113	No
4. North River Cir to Stallion Dr	40,000	13,550	A	0.339	19,223	B	0.481	0.142	No
5. Vandegrift Blvd to Stallion Dr	15,000	13,140	E	0.876	18,968	F	1.265	0.389	Yes
6. Stallion Dr to Wilshire Rd	12,500 ^f	9,880	D	0.790	15,708	F	1.257	0.467	Yes
7. Wilshire Rd to Sleeping Indian Rd	12,500 ^f	9,420	D	0.754	11,363	E	0.909	0.155	Yes

Table 4.17-10
Near-Term Cumulative Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Existing Plus Cumulative Projects			Existing Plus Cumulative Projects Plus Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
8. Sleeping Indian Rd to SR-76	12,500 ^f	7,960	C	0.637	9,670	D	0.774	0.137	No
<i>Douglas Drive</i>									
9. SR-76 to El Camino Real	30,000	25,890	E	0.863	26,589	E	0.886	0.023	Yes
10. El Camino Real to N. River Rd	40,000	36,950	E	0.924	38,116	E	0.953	0.029	Yes
<i>College Boulevard</i>									
11. N. River Rd to Adams St	40,000	47,390	F	1.185	51,276	F	1.282	0.097	Yes
12. Adams St to SR-76	50,000	47,350	E	0.947	51,002	F	1.020	0.073	Yes
13. SR-76 to Frazee Rd	40,000	30,400	D	0.760	31,876	D	0.797	0.037	No
<i>El Camino Real</i>									
14. Mission Ave to Douglas Dr	40,000	21,970	C	0.549	22,436	C	0.561	0.012	No
<i>Mission Avenue</i>									
15. El Camino Real to Douglas Dr	40,000	19,170	B	0.479	20,103	B	0.503	0.024	No
<i>SR-76</i>									
16. Foussat Rd to Douglas Dr	60,000	45,390	C	0.757	46,460	C	0.774	0.033	No
17. Douglas Dr to Rancho Del Oro Dr	60,000	43,860	C	0.731	44,484	C	0.741	0.025	No
18. Rancho Del Oro Dr to Old Grove Rd	60,000	43,860	C	0.731	44,662	C	0.744	0.028	No
19. Old Grove Rd to Frazee Rd	60,000	43,860	C	0.731	44,751	C	0.746	0.029	No
20. Frazee Rd to College Blvd	60,000	44,370	C	0.740	45,440	C	0.757	0.032	No
21. College Blvd to N Santa Fe Ave	60,000	44,370	C	0.740	45,796	C	0.763	0.038	No
22. N Santa Fe Ave to Melrose Dr	60,000	48,450	C	0.808	48,985	C	0.816	0.025	No
23. Melrose Dr to E Vista Way	60,000	38,250	C	0.638	38,696	C	0.645	0.020	No
24. E Vista Way to North River Rd	60,000	37,740	C	0.629	39,077	C	0.651	0.035	No
25. N. River Rd to Via Montellano	60,000	43,350	C	0.723	44,509	C	0.742	0.033	No

Notes: Sig = Significant impact, yes or no. **Bold** typeface represents a significant direct impact.

a. Capacities based on the City's Roadway Classification and LOS table (see Appendix B of Appendix N).

b. Average Daily Traffic.

c. Level of Service.

d. Volume to Capacity ratio.

- e. Δ denotes a project-induced increase in the Volume to Capacity ratio.
- f. Given this 3.5-mile stretch of N. River Road contains no traffic signals and has no property fronting the roadway, a modified LOS E capacity of 12,500 ADT was used in the analysis to account for the reduced friction along the roadway.

Year 2035 Conditions

Year 2035 Network Conditions

The Year 2030 network was developed as part of the 2030 Master Transportation Roadway Plan. The network changes described in the Master Transportation Roadway Plan are included in the buildout analysis for roadway segments. The exception to this is that SR-76 remains a four-lane Expressway, as adequate funding is not identified to expand the roadway to six lanes. In addition, intersections are analyzed using existing geometries. The 2030 Master Transportation Roadway Plan represents the planned roadway system along with the classifications of those streets. There are several pieces of the transportation network that have changed from existing conditions to the 2030 Master Transportation Roadway Plan. The major changes to the circulation network included in the 2030 Master Transportation Roadway Plan and those assumed in the Year 2035 analysis are the following:

- SR-76 is four lanes (six-lane widening not planned or funded per Caltrans)
- Rancho Del Oro Road at SR-78 is an interchange
- College Boulevard is six lanes between Old Grove Road and Vista Way
- College Boulevard is six lanes over the San Luis Rey Bridge
- N. River Road is four lanes between Vandegrift Boulevard to the City limits
- Pala Road is connected between Los Arbolitos Boulevard and Foussat Road
- Melrose Drive is connected between N. River Road and SR-76
- Melrose Drive is connected between Spur Avenue and N. Santa Fe Avenue

Table 4.17-11 displays the Year 2035 Master Transportation Roadway Plan roadway classifications for study area street segments.

N. River Road General Plan Amendment

As previously mentioned, N. River Road is classified on the Master Transportation Roadway Plan as a Four-Lane Major Road from Vandegrift Boulevard to the future Melrose Avenue extension (approaching Sleeping Indian Road) location and a Four-Lane Secondary Collector with TWLTL from the extension to the City Limits. 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 Collector 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 raised median are proposed. The roadway would be constructed to provide two 20-foot travel lanes (11-foot vehicle lanes with 5-foot bike lanes and 4-foot bike lane buffers) with a 16-foot center median. Ten-foot parkways would be provided on both sides of the roadway with an 8-foot naturally paved pedestrian path on one side of the road.

Approaching Sleeping Indian Road, east of the project site, the roadway would also remain two lanes and an eastbound left-turn pocket is proposed at the intersection of N. River Road at Sleeping Indian Road, thus improving the flow of eastbound through traffic and reducing the potential for vehicular conflict due to the slowing of eastbound traffic behind a vehicle turning left onto Sleeping Indian Road.

The analysis of the intersections provided in this section along the segment of N. River Road from Stallion Drive to Sleeping Indian Road show that with the proposed project improvements, LOS D or better operations are calculated in the peak hours along this segment.

Given the above, the proposed project proposes a General Plan Amendment to reclassify N. River Road from Stallion Drive to Sleeping Indian Road as a Four-Lane Secondary Collector.

**Table 4.17-11
Master Transportation Roadway Plan Street Segment Classifications**

Street Segments	Currently Built As	Adopted Master Transportation Roadway Plan Classification ^a
<i>Vandegrift Boulevard</i>		
1. North River Rd to Douglas Dr	5-Ln Major Arterial	5-Ln Major Arterial
<i>N. River Road</i>		
2. Douglas Dr to College Blvd	4-Ln Major Arterial	4-Ln Major Arterial
3. College Blvd to Vandegrift Blvd	5-Ln Major Arterial	5-Ln Major Arterial
4. Vandegrift Blvd to North River Cir	4-Ln Major Arterial	4-Ln Major Arterial
5. North River Cir to Stallion Dr	2-Ln Collector w/TWLT	4-Ln Major Arterial
6. Stallion Dr to Wilshire Rd	2-Ln Collector	4-Ln Major Arterial
		General Plan Amendment: 4-Ln Secondary Collector
7. Wilshire Rd to Sleeping Indian Rd	2-Ln Collector	4-Ln Major Arterial
		General Plan Amendment: 4-Ln Secondary Collector
8. Sleeping Indian Rd to SR-76	2-Ln Collector	4-Ln Secondary Collector w/TWLT
<i>Douglas Drive</i>		
9. N. River Rd to Via Montellano	4-Ln Secondary Collector	4-Ln Major Arterial
10. El Camino Real to N. River Rd	4-Ln Major Arterial	6-Ln Major Arterial
<i>College Boulevard</i>		
11. N. River Rd to Adams St	4-Ln Major Arterial	6-Ln Major Arterial
12. Adams St to SR-76	6-Ln Major Arterial	6-Ln Major Arterial
13. SR-76 to Frazee Rd	4-Ln Major Arterial	4-Ln Major Arterial

Table 4.17-11
Master Transportation Roadway Plan Street Segment Classifications

Street Segments	Currently Built As	Adopted Master Transportation Roadway Plan Classification ^a
<i>El Camino Real</i>		
14. Mission Ave to Douglas Dr	4-Ln Major Arterial	4-Ln Major Arterial
<i>Mission Avenue</i>		
15. El Camino Real to Douglas Dr	4-Ln Major Arterial	4-Ln Major Arterial
<i>SR-76^b</i>		
16. Foussat Rd to Douglas Dr	4-Ln Expressway	4-Ln Expressway
17. Douglas Dr to Rancho Del Oro Dr	4-Ln Expressway	4-Ln Expressway
18. Rancho Del Oro Dr to Old Grove Rd	4-Ln Expressway	4-Ln Expressway
19. Old Grove Rd to Frazee Rd	4-Ln Expressway	4-Ln Expressway
20. Frazee Rd to College Blvd	4-Ln Expressway	4-Ln Expressway
21. College Blvd to N Santa Fe Ave	4-Ln Expressway	4-Ln Expressway
22. N Santa Fe Ave to Melrose Dr	4-Ln Expressway	4-Ln Expressway
23. Melrose Dr to E Vista Way	4-Ln Expressway	4-Ln Expressway
24. E Vista Way to North River Rd	4-Ln Expressway	4-Ln Expressway
25. North River Rd to Via Montellano	4-Ln Expressway	4-Ln Expressway

Notes:

^a Classifications based on the City's *General Plan Master Transportation Roadway Plan*, September 2012.

^b SR-76 assumed to remain a four-lane expressway since Caltrans has no future plans to widen this roadway, and there is no funding identified to complete the widening.

Year 2035 Traffic Volumes

A review of the Buildout Year 2030 peak hour and daily traffic volumes from the City's Master Transportation Roadway Plan Traffic Impact Analysis Report (April 2012) was conducted. As previously mentioned, the City's Master Transportation Roadway Plan assumed SR-76 as a six-lane expressway that results in higher demand for this facility, reducing trips along City streets. Therefore, it was decided to use the SANDAG Series 12 Year 2035 forecast traffic model given SR-76 is modeled as a four-lane expressway.

The peak hour turning movement volumes at an intersection were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future. Additional consideration was given to new network connections within the City.

The future connection of Melrose Drive between N. River Road and SR-76 and Spur Avenue and S. Sante Fe Avenue is in proximity to the project site. The connection of Melrose Drive between its current terminus north of SR-76 to N. River Road would have a considerable effect on project trip distribution. This connection would allow a substantial share of project-related traffic to use Melrose Drive to access

SR-76 and the regional street system. With the connection of Melrose Drive, it would be expected that project trips originating from and destined east would reroute along N. River Road. Trips to and from east on N. River Road to E. Vista Way and Mission Road would reroute to use Melrose Drive. Trips on College Boulevard would reroute to Melrose Drive to reach Melrose Drive (south), N. Santa Fe Avenue, and College Boulevard (south). With the changes in distribution on N. River Road with the connection of Melrose Drive, 61% of trips would be distributed to and from the west and 39% to/from the east (a shift from the 75/25 split without Melrose Drive).

It should be noted that the Oceanside General Plan Land Use allows for the development of 92 residential units within the current project boundary. Applying the SANDAG rate for “estate residential,” where lot size is greater than 1 to 2 DU per acre, the adopted General Plan Land Use would be expected to generate 1,104 ADT in the future. A review of the SANDAG Series 12 Year 2035 traffic model shows approximately 1,800 ADT generated by the site and assigned to the street system. Therefore, the Year 2035 Without Project traffic volumes are representative of the allowed General Plan Land Use designation of 92 DU.

To provide a conservative analysis, the site was assuming to be vacant land in the future and the total site generation of 7,921 ADT by the proposed project from Table 4.17-5 was added to the baseline Year 2035 traffic volumes (already assuming the trips generated by 92 DU) to arrive at Year 2035 With Project traffic volumes.

Analysis of Year 2035 Scenarios

This section provides an analysis of the Year 2035 assuming buildout of the Master Transportation Roadway Plan.

Year 2035 Without Project

Intersection Analysis

Table 4.17-12 summarizes the peak hour intersection operations for the Year 2035 Without Project scenario. As seen in Table 4.17-12, the following intersections are calculated to operate at LOS E or F:

- Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the PM peak hour
- Intersection No. 4. N. River Road/Leon Street – LOS F during the AM/PM peak hours
- Intersection No. 9. Douglas Drive/N. River Road – LOS E during the AM peak hour
- Intersection No. 11. N. River Road/College Boulevard – LOS E during the PM peak hour
- Intersection No. 13. Mission Ave/El Camino Real – LOS E during the PM peak hour
- Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS F during the AM/PM peak hours
- Intersection No. 17. SR-76/Old Grove Road – LOS F/E during the AM/PM peak hours

- Intersection No. 18. SR-76/Frazer Road – LOS E during the PM peak hour
- Intersection No. 19. SR-76/College Boulevard – LOS F during the AM/PM peak hours
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS F during the AM peak hour

Segment Operations

Table 4.17-13 summarizes the key segment operations in the study area for the Year 2035 Without Project scenario. As seen in Table 4.17-13, the following street segments are calculated to operate at LOS E or F:

- Segment No. 17. SR-76: Douglas Drive to Rancho Del Oro Drive – LOS E
- Segment No. 18. SR-76: Rancho Del Oro Drive to Old Grove Road – LOS E
- Segment No. 23. SR-76: Melrose Drive to E. Vista Way – LOS E
- Segment No.24. SR-76: E. Vista Way to N. River Road – LOS E
- Segment No. 25. SR-76: N. River Road to Villa Montellano – LOS F

Year 2035 With Project

Intersection Analysis

Table 4.17-12 summarizes the peak hour intersection operations for the Year 2035 With Project scenario. As seen in Table 4.17-12, with the net increase in traffic due to the change in land use, the following intersections are calculated to operate at LOS E or F:

- **Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the AM/PM peak hour**
- **Intersection No. 4. N. River Road/Leon Street – LOS F during the AM/PM peak hours**
- **Intersection No. 9. Douglas Drive/N. River Road – LOS E during the AM peak hour**
- **Intersection No. 11. N. River Road/College Boulevard – LOS E during the AM/PM peak hours**
- Intersection No. 13. Mission Ave/El Camino Real – LOS E during the PM peak hour
- **Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS F during the AM/PM peak hours**
- **Intersection No. 17. SR-76/Old Grove Road – LOS F during the AM/PM peak hours**
- **Intersection No. 18. SR-76/Frazer Road – LOS E during the PM peak hour**

- **Intersection No. 19. SR-76/College Boulevard – LOS F during the AM/PM peak hours**
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS F during the AM peak hour

Based on the City’s significance criteria, eight potentially significant impacts were calculated with the addition of project traffic at the intersections **bolded** above since the proposed project increases the delay by greater than 2.0 seconds at each location under the Year 2035 With Project scenario. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

Table 4.17-12
Year 2035 Intersection Operations
Master Transportation Roadway Plan

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Vandegrift Blvd/Douglas Dr	Signal	AM	19.8	B	19.8	B	0.0	No
		PM	20.0	B	20.0	B	0.0	
2. Vandegrift Blvd/N. River Rd	Signal	AM	32.0	C	52.5	D	20.5	Yes
		PM	78.5	E	166.0	F	87.5	
3. N. River Rd/North River Circle	Signal	AM	10.7	B	12.0	B	1.3	No
		PM	10.5	B	12.3	B	1.8	
4. N. River Rd/Leon St	MSSC ^d	AM	55.5	F	165.5	F	110.0	Yes
		PM	59.9	F	423.1	F	363.2	
5. N. River Rd/Stallion Dr	MSSC	AM	19.0	C	27.8	D	8.8	No
		PM	12.2	B	14.0	B	1.8	
6. N. River Rd/Wilshire Rd	MSSC/ Roundabout ^e	AM	28.6	D	10.5	B	(18.1)	No
		PM	35.0	D	13.3	B	(21.7)	
7. N. River Rd/Sleeping Indian Rd	MSSC	AM	21.0	C	24.5	C	3.5	No
		PM	22.1	C	28.3	D	6.2	
8. N. River Rd/SR-76 (Mission Rd)	Signal	AM	27.1	C	30.2	C	3.1	No
		PM	24.9	C	25.1	C	0.2	
9. Douglas Dr/N. River Rd	Signal	AM	64.6	E	69.7	E	5.1	Yes
		PM	39.3	D	40.8	D	1.5	
10. N. River Rd/Avenida Descanso	Signal	AM	19.6	B	20.7	C	1.1	No
		PM	11.2	B	11.6	B	0.4	
11. N. River Rd/College Blvd	Signal	AM	41.9	D	57.6	E	15.7	Yes
		PM	57.1	E	68.4	E	11.3	

**Table 4.17-12
Year 2035 Intersection Operations
Master Transportation Roadway Plan**

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
12. Douglas Dr/El Camino Real	Signal	AM	16.6	B	17.1	B	0.5	No
		PM	48.2	D	53.3	D	5.1	
13. Mission Ave/El Camino Real	Signal	AM	33.9	C	34.3	C	0.4	No
		PM	72.5	E	73.3	E	0.8	
14. Mission Ave/Douglas Dr	Signal	AM	36.4	D	37.8	D	1.4	No
		PM	45.3	D	48.3	D	3.0	
15. SR-76/Douglas Dr	Signal	AM	36.7	D	38.1	D	1.4	No
		PM	37.1	D	41.5	D	4.4	
16. SR-76/Rancho Del Oro Dr	Signal	AM	118.3	F	124.3	F	6.0	Yes
		PM	167.0	F	174.0	F	7.0	
17. SR-76/Old Grove Rd	Signal	AM	97.1	F	101.5	F	4.4	Yes
		PM	75.5	E	81.1	F	5.6	
18. SR-76/Frazee Rd	Signal	AM	38.2	D	39.2	D	1.0	Yes
		PM	64.1	E	71.9	E	7.8	
19. SR-76/College Blvd	Signal	AM	84.7	F	88.7	F	4.0	Yes
		PM	158.8	F	172.1	F	13.3	
20. SR-76/N. Santa Fe Ave	Signal	AM	128.1	F	129.2	F	1.1	Yes
		PM	143.1	F	144.7	F	1.6	
21. SR-76/Melrose Dr	Signal	AM	123.6	F	124.1	F	0.5	No
		PM	35.9	D	36.8	D	0.9	
22. SR-76/E. Vista Way	Signal	AM	41.5	D	43.2	D	1.7	No
		PM	44.7	D	46.6	D	1.9	
23. College Blvd/Frazee Rd	Signal	AM	18.7	B	19.3	B	0.6	No
		PM	23.5	C	24.1	C	0.6	

Notes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes the increase in delay due to the proposed project.
- d. MSSC = Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.
- e. Delay decrease due to installation of roundabout at project access intersection as a project feature. See Section 13.0 of Appendix N for additional details.

General Notes:

- 1. Sig = Significant impact, yes or no.
- 2. **Bold** typeface and shading represents a significant direct impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Segment Operations

Table 4.17-13 summarizes the key segment operations in the study area for the Year 2035 With Project scenario. As seen in Table 4.17-13, with the net increase in traffic due to the change in land use, the following street segments are calculated to operate at LOS E or F:

- **Segment No. 13. College Boulevard: SR-76 to Frazee Road – LOS E**
- Segment No. 17. SR-76: Douglas Drive to Rancho Del Oro Drive – LOS E
- Segment No. 18. SR-76: Rancho Del Oro Drive to Old Grove Road – LOS E
- Segment No. 23. SR-76: Melrose Drive to E. Vista Way – LOS E
- Segment No. 24. SR-76: E. Vista Way to N. River Road – LOS E
- Segment No. 25. SR-76: N. River Road to Villa Montellano – LOS F

Based on the City’s significance criteria, one potentially significant impact was calculated with the addition of project traffic on the study area street segments **bolded** above since the proposed project degrades the LOS to unacceptable levels or increases the V/C by greater than 0.02 at each location already operating at LOS E or F. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

Table 4.17-13
Year 2035 Street Segment Operations
Master Transportation Roadway Plan

Street Segment	GP Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
<i>Vandegrift Boulevard</i>									
1. North River Rd to Douglas Dr	45,000	23,200	B	0.516	23,822	B	0.529	0.013	No
<i>N. River Road</i>									
2. Douglas Dr to College Blvd	40,000	23,200	C	0.580	24,366	C	0.609	0.029	No
3. College Blvd to Vandegrift Blvd	45,000	31,300	C	0.696	35,263	D	0.784	0.088	No
4. Vandegrift Blvd to North River Cir	40,000	11,800	A	0.295	16,385	B	0.410	0.115	No
5. North River Cir to Stallion Dr	40,000	14,800	A	0.370	19,540	B	0.489	0.119	No
6. Stallion Dr to Wilshire Rd	40,000	14,000	A	0.350	18,740	B	0.469	0.119	No
7. Wilshire Rd to Sleeping Indian Rd	40,000	12,400	A	0.310	15,431	B	0.386	0.076	No
8. Sleeping Indian Rd to SR-76	30,000	9,200	A	0.307	10,210	B	0.340	0.033	No

Table 4.17-13
Year 2035 Street Segment Operations
Master Transportation Roadway Plan

Street Segment	GP Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
<i>Douglas Drive</i>									
9. SR-76 to El Camino Real	40,000	20,500	B	0.513	21,199	C	0.530	0.017	No
10. El Camino Real to N. River Rd	50,000	37,500	C	0.750	38,666	C	0.773	0.023	No
<i>College Boulevard</i>									
11. N. River Rd to Adams St	50,000	41,900	D	0.838	44,698	D	0.894	0.056	Yes
12. Adams St to SR-76	50,000	33,800	C	0.676	36,364	C	0.727	0.051	No
13. SR-76 to Frazee Rd	40,000	34,500	D	0.863	35,976	E	0.899	0.036	Yes
<i>El Camino Real</i>									
14. Mission Ave to Douglas Dr	40,000	22,200	C	0.555	22,666	C	0.567	0.012	No
<i>Mission Avenue</i>									
15. El Camino Real to Douglas Dr	40,000	24,500	C	0.613	24,655	C	0.616	0.003	No
<i>SR-76</i>									
16. Foussat Rd to Douglas Dr	60,000	50,200	D	0.837	51,133	D	0.852	0.016	No
17. Douglas Dr to Rancho Del Oro Dr	60,000	55,100	E	0.918	55,644	E	0.927	0.009	No
18. Rancho Del Oro Dr to Old Grove Rd	60,000	55,100	E	0.918	55,799	E	0.930	0.012	No
19. Old Grove Rd to Frazee Rd	60,000	50,400	D	0.840	51,177	D	0.853	0.013	No
20. Frazee Rd to College Blvd	60,000	52,700	D	0.878	53,633	D	0.894	0.016	No
21. College Blvd to N Santa Fe Ave	60,000	40,600	C	0.677	40,755	C	0.679	0.003	No
22. N Santa Fe Ave to Melrose Dr	60,000	50,500	D	0.842	50,655	D	0.844	0.003	No
23. Melrose Dr to E Vista Way	60,000	59,300	E	0.988	60,388	F	1.006	0.018	No
24. E Vista Way to North River Rd	60,000	58,200	E	0.970	58,200	E	0.970	0.000	No
25. N. River Rd to Via Montellano	60,000	68,400	F	1.140	69,410	F	1.157	0.017	No

Notes: Sig = Significant impact, yes or no. **Bold** typeface indicates a significant impact.

a. Capacities based on the City's Roadway Classification and LOS table (see Appendix B of Appendix N). Existing capacities applied where funding sources were not provided for roadway improvements.

b. Average Daily Traffic.

c. Level of Service.

d. Volume to Capacity ratio.

e. Δ denotes a proposed project-induced increase in the Volume to Capacity ratio.

Analysis of Year 2035 Scenarios (Without Melrose Drive Extension)

The Year 2035 network was developed as part of the 2030 Master Transportation Roadway Plan. An alternative scenario was analyzed in the General Plan EIR Traffic Study, Alternative 2, to evaluate the street network with key changes to the ultimately adopted Master Transportation Roadway Plan.

The major changes to the circulation network included in Alternative 2 to the Master Transportation Roadway Plan include the following:

- SR-76 is four lanes (six-lane widening not planned or funded per Caltrans)
- Rancho Del Oro Road at SR-78 is not an interchange
- College Boulevard is six lanes between Avenida de la Plata and Olive Drive and four lanes between Olive Drive and Waring Road
- Melrose Drive is not connected between N. River Road and SR-76
- Melrose Drive is not connected between Spur Avenue and N. Santa Fe Avenue
- Pala Road is not connected between Los Arbolitos Boulevard and Foussat Road
- Mission Avenue is downgraded from a Four-Lane Major Arterial to a Four-Lane Secondary Collector between Coast Highway and Horne Street
- Coast Highway is two lanes

Of particular importance within the Project study area is the exclusion of the Melrose Drive extension given its close proximity to the Project site. The construction of the Melrose Drive extension has been a contentious issue within the City for some time. It has been indicated that this connection may not occur due to significant environmental constraints to the river valley and lack of funding per the City's Thoroughfare and Traffic Signal Fee Program Update Study. Additional details on this network change are provided below:

1. Melrose Drive: N. River Road to SR-76 Connection and N. Santa Fe Avenue to Spur Avenue: Melrose Drive is shown on the City's Master Transportation Roadway Plan to extend northward as a 4-Lane Major Arterial to connect with N. River Road, east of the project site. The effect of this connection in the future is that it relieves N. River Road, Vandegrift Boulevard, and College Boulevard west of the project site by allowing traffic destined to points south and east to cross the San Luis Rey River using a new bridge. The feasibility of this connection being constructed is contentious due to significant environmental constraints to the river valley and lack of funding per the City's Thoroughfare and Traffic Signal Fee Program Update Study.

Because of the reasons listed above, a separate analysis has been prepared to analyze the effects on the street system with this major connection. For this EIR, the analysis is referred to as the Year 2035 With Project (Without Melrose Drive Extension) scenario.

The SANDAG Series 12 Year 2035 traffic forecast was used to forecast future traffic volumes to account for SR-76 remaining a four-lane facility. The General Plan EIR Traffic Study included a complete set of traffic data for Alternative 2. A review of the change in traffic volumes with and without the connection of Melrose Drive was conducted between the adopted Master Transportation Roadway Plan Year 2035 traffic volumes and Alternative 2. This relationship was assumed to remain constant with the use of the SANDAG Series 12 Year 2035 traffic volumes. Therefore, the changes in traffic patterns between the two scenarios were carried over into the Year 2035 With Project (Without Melrose Drive Extension) traffic volumes.

For purposes of this report, it was assumed SR-76 will continue as a four-lane Expressway, not a six-lane facility as shown in *Alternative 2*. In addition, although *Alternative 2* considers the College Boulevard bridge over the San Luis Rey river to be a six-lane bridge, this improvement project is not identified in the City's Thoroughfare and Traffic Signal Fee Program Update Study and given lack of funding and environmental constraints over the river valley, it was assumed to remain in its current configuration as a four-lane facility in the "Without Melrose Drive Extension" alternative analysis.

Year 2035 Without Project (With Melrose Drive Extension)

Intersection Analysis

Table 4.17-14 summarizes the peak hour intersection operations for the Year 2035 Without Project (With Melrose Drive Extension) scenario. As seen in Table 4.17-14, the following intersections are calculated to operate at LOS E or F:

- Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the PM peak hour
- Intersection No. 4. N. River Road/Leon Street – LOS F during the AM/PM peak hours
- Intersection No. 9. Douglas Drive/N. River Road – LOS E during the AM peak hour
- Intersection No. 11. N. River Road/College Boulevard – LOS E during the PM peak hour
- Intersection No. 13. Mission Ave/El Camino Real – LOS E during the PM peak hour
- Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS F during the AM/PM peak hours
- Intersection No. 17. SR-76/Old Grove Road – LOS F/E during the AM/PM peak hours
- Intersection No. 18. SR-76/Frazee Road – LOS E during the PM peak hour
- Intersection No. 19. SR-76/College Boulevard – LOS F during the AM/PM peak hours

- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS F during the AM peak hour

Segment Operations

Table 4.17-15 summarizes the key segment operations in the study area for the Year 2035 Without Project (With Melrose Drive Extension) scenario. As seen in Table 4.17-15, the following street segments are calculated to operate at LOS E or F:

- Segment No. 11. College Boulevard: N. River Road to Adams Street – LOS F
- Segment No. 13. SR-76 to Frazee Road – LOS E
- Segment No. 17. SR-76: Douglas Drive to Rancho Del Oro Drive – LOS E
- Segment No. 18. SR-76: Rancho Del Oro Drive to Old Grove Road – LOS E
- Segment No. 22. SR-76: N. Santa Fe Avenue to Melrose Drive – LOS F
- Segment No. 23. SR-76: Melrose Drive to E. Vista Way – LOS E
- Segment No. 24. SR-76: E. Vista Way to N. River Road – LOS E
- Segment No. 25. SR-76: N. River Road to Villa Montellano – LOS F

Year 2035 With Project (Without Melrose Drive Extension)

Intersection Analysis

Table 4.17-14 summarizes the peak hour intersection operations for the Year 2035 With Project (Without Melrose Drive Extension) scenario. As seen in Table 4.17-14, with the net increase in traffic due to the change in land use, the following intersections are calculated to operate at LOS E or F:

- **Intersection No. 2. Vandegrift Boulevard/N. River Road – LOS F during the AM/PM peak hour**
- **Intersection No. 4. N. River Road/Leon Street – LOS F during the AM/PM peak hours**
- **Intersection No. 9. Douglas Drive/N. River Road – LOS E during the AM peak hour**
- **Intersection No. 11. N. River Road/College Boulevard – LOS E/F during the AM/PM peak hours**
- Intersection No. 13. Mission Ave/El Camino Real – LOS E during the PM peak hour
- **Intersection No. 16. SR-76/Rancho Del Oro Drive – LOS F during the AM/PM peak hours**

- **Intersection No. 17. SR-76/Old Grove Road – LOS F during the AM/PM peak hours**
- **Intersection No. 18. SR-76/Frazee Road – LOS E during the PM peak hour**
- **Intersection No. 19. SR-76/College Boulevard – LOS F during the AM/PM peak hours**
- Intersection No. 20. SR-76/N. Santa Fe Avenue – LOS F during the AM/PM peak hours
- Intersection No. 21. SR-76/Melrose Drive – LOS F during the AM peak hour

Based on City significance criteria, eight potentially significant impacts were calculated with the addition of project traffic at the intersections **bolded** above since the proposed project increases the delay by greater than 2.0 seconds at each location under the Year 2035 With Project (With Melrose Drive Extension) scenario. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

Segment Operations

Table 4.17-15 summarizes the key segment operations in the study area for the Year 2035 With Project (Without Melrose Drive Extension) scenario. As seen in Table 4.17-15, with the net increase in traffic due to the change in land use, the following street segments are calculated to operate at LOS E or F:

- **Segment No. 11. College Boulevard: N. River Road to Adams Street – LOS E**
- **Segment No. 13. College Boulevard: SR-76 to Frazee Road – LOS E**
- Segment No. 17. SR-76: Douglas Drive to Rancho Del Oro Drive – LOS E
- Segment No. 18. SR-76: Rancho Del Oro Drive to Old Grove Road – LOS E
- Segment No. 22. SR-76: N. Santa Fe Avenue to Melrose Drive – LOS F
- Segment No. 23. SR-76: Melrose Drive to E. Vista Way – LOS E
- Segment No. 24. SR-76: E. Vista Way to N. River Road – LOS E
- Segment No. 25. SR-76: N. River Road to Villa Montellano – LOS F

Based on City significance criteria, two potentially significant impacts were calculated with the addition of project traffic on study area street segments **bolded** above since the proposed project degrades the LOS to unacceptable levels or increases the V/C by greater than 0.02 at each location already operating at LOS E or F. Refer to Sections 4.17.5 and 4.17.6 for discussion regarding mitigation.

Table 4.17-14
Year 2035 (Without Melrose Drive Extension) Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Vandegrift Blvd/Douglas Dr	Signal	AM	19.8	B	19.8	B	0.0	No
		PM	20.0	B	20.0	B	0.0	
2. Vandegrift Blvd/N. River Rd	Signal	AM	43.4	D	84.8	F	41.4	Yes
		PM	118.4	F	230.3	F	111.9	
3. N. River Rd/North River Circle	Signal	AM	11.0	B	14.1	B	3.1	No
		PM	11.7	B	23.4	C	11.7	
4. N. River Rd/Leon St	MSSC ^d	AM	77.8	F	266.1	F	188.3	Yes
		PM	217.8	F	300.0	F	82.2	
5. N. River Rd/Stallion Dr	MSSC	AM	22.2	C	31.9	D	9.7	No
		PM	13.4	B	16.1	C	2.7	
6. N. River Rd/Wilshire Rd	MSSC/ Roundabout ^e	AM	25.3	D	9.2	A	(16.1)	No
		PM	30.3	D	11.3	B	(19.0)	
7. N. River Rd/Sleeping Indian Rd	MSSC	AM	16.5	C	19.5	C	3.0	No
		PM	14.5	B	18.4	C	3.9	
8. N. River Rd/SR-76 (Mission Rd)	Signal	AM	22.2	C	28.0	C	5.8	No
		PM	18.7	B	24.3	C	5.6	
9. Douglas Dr/N. River Rd	Signal	AM	64.6	E	69.7	E	5.1	Yes
		PM	39.3	D	40.8	D	1.5	
10. N. River Rd/Avenida Descanso	Signal	AM	19.6	B	20.7	C	1.1	No
		PM	11.2	B	11.6	B	0.4	
11. N. River Rd/College Blvd	Signal	AM	49.9	D	77.8	E	27.9	Yes
		PM	69.2	E	87.8	F	18.6	
12. Douglas Dr/El Camino Real	Signal	AM	16.6	B	17.1	B	0.5	No
		PM	48.2	D	53.3	D	5.1	
13. Mission Ave/El Camino Real	Signal	AM	33.9	C	34.3	C	0.4	No
		PM	72.5	E	73.3	E	0.8	
14. Mission Ave/Douglas Dr	Signal	AM	36.4	D	37.8	D	1.4	No
		PM	45.3	D	48.3	D	3.0	
15. SR-76/Douglas Dr	Signal	AM	36.7	D	38.1	D	1.4	No
		PM	37.1	D	41.5	D	4.4	
16. SR-76/Rancho Del Oro Dr	Signal	AM	118.3	F	124.3	F	6.0	Yes
		PM	167.0	F	174.0	F	7.0	
17. SR-76/Old Grove Rd	Signal	AM	97.1	F	101.5	F	4.4	Yes
		PM	75.5	E	81.1	F	5.6	

Table 4.17-14
Year 2035 (Without Melrose Drive Extension) Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
18. SR-76/Frazee Rd	Signal	AM	38.2	D	39.2	D	1.0	Yes
		PM	64.1	E	71.9	E	7.8	
19. SR-76/College Blvd	Signal	AM	100.4	F	110.9	F	10.5	Yes
		PM	173.2	F	196.3	F	23.1	
20. SR-76/N. Santa Fe Ave	Signal	AM	164.6	F	166.0	F	1.4	No
		PM	166.2	F	167.5	F	1.3	
21. SR-76/Melrose Dr	Signal	AM	104.2	F	104.8	F	0.6	No
		PM	34.8	C	35.2	D	0.4	
22. SR-76/E. Vista Way	Signal	AM	41.5	D	44.9	D	3.4	No
		PM	44.7	D	48.1	D	3.4	
23. College Blvd/Frazee Rd	Signal	AM	18.7	B	19.3	B	0.6	No
		PM	23.5	C	24.1	C	0.6	

Notes:

- f. Average delay expressed in seconds per vehicle.
g. Level of Service.
h. Δ denotes the increase in delay due to the proposed project.
i. MSSC = Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.
j. Delay decrease due to installation of roundabout at project access intersection as a project feature. See Section 13.0 of Appendix N for additional details.

General Notes:

Sig = Significant impact, yes or no.

Bold typeface represents a significant direct impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 4.17-15
Year 2035 (Without Melrose Drive Extension) Street Segment Operations

Street Segment	GP Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Δ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
<i>Vandegrift Boulevard</i>									
1. North River Rd to Douglas Dr	45,000	24,800	C	0.551	25,422	C	0.565	0.014	No
<i>N. River Road</i>									
2. Douglas Dr to College Blvd	40,000	24,400	C	0.610	25,566	C	0.639	0.029	No
3. College Blvd to Vandegrift Blvd	45,000	34,600	C	0.769	39,651	D	0.881	0.112	No
4. Vandegrift Blvd to North River Cir	40,000	14,600	A	0.365	20,273	B	0.507	0.142	No

Table 4.17-15
Year 2035 (Without Melrose Drive Extension) Street Segment Operations

Street Segment	GP Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
5. North River Cir to Stallion Dr	40,000	17,600	B	0.440	23,428	C	0.586	0.146	No
6. Stallion Dr to Wilshire Rd	40,000	16,800	B	0.420	22,628	C	0.566	0.146	No
7. Wilshire Rd to Sleeping Indian Rd	40,000	8,900	A	0.223	10,843	A	0.271	0.048	No
8. Sleeping Indian Rd to SR-76	30,000	5,800	A	0.193	7,510	A	0.250	0.057	No
<i>Douglas Drive</i>									
9. SR-76 to El Camino Real	40,000	20,200	B	0.505	20,899	B	0.522	0.017	No
10. El Camino Real to N. River Rd	50,000	41,300	D	0.826	42,466	D	0.849	0.023	No
<i>College Boulevard</i>									
11. N. River Rd to Adams St	50,000	45,100	E	0.902	48,986	E	0.980	0.078	Yes
12. Adams St to SR-76	50,000	37,000	C	0.740	40,652	D	0.813	0.073	No
13. SR-76 to Frazee Rd	40,000	36,500	E	0.913	37,976	E	0.949	0.036	Yes
<i>El Camino Real</i>									
14. Mission Ave to Douglas Dr	40,000	24,600	C	0.615	25,066	C	0.627	0.012	No
<i>Mission Avenue</i>									
15. El Camino Real to Douglas Dr	40,000	24,800	C	0.620	24,955	C	0.624	0.004	No
<i>SR-76</i>									
16. Foussat Rd to Douglas Dr	60,000	52,500	D	0.875	53,433	D	0.891	0.016	No
17. Douglas Dr to Rancho Del Oro Dr	60,000	56,700	E	0.945	57,244	E	0.954	0.009	No
18. Rancho Del Oro Dr to Old Grove Rd	60,000	57,000	E	0.950	57,699	E	0.962	0.012	No
19. Old Grove Rd to Frazee Rd	60,000	52,700	D	0.878	53,477	D	0.891	0.013	No
20. Frazee Rd to College Blvd	60,000	54,000	D	0.912	24,933	D	0.916	0.016	No
21. College Blvd to N Santa Fe Ave	60,000	46,900	C	0.782	48,143	C	0.802	0.021	No
22. N Santa Fe Ave to Melrose Dr	60,000	61,400	F	1.023	61,866	F	1.031	0.008	No
23. Melrose Dr to E Vista Way	60,000	55,300	E	0.922	55,689	E	0.928	0.006	No
24. E Vista Way to North River Rd	60,000	55,300	E	0.922	56,466	E	0.941	0.019	No
25. N. River Rd to Via Montellano	60,000	67,000	F	1.117	68,010	F	1.134	0.017	No

Access Assessment and On-Site Circulation

Access Assessment (Without Melrose Drive Connection)

Network Conditions

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 Collector 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 are needed to accommodate project traffic. The roadway would be constructed to provide two 20-foot travel lanes (11-foot vehicle lanes with 5-foot bike lanes and 4-foot bike lane buffers) with a 16-foot center median. Ten-foot parkways would be provided on both sides of the roadway with an 8-foot naturally paved pedestrian path on one side of the road. An ADT threshold for N. River Road has been included in the mitigation measures indicating the amount volume at which four lanes would be needed along the project frontage (refer to Section 4.17.5).

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, while a signal is proposed at the main Access B. Wilshire Road is proposed to be improved to be realigned to intersect N. River Road at a 90-degree angle.

The roundabouts along the project frontage would be designed with 150-foot diameters and 55-foot radii. With the installation of roundabouts at Access A and C, it is recommended that they provide one 20-foot travel lane in each direction through the roundabout with a landscaped median centered in the middle. It should be noted that in the Year 2035 (Without Melrose Drive Extension), the westerly roundabout may require two lanes in each direction, depending on the Melrose Drive Extension.

Bike lanes would terminate at the entrance to the roundabouts and merge with the flow of vehicular traffic until exiting the roundabouts. Pedestrian crosswalks would be painted within each roundabout.

The proposed project would widen N. River Road at the main signalized access point to provide two through lanes in each direction. The eastbound approach would provide one 100-foot left-turn lane with a 90-foot bay taper, two through lanes, and a 100-foot dedicated right-turn lane. The westbound approach would provide a 100-foot left-turn lane with one through lane and one shared through/right-turn lane. The northbound approach would provide a dedicated left-turn lane and shared through/right-turn lane. The southbound approach would provide a dedicated right-turn lane and a shared through/left-turn lane.

Figure 4.17-3 shows the proposed project access conditions diagram.

Traffic Volumes

Access A primarily serves the residential uses within the site. Access B bisects the main spine road within the site and provides access to not only residential uses on-site, but also serves as the primary access to the non-residential uses proposed in the southern portion of the proposed project. Access C (Wilshire Road) will serve residential uses on site while also providing access to the non-residential uses in the southern portion of the site, and includes the realigning of Wilshire Road, which provides access to existing farm uses north of N. River Road. The driveway trip distribution is provided in Table 4.17-16.

**Table 4.17-16
Project Access and Trip Distribution**

Access ID	Location	Land Uses Served	Trip Distribution
Access A	Westernmost Access on N. River Road	Primarily Residential	30% of Project Trips
Access B	Central Main Access on N. River Road	Residential and Non-Residential	50% of Project Trips
Access C	Easternmost Access on N. River Road intersecting Wilshire Road	Primarily Residential, Non-Residential, and Existing Farm Uses	20% of Project Trips

Pass-by trips are expected to occur at the project driveways. Pass-by trips are trips already on the street system passing along the project frontage (N. River Road), and only appear as new trips in and out of the project driveways. Per SANDAG guidelines, 10% of daily and PM peak hour commercial traffic is categorized as pass-by. These trips were included at the project driveways (14 PM peak hour trips).

In the Year 2035, the Master Transportation Roadway Plan assumes a major network change in the project vicinity: the extension of Melrose Drive between N. River Road and SR-76. With the changes in distribution on N. River Road with the connection of Melrose Drive, 61% of trips were distributed to and from the west and 39% to and from the east (a shift from the 75/25 split without Melrose Drive).

It should be noted that no changes were made to the distribution percentages using each of the three driveways with the connection of the Melrose Drive extension: Access A = 30% of project trips, Access B = 50% of project trips, and Access C = 20% of project trips.

Intersection Operations

Table 4.17-17 summarizes the results of the project access intersection analysis. With the proposed network improvements to the project access intersections, LOS B or better operations are calculated under all “Plus Project” scenarios. This further supports the design of N. River Road to provide one travel lane in each direction along the project frontage. As shown in Table 4.17-17, impacts would be less than significant.

**Table 4.17-17
Access Intersection Operations (Without Melrose Drive Extension)**

Intersection	Proposed Control Type	Peak Hour	Existing Plus Project		Existing Plus Cumulative Projects Plus Project		Year 2035 With Project (Without Melrose Drive Extension)	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS
A. Access A/N. River Road	Roundabout	AM	8.4	A	8.6	A	13.4	B
		PM	12.7	B	13.0	B	19.5	C
B. Access B/N. River Road	Signal	AM	8.4	A	8.4	A	8.7	A
		PM	8.6	A	8.6	A	8.9	A
C. Access C/N. River Road/Wilshire Road (Intersection No. 6.)	Roundabout	AM	6.5	A	6.6	A	10.6	B
		PM	8.2	A	8.4	A	13.2	B

Notes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service

SIGNALIZED		ROUNDBABOUT	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Access Assessment (With Melrose Drive Connection)

Intersection Operations

Table 4.17-18 summarizes the results of the project access intersection analysis with the connection of the Melrose Drive Extension. With the proposed network improvements to the project access intersections, LOS B or better operations are calculated under the Year 2035 With Project (Without Melrose Drive Extension) scenario with one exception. The increase in ambient traffic on N. River Road (without the connection of the Melrose Drive extension) results in LOS E operations at the westerly roundabout in the PM peak hour (Access A). Therefore, it is recommended that the westerly roundabout be constructed to allow a future conversion to a two-lane roundabout capable of accommodating the increase in growth along N. River Road. The roundabout would require two lanes once future volumes on N. River Road exceed 21,000 total ADT.

It should be noted that the near-term volumes with the proposed project are forecasted at 15,708 ADT along the project frontage. The additional approximately 5,300 trips that would trigger the two-lane roundabout would need to result from approximately 34% of ambient growth on the street system in the future. Impacts would be less than significant.

Table 4.17-18
Year 2035 With Project (Without Melrose Drive Extension) Access Intersection
Operations

Intersection	Proposed Control Type	Peak Hour	Year 2035 With Project (Without Melrose Drive Extension)	
			Delay ^a	LOS ^b
A. Access A/N. River Road	Roundabout	AM	19.3	C
		PM	49.8	E
B. Access B/N. River Road	Signal	AM	8.6	A
		PM	8.8	A
C. Access C/N. River Road/Wilshire Road (Intersection No. 6.)	Roundabout	AM	9.2	A
		PM	11.3	B

Notes:

^a Average delay expressed in seconds per vehicle.

^b Level of Service

Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Refer to response (a). As required by the City, the Traffic Impact Analysis prepared for the proposed project was prepared in accordance with the City's 2012 Master Transportation Roadway Plan and the SANDAG Congestion Management Program (CMP) traffic impact study guidelines. The City's threshold for the need for traffic studies is 500 daily trips for non-conforming land uses and 1,000 daily trips for projects consistent with the City's General Plan land use. Because significant and unavoidable impacts were identified, as discussed in response (a), to one intersection and three street segments, impacts would be significant and unavoidable.

Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Oceanside Municipal Airport is approximately 4 miles to the project site. According to the Oceanside Municipal Airport Land Use Compatibility Plan, the project site lies outside of Review Area 1 and 2 and, therefore, would not be subject to airspace protection, notification of overflight, limits to height of structures; and compatible development guidelines, including those that apply to traffic patterns (San Diego Regional Airport Authority 2010). Further, the proposed project, as a low elevation residential development, would not, in any manner, result in a change in air traffic pattern. Therefore, the proposed project would not affect traffic patterns at the Oceanside Municipal Airport, and impacts would be less than significant.

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

The primary roadway improvements would include access improvements on N. River Road to the project site, including roundabouts. Additionally, the proposed project would include new roadways throughout the project site. Refer to the access assessment analysis above regarding these improvements and their operations. The proposed project would not substantially increase hazards through a design feature as all improvements would be designed to the applicable City roadway and circulation standards. Refer to Chapter 3, Project Description, and Appendix B to this EIR for additional details regarding proposed roadway improvements.

The proposed project includes various residential densities and non-residential land uses within the 176.6-acre site. Of the 689 residential units, 130 units are proposed at the highest density generating 780 gross ADT. A total of 250 units are proposed as medium density units generating 2,000 gross ADT. Lastly, 309 units are proposed at the lowest density generating 3,090 gross ADT. The proposed project also includes non-residential uses which generate 3,540 gross trips. The total trips with the non-residential ADT and the mixed land use reduction totals 7,771 ADT. The on-site circulation network would adequately and safely handle the estimated ADT at project buildout (Appendix N).

Would the project result in inadequate emergency access?

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 ensure adequate access to the project site and surrounding land uses during construction, a Traffic Control Plan (TCP) would be prepared as required by the City prior to permit issuance of construction activity within the public right-of-way. The primary purpose of a TCP is to provide for the safe and efficient movement of motorists (including emergency vehicles), bicycles, and pedestrians through or around construction zones while protecting the workers, equipment, and construction areas. The City requires that TCPs be consistent with the California Manual on Uniform Traffic Control Devices and the San Diego Regional Standard Drawings for TCPs. With implementation of a TCP as required by the City, impacts related to emergency access during construction would be less than significant.

Operation

As discussed above, the proposed project includes reconstruction of the existing Wilshire Road intersection at N. River Road to improve turning movements, reconfigure vehicle lanes and make safety improvements. The improved intersection includes a roundabout and would accommodate convenient and safe at-grade pedestrian and vehicular movements. Frontage improvements along the property edge are anticipated to improve drainage and provide landscape treatments. By the City's General Plan forecast Year 2035, Wilshire Road would maintain its Collector Road classification with a right-of-way (ROW) between 50 and 70 feet. These improvements to Wilshire Road intersection at N. River Road would allow police, fire, and medical services to access the project site. Roadway design improvements in concert with required mitigation would reduce queuing at project intersections; the proposed roundabout would allow for a continuous flow of traffic and would ensure minimal queuing and interference to potential emergency vehicles attempting access to the project site. Therefore, the proposed project would not result in inadequate emergency access during operation and impacts would be less than significant.

Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

As discussed in Section 4.17.1, Existing Conditions, pedestrian, bicycle, and transit modes of transportation are accessible to the project site.

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. 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, while a signal is proposed at the main Access B. Wilshire Road is proposed to be improved to be realigned to intersect N. River Road at a 90-degree angle. The roundabouts would be designed with 150-foot diameters and 55-foot radii. With the installation of roundabouts at Access A and C, it is recommended that they provide one 20-foot travel lane in each direction through the roundabout with a landscaped median centered in the middle. Bike lanes would terminate at the entrance to the roundabouts and merge with the flow of vehicular traffic until exiting the roundabouts. Pedestrian crosswalks would be painted within each roundabout. Therefore, the proposed project would improve pedestrian and bicycle facilities at access points to the project site.

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 not conflict with any existing transit stop locations or transit routes.

4.17.5 Mitigation Measures

Based on the City's significance criteria, the proposed project is calculated to have 2 significant direct only impacts, 4 significant direct and cumulative impacts, and 10 significant cumulative only impacts to study area intersections and street segments with the addition of project traffic. Mitigation for these potentially significant impacts are listed below; refer to Section 4.17.6 for a summary of impacts and mitigation.

Currently at the Vandegrift Boulevard/N. River Road intersection, dual westbound left-turns are provided, but only a single northbound right-turn. No improvement plans are identified in the City's Master Transportation Roadway Plan nor does the City control any right-of-way available to widen this intersection. Accordingly, MM-TRA-1 is proposed to improve operations at this location.

MM-TRA-1 Vandegrift Boulevard/N. River Road. Prior to the issuance of the 100th building permit of a "for sale" unit, excluding model building permits, the applicant shall be required to construct a second northbound right turn lane with overlapping traffic signal phasing. This improvement shall result in dual northbound to eastbound right turn lanes. All striping, bicycle lanes, traffic signal hardware and traffic signal timing shall be completed to the reasonable satisfaction of the City of Oceanside Traffic Engineer. The City shall reasonably cooperate in the acquisition of right of way necessary for the improvement. City incurred acquisition cost, if any, shall be reimbursed by the applicant.

MM-TRA-2 N. River Road/Leon Street. Prior to the issuance of the building permit for the 90th dwelling unit, the applicant shall signalize this intersection, to the satisfaction of the City of Oceanside.-

The City's Master Transportation Roadway Plan does not identify improvements for the intersection of Douglas Drive/N. River Road. The City's Thoroughfare and Traffic Signal Fee Program Update Study does not identify a funding mechanism for the proposed project to pay a fair share toward. Therefore, mitigation measure MM-TRA-3 is provided.

MM-TRA-3 Douglas Drive/N. River Road. Prior to the issuance of the building permit for the ~~289th~~ 260th dwelling unit, the applicant shall provide an eastbound right-turn overlap phase at this intersection.

The N. River Road/College Boulevard intersection is currently built with dual westbound to northbound right-turn lanes, and reciprocal southbound to eastbound left-turn lanes. Right-turn overlap (RTOL) phases are also provided to accommodate heavy right-turn movements. To fully mitigate the direct and cumulative impacts to below significant levels, additional lanes would be needed at this intersection. The City's Master Transportation Roadway Plan does indicate widening of the westbound (College Boulevard) approach to include an additional left-turn lane.

According to the City's Master Transportation Roadway Plan, this intersection is forecasted to operate at LOS E or F in the future. Per the City's adopted General Plan, this intersection is accepted at LOS F conditions. Although the City identifies improvements for this intersection, the City's Thoroughfare and Traffic Signal Fee Program Update Study does not provide a funding mechanism for the proposed project to pay a fair share toward. College Boulevard crosses the San Luis Rey River in an east-west direction between N. River Road and Adams Street. It currently carries four lanes of traffic, two bike lanes and one sidewalk on the north side. Improvements to the existing bridge and immediately surrounding roadways would increase the capacity this segment of College Boulevard at the N. River Road intersection, as provided in mitigation measure MM-TR-4. The applicant has agreed to implement mitigation measure MM-TRA-4.

MM-TRA-4 N. River Road/College Boulevard. Prior to the issuance of the 127th42nd building permit, the applicant shall provide the following improvements to the College Boulevard Bridge and surrounding portions of the roadway to the satisfaction of the City of Oceanside:

- Modification of the existing College Boulevard Bridge to accommodate six (6), 11-foot lanes of traffic on the existing concrete deck. The barrier and sidewalk on the north side of the bridge shall be removed, with the barrier replaced with a new type. The existing center barrier shall be removed and replaced with a raised center median.
- Installation of two new 8-foot bicycle and pedestrian cantilevered pathways affixed to the north and south side of the College Boulevard Bridge.
- Restriping of College Boulevard between Adams Street and the eastern limits of the bridge to include the addition of two 11-foot lanes. Additionally, the existing bicycle lanes shall be reduced to 5 feet in width. The addition of these travel lanes shall occur within the existing right-of-way and requires a width reduction of the existing median.
- Conversion of the northbound right-turn lane to Adams Street from College Boulevard into a through-lane and right-turn lane.
- Restriping of the N. River Road/College Boulevard intersection to the following:

- The ~~northbound~~westbound right-turn lane from College Boulevard to northbound N. River Road shall be extended to match the widening of the bridge described previously.
- An additional 12-foot ~~northbound~~westbound through lane shall be provided on College Boulevard~~N. River Road~~ for a total of three ~~northbound~~westbound through lanes.
- Widening the curb-to-curb width on College Boulevard be 86 feet, to match the curb-to-curb width of the bridge.
- Provision of a new sidewalk along the eastern portion of the N. River Road intersection, to create a connection to the 8-foot-wide pathway planned along the eastern edge of the bridge.
- Provision of a connection between the cantilevered pathway and the San Luis Rey River Bike Trail.

According to the City's Master Transportation Roadway Plan, SR-76 is proposed to be widened to six-lanes through this intersection in the future. Although the City identifies improvements for this intersection, right-of-way is not available to complete the widening, and the City's Thoroughfare and Traffic Signal Fee Program Update Study does not provide a funding mechanism for the widening for the proposed project to pay a fair share toward. Additionally, the intersection lies within Caltrans' jurisdiction. Caltrans does not have any plans/programs to fund and complete the widening that the proposed project could pay a fair share toward. Therefore, MM-TRA-5 is provided.

MM-TRA-5 SR-76/Rancho Del Oro Drive; SR-76/Old Grove Road; SR-76/Frazee Road.

Prior to the issuance of the building permit for the ~~165th~~149th dwelling unit, the applicant shall pay Caltrans an amount not-to-exceed \$400,000 to implement Adaptive Traffic Signal Controls on SR-76 at up to eight (8) intersections within the traffic study area to mitigate the cumulative impacts along SR-76.

According to the City's Master Transportation Roadway Plan, the SR-76/College Boulevard intersection is forecasted to operate at LOS E or F in the future. The SR-76/College Boulevard intersection is proposed to be improved per the City Master Transportation Roadway Plan to provide an additional southbound thru lane and three northbound thru lanes with two dedicated right-turn lanes with an overlap phase. Per the City's adopted General Plan, this intersection is accepted at LOS E and F conditions with implementation of these improvements. The improvements to this intersection have been designed and a construction cost has been prepared. Therefore, mitigation measure MM-TRA-6 is provided.

MM-TRA-6 SR-76/College Boulevard. Prior to the issuance of the building permit for the 56th62nd dwelling unit, the applicant shall pay a fair share contribution toward the City-planned improvements at this intersection based on the trips associated with final approved residential dwelling units.

According to the City's Master Transportation Roadway Plan, the segment of N. River Road from North River Circle to Stallion Drive is proposed to be widened to four lanes. To mitigate the proposed project's direct impact, the applicant shall complete one of the two options, as provided in mitigation measure MM-TRA-7.

MM-TRA-7 N. River Road: North River Circle to Stallion Drive. Prior to the issuance of the building permit for the 32nd5th dwelling unit, the applicant shall complete one of the following two options:

- **Option 1:** Restripe this roadway to remove on-street parking and the bike lane buffer to provide four 11-foot lanes, maintain a 10-foot TWLTL, and maintain the 5-foot bike lanes, which would meeting the City's Secondary Collector standards and provide an LOS E capacity of 30,000 ADT; or
- **Option 2:** Restripe this roadway to provide two 11-foot eastbound travel lanes, an 11-foot TWLTL, one 11-foot westbound lane, 2-foot bike buffers, and 4-foot bike lanes in each direction while maintaining the 8-foot on-street parking on the north side of the roadway. This would provide an LOS E capacity of 20,000 ADT.

According to the City's Master Transportation Roadway Plan, this segment of N. River Road from Stallion Drive to Wilshire Road is proposed to be widened to four lanes. N. River Road serves as the project frontage road along this segment. The City's Master Transportation Roadway Plan identifies this segment as having a future classification of a Four-Lane Major Arterial. However, the proposed project proposes a General Plan Amendment to reclassify this roadway to Four-Lane Secondary Collector standards. The proposed project would dedicate right-of-way to Four-Lane Secondary Collector standards and construct two travel lanes separated by a raised median.

Roundabouts would be constructed at the westerly and easterly access intersections, and a traffic signal would be installed at the main access near the center of the site. It is also proposed to widen N. River Road at the main signalized access point to provide two through lanes in each direction. As shown in the analysis provided in Section 4.17.4, LOS C or better operations are calculated at all project access driveways with these planned improvements in the near-term.

However, in the Year 2035 without the Melrose Drive Extension condition, the westerly roundabout is forecasted to operate at LOS F with a two-lane design. Improvements to widen this roundabout to two lanes would be needed once the traffic volumes amount to 21,900 total ADT.

To account for this, the proposed project would construct a one-lane roundabout with a 150-foot radius, capable of accommodating two lanes in the future through median reconstruction, should it be determined necessary in the future. It should be noted that the near-term volumes with the proposed project are forecasted at 15,708 ADT. The additional 5,300 trips that would trigger the two-lane roundabout would need to result from approximately 34% of ambient growth from other projects on the street system in the future. Therefore, mitigation measure MM-TRA-8 is provided.

MM-TRA-8 N. River Road: Stallion Drive to Wilshire Road. Prior to the issuance of the first building permit, the applicant shall pay a fair share contribution toward the possible future two-lane roundabout improvements that would be required once the 21,000 ADT threshold on N. River Road has been met.

According to the City's Master Transportation Roadway Plan, the segment of N. River Road from Wilshire Road to Sleeping Indian Road is proposed to be widened to four lanes. The Master Transportation Roadway Plan identifies this segment as having a future classification of a Four-Lane Major Arterial. However, the proposed project proposes a General Plan Amendment to reclassify this roadway to Four-Lane Secondary Arterial standards based on future volumes. This segment of N. River Road exceeds the existing two-lane capacity by about 9%, triggering a cumulative impact. The Master Transportation Roadway Plan identifies this segment as having a future classification of a Four-Lane Major Arterial with an LOS E capacity of 40,000 ADT. However, future traffic volumes are expected to be less than one-half of the maximum capacity available on the roadway per this classification. Therefore, mitigation measure MM-TRA-9 is provided.

MM-TRA-9 N. River Road: Wilshire Road to Sleeping Indian Road. Prior to the issuance of the building permit for the ~~74th~~ 503rd dwelling unit, the applicant shall widen the N. River Road/Sleeping Indian Road intersection to provide an eastbound dedicated left-turn lane.

Right-of-way acquisition may be required to complete this widening. The provision of this turn lane would provide a refuge lane for left-turning vehicles, thus improving the flow of eastbound thru traffic and reducing the potential for vehicular conflict due to the slowing of eastbound traffic. The improvements proposed at the easterly project roundabout at Wilshire Road would also improve operations along this segment.

According to the City's Master Transportation Roadway Plan, the segment of Douglas Avenue from SR-76 to El Camino Real is identified as having a future classification of a Four-Lane Major Arterial. Therefore, mitigation measure MM-TRA-10 is provided.

MM-TRA-10 Douglas Avenue: SR-76 to El Camino Real. Prior to the issuance of the building permit for the ~~39th~~ 531st dwelling unit, the applicant shall construct a

raised median within the existing TWLTL to achieve a Four-Lane Major Road LOS E capacity of 40,000 ADT.

Currently, a TWLTL is provided between Mission Avenue and El Camino Real. No driveways exist along this segment which would be constrained by a raised median. The intersection to the mobile home parks at Madra Lane would be accommodated by a break in the median providing left-turn pockets.

According to the City's Master Transportation Roadway Plan, the segment of Douglas Avenue from El Camino Real to N. River Road is proposed to be widened to Six-Lane Major Arterial standards. Improvement plans and funding for this widening are included in the City's Thoroughfare and Traffic Signal Fee Program Update Study. Therefore, mitigation measure MM-TRA-11 is provided. It should be noted that with the connection of the Melrose Drive extension, no impact would occur along this street segment.

MM-TRA-11 Douglas Avenue: El Camino Real to N. River Road. Prior to the issuance of the building permit for the ~~473rd~~ 425th dwelling unit, the applicant shall pay a fair share contribution toward the widening of this segment of Douglas Avenue to Six-Lane Major Arterial Standards per the City's Master Transportation Roadway Plan based on the trips associated with the actual approved residential units. Since the widening of Douglas Avenue is funded by mandatory transportation impact fees, the proposed project shall be credited any additional fair share contribution against those fees.

According to the City's Master Transportation Roadway Plan, the segment of College Boulevard from N. River Road to Adams Street is proposed to be widened to six lanes. The Master Transportation Roadway Plan identifies this segment as having a future classification of a Six-Lane Major Arterial. To fully mitigate the cumulative impact to below significant levels, additional lanes would be needed along this roadway segment. However, no improvement plans are identified in the City's Thoroughfare and Traffic Signal Fee Program Update Study nor is a funding mechanism in place for the proposed project to pay a fair share toward. Further, project traffic would account for only approximately 8% of the total College Boulevard Bridge volume. Requiring the applicant to complete bridge widening would be out of proportion with project impacts. College Boulevard crosses the San Luis Rey River in an east-west direction between N. River Road and Adams Street. It currently carries four lanes of traffic, two bike lanes and one sidewalk on the north side. Improvements to the existing bridge and immediately surrounding roadways would increase the capacity this segment of College Boulevard at the N. River Road intersection, as provided in mitigation measure MM-TR-4 (listed above). The applicant has agreed to implement mitigation measure MM-TRA-4.

According to the City’s Master Transportation Roadway Plan, the segments of College Boulevard from Adams Street to SR-76 and SR-76 to Frazee Road is built to its ultimate classification as a Six-Lane Major Arterial. According to the City’s Master Transportation Roadway Plan, the SR-76/College Boulevard intersection is proposed to be improved per the City Master Transportation Roadway Plan to provide an additional southbound thru lane and three northbound thru lanes with two dedicated right-turn lanes with an overlap phase. Mitigation measure MM-TRA-6 (listed above) would improve operations along these roadway segments by improving a constrained intersection. Mitigation measure MM-TRA-6 is required to be implemented prior to a dwelling unit count consistent with reducing potential impacts at these roadway segments.

4.17.6 Level of Significance After Mitigation

Table 4.17-19 provides a summary of potentially significant impacts and level of significant after the incorporation of mitigation measures.

**Table 4.17-19
Significant Impact Summary**

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
<i>Intersections</i>				
2	Vandegrift Blvd/N. River Rd	Direct and Cumulative	MM-TRA-1	<p>Partially reduced; significant and unavoidable.</p> <p>The improvement described at MM-TRA-1 would fully mitigate permanent operational impacts at this intersection to less-than-significant levels. By adopting MM-TRA-1, the City agrees to reasonably cooperate in the acquisition of right-of-way necessary for the improvement from NCTD. It is anticipated that the City will be able to acquire the right-of-way as necessary to this intersection expansion and in the public interest. The expansion offers the greatest public benefit by improving circulation, including bicycle and pedestrian circulation, and would be located within existing development. This improvement will fully mitigate permanent operational impacts at this intersection to less-than-significant levels. However, as it is not certain the needed right-of-way to construct this improvement will be timely acquired by the City, this impact is conservatively considered significant. It is further anticipated that the earliest feasible time for right-of-way acquisition and completion of this improvement, given legal constraints, is the 100th building permit for a “for sale” unit. The identified significant effect would occur at an earlier equivalent dwelling (specifically, at the 19th dwelling unit). Completion of the improvement prior to the issuance of the building permit for the 19th dwelling unit is considered legally infeasible. Temporary impacts until completion of this improvement would thus be considered significant and unavoidable. .</p>
4	N. River Rd/Leon St	Cumulative	MM-TRA-2	Less than significant.

Table 4.17-19
Significant Impact Summary

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
9	Douglas Dr/N. River Rd	Cumulative	MM-TRA-3	Less than significant.
11	N. River Rd/College Blvd	Direct and Cumulative	MM-TRA-4	<p>Partially reduced; significant and unavoidable.</p> <p>To fully mitigate the direct and cumulative impacts to below significant levels, additional lanes would be needed at this intersection. The City's Master Transportation Roadway Plan does indicate widening of the westbound (College Boulevard) approach to include an additional left-turn lane.</p> <p>Despite widening of the College Boulevard Bridge being out of proportion with project impacts, the applicant has agreed to implement MM-TRA-4 prior to the issuance of the 442nd-127th building permit. The additional travel lanes provided by mitigation measure MM-TRA-4 would extend right-turn lanes on College Boulevard at N. River Road, resulting in an improvement in delays. As such, MM-TRA-4 would fully mitigate this impact to less-than-significant once completed. However, the identified impact would occur at an earlier equivalent dwelling unit than the 442nd-127th. Accordingly, the bridge improvements identified in MM-TRA-4 are not guaranteed to be completed early enough to reduce short-term significant project impacts at this location. Therefore, impacts would remain significant and unavoidable until completion of the bridge improvements.</p>
16	SR-76/Rancho Del Oro Dr	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Rancho Del Oro Drive intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
17	SR-76/Old Grove Rd	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Old Grove Rd. intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
18	SR-76/Frazee Rd	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Frazee Rd. intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
19	SR-76/College Blvd	Cumulative	MM-TRA-6	Less than significant.
<i>Street Segments</i>				
5	N. River Rd: North River Cir to Stallion Dr	Direct and Cumulative	MM-TRA-7	Less than significant.

**Table 4.17-19
Significant Impact Summary**

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
6	N. River Rd: Stallion Dr to Wilshire Rd	Direct	MM-TRA-8	Less than significant.
7	N. River Rd: Wilshire Rd to Sleeping Indian Rd	Direct	MM-TRA-9	Less than significant.
9	Douglas Ave: SR-76 to El Camino Real	Direct and Cumulative	MM-TRA-10	Less than significant.
10	Douglas Ave: El Camino Real to N. River Rd	Cumulative	MM-TRA-11	Less than significant.
11	College Blvd: N. River Rd to Adams St	Cumulative	MM-TRA-4	<p>Partially reduced; significant and unavoidable.</p> <p>To fully mitigate the cumulative impact to below significant levels, additional lanes would be needed along this roadway segment. According to the City's Master Transportation Roadway Plan, this segment of College Boulevard is proposed to be widened to six lanes. The Master Transportation Roadway Plan identifies this segment as having a future classification of a Six-Lane Major Arterial. However, no improvement plans are identified in the City's Thoroughfare and Traffic Signal Fee Program Update Study, and no funding mechanism is in place for the proposed project to pay a fair share toward.</p> <p>Despite widening of the College Boulevard Bridge being out of proportion with project impacts, the applicant has agreed to implement MM-TRA-4 prior to the issuance of the 142nd <u>127th</u> building permit. The additional travel lanes provided by mitigation measure MM-TRA-4 would add approximately 10,000 ADT of capacity to College Boulevard, according to City standards for a 6-Lane Major Arterial. As shown in the above analysis and in Appendix N, the proposed project would add approximately 3,886 ADT to College Boulevard between N. River Road and Adams Street (including the bridge) during cumulative scenarios. As such, MM-TRA-4 would fully mitigate this impact to less-than-significant once completed. However, the identified impact would occur at an earlier equivalent dwelling unit than the 142nd <u>127th</u>. Accordingly, the bridge improvements identified in MM-TRA-4 are not guaranteed to be completed early enough to reduce short-term significant project impacts at this location. Therefore, impacts would remain significant and unavoidable until completion of the bridge improvements.</p>
12	College Blvd: Adams St to SR-76	Cumulative	MM-TRA-6	Less than significant.

**Table 4.17-19
Significant Impact Summary**

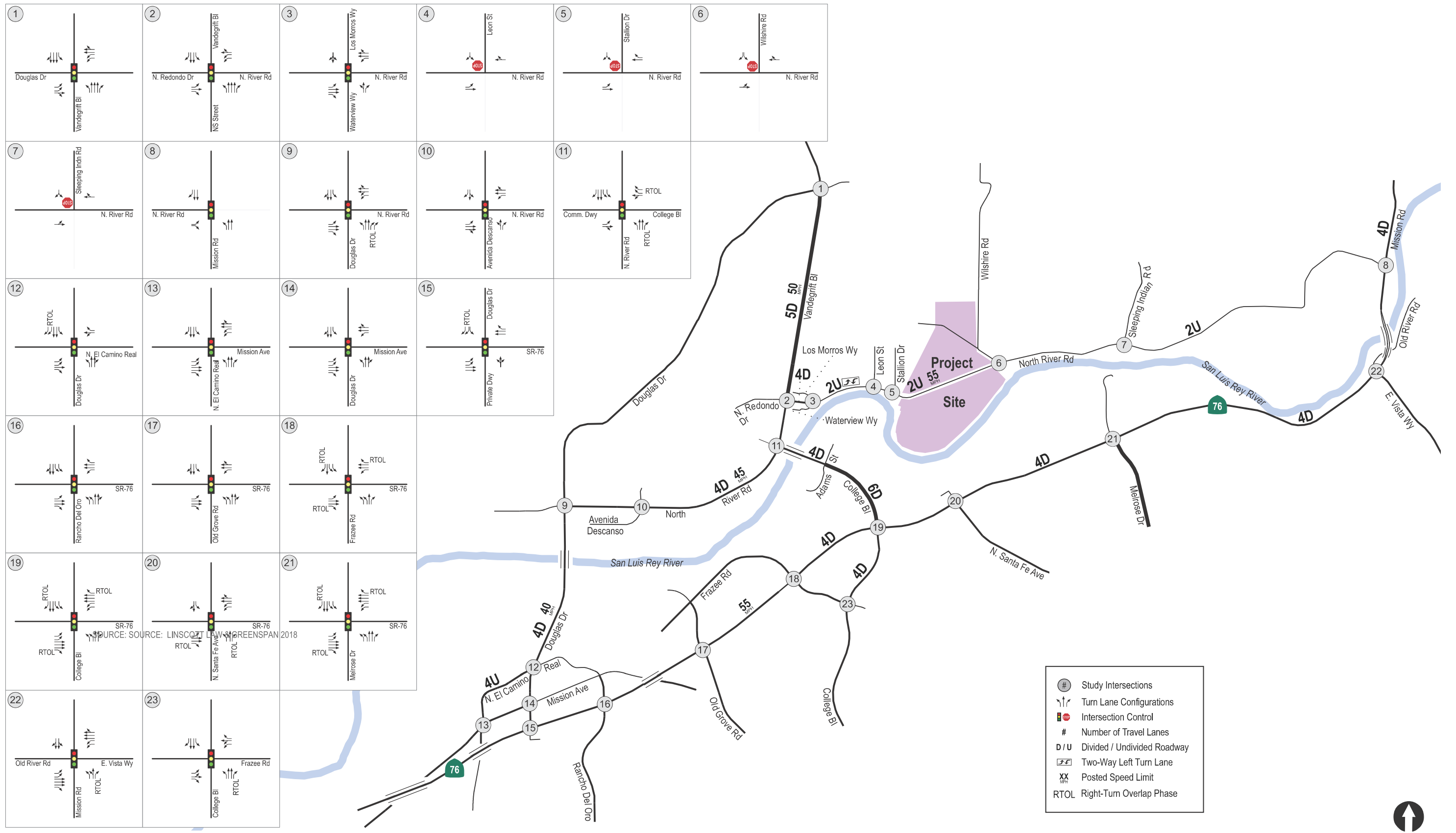
ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
13	College Blvd: SR-76 to Frazee Rd	Cumulative	MM-TRA-6	Less than significant.

Notes: Direct impacts were calculated where project-added traffic resulted in a degradation in Level of Service (LOS) from acceptable LOS D or better operations to below LOS D conditions. Cumulative impacts were calculated where project-added traffic resulted in significant increase in intersection delay or street segment volume-to-capacity ratios over the allowable thresholds shown in Table 4.17-4 of this EIR at locations with pre-existing LOS deficiencies (LOS E or F). Additionally, impacts occurring in the long-term (Year 2035) condition are considered cumulative impacts regardless of pre-project conditions.

The proposed project would result in a less-than-significant impact associated with a change in air traffic patterns.

The proposed project would result in a less-than-significant impact associated with hazards due to a design feature.

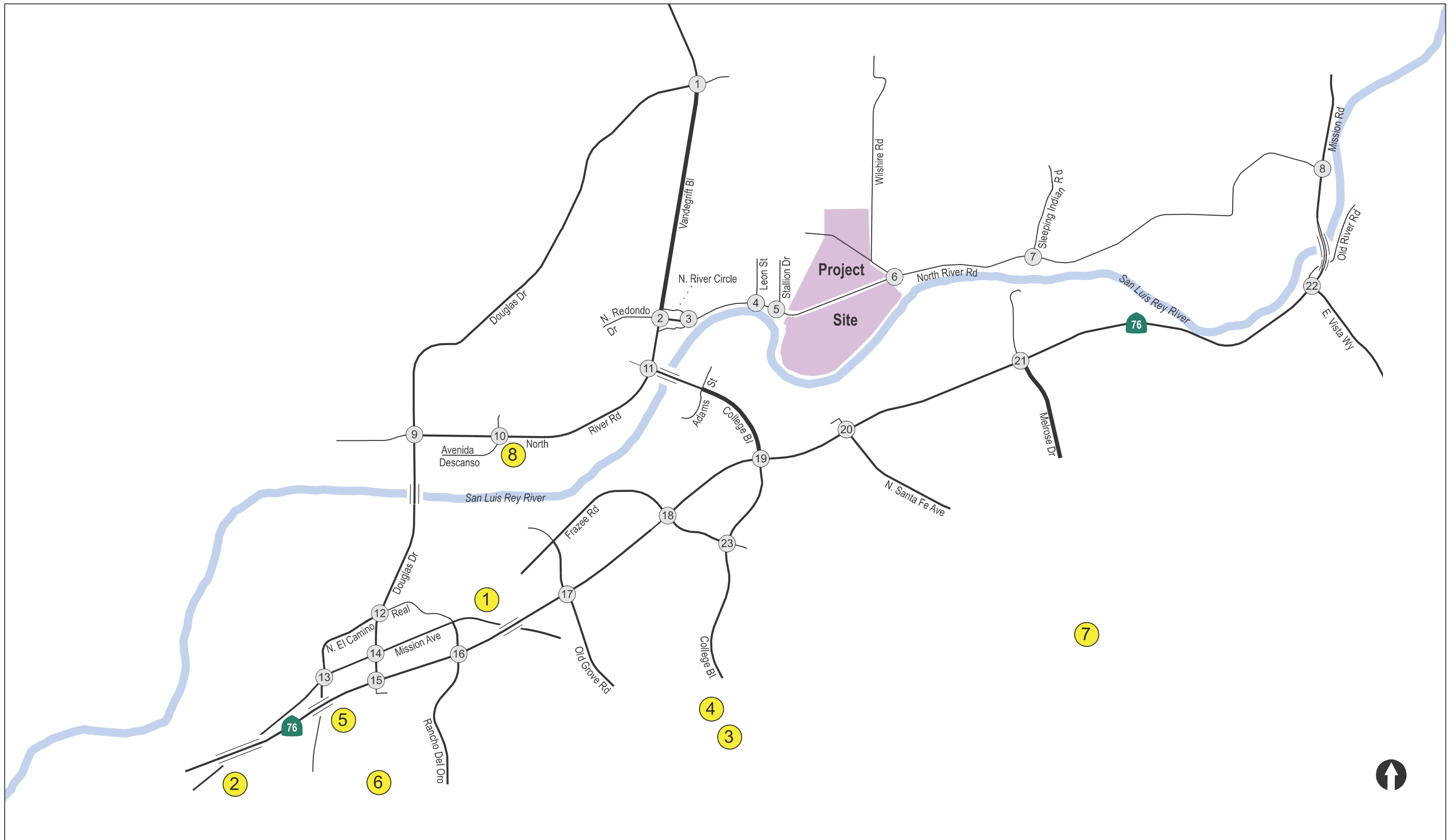
The proposed project would result in a less-than-significant impact associated with inadequate emergency access.



SOURCE: LINSYCOTT LAW & GREENSPAN 2018

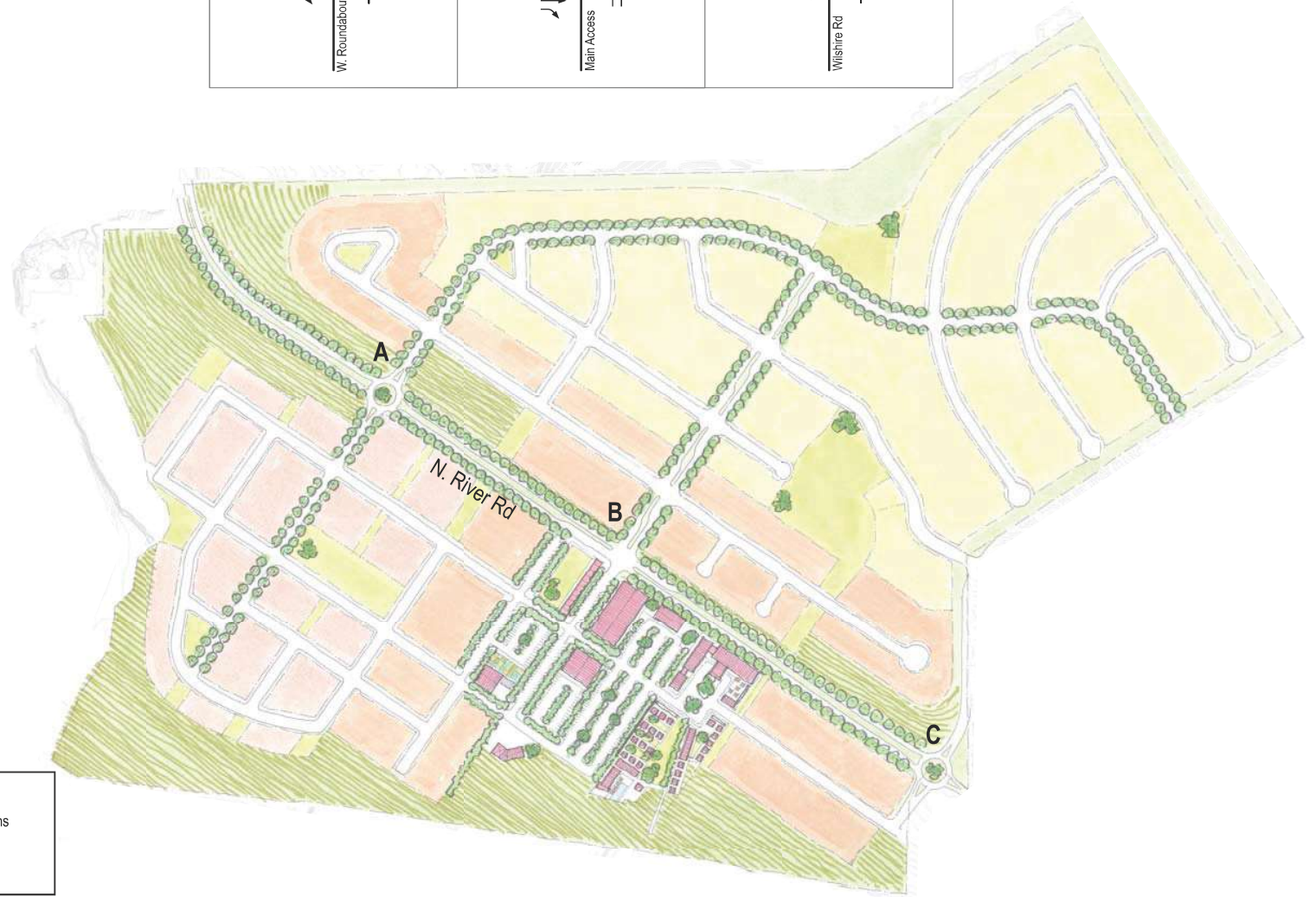
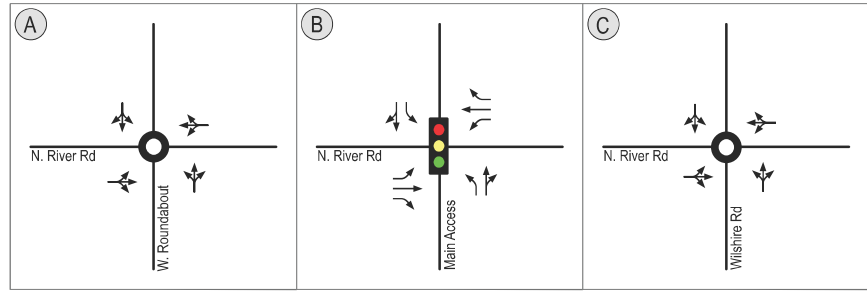
**FIGURE 4.17-1
Traffic Study Area**

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SOURCE: LINSCOTT LAW & GREENSPAN 2018

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- # Study Intersections
- ↔ Turn Lane Configurations
- 🚦 Intersection Control
- Roundabout



SOURCE: LINSOTT LAW & GREENSPAN 2018

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**FIGURE 4.17-3
Project Access Conditions**

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4.18 TRIBAL CULTURAL RESOURCES

This section describes the existing setting for tribal cultural resources, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project). The following analysis is based on the Native American Archaeological, Built Environment, and Paleontological Resources Survey Report prepared for the proposed project by Dudek in June 2016. This report is included as Appendix F1 of this EIR.

4.18.1 Existing Conditions

4.18.1.1 Setting

Refer to Section 4.5, Cultural Resources, and Appendices F1 and F2 of this EIR for a full discussion regarding the existing cultural and historical setting of the proposed project.

Dudek conducted a South Coast Information Center (SCIC) records search that indicate that 14 archaeological sites have been recorded within the 0.5 miles records search area. One of these archaeological sites (CA-SDI-16083) is located within the project site. An additional archaeological (CA-SDI-12241) site has been recorded directly adjacent to the project site. Archaeologists re-located CA-SDI-16083 at its previously recorded location. Subsequent evaluation efforts determined this resource not to be eligible for CRHR listing. No surface artifacts were observed on the project site adjacent to CA-SDI-12241 and, as such, this resource remains unevaluated for CRHR listing and will not be impacted by the proposed project. A newly recorded isolated portable milling slab (RF2014-ISO-01) was recorded within the southern portion of the project site. Isolates are not “unique” resources under CEQA, and are not eligible for CRHR listing.

4.18.1.2 Tribal Coordination and Consultation

To date, the City has received three requests for consultation pursuant to Assembly Bill (AB) 52. These requests were formally made by the San Luis Rey Band of Mission Indians, the Pala Band of Mission Indians, and the Rincon Band of Luiseño Indians, and The City responded to each tribe’s request for consultation under AB 52. The Viejas Band of Kumeyaay Indians submitted a letter in response to the City’s AB 52 notification letter and indicated that the City should contact the San Pasqual Band of Mission Indians; the Viejas Band of Kumeyaay Indians did not request consultation with the City. The City also notified the San Pasqual Band of Mission Indians, per the recommendation of the Viejas Band of Kumeyaay Indians.

While some tribes requested consultation, all but one failed to respond to the City’s ongoing outreach attempts. Thus, meaningful consultation only occurred with the San Luis Rey Band of Mission Indians. The City met with the San Luis Rey Band of Mission Indians, during which the

tribe requested an additional pedestrian survey of the project site, as well as historical photographs. The request pedestrian survey and photographs have been provided to the San Luis Rey Band of Mission Indians, and consultation is ongoing.

4.18.1.3 Tribal Cultural Resources

During consultation under AB 52, no tribal cultural resources were identified that have potential to be impacted by the project.

4.18.2 Regulatory Setting

State

California Register of Historical Resources and the California Environmental Quality Act

CEQA requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. The act defines historical resources as “any object, building, structure, site, area, or place that is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code, Section 5020.1[j]).

Lead agencies have a responsibility to evaluate historical resources against the CRHR criteria prior to making a finding as to a proposed project’s impacts to historical resources. Mitigation of adverse impacts is required if the proposed project will cause substantial adverse change. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) is considered to materially impair the resource’s significance. The CRHR is used in the consideration of historical resources relative to significance for purposes of CEQA. The CRHR includes resources listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) and some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR, and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (California Public Resources Code, Section 5024.1; 14 CCR 4852), which include the following:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- It is associated with the lives of persons important to local, California, or national history; or
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Senate Bill 18

The Traditional Tribal Cultural Places Bill of 2004 (SB 18) requires local governments to consult with Native American tribes during the project planning process. The intent of this legislation is to encourage consultation and assist in the preservation of “Native American places of prehistoric, archaeological, cultural, spiritual, and ceremonial importance” (County of San Diego 2007). The purpose of this consultation is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural resource. The consultation is required whenever a General Plan, General Plan Amendment, Specific Plan, Specific Plan Amendment, or Open Space Element is proposed for adoption. As part of the planning process, California Native American tribes must be given the opportunity to consult with the lead agency for the purpose of preserving, mitigating impacts to, and identifying cultural places.

Assembly Bill 52

AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to tribal cultural resources (TCRs). Public Resources Code, Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either (1) listed or eligible for listing in the CRHR or a local register of historical resources, or (2) determined by a lead agency to be a TCR.

Native American Historic Resource Protection Act

State law addresses the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be

implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act (PRC Section 5097 et seq.) makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the California Register of Historical Resources.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act) (25 U.S.C., Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the County Coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant, and with the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the most likely descendant by the NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

4.18.3 Thresholds of Significance

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

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

No historical resources, as defined by PRC Section 5020.1(k), are present within areas that will be impacted by the project. One archaeological site (CA-SDI-16083) is located within the project site. An additional archaeological (CA-SDI-12241) site has been recorded directly adjacent to the project site. Subsequent evaluation effort determined CA-SDI-16083 not to be eligible for CRHR listing. A Native American Monitor from the San Luis Rey Band of Mission Indians was present for all activities. CA-SDI-12241 remains unevaluated for CRHR listing, however is outside the project limits and will not be impacted. A newly recorded isolated portable milling slab was recorded within the southern portion of the project site. Isolates are not “unique” resources under CEQA, and are not eligible for CRHR. Impacts would be less than significant.

- b. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

No tribal cultural resources have been identified that could be impacted by the project through consultation with traditionally geographically affiliated California Native American Tribes. As indicated in Sections 4.18.1, the City has received three requests for consultation under Assembly Bill (AB) 52. These requests were formally made by the San Luis Rey Band of Mission Indians, and the Rincon Band of Mission Indians. The City also notified the San Pasqual Band of Mission Indians, per the recommendation of the Viejas Band of Kumeyaay Indians. The

City responded to each tribes request for consultation under AB 52. While some tribes requested to consultation, all but one failed to respond to the City’s ongoing outreach attempts. Thus, meaningful consultation only occurred with the San Luis Rey Band of Mission Indians. Consultation with tribal representatives has not identified or provided information regarding any tribal cultural resources as defined by AB 52. Outside of the AB 52 consultation process, the San Luis Rey Band of Mission Indians and the Rincon Band of Luiseño Indians (through provision of a comment letter during the public scoping process, refer to Appendix A) provided input regarding suggested mitigation measures for unanticipated discovery of cultural resources. These measures have been incorporated into the EIR as mitigation measure MM-CUL-1 (refer to Section 4.5. While no tribal cultural resources that may be affected by the project have been identified, mitigation measure MM-TCR-1 is incorporated in the event of unanticipated discovery of unknown tribal cultural resources. With incorporation of mitigation measure MM-TCR-1, impacts would be less than significant.

4.18.5 Mitigation Measures

MM-TCR-1 An appropriate approach to potential impacts to Tribal Cultural Resources (TCRs) (as defined by PRC Section 21074) is developed in response to the identified presence of a TCR by California Native American Tribes through the process of consultation. While no TCRs have been identified that may be affected by the project, the following approach for the inadvertent discovery of TCRs has been prepared to ensure there are no impacts to unanticipated resources.

The City shall require that a Native American and archaeological monitor are present during ground-disturbing activities with the greatest potential to encounter Native American cultural resources, consistent with, and as required by MM-CUL-1.

The archaeological and Native American monitors shall have the authority to temporarily halt work to inspect areas as needed for potential cultural material or deposits. Should a potential TCR be inadvertently encountered, all construction work involving ground-disturbance occurring within 50 feet of the find shall immediately stop and the City notified. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1. Ground disturbance in this area shall not commence until the qualified archaeological principal investigator, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. The 50 foot buffer may be adjusted based on the recommendation of the qualified archaeological principal investigator. Should it be required, temporary flagging may be installed around this resource in order to avoid any

disturbances from construction equipment. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeological monitor in correspondence with the qualified archaeological principal investigator may simply be required to record the find to appropriate standards (thereby addressing any data potential).

If the qualified archaeological principal investigator observes the discovery to be potentially significant under City, CEQA or Section 106 of the NHPA, additional efforts such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. The feasibility for avoidance of any identified resource will also be discussed with the City. The City shall be notified of any identified Native American cultural resource, regardless of significance, and provided the opportunity to provide management recommendations prior to moving forward in construction in areas that might disturb the identified resource. If the City determines through consultation with NAHC-listed representatives that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered tribal cultural resources. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with regulatory requirements.

4.18.6 Level of Significance After Mitigation

Impacts to tribal cultural resources would be less than significant, with incorporation of mitigation measure MM-TCR-1.

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4.19 UTILITIES AND SERVICE SYSTEMS

This section describes the existing utilities 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). This analysis is based in part on the following technical studies and plans:

- Sewer Service Analysis for the North River Farms Project in the City of Oceanside (sewer report) prepared by Dexter Wilson Engineering Inc. in July 2018 (Appendix O)
- Water Service Analysis for the North River Farms Project in the City of Oceanside (water report), prepared by Dexter Wilson in July 2018 (Appendix P)
- Tentative Map Drainage Study for North River Farms, City of Oceanside, California (drainage study), prepared by Hunsaker & Associates in March 2018 (Appendix L)
- City of Oceanside Engineering Division Priority Development Project Stormwater Quality Management Plan for North River Farms (SWQMP), prepared by Hunsaker & Associates in February 2016 (Appendix K)
- Water Supply Assessment and Water Supply Verification for the North River Farms Project prepared by Infrastructure Engineering Corporation on July 2018 (Appendix Q)
- City of Oceanside 2015 Urban Water Management Plan, prepared by RMC Water and Environment Consultant (June 2016) (Appendix R)
- City of Oceanside Water Conservation Master Plan Update, prepared by Maddaus Water Management Inc. April 29, 2016 (Appendix S)

4.19.1 Existing Conditions

Water Utilities Department

The Water Utilities Department is responsible for providing potable water, wastewater, and stormwater services to the City of Oceanside (City). This department is also responsible for overseeing waste and recycling services, as well as implementing the City's Zero Waste Plan. Each division is described in further detail below.

Water Division

The Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. In 2015, the Water Division purchased approximately 86% of the City's water supply from the San Diego County Water

Authority (SDCWA), 13% was supplied from local groundwater sources, and less than 1% was supplied from treated recycled water¹ (Appendix R).

The City receives treated and raw water from SDCWA. Raw water is treated at the Robert A. Weese Filtration Plant (Weese Plant) to meet potable water standards. The Weese Plant has a capacity of 25 million gallons per day (mgd) and the annual water supply for the City in 2012 comprised an average day demand of 24.9 mgd (or 27,902 acre-feet per year). Local groundwater is treated at the City's 6.3 mgd Mission Basin Groundwater Purification Facility (Mission Basin Plant). The Mission Basin Plant treats brackish groundwater extracted from the Mission Basin via eight wells owned and operated by the City. Recycled water is treated at the San Luis Rey Wastewater Treatment Plant (San Luis Rey Plant) and used for non-potable use to offset demands for potable water (Appendix R).

Table 4.19-1 shows the City's anticipated supply and demand for multiple-dry-year events, per the Urban Water Management Plan (Appendix R).

Table 4.19-1
Supply and Demand Comparison – Normal, Single-, and Multiple-Dry-Year Events

Scenarios	Supply and Demand	2020	2025	2030	2035	2040
Normal year	Supply total	31,728	32,915	32,813	33,190	33,537
	Demand total	31,728	32,915	32,813	33,190	33,537
	Difference	0	0	0	0	0
Single-dry-year	Supply total	33,886	35,153	35,044	35,447	35,818
	Demand total	33,886	35,153	35,044	35,447	35,818
	Difference	0	0	0	0	0
Multiple-dry-year first-year supply	Supply total	33,759	35,022	34,913	35,314	35,683
	Demand total	33,759	35,022	34,913	35,314	35,683
	Difference	0	0	0	0	0
Multiple-dry-year second-year supply	Supply total	35,282	36,601	36,488	36,907	37,293
	Demand total	35,282	36,601	36,488	36,907	37,293
	Difference	0	0	0	0	0
Multiple-dry-year third-year supply	Supply total	36,868	38,247	38,129	37,446	36,459
	Demand total	36,868	38,247	38,129	37,446	36,459
	Difference	0	0	0	0	0

Source: Appendix R.

Water service to the project site will be provided by the City, and is within the existing 420 Pressure Zone. The 420 Pressure Zone is fed by two operating pressure reducing stations. One pressure reducing station is located at the intersection of North Old River Road and College Boulevard, and the other is located approximately 2,700 feet north of the intersection of Wilshire Road and North River Road, which is supplied from the existing 24-inch 800 Pressure Zone

¹ The recycled water is non-potable and was delivered to Whelan Lake and an irrigation customer.

pipeline in Wilshire Road and connects to the existing 10-inch 480 Pressure Zone water line in Wilshire Road extending south to North River Road (Appendix P).

There are two existing pressure-reducing stations in the vicinity, which supply the 480 Zone system. One station is located on Wilshire Road at the intersection with Las Tunas Drive. The second station supplying the 480 Zone is at the intersection of N. River Road and Wilshire Road. This station is connected to the existing 24-inch 800 Pressure Zone water line, which extends from North Santa Fe Avenue across the San Luis Rey River and into Wilshire Road. This station is at the eastern boundary of the project site and will remain in service supplying the 480 Zone water to the existing 16-inch water line in N. River Road east of Wilshire Road (Appendix P).

An existing 14-inch 420 Pressure Zone water main is located in N. River Road within the project area. This water main will remain in place and as the backbone for the 420 Pressure Zone water system through the project.

Table 4.19-2 shows the average daily water demand rates by residential land use type and density, which are derived from Section 2 of the City Design and Construction Manual (revised August 1, 2017). The hotel water use demand factor was taken from the June 2015 Integrated Master Plan Volume 1, Water Master Plan, Section 3.5.

A minimum residual pressure of 20 pounds per square inch (psi) must be maintained under maximum day demands plus fire flow. Minimum service static pressure is 50 psi. A minimum residual pressure of 35 psi must be maintained under peak hour demands and 45 psi must be maintained under maximum day demands. Water mains are required to have a minimum diameter of 8 inches. Pipeline velocity must not exceed 7.5 feet per second under maximum flow conditions not including fire flow.

Table 4.19-2
Average Daily Water Demand Rates

Land Use	Gallons Per Day Per Acre Demand
Residential (1–2 du/ac)	1,200
Residential (2–4 du/ac)	2,100
Residential (4–8 du/ac)	2,400
Residential (8–12 du/ac)	2,500
Residential (12–15 du/ac)	2,800
Residential (15–20 du/ac)	3,200
Residential (20–30 du/ac)	4,100
Agricultural	1,750
Commercial	1,850
Institutional	1,675
Hotel	115 gpd/room

Source: Appendix P.

Note: du/ac = dwelling units per acre

Wastewater Division

The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City. The Wastewater Division owns and operates the San Luis Rey Plant (secondary treatment capacity is 13.5 mgd and tertiary treatment capacity is 0.7 mgd) and the La Salina Wastewater Treatment Plant (secondary treatment capacity is 5.5 mgd) (City of Oceanside 2018a; San Diego Regional Water Quality Control Board 2011). The proposed project lies in the service area of the San Luis Rey Plant, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista (City of Oceanside 2018b). The San Luis Rey Plant has an annual average flow of 9.77 mgd (City of Oceanside 2012a).

The existing public sewer system includes the 18-inch through 30-inch N. River Road Trunk Sewer, which extends east to Stallion Drive. The existing 8-inch collector sewer extending north of N. River Road in Stallion Drive is the easternmost part of the City sewer service area at this time. Sewage collected by the N. River Road Trunk Sewer flows west and ultimately flows to the North Valley Lift station near the intersection of Plumosa Street and N. River Road. This lift station conveys the sewage flow in the trunk sewer to the San Luis Rey Plant for treatment and disposal (Appendix P).

At Stallion Drive and N. River Road there is a sewer meter (Stallion Meter) for the flows entering the City sewer system from Rainbow Municipal Water District. Rainbow Municipal Water District operates a 15-inch gravity sewer in N. River Road east of Stallion Drive. This Rainbow Municipal Water District 15-inch gravity sewer in N. River Road runs through the middle of the project site from east to west (Appendix P).

The sewer generation rates for various land uses are referenced from the City Water, Sewer, and Reclaimed Water Design and Construction Manual, as updated December 2010. Table 4.19-3 lists sewer generation rates for various land use types as a reference. These values are used to size the on-site sewers and the off-site sewers adjacent to the proposed project.

Table 4.19-3
Average Sewer Generation Rates

Land Use	Gallons per Day per Acre Demanded
Low-Density Residential	170 gpd/EDU
Mid-Density Residential	140 gpd/EDU
Industrial	1,000 gpd/acre
Hotel	100 gpd/acre
Commercial	1,000 gpd/acre

Source: Appendix O.

Note: du/ac = dwelling units per acre
gpd = gallons per day
EDU = equivalent dwelling unit

Stormwater

The project site is currently an agricultural farm, with gently sloping terrain towards the San Luis Rey River. As discussed in Section 4.10, Hydrology and Water Quality, 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) (refer to Figure 4.10-2).

The Series 100 outlet begins at the northeastern portion of the project site and flows south parallel to Wilshire Road until discharging into a desilting basin. The Series 110 outlet is similar to 100, flowing south towards a desilting basin. The discharge from the two desilting basins will outlet to the east of Wilshire Road together with flow from a portion of N. River Road. The Series 200 outlet is located south of N. River Road, and the area gently slopes towards the San Luis Rey River. The Series 300 outlet is similar to 200 but discharges downstream of 200. The Series 400 outlet is the southernmost portion of the project site and discharges downstream of 300 (Appendix L).

The drainage study (Appendix L) calculates existing 100-year peak flow based on existing runoff outlet locations and characteristics of the underlying soils. Refer to Attachment A of Appendix L 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 L). Table 4.19-4 summarizes the calculated 100-year peak flow through the project site, which includes runoff from off-site areas.

**Table 4.19-4
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 L.

Notes:

- ¹ Refer to Attachment A of the proposed project's drainage study (Appendix L) 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.

Solid Waste and Recycling

The City implements and oversees solid waste and recycling services to ensure compliance with state regulation and the City’s Municipal Code. Waste Management disposes of solid waste collected in the City at the El Sobrante Landfill located at 10910 Dawson Canyon Road, Corona, CA 92883 (City of Oceanside 2012b). Recyclables are collected by Waste Management and delivered to the Waste Management Materials Recovery Facility located at 2050 North Glassell Street, Orange, California 92865.

The City adopted and enacted the *Zero Waste Strategic Resource Management Plan*, which establishes methods to reach the goal of diverting 75% to 90% of solid waste by 2020, which works in conjunction with the goals of City Council’s adoption of Resolution No. 10-R0636-1 the State of California Assembly Bill 341 (AB 341) (City of Oceanside 2012b). The City is currently diverting waste and recycling at a rate of 67% with an ultimate goal to reach 90% (City of Oceanside 2012b).

4.19.2 Regulatory Setting

Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (RWQCB) regulates water quality in portions of San Diego, Orange, and Riverside Counties pursuant to the Federal Clean Water Act (CWA). RWQCB sets standards, determines regulatory compliance, issues discharge permits, and enforces other actions related to ensuring the water quality of the region. The San Luis Rey Plant, La Salinas Treatment Plant, and Mission Basin Groundwater Purification Facility in the City operate in compliance with National Pollution Discharge Elimination System (NPDES) Permit No. CA0107433 adopted by the RWQCB through Order No. R9-2011-0016, as amended by Orders No. R9-2012-0042 and R9-2012-0060.

City of Oceanside

General Plan

The State of California requires that each city draft and adopt a comprehensive general plan that provides long-term policy and development guidelines and goals within each city’s jurisdiction. Each general plan has several required elements. The relevant elements are the Environmental Resource Management Element and the Hazardous Waste Management Element. All other specific plans and programs adopted by the City must be consistent with the City’s General Plan and its elements.

Environmental Resource Management Element

The Environmental Resource Management Element focuses on conserving and preserving natural resources and open space within the City. These resources include water, soil, coastal, minerals, habitats, air, agriculture, culture, and recreation space. This element is consistent with the City's General Plan and all other elements.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides overall policy guidance for safe and effective managing of hazardous waste within the City. Items within this element's scope include hazardous waste facilities, pollution prevention, and waste reduction and elimination. This element is consistent with the City's General Plan and all other elements.

Urban Water Management Plan and Water Conservation Master Plan Update

As required by California Water Code Sections 10617 and 10620, the City, as an urban water supplier, must prepare and adopt an Urban Water Management Plan (UWMP) every 5 years (Appendix R). The City adopted its 2015 UWMP in June 2016. The UWMP describes current water system services, facilities, supplies, and demands and includes an analysis of the City's water supply and demand planning within its service area for variable water years (average, single-dry, and multiple-dry years) over a 20-year horizon. Based on the 2015 UWMP, which is appended and incorporated by reference, the City's supplies, and reliability analysis show that with implementation of additional planned supplies and water conservation, supplies will meet demands under all water years through 2040.

The City also has prepared its Water Conservation Master Plan Update (Master Plan Update) to illustrate the City's efforts to cost-effectively help meet future water needs and satisfy state-mandated per capita reduction targets in accordance with the 2009 Water Conservation Act (SBX7-7). The Master Plan Update (Appendix S) makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 (Senate Bill X7-7) and a reduction of 25 gallons per capita per day by 2020 (Appendix S). The plan is consistent with the 2015 UWMP.

Zero Waste Strategic Resource Management Plan

In response to the adoption of Resolution No. 10-R0636-1 by the City Council on August 25, 2010, to divert 75% of waste by 2020 (also aligned with Assembly Bill 341), the City developed the Zero Waste Strategic Resource Management Plan (Zero Waste Plan). The Zero Waste Plan identifies and recommends strategies for the City to achieve this goal. At the time of the drafting of the Zero Waste Plan, the City had already reached 67% waste diversion (City of Oceanside 2012b). The private companies contracted to provide solid waste and recycling services, Waste Management, Agri Service Inc., and Moodys, are also working in support of the City to achieve this goal.

City of Oceanside Municipal Code

The City’s Municipal Code provides various chapters that define requirements for public facilities impact fees as a condition of approval of building permits for development projects. Specifically, Chapter 32C, Section 32C.3 states that “prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city’s public facilities” (City of Oceanside 2018b). Public facilities, as defined by the City’s Municipal Code, are all governmental facilities specified within the City’s General Plan, including water, sewer, and stormwater systems.

Chapter 13 of the City’s Municipal Code contains the Solid Waste and Recycling Code. The Solid Waste and Recycling Code provides definitions, administration requirements, enforcement, and regulations for storage, disposal, and collection of solid waste and provision of recycling facilities and separation of recyclables within the City.

4.19.3 Thresholds of Significance

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

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.
6. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs.
7. Comply with federal, state, and local statutes and regulations related to solid waste.

4.19.4 Impacts Analysis

Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The San Luis Rey Plant operates in compliance with discharge permit NPDES No. CA0107433 issued by the RWQCB through Order No. R9-2011-0016, as amended by Orders No. R9-2012-0042 and R9-2012-0060. The proposed project would generate wastewater to be treated at the San Luis Rey Plant, and required to comply with the applicable NPDES permit issued by the RWQCB. The San Luis Rey Plant treats an annual average of 9.77 mgd and has a secondary treatment capacity of 13.5 mgd and a tertiary treatment capacity of 0.7 mgd. As discussed in the analysis for thresholds 2 and 5, development of the proposed project would not exceed the capacities of the San Luis Rey Plant and associated conveyance facilities. Therefore, impacts would be less than significant.

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water

On-Site Infrastructure

Based on the average water demand rates shown in Table 4.19-2, which are derived from the most recent City's Design and Construction Manual (2010 revised August 1, 2017), the proposed project would have an average day demand of 374,190 gallons per day (gpd) of potable water (or 419 acre-feet per year) as shown in Table 4.19-5.

**Table 4.19-5
Proposed Project Potable Water Demands**

Land Use	Average Daily Water Rate (gpd/unit)	Units (acres unless specified)	Gallons Per Day Demanded (gpd)
Residential (1–2 du/ac)	1,200	0	0
Residential (2–4 du/ac)	2,100	0	0
Residential (4–8 du/ac)	2,400	69.8	167,520
Residential (8–12 du/ac)	2,500	41.5	103,750
Residential (12–15 du/ac)	2,800	0	0
Residential (15–20 du/ac)	3,200	0	0
Residential (20–30 du/ac)	4,100	0	0
Agricultural Acres	1,750	31.6	55,300
Parks and Slope Acres	1,750	19.3	33,775
Commercial Acres	1,850	0.7	1,295
Hotel	115 gpd/room	100 rooms	11,500

**Table 4.19-5
Proposed Project Potable Water Demands**

Land Use	Average Daily Water Rate (gpd/unit)	Units (acres unless specified)	Gallons Per Day Demanded (gpd)
Backbone Roads	—	13.1	0
Habitat	1,750	0.6	1,050
Total Average Day Demand			374,190
Maximum Day Demand			748,380
Peak Hour Demand			1,122,570

Source: Appendix P.

Notes: du/ac = dwelling units per acre; gpd/ac = gallons per day per acre

As shown in Table 4.19-5, the proposed project would have an average day demand of 374,190 gpd, or 260 gallons per minute (gpm), a maximum day demand of 748,380 gpd, or 520 gpm, and a peak hour demand of 1,122,570 gpd, or 780 gpm. Further, the proposed project's total water demand (average year) is approximately 419 acre-feet per year. The water report used these calculated water demands for the proposed project and other existing development in the vicinity to determine water infrastructure adequacy and proposed the necessary improvements as described in Chapter 3, Project Description.

There is an existing 14-inch 420 Pressure Zone water main located in N. River Road on the project site. This water main is expected to remain in place and become the backbone for the 420 Pressure Zone water system within the proposed project (Appendix P).

As discussed in Section 4.19.1, there are two existing and active pressure reducing stations supplying the existing 420 Pressure Zone. Of the two active stations the College at N. River Road Pressure Reducing Station is intended to remain as the primary supply to the 420 Pressure Zone service area. This is because the College at N. River Road Pressure Reducing Station is fed from the 511 Pressure Zone which is a primary distribution zone for the City's water system. This pressure reducing station is supplied by a 24-inch pipeline, which provides sufficient hydraulic capacity for the College at N. River Road PRS to function as the primary feed to the 420 Pressure Zone.

For a second source to the 420 Pressure Zone, which will have increased water demand due to the project, a new pressure reducing station will be constructed by the project at the Wilshire Road and N. River Road intersection. The existing 800/480 Zone Pressure Reducing Station supplying the 16-inch 480 Zone pipeline to the east of Wilshire Road is located at this intersection. The existing pressure reducing station will remain in place. The new Pressure Reducing Station is proposed to connect to the existing 24-inch 800 Pressure Zone pipeline to supply the new 420 Zone Pressure Reducing Station.

Connecting to the existing College and N. River Road Pressure Reducing Station and the proposed new Pressure Reducing Station will be the existing 14-inch 420 Pressure Zone water main in N. River Road. The internal water distribution piping for the project will extend off of this existing 14-inch water line. Thus the 420 Pressure Zone and the project will have a primary supply source from the west, and a new supply source from the new pressure reducing station on the east side of the 420 pressure zone area.

The new pressure reducing station to be constructed at the N. River Road and Wilshire Road intersection is proposed to have the same pressure reducing valve configuration as the primary 420 Zone pressure reducing station at College and N. River Road. This means the new pressure reducing station will have a main valve at 12-inch diameter and a smaller valve at 6-inch diameter.

This pressure reducing station is proposed to be constructed in a vault to be located adjacent to the proposed N. River Road/Wilshire Road roundabout. The new pressure reducing station will be supplied from the existing 800 Pressure Zone 24-inch Transmission Main with a 16-inch feed line, and will connect to the existing 14-inch 420 Pressure Zone pipeline in N. River Road with a new 16-inch water line. The exact configuration of the piping and the location of the new pressure reducing station vault will be worked out during the final design of the project improvements.

Currently, the off-site infrastructure is not available to supply recycled water to the proposed project. However, the proposed project would construct recycled water facilities to obtain beneficial use of recycled water when it becomes available. The use of recycled water would be for parks and irrigated open space. Some areas of agriculture may be able to use recycled water depending on the type and purpose of plants that are cultivated.

The proposed improvements to the water system infrastructure, as included as part of the overall project outlined within the PD Plan, would ensure that future development within the project site would have an adequate water distribution system. Construction of the water system improvements and connection to existing facilities are part of the overall implementation of the proposed project, and no additional environmental effects would occur beyond what is analyzed within this EIR. As concluded by the water report prepared by Dexter Wilson and found in Appendix P, development of the proposed water infrastructure improvements would adequately serve the increase in demand and result in less-than-significant impacts.

Fire Protection Water Flows

Fire hydrant flow requirements vary by the type of land use and are established for water system planning purposes by the City in Section 2 of the City of Oceanside Design and Construction Manual, revised August 2017. The fire flow requirement is 4,000 gpm, 3,000 gpm, and 1,500 gpm for commercial land uses, multifamily residential land uses, and single-family residential land uses, respectively. A minimum residual pressure of 20 pounds per square inch (psi) must be maintained under maximum day demands plus fire flow.

As calculated by the water report prepared by Dexter Wilson (Appendix P), the proposed water system improvements would adequately deliver a fire flow of 4,000 gpm to the commercial land uses, 3,000 gpm to the multifamily residential land uses, and 1,500 gpm to the single-family residential land uses. Additionally, under each maximum daily demand plus fire flow scenario, the minimum residual pressures are greater than the requirement of 20 psi. Therefore, impacts to fire protection water flows would be less than significant.

Water Treatment Plants

Both the Weese Plant and the Mission Basin Plant will serve the project site. The Mission Basin Plant was recently expanded to its current maximum capacity of 6.3 mgd.

Additionally, the City is planning to expand its recycled water system through both additional non-potable recycled water deliveries and an indirect potable reuse (IPR) project to increase water supply reliability. The IPR project would produce advanced treated water that would eventually be used to meet potable demands. The City's goal is to have this IPR project produce approximately 3.0 mgd of the City's potable water supply, which would reduce the reliance on imported potable water. Advanced treated water would be injected into the Mission Basin for groundwater recharge using advanced treated water produced by the San Luis Rey Plant (Appendix R).

While the Weese Plant is close to treatment capacity, the City plans to increase reliance on local water sources (e.g., groundwater, IPR) in the future; which would utilize the Mission Basin Plant and the San Luis Rey Plant. With the Weese Plant, Mission Basin Plant, and the San Luis Rey Plant combined, there would be adequate treatment capacity to accommodate the proposed project. Therefore, impacts would be less than significant.

The Weese Plant has a capacity of 25 mgd, and the annual water supply for the City in 2012 comprised an average day demand of 24.9 mgd (or 27,902 acre-feet per year). Local groundwater is treated at the City's 6.3 mgd Mission Basin Plant.

Wastewater

Based on the average sewer generation rates shown in Table 4.19-3, the proposed project would have a total sewer generation flow rate of 120,270 gpd as shown in Table 4.19-6.

**Table 4.19-6
Proposed Project Sewer Generation Flows**

Land Use	Sewage Generation Factor (gpd/acre)	Units	Average Sewage Flow (gpd)
Low-Density Residential	170 gpd/EDU	437	74,290
Mid-Density Residential	140 gpd/EDU	252	35,280
Agricultural Acres	0	31.6	0
Parks and Slope Acres	0	19.3	0
Commercial Acres	1,000 gpd/acre	0.7	700
Hotel	100 gpd/room	100	10,000
Backbone Roads	—	13.1	0
Habitat	—	0.6	0
Total Sewer Flow Generation			120,270

Source: Appendix O.

Note: gpd = gallons per day

On-site sewer facilities for the proposed project would include a backbone public gravity sewer collection system. For higher density residential areas, local private sewer collection facilities would be used. The sewer collection system for the proposed project would direct sewage flow toward N. River Road. A sewer collector in N. River Road would convey sewage west to tie into the N. River Road Trunk Sewer in the intersection of N. River Road and Stallion Drive west of the proposed project. Figure 3-10 shows the proposed backbone sewer collection system for the proposed project (Appendix O).

Peak sewage flow from the proposed project was estimated to be 300,675 gpd, which was used to size the proposed sewer system. As described in Chapter 3, the proposed on-site sewer system includes a new gravity sewer in the western portion of N. River Road and an extension of this new sewer in N. River Road west of the project site. Instead of connecting directly to the existing 15-inch Rainbow MWD gravity sewer in N. River Road, the project's on-site sewer system would connect to N. River Road only at the western-most intersection (Private Drive 'A') within the project site. East of the intersection of Private Drive 'A' and N. River Road, the existing 15-inch Rainbow MWD sewer line will be left in place to convey Rainbow MWD flows. To the west, a new truck sewer main will be constructed for existing Oceanside flow, existing Rainbow MWD flow, plus N. River Farms flow.

This new 24-inch sewer is proposed to extend to the existing 21-inch sewer in N. River Road, which is located approximately 1,500 feet west of Stallion Drive. This would eliminate the need for a new on-site sewer lift station. By setting a sewer slope of 0.2% for the 24-inch sewer and using a slope of 0.5% for the proposed 10-inch gravity sewer south on Private Street "A," the gravity sewer depth at the southwestern quadrant of the project site would be deep enough for gravity sewer flow. Refer to the proposed project's sewer report (Appendix O) for specific sewer system design criteria

deviations that are incorporated into project design to avoid the need for a new on-site sewer lift station.

Based on the buildout peak wet weather flows, the sewer system analysis indicates that the existing 18-inch segments of the N. River Road Trunk sewer do not have sufficient flow capacity to accommodate the proposed project. These 18-inch sewer segments in N. River Road extend from Stallion Drive west to the west end of Melba Bishop Park. Therefore, the total length of 18-inch sewer, which needs upsizing to ~~21~~24 inches is approximately 1,500 linear feet. The ~~21~~24-inch replacement will provide the needed flow capacity for the proposed project (Appendix O). The potential impacts related to the construction of this off-site sewer replacement is incorporated into the analysis throughout this EIR.

The North Valley Sewer Lift Station receives the flow from the N. River Road trunk sewer and pumps it to the San Luis Rey Plant; other parts of the City also flow to this station. The peak sewer flow from the proposed project is estimated to be 300,675 gpd, or approximately 0.3 mgd. The existing peak wet weather flow at this station is 6.69 mgd, and it has an estimate long-term peak wet weather flow of approximately 7.34 mgd without and 7.64 mgd with the proposed project (Appendix O). Based on a capacity of 8.52 mgd, the North Valley Sewer Lift Station has available capacity to serve the proposed project (Appendix O).

The proposed improvements to the sewer system infrastructure, as included as part of the overall project outlined within the proposed PD Plan, would ensure that future development within the project site would have an adequate sewer system. The construction of the on-site sewer system and upgrades to existing facilities are part of the overall construction of the proposed project and no additional environmental effects would occur beyond what is analyzed within this EIR. As concluded by the sewer report prepared by Dexter Wilson and found in the proposed project's sewer report (Appendix O), development of the proposed sewer infrastructure improvements would adequately serve the increase in demand and would result in a less-than-significant impact.

The project site is within the service area of the San Luis Rey Plant, which has a secondary treatment capacity of 13.5 mgd (with up to 1.5 mgd for the Rainbow Municipal Water District) and a tertiary treatment capacity of 0.7 mgd. The San Luis Rey Plant has an annual average flow of 9.77 mgd (City of Oceanside 2012a); therefore, the San Luis Rey Plant does not use full treatment capacity during normal operations. Based on the average sewer generation of 0.12 mgd, the proposed project would account for approximately 1% of San Luis Rey Plant's normal operational flows, and would not exceed the San Luis Rey Plant's capacity. As calculated in the sewer report, the proposed project would not result in a substantial increase in sewer generation such that the City would be required to expand its treatment facilities. Therefore, impacts would be less than significant.

Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The drainage study (Appendix L) and the Stormwater Quality Management Plan (Appendix K) were used for the analysis found in Section 4.10. As discussed in Table 4.10-3 in Section 4.10, 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, 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.

As described in Section 4.4, Biological Resources, per the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan), a 100-foot conservation buffer (i.e., no impacts) is required to be placed around the San Luis Rey River, beginning at the outer edge of the riparian vegetation. Impacts within the buffer are proposed; however, they are required for improvements to N. River Road and for off-site storm drain easements and outfalls to the San Luis Rey River. This would result in impacts to native upland vegetation and riparian/wetland habitats, which will require mitigation. Implementation of MM-BIO-2 would require preservation in accordance with the Oceanside Subarea Plan and would reduce this impact to a less-than-significant level.

Therefore, the operation of the proposed project would not exceed existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Upon implementation of MM-BIO-1, construction of new stormwater facilities would not result in significant environmental effects. Impacts would be less than significant.

Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The City Water Division purchases approximately 86% of its potable water supply from SDCWA treated at the Weese Plant and the remaining is drawn from groundwater treated at the Mission Basin Plant. SDCWA determined that no water supply shortages under normal year, single-dry year, or multiple-dry years would be expected through 2040 (Appendix R).

Additionally, the City is planning to increase use of local sources, as described in the response (a), through the planned IPR project.

The proposed project would establish a maximum 689 dwelling units, in addition to proposed commercial and agricultural areas. Table 4.19-7 outlines past and forecasted future water use for single- and multi-family residential units, as provided in the City’s 2015 UWMP. Due to the difference in current and proposed land use designations, any water used by the proposed project would be an increase beyond water use projections as described above. As stated in Section 15155 of the State CEQA Guidelines, a project (as it related to residential) would be considered a “water-demand project” if it is a residential development of more than 500 dwelling units, or a project that would demand an amount of water equivalent to, or greater than, that of 500 residential dwelling units. The proposed project meets these criteria, and, therefore, a water supply assessment (WSA) was prepared for the project and is included as Appendix Q to this EIR.

As the proposed project includes a general plan amendment, its water demand was not accounted for in the City’s 2015 UWMP. The WSA bases analysis on City-adopted water planning documents, such as the 2015 UWMP and the 2016 Water Conservation Plan. Table 4.19-7 outlines the project future potable and recycled water demands within the City.

**Table 4.19-7
Projected Total Water Demands (acre-feet per year)**

Water Type	2015	2020	2025	2030	2035	2040
Potable and Raw Water	23,613	31,328	31,215	29,913	30,130	30,037
Recycled Water	104	400	1,700	2,900	3,060	3,500
Total Water Demand	23,717	31,728	32,915	32,813	33,190	33,537

Source: Appendix Q.

The 2015 UWMP estimated that the project site would have an approximate demand of 164 AFY through year 2040, resulting from continued agricultural use. The WSA calculated the proposed project to have a potential water demand of approximately 389 acre-feet per year² (AFY) at buildout (Appendix Q). This represents a conservative estimate by assuming a worst case water demand scenario for buildout of commercial, mixed use, and residential. Therefore, the proposed project would result in a 0.7% increase in estimated total City-wide water demand through year 2040 compared to what was assumed for the project site in the 2015 UWMP (Appendix Q).

² Note that for the purposes of the WSA (Appendix Q), water demand was calculated based on rates provided in the 2015 UWMP, as the 2015 UWMP is the basis for long-term water supply projections. This results in a different water demand projection provided in the water report prepared by Dexter Wilson (Appendix P), which used the City’s Design and Construction Manual and Water Master Plan, which is the basis for water infrastructure design.

At present, the City has three major water supply sources: SDCWA purchases, local groundwater from Mission Basin, and non-potable recycled water from San Luis Rey Water Reclamation Facility. Approximately 86% of the City’s water is purchased from SDCWA. The City treats purchased untreated water from SDCWA at the Robert A. Weese Water Filtration Plant. Approximately 13.5% of the City’s water comes from the Mission Basin. Brackish groundwater is extracted and becomes potable water through a desalting process at the Mission Basin Groundwater Purification Facility (MBGPF). The City also recycles wastewater at the San Luis Rey Water Reclamation Facility and uses it to irrigate the Oceanside Municipal Golf Course, which comprises about 0.5% of total water use.

The City has plans to expand its recycled water system through both additional non-potable recycled water and indirect potable reuse to increase water supply reliability; the City is also undergoing a feasibility study for seawater desalination (Appendix Q). Planned water supplies are outlined in Table 4.19-8, per the 2015 UWMP.

**Table 4.19-8
Historical and Project Water Supplies (acre-feet per year)**

Supply Type	2010	2015	2020	2025	2030	2035	2040
Purchased SDCWA Supply	24,897	20,400	24,728	24,215	22,913	23,130	23,037
Groundwater	3,732	3,213	3,300	3,700	3,700	3,700	3,700
Recycled Water (Non-Potable)	119	104	400	1,700	2,900	3,060	3,500
Advanced Treated Water (Potable Reuse)	0	0	3,300	3,300	3,300	3,300	3,300

Source: Appendix Q.

The projected water demand associated with the proposed project is not included in the City’s 2015 UWMP. The water demand associated with the proposed project is estimated to increase the City’s total demand by 0.7% in 2040 under normal year conditions and 0.6% in 2040 under single-dry year conditions (Appendix Q). To offset the small incremental increase in demand under normal and single-dry year conditions, the City plans to purchase the additional water from SDCWA (Appendix Q).

Under multiple-dry year conditions, the project will increase the supply shortfall to 3.9% and 8.4% for the third year of 2035 and 2040, respectively. Therefore, the project creates an incremental shortfall of approximately 0.6% in 2040. These deficits would be addressed through implementation of extraordinary conservation measures and/or through the conversion of additional customers to recycled water. In addition, the City has developed a Water Shortage Contingency Plan that identifies ways in which the City can reduce water consumption during catastrophic events and in drought years. As part

of the Water Shortage Contingency Plan, the Drought Ordinance established four drought stages of actions that can be taken to reduce water demand up to 40% or more.

Because the occupants of the project would be a customer within the City's service area, the project would likely have to adhere to any extraordinary conservation measures imposed by the City. Given the small incremental impact of the project on the shortage projections during multiple dry-years, it is not expected that the City would have to change either its current supply strategy or the implementation of its Water Shortage Contingency Plan in response to a drought, to meet the project and existing/planned water demand.

Additionally, the proposed land uses changes from agricultural would increase source water to the San Luis Rey Wastewater Facility, providing for additional recycled water production. The proposed project also would be subject to the City's water conservation measures and Water Shortage Contingency Plan in the event of a severe drought. While the proposed project would result in an increase in water demand compared to the existing land uses and what was assumed in the 2015 UWMP, the City has determined it has sufficient water supplies from available entitlements and resources to serve the proposed project, in addition to other existing and planned land uses within the City's service area. Therefore, impacts would be less than significant.

Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As reported, the proposed project would generate an average dry weather sewer flow of 0.12 mgd, as calculated in the sewer report (Appendix O). This wastewater generation would account for 1% of San Luis Rey Plant's capacity. The proposed project would not result in a substantial increase in sewage generation.

As described in Chapter 3, the proposed on-site sewer system includes a new gravity sewer in the western portion of N. River Road and an extension of this new sewer in N. River Road west of the project site. A new sewer line would connect directly to the existing 15-inch Rainbow Municipal Water District gravity sewer in N. River Road. This new ~~24~~24-inch gravity sewer in N. River Road would replace an existing 18-inch sewer line and would extend from the western boundary of Melba Bishop Park to Private Street "A" within the project site. The construction of the on-site sewer system and upgrades to existing off-site facilities are part of the overall construction of the proposed project and no additional environmental effects would occur beyond what is analyzed within this EIR. As concluded by the water report prepared by Dexter Wilson and found in Appendix O, development of the proposed sewer infrastructure improvements would adequately serve the increase in demand and result in a less-than-significant impact. However, the applicant must pay an impact fee prepared by the City to address the incremental impact on the existing

sewer capacity in accordance maintain consistency with the City's General Plan Community Facilities Element Policies regarding managing growth so that it may be upsized at a future time when deemed appropriate. The impact fee is determined based on a proportional cost to upsized the sewer pipe. Therefore, impacts would be less than significant.

Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The project site would be provided solid waste disposal services by Waste Management as with the rest of the City. The solid waste collected from the City is now disposed of at the El Sobrante Landfill located in Corona, California. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 145,530,000 tons and projected closure date of January 1, 2045 (CalRecycle 2018). The Greenhouse Gas Emissions Analysis prepared by Dudek (used for Section 4.8, Greenhouse Gas Emissions, and found in Appendix H) estimated that the proposed project would generate approximately 155 tons of solid waste per year, which equates to approximately 0.42 tons of solid waste per day (Appendix H). Therefore, the El Sobrante Landfill has sufficient permitted capacity remaining to serve the proposed project. Additionally, the proposed project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. Therefore, impacts would be less than significant.

Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would be subject to the Zero Waste Plan, which is aligned with AB 341. The goal of both AB 341 and the Zero Waste Plan is to divert 75% of waste by 2020. The proposed project would be required to collaborate with the solid waste providers that service the City, such as Waste Management, Agri Service Inc., and Moodys, in order to ensure proper compliance with the Zero Waste Plan. Grading would be balanced with cut and fill, therefore no grading waste would be expected to be generated during construction. Demolition would be limited to the existing structures on site. The waste related to construction would be limited to excess construction materials, solid waste discarded by construction workers on site, and demolition materials, and would last approximately 5 years. During the operational phase of the proposed project, waste would be generated by the residents living on site, visitors and employees of the commercial land uses, and workers associated with maintenance and landscaping on the site.

During both construction and operation, the proposed project would comply with the City's Solid Waste and Recycling Code (Chapter 13 of the City's Municipal Code) by separating recyclables from solid waste. The proposed project would also be required to comply with required solid waste and recycling measures as provided in the California Green Building Code. Collaboration with the applicable solid waste service providers would ensure compliance with the Zero Waste Plan and the relevant statutes that the plan addresses. Therefore, impacts would be less than significant.

4.19.5 Mitigation Measures

MM-BIO-2 would reduce impacts associated with construction and operation of new stormwater drainage facilities to less than significant.

4.19.6 Level of Significance After Mitigation

Impacts associated with construction and operation of new stormwater drainage facilities would be less than significant upon implementation of MM-BIO-2. No mitigation is required to minimize impacts associated with an exceedance in wastewater treatment requirements, construction of new water or wastewater treatment facilities, water supplies, wastewater treatment capacity, landfill capacity, or solid waste regulations because impacts would be less than significant.

CHAPTER 5 CUMULATIVE EFFECTS

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) to analyze cumulative impacts. The purpose of this section of the EIR is to explain the methodology for the cumulative analyses and present the potential cumulative effects of the North River Farms Planned Development (PD) Plan (proposed project).

Section 15355 of the California Environmental Quality Act (CEQA) Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. The discussion of cumulative impacts “need not provide as great detail as is provided for the effects attributable to the project alone,” but instead is to be “be guided by standards of practicality and reasonableness.” (Guidelines § 15130(b).) The discussion should also focus only on significant effects resulting from the project’s incremental effects and the effects of other projects. According to Section 15130(a)(1), “an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.”

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

5.2 METHODOLOGY

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

- (A) a list of past, present, and probable activities producing related or cumulative impacts; or
- (B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

With the exception of the impact analyses of air quality and greenhouse gas emissions, the cumulative list approach has been used in this cumulative analysis, as discussed below. The cumulative impacts of

air quality and greenhouse gas emissions have been evaluated using the summary of projections method because the geographic scope of such impacts tends to be broad and area-wide.

5.3 CUMULATIVE PROJECTS

Based on information provided by the City of Oceanside (City) and the cumulative projects used in the Traffic Impact Analysis prepared by Linscott, Law & Greenspan (LLG) (Appendix N), a list of cumulative projects under consideration for this analysis is presented in Table 5-1. These projects are shown on Figure 4.17-2.

**Table 5-1
Cumulative Projects**

No.	Project Name	Location	Description	Status
1	Villa Storia	Academy Road north of SR-76	62 single-family homes, 358 multifamily attached homes.	Under construction
2	Mission Cove Mixed-Use	South side of Mission Avenue between Airport Road and Foussat Road	150 apartments, 138 senior housing units, 5 KSF specialty retail, 2.75 KSF office, 2.75 KSF medical office, 60 adults senior day care, 50 children day care	First phase completed, second phase under construction
3	Pacific Coast Business Park	South of Old Grove Road and west of College Boulevard	1,100 KSF industrial, 518 KSF general office, 80.5 KSF medical office	Under construction
4	Rancho Del Oro Village XII	Northwest quadrant of the College Boulevard and Old Grove Road intersection	303 residential multifamily units	Under construction
5	Oceanpointe Development	Mid-way between Stage Coach Road and San Ramon Drive, south of SR-76	200 multifamily units	Under review
6	El Corazon	Site is bound by Mesa Drive to the north, Rancho del Oro Drive to the east, Oceanside Boulevard to the south, and El Camino Real to the west	Mixed-Use Master Plan on a 465-acre property. Development would include hotels, a variety of commercial uses, a senior center, a community center, library, recreation facilities, a greenwaste facility, open space, and associated infrastructure	Approved, phases in progress
7	Melrose + Oceanside	East and west of Melrose Drive, north of Oceanside Boulevard/Bobier Drive	37 single-family homes, 278 multifamily dwelling units, 10 KSF restaurant, 10 KSF office space	Under review (final EIR dated April 2018)
8	N. River Road Residential	Southern side of N. River Road between Avenida Descanso and Calle Montecito	400 single-family homes	Approved

KSF = thousand square feet

5.4 CUMULATIVE IMPACT ANALYSIS

5.4.1 Aesthetics

Projects contributing to cumulative visual effects include those within the project viewshed. The viewshed encompasses the area within which the viewer is most likely to observe the proposed project and surrounding uses. Therefore, the project viewshed is the geographic extent for the analysis of cumulative impacts to visual resources and aesthetics.

As discussed in Section 4.1, Aesthetics, the proposed project would not substantially impact a scenic vista. Scenic vistas identified in Section 4.1 include the San Luis Rey River, Guajome Regional Park, and the Morro Hills community. Although the proposed project would not result in an impact to these scenic vistas, the proposed project could combine with other projects to result in a cumulative impact. However, none of the cumulative projects listed in Table 5-1 are within the same viewshed as the proposed project and would not be within the viewshed of the San Luis Rey River, Guajome Regional Park, and the Morro Hills community. Therefore, the proposed project would not combine with other projects to result in a cumulative impact to these scenic resources.

There are no state-designated scenic highways adjacent to, or in the vicinity of, the project site. While not officially designated at the time of preparation of this EIR, portions of I-15 from approximately SR-76 north to SR-91 are considered to be eligible for state scenic highway designation (Caltrans 2017). The project site is located over 8 miles from the southern point of this eligible state scenic highway, with intervening topography. Therefore, the proposed project would not substantially damage scenic resources within a state scenic highway, and would not combine with other projects to result in an impact to this eligible state scenic highway.

The proposed project would result in a strong change in the visual environment. This would occur through the proposed conversion of existing agricultural lands and associated existing structures to a planned residential, mixed-use, and agricultural community. However, it is the intent of the PD Plan and its development guidelines to encourage visual coherence and quality influenced by the local agricultural lands. Additionally, as mentioned previously, none of the cumulative projects listed in Table 5-1 are within the same viewshed as the proposed project. Therefore, the proposed project would not combine with other cumulative projects to substantially degrade the visual character of the site or the surroundings.

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 through compliance with Chapter 39 of the City's Municipal Code. Additionally, sky glow, a common aspect

of light pollution, would be minimized through the use of downward facing and shielded light fixtures and appropriately chosen lighting sources for the intended use such that excess lighting is avoided. Other projects and existing development in the area would also be subject to Chapter 39 of the City's Municipal Code. Additionally, as mentioned previously, none of the cumulative projects listed in Table 5-1 are within the same viewshed as the proposed project. Therefore, the proposed project would not combine with other projects to result in significant impacts associated with lighting.

Concerning glare, the use of reflective building materials and finishes, as well as reflective lighting structures and metallic surfaced, would be minimized with the project. The proposed residential structures would have facades incorporating windows for internal lighting and visual articulation; however, such structures would not create a new source of substantial glare. While larger windows may be used within the Village Core, none of the proposed structures would have large, uninterrupted expanses of reflective glazing or glass. The majority of proposed exterior finishes would consist of non-reflective materials such as wood. Similarly, existing development surrounding the project site is not made of materials that result in glare. And, as mentioned previously, none of the cumulative projects listed in Table 5-1 are within the same viewshed as the proposed project. Therefore, the proposed project would not combine with other cumulative projects or existing development to result in significant glare. Overall, the proposed project would not result in a cumulatively considerable impact on aesthetics.

5.4.2 Agricultural Resources

The geographic context considered for agricultural resources is the County of San Diego (County). This area was chosen because the County's Purchase of Agricultural Conservation Easement (PACE) Program, an agricultural conservation program initiated by the County, incorporates land within this geographic area.

Cumulative projects within the County would increase development that could preclude agricultural operations or reduce the compatibility of the surrounding area with agriculture. These projects could result in potential cumulative impacts from the conversion of agricultural land and of compatibility with agricultural uses.

As discussed in Section 4.2, Agriculture and Forestry Resources, the entire project site is considered to represent a significant agricultural resource. Development of the proposed project would directly contribute to the loss of approximately 176.6 acres of significant agricultural resources, and impacts would be potentially significant. While the proposed project includes approximately ~~31.668.1~~ 31.668.1 acres of proposed agricultural uses, for the purposes of a conservative analysis, the entire project site would be considered impacted. Mitigation Measure (MM-) AG-1 would require purchase of mitigation credits into the PACE Program, or a similar program within the City should one be established prior to grading, equal to the loss of significant agricultural resources.

The “Mitigation Bank and Credits” are an expanded component of the PACE Program, approved by the Board of Supervisors in September 2014. With this expanded component, easement lands acquired by the County under the PACE Program can be used as off-site mitigation for agricultural impacts resulting from private development projects. Applicants may purchase PACE credits to mitigate for agricultural impacts at a 1:1 ratio. One credit is equal to 1 acre of agricultural land. Cumulative projects would be subject to similar analysis and could purchase PACE credits to mitigate impacts, if agricultural resources are identified. Upon implementation of the PACE Program the proposed project would not contribute to a cumulative loss of agricultural land. Therefore, the proposed project would not result in a cumulatively considerable impact on agricultural resources.

5.4.3 Air Quality

The geographic context considered for the cumulative air quality analysis is the San Diego Air Based (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project’s individual emissions would have a cumulatively significant impact on air quality. As described previously, the proposed project would have a less-than-significant individual impact from short-term construction and long-term operations.

The SDAB is a nonattainment area for ozone (O₃) under the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The poor air quality in the SDAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources that emit these pollutants or their precursors (i.e., volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for O₃). In analyzing cumulative impacts from a project, the analysis must specifically evaluate the proposed project’s contribution to the cumulative increase in pollutants for which the basin is designated as nonattainment for the CAAQS and NAAQS. If the proposed project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the proposed project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, a project would only be considered to have a significant cumulative impact if the proposed project’s contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a “cumulatively considerable contribution” to the cumulative air quality impact).

Additionally, for the SDAB, the Regional Air Quality Strategy (RAQS) serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions in the basin to ensure the SDAB continues to make progress toward NAAQS- and CAAQS-attainment status. As such, cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents upon which the RAQS is based would have the potential to result in cumulative operational impacts if they represent development and population increases beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O₃ and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the basin. As discussed in Section 4.3, Air Quality, the proposed project would not exceed significance thresholds during construction or operation. As such, the proposed project would result in less-than-significant impacts to air quality relative to cumulative emissions.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the state implementation plan (SIP) and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and the County as part of the development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As stated previously, the proposed project would be consistent with the growth assumptions for the region and would not result in significant regional growth that is not accounted for within the RAQS. As a result, the proposed project would not result in a cumulatively considerable contribution to regional O₃ concentrations or other criteria pollutant emissions. Cumulative impacts would be less than significant during operation.

5.4.4 Biological Resources

Cumulative impacts consider the potential regional effects of a project and how a project may affect an ecosystem or one of its members beyond the project limits and on a regional scale. It is presumed that all reasonably foreseeable cumulative projects, including those described in Table 5-1, would be required to conform to existing regulations with respect to avoidance, minimization, and mitigation of impacts to sensitive habitat, achieving no-net-loss of wetlands and like/kind replacement for impacts to sensitive habitat that cannot be avoided. Therefore, it is assumed that impacts would be assessed and mitigated pursuant to CEQA, and those projects within the City's jurisdiction would be reviewed by the City's during the project review and approval process.

As discussed in Section 4.4, Biological Resources, no special-status plant or wildlife species have a high or moderate potential of occurrence and therefore are not expected to occur on the project site. However, construction activities could result in indirect impacts to wildlife. Construction activities could result in the loss of nests, eggs, and fledglings of nesting birds protected under the Migratory Bird Treaty Act (MBTA) if vegetation clearing and ground-disturbing activities occur during the nesting season (February 15 through August 31 for most species, January 15 through August 31 for raptors). MM-BIO-1, which requires pre-construction nesting bird surveys, would reduce potentially significant impacts to nesting birds protected under the MBTA to a level below significance. Pallid bat has potential to roost in the eucalyptus woodland on site. However, only a minimal amount (0.10 acres) of eucalyptus woodland would be impacted. Both pallid bat and western mastiff bat have potential to forage on site. However, because these bat species are highly mobile, it is unlikely that the proposed project would result in the loss of individual special-status bat species. Therefore, because indirect impacts to migratory birds would be mitigated, the proposed project would not impact migratory birds at a regional level.

The proposed project will result in direct permanent impacts to the vast majority of project site (approximately 170 acres), of which approximately 0.42 acres are considered sensitive. Impacts to native upland vegetation and riparian/wetland habitats are considered significant under the *Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan* (Oceanside Subarea Plan) and require mitigation. Vegetation communities considered sensitive are those listed in Habitat Groups A through E (City of Oceanside 2010). Direct impacts to 0.02 acres of southern arroyo willow riparian forest, 0.15 acres of mulefat scrub, 0.18 acres of non-vegetated channel, and 0.07 acres of disturbed wetland, which are all in Habitat Group A of the Oceanside Subarea Plan, would be a potentially significant impact. Implementation of MM-BIO-2, which requires preservation in accordance with the Oceanside Subarea 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 off-site storm drain easements and outfalls to the San Luis Rey River. 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. Because the proposed project would mitigate these direct impacts, the proposed project would not result in a loss of vegetation that is regionally significant; therefore, it would not contribute to a cumulative impact.

5.4.5 Cultural Resources

A cumulative impact in terms of cultural resources refers to the mounting aggregate effect upon cultural resources due to modern or recent historical land use, such as residential development or natural processes that result from human activity (e.g., erosion). As discussed in Section 4.5, Cultural Resources, 12 historical-era (greater than 45 years old) structures are present on the project site. Refer to Section 4.5.1. While most appear to have been heavily modified and are in disrepair, given the lack of information related to original owner/builder, ownership history, and relationship to nearby Guajome Rancho, impact to these structures could represent damage/destruction of CRHR eligible historical resources and, consequently, represent a potentially significant impact under CEQA. However, it was determined that these structures do not meet the criterion to be considered historically significant. Therefore, the proposed project would not contribute to a cumulative impact associated with historic structures.

There is some potential for unidentified subsurface artifacts to be present within the project site. The area observed to have the highest potential to contain yet-identified subsurface cultural material or deposits is within 300 feet of CA-SDI-16083. However, it is possible for other locations within the project site to contain unanticipated buried deposits. Therefore, impacts related to encountering previously unidentified subsurface artifacts would be

potentially significant. MM-CUL-1 would require cultural and Native American resource monitoring during ground-disturbing activities, including a pre-grading meeting, qualifications and abilities for the monitor, procedures should resources be encountered, and reporting protocols. Incorporation of MM-CUL-1 would reduce potentially significant impacts to a level below significance. Monitoring programs would likely be required of all cumulative projects to ensure minimal impacts to cultural resources. Upon implementation of MM-CUL-1, cumulative impacts to archaeological resources would be less than significant.

The site has been in agricultural use for at least several decades. Repeated plowing and ripping of the fields for agricultural purposes over the years has disturbed and reworked native soils, likely to a depth of 3 feet or more (depending the types of crops grown and specific tilling practices). Surface disturbances and shallow grading in this context is unlikely to yield significant paleontological resources. In the remote chance that a fossil is present within surface soils, it would likely be ex-situ (i.e., out of context), fragmented, and undiagnostic (i.e., not identifiable). However, the proposed project would require excavation at depth within and adjacent to areas of low to moderate paleontological sensitivity; therefore, impacts to paleontological resources would be potentially significant.

For surface disturbances (i.e., clearing/grubbing/grinding) and shallow grading (less than 3 feet) within areas of low to moderate paleontological sensitivity, MM-CUL-2 will be incorporated to halt ground disturbance in the immediate area of an inadvertent fossil discovery until a qualified paleontologist can evaluate the discovery, reducing the potentially significant impact to a level below significance. MM-CUL-2 would require determinations of the uniqueness or significance of paleontological resources inadvertently discovered to be made by qualified, trained paleontologists familiar with the fossils under consideration.

For all excavation activities within older alluvium with high sensitivity, and for any construction activities that involve excavation greater than 3 feet in depth within geologic units with a low paleontological potential, a Paleontological Mitigation and Monitoring Program will be required as incorporated in MM-CUL-3. Therefore, with the incorporation of MM-CUL-3, potentially significant impacts would be reduced to a level below significance. MM-CUL-2 and MM-CUL-3 would minimize impacts to a less-than-significant level; therefore, the proposed project would not result in a cumulatively considerable impact to paleontological resources. The project site is not currently used as a cemetery and is not otherwise known to contain human remains. However, this does not preclude finding human remains during project excavation and grading activities. Disturbance of any unknown human remains would be a potentially significant impact. However, as standard construction practice, should any human remains be encountered, California Health and Safe Code, Section 7050.5, states that no further disturbance shall occur in the immediate area until the County Coroner has made the necessary findings as to origin and disposition pursuant to

California Public Resources Code, Section 5097.98. Consequently, the proposed project's adherence with the California Health and Safety Code and incorporation of MM-CUL-1 would ensure any potential impacts would be less than significant.

As discussed in this analysis, the proposed project would not result in a significant individual impact on cultural resources with mitigation incorporated. Therefore, after mitigation, the proposed project would not result in a cumulatively considerable impact to cultural resources.

5.4.6 Energy Consumption

Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact. Projects that would mostly include construction, such as transportation infrastructure, could also contribute to a cumulative impact; however, the impact of these projects would be limited because they would typically not involve substantial ongoing energy use. Other development projects within the region would result in incremental increases in long-term energy consumption similar to the proposed project through the introduction of new population to the region. Each of these projects, however, would be required to comply with local and state regulations for reducing energy consumption and increasing energy efficiency during operation.

As described above, the proposed project would not result in wasteful, inefficient, or unnecessary use of energy due to various design features, including the offset of 100% of residential and non-residential buildings energy usage through the installation of PV solar panels. Similar to the proposed project, the cumulative projects would be subject to CALGreen, which provides energy efficiency standards for commercial and residential buildings. CALGreen would implement increasingly stringent energy efficiency standards that would require the proposed project and the cumulative projects to minimize the wasteful and inefficient use of energy. In addition, cumulative projects would be required to meet or exceed the Title 24 building standards, further reducing the inefficient use of energy. Future development would also be required to meet even more stringent requirements, including the objectives set in the Assembly Bill 32 Scoping Plan (CARB 2016), which would seek to make all newly constructed residential homes ZNE consumers by 2020, and all new commercial buildings ZNE consumers by 2030. Furthermore, various federal and state regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand of cumulative projects.

In consideration of cumulative energy use, the proposed project would not contribute to a substantial demand on energy resources or services such that new regional energy facilities would be required to be constructed as a result of the incremental increase in energy demand resulting from the proposed project.

In summary, with adherence to the increasingly stringent building and vehicle efficiency standards, and with implementation of the proposed project's design features that would reduce energy consumption, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. As such, the proposed project would not result in a cumulatively considerable impact on energy.

5.4.7 Geology and Soils

The geographic context considered for potential cumulative impacts to people and structures related to geologic and seismic hazards is more localized, or site-specific, than other impacts. As analyzed in Section 4.7, Geology and Soils, the proposed project would experience less-than-significant impacts related to geology and soils with implementation of MM-GEO-1. Impacts related to earthquakes and adverse soil conditions would be less than significant with implementation of MM-GEO-1, which provides seismic design, grading, foundation, retaining walls, site drainage, and moisture protection recommendations. Similarly geologic/soil issues relate to local, site-specific soil conditions, ground response to earthquakes, and the potential for adverse soil conditions to damage the proposed project's structural components would be less than significant with implementation of MM-GEO-1.

Although impacts identified as less than significant can compound to generate a significant cumulative impact, the geology and soils impacts of the proposed project would not be cumulative because of their localized nature. The only projects in the cumulative scenario that could contribute to or compound the identified impacts would be those that are overlapping or adjacent to the proposed project. Such projects would likewise be subject to the CBC and geologic hazard regulations, and would, thus, be designed and constructed to avoid substantial adverse impacts with respect to geology, soils, and seismic hazards. However, as shown in Table 5-1, none of the identified cumulative projects would be adjacent to or located on the project site. For this reason, cumulative impacts with respect to geology and soils would be less than significant.

5.4.8 Greenhouse Gas Emissions

Due to the global nature of the assessment of GHG emissions and the effects of global climate change, impacts can currently only be analyzed from a cumulative impact context; therefore, this EIR's analysis in Section 4.8, Greenhouse Gas Emissions, includes the assessment of both project and cumulative impacts. Under CEQA, a project would have a significant cumulative impact caused by the combined impact of past, present, and probable future projects if its incremental impact represents a "cumulatively considerable" contribution to such cumulative impacts (14 CCR 15064(h)).

The proposed project would generate GHG emissions that contribute to potential cumulative impacts of GHG emissions on climate change. However, MM-GHG-1 and MM-GHG-2, which would result in the proposed project offsetting approximately 30% of its annual GHG emissions in order to reduce impacts from GHG emissions to a level that meets the calculated efficiency metric of 3.5 MT CO₂e/SP/yr. Therefore, after mitigation, the proposed project would result in a less than significant and would not cumulatively considerable impact to GHG emissions.

5.4.9 Hazards and Hazardous Materials

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. Therefore, the geographic context considered for potential cumulative impacts related to hazards and hazardous materials is more localized, or site-specific, than other impacts.

As described in Section 4.9, Hazards and Hazardous Materials, the proposed project would have less-than-significant impacts relative to hazards and hazardous materials with mitigation measures incorporated. Based upon the age of on-site structures, there is potential for asbestos-containing material (ACM) and/or lead-containing paint (LCP) to be present. Therefore, impacts associated with demolition and removal of these structures would be potentially significant. MM-HAZ-1 requires the implementation of an ACM and LCP work plan prior to demolition of these structures to confirm the presence of these hazardous materials and to determine the appropriate healthy and safety requirements for demolition and disposal. With incorporation of MM-HAZ-1, potentially significant impacts related to the release of hazardous materials would be reduced to a level below significance.

During both construction and operation of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris, landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws, such as CalOSHA requirements, Hazardous Waste Control Act, CalARP, and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. Additionally, the proposed project proposes residential development, which is not typically considered a source of substantial hazardous materials.

Although cumulative projects have the potential to result in significant impacts to hazards and hazardous materials, these projects would also be subject to federal, state, and local regulations that would help reduce potential impacts. Cumulative projects may also require similar mitigation measures to help further reduce potential impacts. In addition, as shown in Table 5-1, none of the identified cumulative projects would be adjacent to or in close proximity to the project site. Therefore, the proposed project combined with the cumulative projects provided in Table 5-1 would not result in a cumulative significant impact related to hazards and hazardous materials.

As discussed in Section 4.9, the proposed project includes reconstruction of the existing Wilshire Road intersection at N. River Road to improve turning movements, reconfigure vehicle lanes, and make safety improvements. Roadway design improvements in concert with required mitigation would reduce queuing at project intersections; the proposed roundabout would allow for a continuous flow of traffic and would ensure minimal queuing and interference to potential emergency vehicles attempting access to the project site. Therefore, the proposed project would not contribute to a cumulative impact associated with interference with emergency response and evacuation.

Wildland fires are a common natural hazard in most of Southern California with a long and extensive history. Southern California landscapes include a diverse range of plant communities, including vast tracts of shrublands and riparian habitats. Wildfire in this Mediterranean-type ecosystem ultimately affects the structure and functions of vegetation communities and will continue to have a substantial and recurring role. The proposed project is expected to be vulnerable to recurring wildfire ignition and spread and may be subject to nearby wildfire that could, under worst-case conditions, spread through the San Luis Rey Riverbed and burn along the periphery of the proposed project's developed areas. However, the project site, once developed, would not facilitate wildfire spread, especially given the ignition resistance of the structures and planned landscape and farmlands.

The City's Municipal Fire and Building Codes, as well as OFD Form 5205-17 (2017 Fire Master Plans for Commercial and Residential Development), govern the building, infrastructure, and defensible space requirements detailed in the proposed project's FPP. While these standards will provide a high level of protection to structures in this development, there is no guarantee that compliance with these standards will prevent damage or destruction of structures by fire in all cases. However, the proposed project would meet or exceed applicable code requirements for fire at the time of building permit application, minimizing risk of loss, injury, or death involving wildland fires to the extent feasible. The project site's fire protection system includes a redundant layering of protection materials, measures, and methods that have been shown through post-fire damage assessments to reduce risk. It is the intent of the FPP to recommend the construction of structures that are defensible from wildfire and, in turn, do not represent significant threat of ignition source for adjacent communities. During extreme fire conditions, there are no guarantees that a given structure will not burn. Fire safety measures identified in the FPP and incorporated into the proposed project, are designed to reduce the likelihood that fire would impinge upon the proposed structures. Wildfires may occur in the area that could damage property or harm persons. However, implementation of the recommendations in the FPP would substantially reduce the risk associated with the proposed project's wildfire hazard vicinity location. Therefore, the proposed project would implement features that would meet or exceed applicable code requirements for fire at the time of building permit application, minimizing risk of loss, injury, or death involving wildland fires to the extent feasible and would not facilitate wildfire spread to the surrounding area. Cumulative projects would also be subject to federal, state, and local regulations that would help reduce potential impacts related to wildland fires.

Cumulative projects may also require similar features or mitigation measures to help further reduce potential impacts. Therefore, the proposed project would not result in a cumulatively considerable impact associated with wildland fire.

5.4.10 Hydrology and Water Quality

The geographic context considered for potential cumulative impacts related to hydrology and water quality would include the San Luis Rey River watershed and the area covering the Mission Basin.

The primary pollutants of concern on the project site would be associated with private vehicle use (e.g., any leakage of grease/oils), landscaping/grounds and agricultural work (e.g., improper/excessive use of pesticides, herbicides, and/or fertilizers), and/or trash (e.g., due to improper waste disposal). The release of such pollutants would be localized and periodic, minor in magnitude (especially in comparison to the total volume of stormwater discharges entering San Luis Rey River from the entire urban watershed), and would not contribute to impairments under Section 303(d) of the CWA. Nevertheless, because the cumulative effects of past projects have resulted in substantial water quality problems in the region's major waterways, and because water quality problems are generally cumulative, all efforts must be made to reduce pollutant concentrations within stormwater discharges to the maximum extent practicable, even if the impact of an individual project appears inconsequential.

Therefore, source control BMPs would 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. The BMPs likewise would ensure that the contribution of the proposed project to cumulative impacts on water quality would be less than significant with mitigation. Cumulative projects would also be subject to federal CWA, state, and local regulations and would be required to implement BMPs to reduce potential pollutant concentrations within stormwater discharges to the maximum extent practicable. Cumulative projects may require mitigation measures to help further reduce potential impacts. Therefore, the proposed project, in combination with cumulative projects, would not result in a cumulatively considerable impact on water quality.

Concerning groundwater resources, because of the cumulative nature of groundwater impacts—meaning that all urban growth and development relying on the Mission Basin would demand water—the proposed project's increase in demand on groundwater, even if individually minor could be cumulatively considerable, particularly in the context of climate change and the trend toward increased reliance on local supplies. However, given that the City sources the vast

majority of water from the San Diego County Water Authority and is located outside the Mission Basin, the proposed project would not affect the City's ability to provide water through groundwater. Therefore, the proposed project, in combination with cumulative projects, would not result in a cumulatively considerable impact on groundwater resources.

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.

Cumulative projects would also be subject to federal, state, and local regulations concerning runoff flows and stormwater quality. Cumulative projects and would be required to implement BMPs to reduce potential pollutant concentrations within stormwater discharges to the maximum extent practicable. Cumulative projects may require mitigation measures to help further reduce potential impacts to hydrology and water quality. Therefore, the operation of the proposed project would not result in a cumulatively considerable impact to drainage or water quality from project operation.

The southern portions of the project site would be located within the 100-year flood hazard area. 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 structure which would impede or redirect flood flows. 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, hydrological modeling is performed to analyze potential changes in flood elevations at the project site, as well as downstream and upstream of the project site. The 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). The LOMR process is required to be completed

prior any occupancy within the existing 100-year flood hazard zone. 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. Potential impacts related to the 100-year flood hazard area would be less than significant, which would not contribute to a cumulative impact.

5.4.11 Land Use and Planning

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts—such as reducing available open space—or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects in the immediate vicinity are subject to the goals and policies of the City’s General Plan and other planning documents, as applicable. The proposed project, in combination with other related cumulative projects, would not disrupt or divide the Morro Hills region of the City. As stated in Section 4.11, Land Use and Planning, the proposed project would not physically divide an established community. The project site serves as a transition point 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 an effective 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 rather than dividing an established community, would establish a gateway to the South Morro Hills region of the City.

Furthermore, residential development projects identified in the cumulative projects list, are not located in close proximity to the proposed project, such that they would combine to physically divide an established community. Therefore, the proposed project would not contribute to a cumulatively considerable impact to physical division of an established community.

Prior to approval, the proposed project, and all related cumulative projects, must be found consistent with the City’s General Plan. The cumulative projects requiring General Plan Amendments also would require approval by the City. Consistency with the City’s applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Therefore, the proposed project would not contribute to a cumulatively considerable impact concerning conflicts with applicable plans, policies, and regulations.

5.4.12 Mineral Resources

The geographic context for cumulative analysis would be the City, because aggregate materials are located throughout the City and are identified as a mineral resource within the City. As described in Section 4.12, Mineral Resources, 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 “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.

Despite the known mineral resource designation of the project site, the surrounding area has experienced increasing 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. 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 cumulative loss of availability of a known mineral resource that would be of value to the region and residents of the state.

5.4.13 Noise

The geographic context for cumulative analysis would be areas immediately surrounding the project site, because construction and operational noise primarily affects areas in the vicinity of the project site. None of the cumulative projects listed in Table 5-1, would be located adjacent to the project site. Construction schedules and activities for potential future projects near the project site are currently unknown; therefore, potential construction noise impacts associated with two simultaneous projects are speculative. However, cumulative projects would need to comply with the City’s Noise Control Ordinance and limit construction activities to the allowable hours. Thus, although several construction activities may occur simultaneously as projects in the surrounding community, given the distance between the project site and the cumulative projects within the City, and the cumulative projects’ compliance with the local jurisdictional noise standards, it is unlikely that the noise increase would exceed 3 dB (the minimum change in the sound level of individual events that an average human ear can detect). Therefore, the increased noise would not result in significant cumulative impacts.

As none of the cumulative projects listed in Table 5-1, would be located adjacent to the project site, no cumulatively considerable operational stationary noise impacts would occur. As shown in Table 4.13-8, the proposed project's traffic-related impacts would result in a 2 dB or less increase (rounded to whole numbers) along area roadways. Therefore, the increase in noise associated with cumulative traffic would not be cumulatively considerable and would be less than significant.

5.4.14 Population and Housing

The geographic context for the analysis of cumulative impacts associated with population and housing consists of the City.

As shown in Table 5-1 of this EIR, the majority of cumulative projects listed have a residential component. In conjunction with the proposed project, several thousand new residential units would be developed in the City. In addition, mixed use, office, industrial, and commercial development, which can indirectly lead to population growth, are planned to be developed. As discussed in Section 4.14, Population and Housing, the proposed project would introduce a population beyond what is planned for the project site, and the development of the site may encourage intensified uses in areas surrounding the project site. The expansion of existing utility infrastructure could act as a removal of a barrier to growth, resulting in the potential for surrounding properties to intensify development. Therefore, the proposed project would be considered growth inducing, and the proposed project would result in a cumulatively considerable impact to population growth.

Concerning displacement of housing and people, as discussed in Section 4.14 of this EIR, the proposed project would not displace any people. In addition, while there is potential for other cumulative projects listed in Table 5-1 to demolish existing housing and displace people, the majority of the cumulative projects would result in new residential development. When compared to the potential for displacement of homes or people, the proposed project, in combination with other cumulative projects, would provide a substantial amount of new housing such that any demolition of existing housing units and displacement of people would not necessitate the construction of new housing elsewhere. Therefore, a potential cumulative impact to displacement of housing and people would not occur, and the proposed project would not result in a cumulatively considerable impact.

5.4.15 Public Services

The geographic context for the analysis of cumulative impacts associated with public services consists of the City, because fire protection, police protection, school, recreation, and other public services are provided by the City, or within the City.

As described in Section 4.14, Population and Housing, access to N. River Road and Wilshire Road from fire and police protection services would potentially be impeded during site improvements and

construction. However, the proposed project would incorporate a construction traffic control plan. Cumulative impacts could occur if additional improvements were to occur on these roadways associated with another project at the same time. However, the City would review and approve the traffic control plan, and would ensure such conflicts would not occur.

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. As described in Section 4.15, Public Services, the proposed project is projected to add a conservatively estimated 265 calls per year to the City 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 J). Nonetheless, 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. 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.

The cumulative increase in demand for law enforcement, fire services, recreational facilities, and/or libraries could result in the expansion of existing, or the construction of new facilities, which could have adverse impacts on the environment; however, all new or expanded facilities would be required to undergo environmental review and be required to demonstrate compliance with the General Plan. The proposed project's financial contribution to the City's public facilities through impact fees and taxes accumulated from future residents would contribute to the future expansion or construction of new facilities to maintain adequate levels of service. Specifically, 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 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. 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, recreational facilities, and libraries during its operational phase. Cumulative residential projects in the City would also be subject to development impacts fees and its residents would likewise pay taxes. Therefore, because the expansion of existing or the construction of new facilities would be required to undergo CEQA review, and because the proposed project would contribute its fair share financial contribution

through ongoing tax assessments to maintain adequate levels of service, impacts to police protection, recreation, and library facilities would not be cumulatively considerable.

Cumulative projects that involve residential development would increase the public school population in the cumulative project area. As noted in Table 4.15-1 in Section 4.15, El Camino High School is currently at over-capacity. The increase in demand for school facilities could result in the expansion of existing, or the construction of new facilities, which could have adverse impacts on the environment; however, all new or expanded facilities would be required to undergo environmental review and be required to demonstrate compliance with the General Plan. The proposed project would be subject to assessment of applicable school fees, which is currently \$3.79 per square foot of residential development and \$0.61 per square foot of commercial development (Soto, pers. comm. 2018), which the proposed project would be subject to. Therefore, the proposed project would not result in a cumulatively considerable impact, because all residential and commercial projects would be subject to these fees.

5.4.16 Recreation

The geographic context for the analysis of cumulative impacts associated with recreation consists of the City, because recreational facilities are provided by the City. The proposed project would contribute a direct permanent increase to the population of the City and increase the demand for recreational areas. Therefore, the proposed project would likely increase the use of existing nearby parks and recreational trails. However, the proposed project includes the development of usable recreational open space and facilities as defined in the proposed PD Plan. 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. Because other residential projects would be subject to these same fees, impacts would not be cumulatively considerable.

5.4.17 Traffic and Circulation

The geographic scope of the cumulative traffic and circulation impacts is the study area summarized in Section 4.17, Traffic and Circulation, and further detailed in the Traffic Impact Analysis (TIA) (Appendix N). Likewise, cumulative traffic impacts of the proposed project are evaluated and detailed in Section 4.17 and Appendix N to this EIR. Based on the City's significance criteria, with the addition of project traffic, the proposed project is calculated to have two significant direct and cumulative impacts and one significant cumulative-only impacts to study area intersections and street segments after the incorporation of mitigation measures as follows:

- Intersection No. 2. Vandegrift Boulevard/N. River Road (Cumulative)

- Intersection No. 11. N. River Road/College Boulevard (Direct and cumulative)
- Street Segment No. 11. College Blvd: N. River Road to Adams Street (Cumulative)

Currently at the Vandegrift Boulevard/N. River Road intersection, dual westbound left-turns are provided, but only a single northbound right-turn is provided. No improvement plans are identified in the City's Master Transportation Plan nor does the City control any right-of-way to widen this intersection. Accordingly, MM-TRA-1 is proposed to improve operations at this location. The improvement described at MM-TRA-1 would fully mitigate permanent operational impacts at this intersection to less-than-significant levels. However, temporary impacts to this intersection are significant and unavoidable.

The N. River Road/College Boulevard intersection is currently built with dual westbound to northbound right-turn lanes, and reciprocal southbound to eastbound left-turn lanes. Right-turn overlap (RTOL) phases are also provided to accommodate heavy right-turn movements. To fully mitigate the direct and cumulative impacts to below significant levels, additional lanes would be needed at this intersection. Right-of-way is constrained at this location and would be infeasible to obtain, and the intersection is very proximate to the College Boulevard bridge across the San Luis Rey River. The City's Master Transportation Plan does indicate widening of the westbound (College Boulevard) approach to include an additional left-turn lane. However, the implementation of these planned improvements which would include widening of the bridge over the river by any one private development project would be economically infeasible.

According to the City's Master Transportation Plan, this intersection is forecasted to operate at LOS E or F in the future. Per the City's adopted General Plan, this intersection is accepted at LOS F conditions. Although the City identifies improvements for this intersection, the City's Thoroughfare and Traffic Signal Fee Program Update Study does not provide a funding mechanism for the proposed project to pay a fair share toward.

According to the City's Master Transportation Plan, the segment of College Boulevard from N. River Road to Adams Street is proposed to be widened to six lanes. The Master Transportation Plan identifies this segment as having a future classification of a Six-Lane Major Arterial. To fully mitigate the cumulative impact to below significant levels, additional lanes would be needed along this roadway segment. However, no improvement plans are identified in the City's Thoroughfare and Traffic Signal Fee Program Update Study nor is a funding mechanism in place for the proposed project to pay a fair share toward. College Boulevard crosses the San Luis Rey River in an east-west direction between N. River Road and Adams Street. It currently carries four lanes of traffic, two bike lanes and one sidewalk on the north side. Improvements to the existing bridge and immediately surrounding roadways would increase the capacity this segment of College Boulevard at the N. River Road intersection, as provided in mitigation measure MM-TR-4. The applicant has agreed to implement mitigation measure MM-TRA-4. Requiring the applicant to widen the

College Boulevard Bridge is disproportionate to the project impact at this location. (Refer to Topical Response TR-2) However, the applicant has agreed to implement MM-TRA-4. The additional travel lanes provided by mitigation measure MM-TRA-4 would add approximately 10,000 ADT of capacity to College Boulevard, according to City standards for a 6-Lane Major Arterial. The proposed project would add approximately 3,886 ADT to College Boulevard between N. River Road and Adams Street (including the bridge) during cumulative scenarios. As such, once the improvements identified at MM-TRA-4 are completed, this impact would be fully mitigated to less-than-significant levels. However, the identified impact would occur at an earlier equivalent dwelling unit than the 142nd, as identified in mitigation measure MM-TRA-4. Thus, the bridge improvements identified in MM-TRA-4 are not guaranteed to be completed early enough to reduce near-term significant project impacts at this location. Therefore, impacts to this segment are considered significant and unavoidable, until the construction of bridge improvements.

Therefore, the proposed project would result in cumulatively considerable traffic and circulation impacts.

5.4.18 Tribal Cultural Resources

As described in Section 4.18, consultation with tribal representatives did not result in the identification of any Tribal Cultural Resources (TCRs). Each cumulative project subject to Assembly Bill 52 would require tribal consultation on a case by case basis to identify any potential TCRs affected by each cumulative project. As the proposed project would not result in a significant impact to TCRs, it would not result in a cumulatively considerable impact.

5.4.19 Utilities and Service Systems

The geographic context for the analysis of cumulative impacts associated with utilities and service systems consists of the City, because the City would provide utilities to the proposed project.

The proposed improvements to the water system infrastructure, as included as part of the overall project outlined within the PD Plan, would ensure that future development within the project site would have an adequate water distribution system. The construction of the water system and connection to existing facilities are part of the overall construction of the proposed project and no additional environmental effects would occur beyond what is analyzed within this EIR. As concluded by the water report prepared by Dexter Wilson and found in Appendix P, development of the proposed water infrastructure improvements would adequately serve the increase in demand. While the Weese Plant is close to treatment capacity, the City plans to increase reliance on local water sources (e.g., groundwater, IPR) in the future; which would utilize the Mission Basin Plant and the San Luis Rey Plant. Therefore, it is anticipated that, with the Weese Plant, Mission Basin Plant, and the San Luis Rey Plant combined, there would be adequate treatment capacity to accommodate the proposed project. Therefore, by improving the water system infrastructure to accommodate the proposed project, the proposed project would not contribute to a cumulative impact.

The proposed improvements to the sewer system infrastructure, as included as part of the overall project outlined within the proposed PD Plan, would ensure that future development within the project site would have an adequate sewer system. The construction of the on-site sewer system and upgrades to existing facilities are part of the overall construction of the proposed project and no additional environmental effects would occur beyond what is analyzed within this EIR. As concluded by the sewer report prepared by Dexter Wilson and found in Appendix O, development of the proposed sewer infrastructure improvements would adequately serve the increase in demand. The project site is within the service area of the San Luis Rey Plant, which has a secondary treatment capacity of 13.5 million gallons per day (mgd) (with up to 1.5 mgd for the Rainbow Municipal Water District) and a tertiary treatment capacity of 0.7 mgd. The San Luis Rey Plant has an annual average flow of 9.77 mgd (City of Oceanside 2012); therefore, the San Luis Rey Plant does not use full treatment capacity during normal operations. Based on the average sewer generation of 0.12 mgd, the proposed project would account for approximately 1% of San Luis Rey Plant's normal operational flows, and would not result in San Luis Rey Plant to exceed its capacity. As calculated in the sewer report, the proposed project would not result in a substantial increase in sewer generation such that the City would be required to expand its treatment facilities. Therefore, by improving the wastewater system infrastructure to accommodate the proposed project, the proposed project would not contribute to a cumulative impact.

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, 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. The operation of the proposed project would not exceed existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. By incorporating stormwater drainage and water quality treatment systems into the proposed project, the proposed project would not contribute individually significant amounts of stormwater into the existing systems and therefore, would not contribute to a cumulative impact.

Because of the cumulative nature of potable water impacts, the proposed project's increase in demand on potable water, even if individually minor, could be cumulatively considerable, particularly in the context of climate change, existing drought conditions, and the trend toward increased reliance on local supplies. However, a net increase in potable water demand by 225 AFY represents only a 0.7% increase in estimated total City-wide water demand through year 2040 compared to what was assumed for the site in the 2015 UWMP (Appendix Q). Additionally, the proposed land uses changes from agricultural would increase source water to

the San Luis Rey Wastewater Facility, providing for additional recycled water production. The proposed project would also be subject to the City's water conservation measures and Water Shortage Contingency Plan in the event of a severe drought. While the proposed project would result in an increase in water demand compared to the existing land uses and what was assumed in the 2015 UWMP, the City has sufficient water supplies from available entitlements and resources to serve the proposed project. Therefore, cumulative impacts related to water demand would be less than significant.

The proposed project would generate approximately 155 tons of solid waste per year, which equates to approximately 0.42 tons of solid waste per day (Appendix H). Therefore, the El Sobrante Landfill has sufficient permitted capacity remaining to serve the proposed project. Additionally, the proposed project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. During both construction and operation, the proposed project would comply with the City's Solid Waste and Recycling Code (Chapter 13 of the City's Municipal Code) by separating recyclables from solid waste. The proposed project would also be required to comply with required solid waste and recycling measures as provided in the California Green Building Code. Collaboration with the applicable solid waste service providers would ensure compliance with the Zero Waste Plan and the relevant statutes that the plan addresses. The proposed project would not contribute significant amounts of solid waste, which would result in the exceedance of landfill capacity; therefore, cumulative impacts would be less than significant.

CHAPTER 6 OTHER CEQA CONSIDERATIONS

This chapter includes the following other considerations that are required in an Environmental Impact Report (EIR):

- Growth inducement (Section 6.1)
- Significant and irreversible environmental effects (Section 6.2)
- Significant and unavoidable environmental impacts (Section 6.3)

6.1 GROWTH INDUCEMENT

Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth inducing nature of the North River Farms Planned Development (PD) Plan (proposed project) be discussed. This CEQA Guideline states the growth-inducing analysis is intended to address the potential for the proposed project to “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Further, the CEQA Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to the proposed project’s likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. For purposes of this Environmental Impact Report (EIR) analysis, a significant growth inducement impact would occur if the proposed project, and associated infrastructure improvements, directly or indirectly removes obstacles to growth such that the induced growth would significantly burden existing community services, the environment or cause a demand for General Plan Amendments. This section contains a discussion of the growth inducing factors related to the proposed project and as defined under CEQA Guidelines, Section 15126.2(d). A project is defined as growth inducing when it directly or indirectly:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth

5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Refer to Section 4.14, Population and Housing, for a full discussion of potential growth inducing impacts. As discussed in Section 4.14, the proposed project would directly induce growth through the development of residential and commercial land uses, which would introduce new residents and jobs¹ 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). The proposed project would introduce a population beyond what is planned for the project site. Further, construction of the proposed project would generate an economic stimulus from the use of building materials, the sales of residential units, the operation of the proposed project's commercial and agricultural facilities, and the introduction of new consumer demand in the area. The proposed project would introduce a population beyond what is planned for the project site and the development of the site may encourage intensified uses in areas surrounding the project site. The expansion of existing utility infrastructure could act as a removal of a barrier to growth, resulting in the potential for surrounding properties to intensify development. Therefore, the proposed project would be considered growth inducing.

6.2 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA Guidelines, Section 15126.2(c), requires that an EIR identify any significant irreversible environmental changes associated with the proposed project. Such changes include, for example, the intensification of land use or irreversible damage from environmental accidents associated with the proposed project. Implementation of the proposed project would result in irreversible environmental changes. Approval of the proposed PD Plan would commit the City of Oceanside (City) to the development of urban uses including 689 residential dwelling units, associated recreational facilities, commercial land uses, and circulation system improvements at the project site, as well as other off-site improvements described throughout this EIR. This includes the irreversible conversion of existing agricultural land on the project site. Construction and

¹ 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 an effective population induced by the proposed project. Refer to Section 4.8, Greenhouse Gas Emissions, of this EIR.

operation of the proposed project would require the use of resources that include but are not limited to soils, gravel, concrete, and asphalt; lumber and other related forest products; petrochemical construction materials; steel, copper, and other metals; water; fuels; and energy. Because the proposed project would result in an increase in population in the City, it would result in an incremental increase in the consumption of resources such as water, fuels, and electricity during long-term operation and occupancy. As such, the proposed project would result in the long-term use of fossil fuels and other nonrenewable resources.

6.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines, Section 15126.2(b), requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in significant impacts to population and housing, and transportation and traffic.

The significant impacts that cannot be mitigated to a less-than-significant level and, therefore, are considered significant unavoidable impacts are related to population and housing (growth inducement) and traffic and circulation. Refer to Sections 4.14 and 4.17 of this EIR for additional information.

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CHAPTER 7 ALTERNATIVES

7.1 SCOPE AND PURPOSE

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) “describe a range of reasonable alternatives to the proposed project, or to the location of the project, that would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant environmental effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(a) also provides that an EIR need not consider every conceivable alternative to a project. Instead, the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (California Public Resources Code, Section 21002.1), the purpose of an EIR’s alternatives discussion is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternatives would impede to some degree the attainment of the project’s objectives or be more costly.

However, an EIR need not consider alternatives that are infeasible. There also is no ironclad rule governing the nature or scope of the alternatives to be discussed in an EIR, other than the “rule of reason.” The “rule of reason” governing the range of alternatives specifies that an EIR should only discuss those alternatives necessary to foster meaningful public participation and informed decision-making.

The CEQA Guidelines require the EIR to analyze a “No Project” Alternative. CEQA also requires that an EIR identify the environmentally superior alternative from among the evaluated alternatives. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives (14 CCR 15126.6(e)(2)).

This EIR has that the North River Farms Planned Development (PD) Plan (proposed project) would result in significant and unavoidable impacts, even with incorporation of feasible mitigation, related to the following: population and housing (growth inducement), and traffic and circulation. The proposed project would result in potentially significant impacts that would be reduced to a level below significant related to the following: agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, land use and planning, noise, public services, tribal cultural resources, and utilities and service systems. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, energy consumption, hydrology and water quality, mineral resources, and recreation.

For each of the alternatives identified, this EIR conducts the following assessment:

- Described the alternative
- Identified the impacts of the alternative and evaluated the significance of those impacts
- Evaluated each alternative relative to the proposed project, specifically addressing project objectives, avoidance or reduction of significant impacts, and comparative merits

Based on the identified significant environmental impacts above, the objectives established for the project (refer to Section 7.2.1, Project Objectives, below), consideration of local plans and zoning designations, and consideration of public input, this EIR evaluates five alternatives to the proposed project:

1. No Project (No Build) Alternative
2. Existing Zoning – Residential Alternative
3. Existing Zoning – Agriculture Alternative
4. Reduced Development Alternative
5. Clustering Alternative
6. Single Family Residential Alternative

7.2 CRITERIA FOR SELECTION AND ANALYSIS OF ALTERNATIVES

7.2.1 Project Objectives

The underlying purpose of the proposed project is to implement a planned residential, mixed-use, and sustainable community by repurposing existing, agricultural land situated in the northeastern portion of the City of Oceanside (City), guided by the following project objectives:

1. Provide visual and functional compatibility with adjacent residential neighborhoods, other nearby land uses, development, and natural features.
2. Provide for varying housing densities and diverse housing types to support an inclusive multi-generational approach to meet the current and future housing demand on a site located near transit, retail, recreational amenities, and schools.
3. Use agriculture as an organizing element of the overall neighborhood plan and provide better public access to agricultural uses.

4. Provide for the long-term preservation of agriculture through an urban farm and other amenities that will serve as community assets and as a transition between urban uses and adjacent agricultural land.
5. Design buildings, spaces, and uses that enhance and respect the agricultural character of the area.
6. Create flexibility in the plan to accommodate possible changes in the demand for housing types, the local economy, commercial, retail, and community needs during implementation.
7. Create a walkable and bikeable environment that promotes and enhances the pedestrian experience throughout the site, with safe, convenient, and attractive connections between communities, open space, parks, paseos, agriculture, and other amenities.
8. Provide a plan that creates connectivity to adjacent neighborhoods, the City bike master plan, the transit center, and the San Luis Rey River Trail.
9. Provide for a mix of land uses that integrate housing, commercial, educational, and neighborhood serving retail on a single site with public open space, an urban farm, naturalized environments, and recreation areas — in an overall design that advances sustainability principles.
10. Provide opportunities for physical improvements to public infrastructure such as public roadways, utilities, sidewalks, intersections, and bike and pedestrian connections.
11. Provide a sufficient number of residences to support necessary improvements to public facilities and allow for an urban farm, education, and retail/commercial components.
12. Include a mix of land uses and facilities that will maintain a positive fiscal impact on the City's general fund.

7.2.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1), identifies the factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

7.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines, Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant

environmental impacts of the proposed project. The alternatives will be evaluated to determine if, as anticipated when selected as alternatives, they would substantially reduce or eliminate any significant adverse environmental effects. The significant effects of the project impacts are considered to be those that are identified to be significant prior to the incorporation or implementation of any mitigation measures.

7.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected, and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (i) failure to meet most of the basic project objectives, (ii) infeasibility, and/or (iii) inability to avoid significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, five alternatives to the proposed project were considered and analyzed compared to the proposed project. A No Project (No Build) Alternative is considered as the “no project” alternative. Three of the alternatives considered are based on input provided by public scoping and consultation; these three alternatives are the Existing Zoning – Residential, Existing Zoning – Agricultural, and the Reduced Development Alternative, as analyzed in Section 7.4.

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

This EIR considered additional alternatives that are not carried forward for detailed analysis. During the public scoping process for the proposed project, members of the public identified a possible agritourism alternative consistent with the existing General Plan designations while also providing mixed-use land uses compatible with the agritourism objectives of the City Agritourism Strategic Plan. However, the provision of such land uses would require amendments to the City’s General Plan and Zoning Ordinance to change the underlying designations to allow development of mixed-use and viable agritourism uses. Therefore, the suggested agritourism alternative, which does not amend the existing land use designation, is not feasible, and this alternative was not carried forward. Instead, in consultation with members of the public, a similar version of this alternative was considered and included as the Reduced Development Alternative. The Reduced Development Alternative would require amendments to the underlying land use designations to achieve development of residential, mixed-use, and viable agritourism uses.

7.4 ALTERNATIVES UNDER CONSIDERATION

Table 7-1 provides a summary of the major attributes of each alternative under consideration and the proposed project for comparative purposes. Additional detail for each alternative under consideration is found below.

**Table 7-1
Comparative Summary of Alternatives Under Consideration and Proposed Project**

Attribute	Proposed Project	No Project (No Build) Alternative	Existing Zoning – Residential Alternative	Existing Zoning – Agriculture Alternative	Reduced Development Alternative	Clustering Alternative	Single-Family Residential Alternative
Residential units	689 single- and multi-family, low to medium density units	—	61 single-family detached units	—	71 single-family detached units	600 multi-family high density units	400 single-family detached units
Commercial	30,000 square feet	—	—	—	40,000 square feet	89,900 square feet	—
Hotel	100 rooms	—	—	—	50 rooms	50 rooms	—
Open space	16.0 acres	—	—	—	—	3.8 acres	—
Agricultural	31.6 acres	176.6 acres	—	167.4 acres	—	119.5	30.8
Improvements to N. River Road?	Yes	No	Yes	Yes	Yes	Yes	Yes
Off-site improvements?	Yes	No	Yes	Yes	Yes	Yes	Yes
Development within the 100-year flood hazard zone?	Yes	No	Yes	Yes	No	No	Yes

7.4.1 No Project (No Build) Alternative

7.4.1.1 Alternative Description

Under the No Project (No Build) Alternative, the project site would remain in its existing condition and would not involve the construction of a new residential, mixed-use, and agricultural community in the South Morro Hills area of the City. None of the proposed residential, commercial, or park uses would be developed on site. The agricultural uses on site would continue to operate as they exist today. Proposed improvements to N. River Road would not occur. None of the proposed off site roadway, storm drain, sewer, or sidewalk improvements would be constructed.

As described in Chapters 2 and 4 of this EIR, in its existing condition the vast majority of the project site is covered by agricultural fields, with associated uses such as structures converted for office space and farm operations, storage areas, a transfer facility, and several vacant, dilapidated single-family structures present on site. A number of unpaved access roads are distributed across the site. These features would remain unchanged under this alternative.

7.4.1.2 Comparison of Significant Effects

Aesthetics

No changes to the existing condition of the project site would occur under this alternative. The existing topography, structures, vegetation, and other existing elements on site would remain unchanged. While this alternative would result in the continued existence of the dilapidated structures and overall lack of visual quality of the site, it would still result in no changes to the visual environment. Therefore, no visual or aesthetic impacts would occur. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Agriculture and Forestry Resources

No construction or development resulting in impacts and conversion of existing agricultural resources would occur under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

This alternative would not result in construction activities or operational traffic trips and emissions-generating land uses that would act as sources for pollutant emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

No significant impacts to sensitive biological resources would occur under this alternative; existing sensitive resources, both on and off site would not be impacted. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Cultural Resources

This alternative would not require any excavation or grading; therefore, this alternative would not encounter known and unknown potentially significant cultural, archaeological, or paleontological resources. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Energy Consumption

This alternative would not result in an increased demand for energy sources during construction or operation. The project site would continue to demand energy for its existing uses. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

No development would occur on site or off site under this alternative; therefore, there would be no exposure to potential geologic hazards that could affect people or structures. This alternative would not increase potential for erosion because ground-breaking activities would not occur. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Greenhouse Gas Emissions

This alternative would not require the use of construction equipment or result in GHG emitting construction activities. The existing land uses would remain in their existing condition and no increase in land use intensity would occur. The proposed project includes a combination of project design and mitigation, including the purchase of carbon offsets, to offset its construction and operational GHG emissions; however, this alternative would not generate any GHG emissions and would not require any mitigation or project design features to offset GHG emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Since construction and operation of the proposed project would no longer occur, this alternative would not require the transport, use, storage, or disposal of hazardous materials. Additionally, demolition of the existing structures on site that may contain hazardous building materials would not occur under this alternative. As the proposed project would not be developed under this alternative, the potential for wildfire hazards resulting from the proposed project's residents and structures would remain unchanged. Evacuation and emergency response to the proposed project would not be required. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would not increase the impervious area of the project site, alter peak runoff flow, or introduce new sources of stormwater pollution. Drainage of the project site would remain as it currently exists. Additionally, this alternative would not place new housing or structures within a 100-year flood hazard zone. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

No residential, commercial, or mixed-use development would occur under this alternative, and the proposed General Plan and zoning amendments would not be required. This alternative would be fully consistent with the City's General Plan. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Mineral Resources

No construction or development that could potentially impact known mineral resources would occur under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Noise

This alternative would not require use of noise and vibration generating construction equipment. The alternative would not result in operational noise from project-generated vehicle trips or noise from commercial land uses. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

This alternative would not result in the construction of new residential and commercial development. Therefore, no new population would be introduced to the area and this alternative would be consistent with the regional growth forecasts. Therefore, this alternative would avoid impacts compared to the proposed project.

Public Services

No residential or commercial development that generates a need for new public services would occur under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

No residential or commercial development that generates a need for new recreational facilities would occur under this alternative. No new parks or recreational facilities would be developed under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would not result in the introduction of new trips to the circulation network. This alternative would not result in the roadway and intersection improvements both on and off site. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

No construction or development would occur on site under this alternative. Therefore, this alternative does not have the potential to affect Tribal Cultural Resources (TCRs). Therefore, this alternative would result in reduced impacts compared to the proposed project.

Utilities and Service Systems

No residential or commercial development that generates a need for new utilities and service systems would occur under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

7.4.1.3 Relation to Project Objectives

The No Project (No Build) Alternative would only meet Objective 1, which is to provide visual and functional compatibility with adjacent residential neighborhoods, other nearby land uses, development, and natural features. This alternative would not meet any of the remaining 11 objectives.

7.4.2 Existing Zoning – Residential Alternative

7.4.2.1 Alternative Description

The Existing Zoning – Residential Alternative is shown on Figure 7-1 and summarized in Table 7-1. This alternative would develop residential land uses that are allowed under the existing General Plan and zoning designations. 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. It is assumed that one single-family residential unit would be located on each lot. As the designation would remain agricultural, such uses would still be permitted on site. No commercial land uses are included in this alternative.

Improvements to N. River Road would include construction of intersections for access north and south into the project site; no roundabouts are included under this alternative. This alternative would not provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, N. River Road would remain a two-lane roadway through the project site with no additional improvements. Additional site access would be provided off Wilshire Road. Off-site roadway improvements would be provided adjacent to the project site on N. River Road, along Wilshire Road, and to provide access to the site at the N. River Road/Wilshire Road intersection (without a roundabout), similar to that proposed by the proposed project. No other off-site improvements would occur as a result of this alternative.

7.4.2.2 Comparison of Significant Effects

Aesthetics

Under this alternative, the entire project site would be developed as low-density, single-family homes with an internal roadway system that provide access to each property. Compared to the proposed project, this alternative would reduce the bulk and scale of development across the project site, resulting in less overall contrast in visual character compared to the existing conditions and surrounding areas. Structures (both residential and any potential accessory structures) would be spaced apart from one another and no clustering or massing would occur. The large lot single-family homes would be consistent in character with the existing large residential lots found to the north and east of the project site. Additionally, more of the project site would likely remain as open space or contain vegetation and small agricultural plots. This alternative would likely not result in a visually cohesive development across the project site that would otherwise be required by a PD Plan. However, individual lots would still likely provide landscaping and other vegetation that would provide visual relief and screening of any structures from public views. This alternative would not adversely affect scenic resources, including the San Luis Rey River and Guajome Regional Park. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Agriculture and Forestry Resources

This alternative would result in residential development on land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, thereby converting such land to non-agricultural uses. Compared to the proposed project, substantially less of the project site would be developed as residences and roadways, retaining much of the land within the site as farmland. Like the proposed project, this alternative would mitigate for all impacts to agricultural lands through the County of San Diego's (County's) Purchase of Agricultural Conservation Easement (PACE) Program or a similar program in the City should one be established and effective prior to grading. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

During operation, the average daily trips (ADTs) would be sourced only from the 61 residences. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

This alternative would be located within the same site as the proposed project. Therefore, it would have the same potential to impact sensitive biological resources that exist or have the potential to exist on site. Similar to the proposed project, this alternative would not impact sensitive wildlife, and mitigation for avoidance of nesting birds would be required. This alternative would result in direct impacts to on-site sensitive vegetation communities, similar to the proposed project. This alternative could also result in development within the 100-foot buffer of the San Luis Rey River, and mitigation in accordance with the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) would be required, similar to the proposed project. However, this alternative does not require the off-site storm drainage improvements that would be required with the proposed project. As such, this alternative would avoid impacts to non-vegetated channel and southern arroyo willow riparian forest. While the individual parcels under this alternative would include areas of on-site sensitive communities of disturbed southern willow scrub, mulefat scrub, and disturbed wetland, ultimate configuration of the single-family residences on these large lots could feasibly avoid these areas. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Cultural Resources

This alternative would result in development of the same site as the proposed project. While less overall excavation would be required, this alternative would have the same or similar potential of encountering significant unknown cultural and/or paleontological resources during excavation. Potential development under this alternative could occur in areas adjacent to site CA-SDI-12241, where potential for unidentified subsurface artifacts may exist. Additionally, excavation within areas of moderate and high paleontological sensitivity could occur. This alternative would require the same cultural and paleontological mitigation as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Energy Consumption

Construction activities would be shortened, resulting in reduced energy consumption compared to the proposed project. Similarly, the operation of 61 large lot residences would require less energy in the long-term compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project. Therefore, existing geologic conditions and potential hazards would be the same as under the proposed project. Similar mitigation required for unsuitable soils and grading requirements would be required for this alternative as under the proposed project. During construction of this alternative Stormwater Pollution Prevention Plans (SWPPPs) and Best Management Practices (BMPs) would be required to control for erosion, as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Greenhouse Gas Emissions

The required grading and construction equipment would be substantially fewer in number compared to the proposed project. A shorter construction schedule and few equipment would result in reduced GHG emissions during construction compared to the proposed project.

During operation, the ADT would be sourced only from the 61 residences. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. It is reasonable to assume that similar mitigation required of the proposed project, including the purchase of carbon offsets, would be implemented with this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, potential impacts related to existing hazardous materials sites and contamination would be similar to the proposed project. It is assumed that the existing structures on site that contain potentially hazardous materials would be demolished and similar mitigation required of the proposed project would occur under this alternative. Construction and operation of this alternative would require the use, transport, storage, and disposal of potentially hazardous materials similar to that of the proposed project.

All new structures would be required to be built per the requirements of the City and Oceanside Fire Department codes that govern building, infrastructure, defensible space, and landscaping requirements, similar to that of the proposed project. In the event of an emergency requiring

evacuation, this alternative would result in a substantially smaller population to be evacuated, reducing impacts to evacuation routes. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would have similar potential to affect hydrology and water quality through changes in peak runoff flow, erosion, and siltation, which would be reduced through implementation of a SWPPP and BMPs. Construction and operation of this alternative would have similar sources of stormwater pollutants as the proposed project, and similar construction BMPs, source control facilities, and drainage management area facilities would be employed under this alternative to control stormwater pollution and flooding. This alternative would still place housing and structures within a 100-year flood hazard zone; the alternative would be held to the same requirements as the proposed project. However, this alternative would result in a decreased impervious footprint and have fewer sources of pollutants compared to the proposed project. Additionally, less area of the project site would be altered from its existing condition. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

This alternative would be consistent with the existing General Plan and zoning designations of the project site and would not require an amendment to either. Similar to the proposed project, this alternative would be designed and would implement measures such that development on site under this alternative would be consistent with the objectives and policies of the City's General Plan and other applicable planning documents. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Mineral Resources

This alternative would result in a smaller development footprint being located within the Mineral Resource Zone 2 (MRZ-2). However, residential development under this alternative as well as the existing surrounding land uses would be incompatible with extractive land uses, similar to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would likely be located a similar distance to existing sensitive receptors.

Fewer dwelling units would result in fewer ADT and a reduced contribution to traffic noise. Residential lots would still be located along N. River Road and may be exposed to noise exceeding the City's threshold due to existing and projected traffic volumes along the roadway. Similar interior noise mitigation would be required of this alternative. This alternative does not propose a mix of commercial and residential uses. As such, it avoids potential noise impacts on residential uses that are in proximity to commercial mechanical equipment and truck delivery noise under the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

This alternative would be consistent with the existing General Plan and zoning designations for the project site. It would therefore be consistent with regional and local growth projections, which use these existing designations as a basis for analysis for planned growth in the area. As discussed in Section 4.14, under the existing land use designations (this alternative), the project site could conservatively result in the generation of approximately 174 new residents. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Public Services

This alternative would result in an incremental increase in demand for public services, including fire protection, police protection, schools, parks, and other public facilities. This alternative would be required to pay development impact fees as appropriate and required by the City and school district. Overall, the reduced number of residential units would result in a smaller increase in demand for public services compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

This alternative would result in an incremental increase in demand for parks and recreational facilities. Overall, the reduced number of residential units would result in a smaller increase in demand for these facilities compared to the proposed project. Additionally, this alternative would be required to pay development impact fees as appropriate and required by the City. While this alternative does not provide any new parks and recreational facilities, each lot is a minimum of 2.5 acres with one single-family residential dwelling unit located on each lot. As such, it is assumed that adequate private open space is available for each new resident under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would result in substantially fewer ADTs compared to the proposed project. Potentially significant impacts that would occur under the proposed project would be reduced or avoided. As with the proposed project, this alternative would include some off-site roadway improvements on N. River Road and Wilshire Road. Additional access through the project site from N. River Road to Wilshire Road would be provided. This alternative would not provide ROW for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

This alternative would result in new development within the same project site. As such, this alternative would have similar potential to affect TCRs as the proposed project. To date, consultation with tribes has not identified any TCRs that could be affected by the project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Utilities and Service Systems

This alternative would result in an incremental increase in demand for utilities and service systems, including water, sewer, storm drainage, and waste management. This alternative would be required to pay development impact fees as appropriate and required by the City. Overall, the reduced number of residential units would result in a smaller increase in demand for utilities and service systems compared to the proposed project. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road or off-site storm drainage outlets south of the project site. Therefore, this alternative would result in reduced impacts compared to the proposed project.

7.4.2.3 Relation to Project Objectives

The Existing Zoning – Residential Alternative would not meet Objectives 2, 6, 7, 8, 9, 11, and 12. The Existing Zoning – Residential Alternative would not provide a mix of land uses that include diverse residential housing options, commercial, with connectivity to agricultural land uses. This alternative would meet Objectives 3, 4, and 10, but to a lesser extent compared to the proposed project. Splitting the project site into 61 residential lots would decrease overall agricultural production. Agricultural uses would still be incorporated into this alternative but would not serve as community assets. Improvements to roadways would be provided, but not to the same degree as the proposed project. This alternative would meet Objectives 1 and 5.

7.4.3 Existing Zoning – Agriculture Alternative

7.4.3.1 Alternative Description

The Existing Zoning – Agriculture Alternative is shown on Figure 7-2. This alternative is consistent with the existing General Plan and zoning designations of the project site for agricultural uses. The purpose of this alternative is to maximize agricultural production on site while still remaining consistent with the underlying designations and allowable uses on site. As shown on Figure 7-2, the Existing Zoning – Agriculture Alternative would include approximately 2.7 million square feet of intensive agricultural production in the form of greenhouses and hydroponics. This method consists of high-intensity, short-rotation growth of valuable crops such as leafy greens, basil, carrots, and microgreens, which would allow for greater return on investment. Intensive farming would likely have the highest returns; however, this form of farming requires suitable soils and has a high water demand. The remainder of the site would be used for internal circulation, parking, storage, staging, drainage, and other needs.

Improvements to N. River Road would include construction of intersections for access north and south into the project site; no roundabouts are included under this alternative. This alternative would not provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, N. River Road would remain a two-lane roadway through the project site with no additional improvements. Additional site access would be provided off Wilshire Road. Off-site roadway improvements would be provided adjacent to the project site on N. River Road and along the bend of Wilshire Road similar to that proposed by the proposed project. No other off-site improvements would occur as a result of this alternative.

7.4.3.2 Comparison of Significant Effects

Aesthetics

Under this alternative, the majority of the project site would be developed as greenhouses with an internal dirt roadway system to provide internal circulation throughout the site. The greenhouses would be single-story with a height necessary to allow for growth and air circulation. Greenhouses would be primarily composed of translucent or partially opaque materials to allow for light penetration with a metal support structure. These greenhouses would have long, simple facades, with little to no visual relief or interest, contributing to an appearance of a massing of multiple rows of structures. It is expected that this alternative would also have support structures and areas for storage and processing. Such areas would be similar to existing structures on the proposed project, but increased in size. Similar to the proposed project, this alternative would result in a high visual change compared to the existing condition. However, the introduction of numerous greenhouses and associated structures on the project site would not strongly contrast the existing visual character of the agricultural lands to the north and east of the site, particularly where similar intensive agricultural lands already exist. This alternative

would not provide for substantial visual improvement of the project site in the same way as the proposed project. Despite this, this alternative would not substantially degrade the visual character of the site and would be visually consistent with its surroundings. Therefore, this alternative would result in similar impacts compared to the proposed project.

Agriculture and Forestry Resources

This alternative would retain agricultural uses throughout the site. It would not require the conversion of any of the land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural uses. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The development associated with this alternative would primarily be greenhouses with associated accessory structures; these would not require the same extent of construction time and equipment as the proposed project. For example, architectural coatings of greenhouses would not be required. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

During operation, this alternative would have fewer ADTs compared to the proposed project. Trips would be primarily associated with employees and truck haul trips for shipment of goods. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

This alternative would be located within the same site as the proposed project. Therefore, it would have the same potential to impact sensitive biological resources that exist or have the potential to exist on site. Similar to the proposed project, this alternative would not impact sensitive wildlife, and mitigation for avoidance of nesting birds would be required. This alternative would result in direct impacts to on-site sensitive vegetation communities, similar to the proposed project. This alternative could also result in development within the 100-foot buffer of the San Luis Rey River, and mitigation in accordance with the Oceanside Subarea Plan would be required, similar to the proposed project. However, this alternative does not require the off-site storm drainage improvements. As such, this alternative would avoid impacts to non-vegetated channel and southern arroyo willow riparian forest. While the greenhouse, internal roadway, and accessory structure configuration under this alternative would include areas of on-site sensitive communities of disturbed southern willow scrub, mulefat scrub, and disturbed wetland, ultimate configuration of the structures could feasibly avoid these areas. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Cultural Resources

This alternative would result in development of the same site as the proposed project. While less overall excavation would be required, this alternative would have the same or similar potential of encountering significant unknown cultural and/or paleontological resources during excavation, should deeper cuts be required. Potential development under this alternative could occur in areas adjacent to site CA-SDI-12241, where potential for unidentified subsurface artifacts may exist. Additionally, excavation within areas of moderate and high paleontological sensitivity could occur. This alternative would require the same cultural and paleontological mitigation as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Energy Consumption

Construction activities would be shortened and reduced, resulting in reduced energy consumption compared to the proposed project. Despite including intensive agricultural operations, this alternative would likely require less operational energy use compared to the proposed project because 689 residential units and commercial land uses would no longer be introduced to the site. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project. Therefore, existing geologic conditions and potential hazards would be the same as under the proposed project. Similar mitigation required for unsuitable soils and grading requirements would be required for this alternative as under the proposed project. During construction of this alternative SWPPPs and BMPs would be required to control for erosion, as required of the proposed project. However, this alternative would require substantially less grading than the proposed project, resulting in a reduced potential in increasing erosion and sedimentation. Therefore, this alternative would result in reduced impacts as the proposed project.

Greenhouse Gas Emissions

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The development associated with this alternative would primarily be greenhouses with associated accessory structures; these would not require the same extent of construction time and equipment as the proposed project. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. It is reasonable to assume that similar mitigation required of the proposed project, including the purchase of carbon offsets, would be implemented for this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, potential impacts related to existing hazardous materials sites and contamination would be similar to the proposed project. It is assumed that the existing structures on site that contain potentially hazardous materials would be demolished and similar mitigation required of the proposed project would occur under this alternative. Construction and operation of this alternative would require the use, transport, storage, and disposal of potentially hazardous materials similar to that of the proposed project.

All new structures would be required to be built per the requirements of the City and Oceanside Fire Department codes that govern building, infrastructure, and defensible space requirements, similar to that of the proposed project. In the event of an emergency requiring evacuation, this alternative would result in a substantially smaller population to be evacuated, reducing impacts to evacuation routes. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would have the potential to affect hydrology and water quality through changes in peak runoff flow, erosion, and siltation, which would be reduced through implementation of a SWPPP and BMPs. Construction and operation of this alternative would have similar sources of stormwater pollutants as the proposed project, and similar construction BMPs, source control facilities, and drainage management area facilities would be employed under this alternative to control stormwater pollution and flooding. This alternative would still place structures within a 100-year flood hazard zone; the alternative would be held to the same requirements as the proposed project. However, this alternative would result in a decreased impervious footprint. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

This alternative would be consistent with the existing General Plan and zoning designations of the project site and would not require an amendment to either. Similar to the proposed project, this alternative would be designed and would implement measures such that development on site under this alternative would be consistent with the objectives and policies of the City's General Plan and other applicable planning documents. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Mineral Resources

This alternative would result in development being located within the MRZ-2, similar to the proposed project. However, the agricultural land uses under this alternative as well as the existing surrounding land uses would be incompatible with extractive land uses, similar to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would likely be located a similar distance to existing sensitive receptors.

A reduced ADT under this alternative would result in a reduced contribution to traffic noise. This alternative does not include any residential land uses or other noise sensitive land uses. As such, this alternative avoids potential impacts to on-site residential land uses under the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

This alternative would be consistent with the existing General Plan and zoning designations for the project site. It would therefore be consistent with regional and local growth projections, which use these existing designations as a basis for analysis for planned growth in the area. This alternative does not include a residential component and therefore would not directly induce population growth. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road. This alternative would result indirect growth through economic stimulation and the provision of jobs from the intensification of agricultural use of the site. Similar to the proposed project, 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. However, it is unlikely that this alternative would introduce a new permanent population similar to that of a residential project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Public Services

This alternative would result in an incremental increase in demand for public services, including fire protection and police protection. This alternative would not result in an increase in demand for parks or schools as no new permanent population (including school-aged children) would be introduced to the area. This alternative would be required to pay development impact fees as appropriate and required by the City. Overall, this alternative would result in a smaller increase in demand for public services compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

This alternative would not result in an increase in demand for parks and recreational facilities as no new permanent population would be introduced to the area. This alternative also does not include the construction of parks or recreational facilities that could result in impacts to the environment. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would generate substantially fewer ADTs compared to the proposed project. Potentially significant impacts that would occur under the proposed project would be reduced or avoided. Off-site roadway improvements would be provided adjacent to the project site on N. River Road and along the bend of Wilshire Road similar to that proposed by the proposed project. This alternative would not provide ROW for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

This alternative would result in new development within the same project site. As such, this alternative would have similar potential to affect TCRs as the proposed project. To date, consultation with tribes has not identified any TCRs that could be affected by the project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Utilities and Service Systems

This alternative would result in an incremental increase in demand for utilities and service systems, including water, sewer, storm drainage, and waste management. This alternative would be required to pay development impact fees as appropriate and required by the City. This alternative would result in a smaller increase in demand for sewer and storm drain facilities compared to the proposed project. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road. Intensive farming would likely have the highest returns; however, this form of farming requires suitable soils and has a high water demand. The intensive farming proposed under this alternative would likely require a greater water demand compared to the proposed project, as it focuses on high yield, short rotation crops. Therefore, this alternative would result in greater impacts compared to the proposed project.

7.4.3.3 Relation to Project Objectives

This alternative would not provide any residential or commercial components, public improvements, or public access; therefore, the Existing Zoning – Agriculture Alternative would not meet Objectives 2, 3,

6, 7, 8, 9, 10, 11, and 12. This alternative would partially meet Objectives 4 and 5 by developing the site with additional agricultural uses, consistent with the surrounding area; however, the alternative would not serve as a transition between urban uses and adjacent agricultural land.. This alternative would meet Objective 1.

7.4.4 Reduced Development Alternative

7.4.4.1 Alternative Description

The Reduced Development Alternative is shown on Figure 7-3. As shown on Figure 7-3, this alternative provides a combination of residential and commercial development, while reducing land use intensity and the overall development footprint. The proposed development area of this alternative is confined to avoid the 100-year flood hazard zone. Additionally, the majority of the southern portion of the site would remain as existing agricultural uses in its existing condition. To allow for 71 single-family residential units on large lots (ranging from 1 to 2.5 acres) and approximately 7 acres of special commercial (including hotel, restaurant, retail, and educational uses), a General Plan and Zoning Ordinance amendment would be required. The remaining area outside of development footprint of this alternative would retain its existing agricultural General Plan and Zoning Ordinance designations. Landscaping would be similar as the proposed project.

Improvements to N. River Road would include construction of intersections for access north and south into the project site; no roundabouts are included under this alternative. This alternative would not provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, N. River Road would remain a two-lane roadway through the project site with no additional improvements. Additional site access would be provided off Wilshire Road. Off-site roadway improvements would be provided adjacent to the project site on N. River Road, along Wilshire Road, and to provide access to the site at the N. River Road/Wilshire Road intersection (without a roundabout), similar to that proposed by the proposed project. No other off-site improvements would occur as a result of this alternative.

7.4.4.2 Comparison of Significant Effects

Aesthetics

Under this alternative, the northern portion of the project site would be developed as low-density, single-family homes with an internal roadway system that provide access to each property. Compared to the proposed project, this alternative would reduce the bulk and scale of development across the project site, resulting in less overall contrast in visual character compared to the existing conditions and surrounding areas. Structures (both residential and any potential accessory structures) would be spaced apart from one another and no clustering or massing would occur. The large lot single-family homes would be consistent in character with the existing large residential lots found to the north and east of the project site. More of the project site would likely remain as open space or contain agricultural plots.

Similar to the proposed project, this alternative would include commercial land uses, including a hotel, retail, restaurant, and educational facilities, south of N. River Road. These commercial land uses would be visually similar to that of the proposed project, but would cover a smaller area within the project site and appear at a smaller scale. This alternative would provide a greater visual buffer of agricultural land between development and the San Luis Rey River. While this alternative would represent a moderate to strong visual change from the existing condition, depending on the portion of the project site viewed, it would ultimately result in less overall contrast compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Agriculture and Forestry Resources

This alternative would result in residential and commercial development on land designated a Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, thereby converting such land to non-agricultural uses. Compared to the proposed project, substantially less of the project site would be developed, retaining much of the land within the southern portion of the site as farmland. Like the proposed project, this alternative would mitigate for all impacts to agricultural lands through the County's PACE Program or a similar program in the City should one be established and effective prior to grading. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

During operation, the ADTs would be sourced from fewer residences and smaller commercial uses. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

This alternative would be located within the same site as the proposed project. Therefore, it would have the same potential to impact sensitive biological resources that exist or have the potential to exist on site. Similar to the proposed project, this alternative would not impact sensitive wildlife, and mitigation for avoidance of nesting birds would be required. This alternative would result in direct impacts to on-site sensitive vegetation communities, similar to the proposed project. This alternative could also result in development within the 100-foot buffer

of the San Luis Rey River, and mitigation in accordance with the Oceanside Subarea Plan would be required, similar to the proposed project. However, this alternative does not require the off-site storm drainage improvements that would be required with the proposed project. As such, this alternative would avoid impacts to non-vegetated channel and southern arroyo willow riparian forest. While the lotting under this alternative would include areas of on-site sensitive communities of disturbed southern willow scrub, mulefat scrub, and disturbed wetland, ultimate configuration of the single-family residences on these large lots could feasibly avoid these areas. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Cultural Resources

This alternative would result in development of the same site as the proposed project. While less overall excavation would be required, this alternative would have the same or similar potential of encountering significant unknown cultural and/or paleontological resources during excavation. Potential development under this alternative could occur in areas adjacent to known cultural resource sites within and adjacent to the project site, where potential for unidentified subsurface artifacts may exist. Additionally, excavation within areas of moderate and high paleontological sensitivity could occur. This alternative would require the same cultural and paleontological mitigation as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Energy Consumption

Construction activities would be shortened, resulting in reduced energy consumption compared to the proposed project. Similarly, the operation of 71 large lot residences and smaller commercial land uses would require less energy in the long-term compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project. Therefore, existing geologic conditions and potential hazards would be the same as under the proposed project. Similar mitigation required for unsuitable soils and grading requirements would be required for this alternative as under the proposed project. During construction of this alternative, SWPPPs and BMPs would be required to control for erosion, as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Greenhouse Gas Emissions

The required grading and construction equipment would be substantially less than the proposed project. A shorter construction schedule and few equipment would result in reduced GHG emissions during construction compared to the proposed project.

Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. It is reasonable to assume that similar mitigation required of the proposed project, including the purchase of carbon offsets, would be available for this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, potential impacts related to existing hazardous materials sites and contamination would be similar to the proposed project. It is assumed that the existing structures on site that contain potentially hazardous materials would be demolished and similar mitigation required of the proposed project would occur under this alternative. Construction and operation of this alternative would require the use, transport, storage, and disposal of potentially hazardous materials similar to that of the proposed project.

All new structures would be required to be built per the requirements of the City Fire Department codes that govern building, infrastructure, defensible space, and landscaping requirements, similar to that of the proposed project. In the event of an emergency requiring evacuation, this alternative would result in a substantially smaller population to be evacuated, reducing impacts to evacuation routes. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would have similar potential to affect hydrology and water quality through changes in peak runoff flow, erosion, and siltation, which would be reduced through implementation of a SWPPP and BMPs. Construction and operation of this alternative would have similar sources of stormwater pollutants as the proposed project, and similar construction BMPs, source control facilities, and drainage management area facilities would be employed under this alternative to control stormwater pollution and flooding. However, this alternative would result in a decreased impervious footprint and have fewer sources of pollutants compared to the proposed project. Additionally, less area of the project site would be altered from its existing condition.

Additionally, this alternative would not place housing or any structures within the 100-year flood hazard zone, resulting in avoidance of this potentially significant impact under the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

The existing General Plan and zoning designations for the project site do not allow for residential lots smaller than 2.5 acres or for the type of commercial included in this alternative. Therefore, a General Plan and Zoning Ordinance amendment would be required for the development footprint of this alternative; the remainder of the site would retain existing land use and zoning designations. Similar to the proposed project, this alternative would be designed and would implement measures such that development on site under this alternative would be consistent with the objectives and policies of the City's General Plan and other applicable planning documents. Therefore, this alternative would result in similar impacts compared to the proposed project.

Mineral Resources

This alternative avoids the majority of the MRZ-2 area located in the southern portion of the project site. However, residential development under this alternative as well as the existing surrounding land uses would be incompatible with extractive land uses, similar to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would likely be located a similar distance to the nearest existing sensitive receptors north of N. River Road. Construction would occur farther from those sensitive receptors to the south.

Fewer dwelling units would result in less ADT and a reduced contribution to traffic noise. Residential lots would still be located along N. River Road and may be exposed to noise exceeding the City's threshold due to existing and projected traffic volumes along the roadway. Similar interior noise mitigation would be required of this alternative. This alternative does propose residential dwelling units adjacent to commercial areas. Therefore, on-site residences may be potentially impacted by noise sourced from adjacent commercial mechanical equipment and truck loading areas. Similar mitigation as the proposed project for a noise study upon more detailed site planning would be required of this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

Similar to the proposed project, this alternative would not be consistent with the existing General Plan and zoning designations for the project site. Therefore, it would not be consistent with regional and local growth projections, which use these existing designations as a basis for analysis for planned growth in the area. However, this alternative would introduce a smaller population compared to the proposed project. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road. As such, this alternative would not induce growth beyond regional projections to the same degree as the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Public Services

This alternative would result in an incremental increase in demand for public services, including fire protection, police protection, schools, parks, and other public facilities. This alternative would be required to pay development impact fees as appropriate and required by the City and school district. Overall, the reduced number of residential units and commercial development would result in a smaller increase in demand for public services compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

This alternative would result in an incremental increase in demand for parks and recreational facilities. Overall, the reduced number of residential development would result in a smaller increase in demand for these facilities compared to the proposed project. Additionally, this alternative would be required to pay development impact fees as appropriate and required by the City. While this alternative does not provide any new parks and recreational facilities, each lot is a minimum of 1 acre with one single-family residential dwelling unit located on each lot. As such, it is assumed that adequate private open space is available for each new resident under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would result in substantially fewer ADTs compared to the proposed project. Some of the potentially significant impacts that would occur under the proposed project would be reduced or avoided. As with the proposed project, this alternative would include some off-site roadway improvements on N. River Road and Wilshire Road. Additional access through the project site from N. River Road to Wilshire Road would be provided. This alternative would not provide ROW for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

This alternative would result in new development within the same project site. As such, this alternative would have similar potential to affect TCRs as the proposed project. To date, consultation with tribes has not identified any TCRs that could be affected by the project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Utilities and Service Systems

This alternative would result in an incremental increase in demand for utilities and service systems, including water, sewer, storm drainage, and waste management. This alternative would be required to pay development impact fees as appropriate and required by the City. Overall, the reduced number of residential units and commercial development would result in a smaller increase in demand for utilities and service systems compared to the proposed project. Additionally, this alternative would not require the upsizing of a portion of the existing off-site sewer line in N. River Road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

7.4.4.3 Relation to Project Objectives

The Reduced Development Alternative would meet Objectives 1, 3, 4, 5, and 8 because this alternative includes both residential and commercial components that promote connectivity to agricultural land uses, similar to the proposed project. This alternative would meet Objectives 10, 11, and 12, but to a lesser degree than the proposed project, by providing some public improvements, a mix of land uses, and introducing some residents to support commercial and agricultural uses. This alternative would not meet Objectives 2, 6, 7, and 9 because it does not include diverse housing types connected by open space, parks, paseos, and other amenities.

7.4.5 Clustering Alternative

7.4.5.1 Alternative Description

The Clustering Alternative is shown on Figure 7-4. The purpose of this alternative is two-fold: (1) to reduce the land use intensity such that the alternative would not exceed the City's efficiency metric of 3.5 metric tons of carbon dioxide equivalent per service population per year (MT CO_{2e}/SP/yr), and (2) reduce the overall development footprint on site. As shown on Figure 7-4, this alternative would include 600 high-density residential units on the north side of N. River Road, approximately 3.6 acres of special commercial (including hotel, restaurant, and retail) on the south side of N. River Road, approximately 5.3 acres of open space and parks, and internal roadways, with the remainder of the site retained as the existing agricultural land uses in its existing condition. The development of this alternative would require a General Plan and Zoning Ordinance amendment to allow for high

density residential and special commercial land uses; the remainder of the site would retain its existing land use and zoning designations. The proposed development area of this alternative would avoid the 100-year flood hazard zone. Landscaping would be similar as the proposed project.

Improvements to N. River Road would include construction of intersections for access north and south into the project site; no roundabouts are included under this alternative. This alternative would provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. This alternative would provide similar improvements to N. River Road within the site as proposed by the proposed project. Additional site access would be provided off Wilshire Road. Off-site roadway improvements would be provided adjacent to the project site on N. River Road and along the bend of Wilshire Road similar to that proposed by the proposed project (no roundabouts included). No other off-site improvements would occur as a result of this alternative.

7.4.5.2 Comparison of Significant Effects

Aesthetics

Under this alternative, the development would be concentrated at the center of the project site. The remaining areas would retain their existing agricultural land uses. Approximately 600 high-density residential dwelling units would be located on the north side of N. River Road. Visually, these dwelling units would appear similar to the multifamily residences located in the Village Core of the proposed project; however, the higher density and clustering would increase overall bulk, scale, and massing of the residential structures when viewed from N. River Road. These higher density residences would represent a strong visual change from the existing condition.

Similar to the proposed project, this alternative would include commercial land uses, including a hotel, retail, restaurant, and educational facilities, south of N. River Road. These commercial land uses would be visually similar to that of the proposed project, but would cover a smaller area within the project site and appear at a smaller scale. This alternative would provide a greater visual buffer of agricultural land between on-site development and the San Luis Rey River, as well as existing agricultural lands to the north. While this alternative would represent a moderate to strong visual change from the existing condition, depending on the portion of the project site viewed, it would ultimately result in less overall contrast compared to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Agriculture and Forestry Resources

This alternative would result in residential and commercial development on land designated a Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, thereby converting such land to non-agricultural uses. Compared to the proposed project, substantially less of the

project site would be developed, retaining much of the land within the southern and northern portion of the site as existing farmland. Like the proposed project, this alternative would mitigate for all impacts to agricultural lands through the County's PACE Program or a similar program in the City should one be established and effective prior to grading. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

During operation, the ADTs would be sourced from fewer residences and smaller commercial uses. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

This alternative would be located within the same site as the proposed project. Therefore, it would have the same potential to impact sensitive biological resources that exist or have the potential to exist on site. Similar to the proposed project, this alternative would not impact sensitive wildlife, and mitigation for avoidance of nesting birds would be required. This alternative would result in development (associated with improvements to N. River Road) within the 100-foot buffer of the San Luis Rey River, and mitigation in accordance with the Oceanside Subarea Plan would be required, similar to the proposed project. This alternative does not require the off-site storm drainage improvements. As such, this alternative would avoid impacts to non-vegetated channel and southern arroyo willow riparian forest. Due to the clustering under this alternative, the development footprint would avoid the majority of on-site sensitive vegetation communities. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Cultural Resources

This alternative would result in development of the same site as the proposed project. While less overall excavation would be required, this alternative would have the same or similar potential of encountering significant unknown cultural and/or paleontological resources during excavation. Potential development under this alternative could occur in areas adjacent to known cultural resource sites within and adjacent to the project site, where potential for unidentified subsurface artifacts may exist. Additionally, excavation within areas of moderate and high paleontological sensitivity could occur. This alternative would require the same cultural and paleontological mitigation as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Energy Consumption

Construction activities would be shortened, resulting in reduced energy consumption compared to the proposed project. Similarly, the operation of fewer residences and smaller commercial land uses would require less energy in the long-term compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project. Therefore, existing geologic conditions and potential hazards would be the same as under the proposed project. Similar mitigation required for unsuitable soils and grading requirements would be required for this alternative as under the proposed project. During construction of this alternative, SWPPPs and BMPs would be required to control for erosion, as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Greenhouse Gas Emissions

The required grading and construction equipment would be substantially less than the proposed project. A shorter construction schedule and few equipment would result in reduced GHG emissions during construction compared to the proposed project.

Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. It is reasonable to assume that similar mitigation required of the proposed project, including the purchase of carbon offsets, would be implemented for this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, potential impacts related to existing hazardous materials sites and contamination would be similar to the proposed project. It is assumed that the existing structures on site that contain potentially hazardous materials would be demolished and similar mitigation required of the proposed project would occur under this alternative. Construction and operation of this alternative would require the use, transport, storage, and disposal of potentially hazardous materials similar to that of the proposed project.

All new structures would be required to be built per the requirements of the City and Oceanside Fire Department codes that govern building, infrastructure, defensible space, and landscaping requirements, similar to that of the proposed project. In the event of an emergency requiring evacuation, this alternative would result in a smaller population to be evacuated, reducing impacts to evacuation routes. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would have similar potential to affect hydrology and water quality through changes in peak runoff flow, erosion, and siltation, which would be reduced through implementation of a SWPPP and BMPs. Construction and operation of this alternative would have similar sources of stormwater pollutants as the proposed project, and similar construction BMPs, source control facilities, and drainage management area facilities would be employed under this alternative to control stormwater pollution and flooding. However, this alternative would result in a decreased impervious footprint and have fewer sources of pollutants compared to the proposed project. Additionally, less area of the project site would be altered from its existing condition.

Additionally, this alternative would not place housing or any structures within the 100-year flood hazard zone, resulting in avoidance of this potentially significant impact under the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

The existing General Plan and zoning designations for the project site do not allow for high density residential or for the type of commercial included in this alternative. Therefore, a General Plan and Zoning Ordinance Amendment would be required for this alternative to allow for development of high density residential and special commercial land uses; the remainder of the site would retain its existing land use and zoning designations. Similar to the proposed project, this alternative would be designed and would implement measures such that development on site under this alternative would be consistent with the objectives and policies of the City's General Plan and other applicable planning documents. Therefore, this alternative would result in similar impacts compared to the proposed project.

Mineral Resources

This alternative avoids the majority of the MRZ-2 area located in the southern portion of the project site. However, residential development under this alternative as well as the existing surrounding land uses would be incompatible with extractive land uses, similar to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would likely be located a greater distance from existing sensitive receptors.

Fewer dwelling units would result in less ADT and a reduced contribution to traffic noise. Residential lots would still be located along N. River Road and may be exposed to noise exceeding the City's threshold due to existing and projected traffic volumes along the roadway. Similar interior noise mitigation would be required of this alternative. This alternative does propose residential dwelling units adjacent to commercial areas. Therefore, on-site residences may be potentially impacted by noise sourced from adjacent commercial mechanical equipment and truck loading areas. Similar mitigation as the proposed project for a noise study upon more detailed site planning would be required of this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

Similar to the proposed project, this alternative would not be consistent with the existing General Plan and zoning designations for the project site. Therefore, it would not be consistent with regional and local growth projections, which use these existing designations as a basis for analysis for planned growth in the area. However, this alternative would introduce a smaller population compared to the proposed project. Additionally, this alternative would require the upsizing of a portion of the existing off-site sewer line in N. River Road. As such, this alternative would not induce growth beyond regional projections to the same degree as the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Public Services

This alternative would result in an incremental increase in demand for public services, including fire protection, police protection, schools, parks, and other public facilities. This alternative would be required to pay development impact fees as appropriate and required by the City and school district. Overall, the reduced number of residential and commercial development would result in a smaller increase in demand for public services compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

This alternative would result in an incremental increase in demand for parks and recreational facilities. Overall, the reduced number of residential development would result in a smaller increase in demand for these facilities compared to the proposed project. This alternative would be required to pay development impact fees as appropriate and required by the City. This alternative would include approximately 5.3 acres of open space and parks on site. Similar to the proposed project, the potential effects of constructing these parks would be included in environmental analysis and any measures would be implemented to reduce such effects. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would result in substantially fewer ADTs compared to the proposed project. Some of the potentially significant impacts that would occur under the proposed project would be reduced or avoided. As with the proposed project, this alternative would include some off-site roadway improvements on N. River Road and Wilshire Road. Additional access through the project site from N. River Road to Wilshire Road would be provided. This alternative would provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

This alternative would result in new development within the same project site. As such, this alternative would have similar potential to affect TCRs as the proposed project. To date, consultation with tribes has not identified any TCRs that could be affected by the project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Utilities and Service Systems

This alternative would result in an incremental increase in demand for utilities and service systems, including water, sewer, storm drainage, and waste management. This alternative would be required to pay development impact fees as appropriate and required by the City. Overall, the reduced number of residential and commercial development would result in a smaller increase in demand for utilities and service systems compared to the proposed project. Additionally, this alternative would require the upsizing of a portion of the existing off-site sewer line in N. River Road. Therefore, this alternative would result in reduced impacts compared to the proposed project.

7.4.5.3 Relation to Project Objectives

The Clustering Alternative would meet Objectives 1, 3, 4, 5, 8, and 9 because this alternative includes both residential and commercial components that promote connectivity to agricultural, parks, and open space land uses, similar to the proposed project. This alternative would meet Objectives 10, 11, and 12, but to a lesser degree than the proposed project, by providing some public improvements, a mix of land uses, and introducing some residents to support commercial and agricultural uses. This alternative would not meet Objectives 2, 6, and 7 because it does not include diverse housing types.

7.4.6 Single-Family Residential Alternative

7.4.6.1 Alternative Description

The Single-Family Residential Alternative is shown on Figure 7-5 and summarized in Table 7-1. This alternative would develop residential land uses that are not allowed under the existing General Plan and zoning designations. To allow for 400 single-family residential units, a General Plan and Zoning Ordinance Amendment would be required. The remaining area outside of development footprint of this alternative would retain its existing agricultural General Plan and Zoning Ordinance designations (approximately 30.8 acres). Landscaping would be similar as the proposed project. No commercial land uses are included in this alternative.

Improvements to N. River Road would include construction of intersections for access north and south into the project site; no roundabouts are included under this alternative. This alternative would provide right-of-way for N. River Road's designation in the City's General Plan as ultimately built out as a four-lane major road. This alternative would provide similar improvements to N. River Road within the site as proposed by the proposed project. Additional site access would be provided off Wilshire Road. Off-site roadway improvements would be provided adjacent to the project site on N. River Road, along Wilshire Road, and provide access to the site at the N. River Road/Wilshire Road intersection (without a roundabout), similar to that proposed by the proposed project. Two off-site storm drainage outlets extending south of the project site would be required under this alternative, similar to the proposed project.

7.4.6.2 Comparison of Significant Effects

Aesthetics

Under this alternative, the majority of project site would be developed as low-density, single-family homes with an internal roadway system that provide access to each property. Compared to the proposed project, this alternative would reduce the bulk and scale of development across the project site, resulting in less overall contrast in visual character compared to the existing conditions and surrounding areas. Structures (both residential and any potential accessory structures) would be spaced apart from one another and no clustering or massing would occur. The single-family homes would be consistent in character with the existing residential subdivisions found to the north, west, and south (across the San Luis Rey River) of the project site. Additionally, approximately 30.8 acres of the project site would likely remain as agricultural lands. This alternative would likely result in a visually cohesive development across the project site that would be typically expected of a residential subdivision. This alternative would not adversely affect scenic resources, including the San Luis Rey River and Guajome Regional Park. Therefore, this alternative would result in similar impacts compared to the proposed project.

Agriculture and Forestry Resources

This alternative would result in residential development on land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, thereby converting such land to non-agricultural uses. Compared to the proposed project, less of the project site would be developed as residences and roadways, retaining much of the land within the site as farmland. Like the proposed project, this alternative would mitigate for all impacts to agricultural lands through the County County's PACE Program or a similar program in the City should one be established and effective prior to grading. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Air Quality

Construction emissions resulting from development of this alternative would be reduced compared to the proposed project due to a smaller amount of required grading and development of structures. The construction phase of this alternative would be shorter than the proposed project, reducing emissions.

During operation, the ADTs would be sourced only from the 400 single-family residences. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Biological Resources

This alternative would be located within the same site as the proposed project. Therefore, it would have the same potential to impact sensitive biological resources that exist or have the potential to exist on site. Similar to the proposed project, this alternative would not impact sensitive wildlife, and mitigation for avoidance of nesting birds would be required. This alternative would result in direct impacts to on-site sensitive vegetation communities, similar to the proposed project. This alternative would also result in development and drainage structures within the 100-foot buffer of the San Luis Rey River, and mitigation in accordance with the Oceanside Subarea Plan would be required, similar to the proposed project. Similar to the proposed project, the on-site sensitive communities of disturbed southern willow scrub, mulefat scrub, and disturbed wetland would be avoided. Therefore, this alternative would result in similar impacts compared to the proposed project.

Cultural Resources

This alternative would result in development of the same site as the proposed project. While less overall excavation would be required, this alternative would have the same or similar potential of encountering significant unknown cultural and/or paleontological resources during excavation.

Potential development under this alternative could occur in areas adjacent to site CA-SDI-12241, where potential for unidentified subsurface artifacts may exist. Additionally, excavation within areas of moderate and high paleontological sensitivity could occur. This alternative would require the same cultural and paleontological mitigation as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Energy Consumption

Construction activities would be shortened, resulting in reduced energy consumption compared to the proposed project. Similarly, the operation of 400 single-family residences would require less energy in the long-term compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project. Therefore, existing geologic conditions and potential hazards would be the same as under the proposed project. Similar mitigation required for unsuitable soils and grading requirements would be required for this alternative as under the proposed project. During construction of this alternative SWPPPs and BMPs would be required to control for erosion, as required of the proposed project. Therefore, this alternative would result in similar impacts as the proposed project.

Greenhouse Gas Emissions

The required grading and construction equipment would be substantially less than the proposed project. A shorter construction schedule and few equipment would result in reduced GHG emissions during construction compared to the proposed project.

During operation, the ADT would be sourced only from the 400 residences. Compared to the proposed project, this alternative would have fewer ADT, resulting in lower transportation-related operational emissions. It is assumed that similar mitigation required of the proposed project, including the purchase of carbon offsets, would be available for this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, potential impacts related to existing hazardous materials sites and contamination would be similar to the proposed project. It is assumed that the existing structures on site that contain potentially hazardous materials would be demolished and similar mitigation required of the proposed project would occur under this alternative. Construction and operation of this alternative would require the use, transport, storage, and disposal of potentially hazardous materials similar to that of the proposed project.

All new structures would be required to be built per the requirements of the City and Oceanside Fire Department codes that govern building, infrastructure, defensible space, and landscaping requirements, similar to that of the proposed project. In the event of an emergency requiring evacuation, this alternative would result in a substantially smaller population to be evacuated, reducing impacts to evacuation routes. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Hydrology and Water Quality

This alternative would have similar potential to affect hydrology and water quality through changes in peak runoff flow, erosion, and siltation, which would be reduced through implementation of a SWPPP and BMPs. Construction and operation of this alternative would have similar sources of stormwater pollutants as the proposed project, and similar construction BMPs, source control facilities, and drainage management area facilities would be employed under this alternative to control stormwater pollution and flooding. This alternative would still place housing and structures within a 100-year flood hazard zone; the alternative would be held to the same requirements as the proposed project. However, this alternative would result in a decreased impervious footprint and have fewer sources of pollutants compared to the proposed project. Additionally, less area of the project site would be altered from its existing condition. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Land Use and Planning

The existing General Plan and zoning designations for the project site do not allow for residential lots smaller than 2.5 acres or for the type of commercial included in this alternative. Therefore, a General Plan and Zoning Ordinance Amendment would be required for the development footprint of this alternative to allow for 400 single family residences; the remainder of the site would retain existing land use and zoning designations. Similar to the proposed project, this alternative would be designed and would implement measures such that development on site under this alternative would be consistent with the objectives and policies of the City's General Plan and other applicable planning documents. Therefore, this alternative would result in similar impacts compared to the proposed project.

Mineral Resources

This alternative would result in a similar development footprint being located within the Mineral Resource Zone 2 (MRZ-2). Residential development under this alternative, as well as the existing surrounding land uses, would be incompatible with extractive land uses, similar to the proposed project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would likely be located a similar distance to existing sensitive receptors.

Fewer dwelling units would result in less ADT and a reduced contribution to traffic noise. Residential lots would still be located along N. River Road and may be exposed to noise exceeding the City's threshold due to existing and projected traffic volumes along the roadway. Similar interior noise mitigation would be required of this alternative. This alternative does not propose a mix of commercial and residential uses. As such, it avoids potential noise impacts on residential uses that are in proximity to commercial mechanical equipment and truck delivery noise under the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Population and Housing

Similar to the proposed project, this alternative would not be consistent with the existing General Plan and zoning designations for the project site. Therefore, it would not be consistent with regional and local growth projections, which use these existing designations as a basis for analysis for planned growth in the area. However, this alternative would introduce a smaller population compared to the proposed project. As such, this alternative would not induce growth beyond regional projections to the same degree as the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Public Services

This alternative would result in an incremental increase in demand for public services, including fire protection, police protection, schools, parks, and other public facilities. This alternative would be required to pay development impact fees as appropriate and required by the City and school district. Overall, the reduced residential development would result in a smaller increase in demand for public services compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Recreation

This alternative would result in an incremental increase in demand for parks and recreational facilities. Overall, the reduced number of residential development would result in a smaller increase in demand for these facilities compared to the proposed project. Additionally, this alternative would be required to pay development impact fees as appropriate and required by the City. While this alternative does not provide any new parks and recreational facilities, each lot provides private open space. As such, it is assumed that adequate private open space is available

for each new resident under this alternative. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Traffic and Circulation

This alternative would result in substantially fewer ADTs compared to the proposed project. Some of the potentially significant impacts that would occur under the proposed project would be reduced or avoided. As with the proposed project, this alternative would include some off-site roadway improvements on N. River Road and Wilshire Road. Additional access through the project site from N. River Road to Wilshire Road would be provided. Therefore, this alternative would result in reduced impacts compared to the proposed project.

Tribal Cultural Resources

This alternative would result in new development within the same project site. As such, this alternative would have similar potential to affect TCRs as the proposed project. To date, consultation with tribes has not identified any TCRs that could be affected by the project. Therefore, this alternative would result in similar impacts compared to the proposed project.

Utilities and Service Systems

This alternative would result in an incremental increase in demand for utilities and service systems, including water, sewer, storm drainage, and waste management. This alternative would be required to pay development impact fees as appropriate and required by the City. Overall, the reduced number of residential development would result in a smaller increase in demand for utilities and service systems compared to the proposed project. Therefore, this alternative would result in reduced impacts compared to the proposed project.

7.4.6.3 Relation to Project Objectives

The Single-Family Residential Alternative would not meet Objectives 2, 6, 8, 9, 11, and 12. The Single-Family Residential Alternative would not provide a mix of land uses that include diverse residential housing options and commercial uses. This alternative would meet Objectives 3, 4, 7, and 10 but to a lesser extent compared to the proposed project. Agricultural uses would still be incorporated into this alternative but would not serve as community assets. Similarly, this alternative would improve pedestrian and bicycle connectivity, but would not include amenities such as paseos or trails. Improvements to roadways would be provided, but not to the same degree as the proposed project. This alternative would meet Objectives 1 and 5.

7.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-2 outlines the comparative impacts between each alternative and the proposed project. The No Project (No Build) Alternative would result in the least environmental impacts and would be the environmentally superior alternative. However, CEQA Guidelines, Section 15126.6(e)(2), states that if the environmentally superior alternative is the “no project” alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. In this case, the environmentally superior alternative is the Existing Zoning – Residential Alternative.

**Table 7-2
Summary of Analysis for Alternatives to the Proposed Project**

Issue Areas	Proposed Project	Alternatives to the Proposed Project					
		No Project (No Build)	Existing Zoning – Residential	Existing Zoning – Agriculture	Reduced Development	Clustering	Single-Family Residential
Aesthetics	NS	▼	▼	—	▼	—	—
Agricultural Resources	LTS	▼	▼	▼	▼	▼	▼
Air Quality	LTS	▼	▼	▼	▼	▼	▼
Biological Resources	LTS	▼	▼	▼	▼	▼	—
Cultural Resources	LTS	▼	—	—	—	—	—
Energy Consumption	NS	▼	▼	▼	▼	▼	▼
Geology and Soils	LTS	▼	—	▼	—	—	—
Greenhouse Gas Emissions	LTS	▼	▼	▼	▼	▼	▼
Hazards and Hazardous Materials	LTS	▼	▼	▼	▼	▼	▼
Hydrology and Water Quality	NS	▼	▼	▼	▼	▼	▼
Land Use and Planning	LTS	▼	▼	▼	—	—	—
Mineral Resources	NS	▼	—	—	—	—	—
Noise	LTS	▼	▼	▼	▼	▼	▼
Population and Housing	SU	▼	▼	▼	▼	▼	▼
Public Services	LTS	▼	▼	▼	▼	▼	▼
Recreation	NS	▼	▼	▼	▼	▼	▼

Table 7-2
Summary of Analysis for Alternatives to the Proposed Project

Issue Areas	Proposed Project	Alternatives to the Proposed Project					
		No Project (No Build)	Existing Zoning – Residential	Existing Zoning – Agriculture	Reduced Development	Clustering	Single-Family Residential
Traffic and Circulation	SU	▼	▼	▼	▼	▼	▼
Tribal Cultural Resources	LTS	▼	—	—	—	—	—
Utilities and Service Systems	LTS	▼	▼	▲	▼	▼	▼

▲ Alternative is likely to result in greater impacts to issue compared to proposed project.

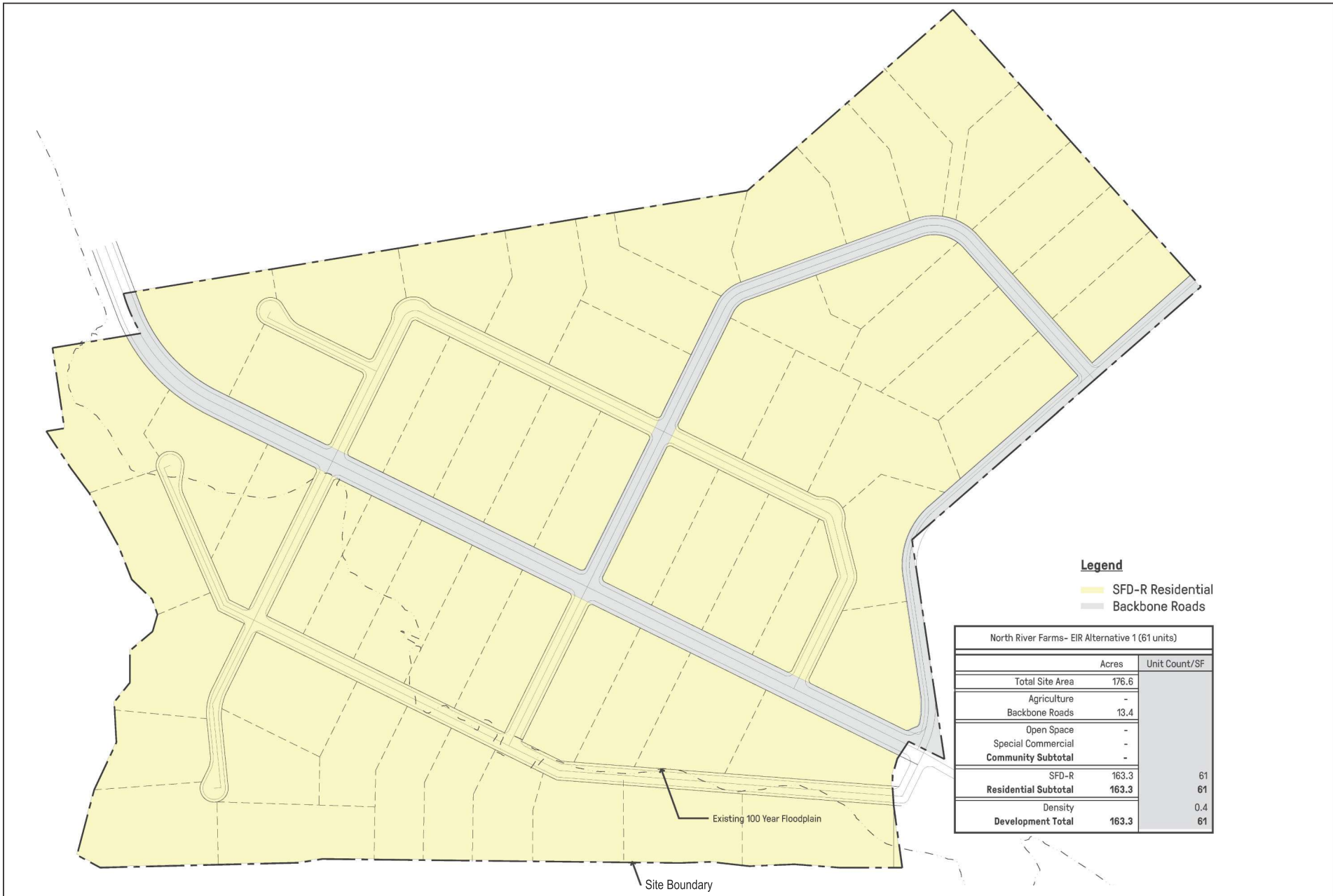
— Alternative is likely to result in similar impacts to issue compared to proposed project.

▼ Alternative is likely to result in reduced impacts to issue compared to proposed project.

NS Not a potentially significant impact

LTS Less than Significant with mitigation measures

SU Potentially significant and unavoidable impact



SOURCE: SWA 2018

DUDEK

FIGURE 7-1
Existing Zoning – Residential Alternative

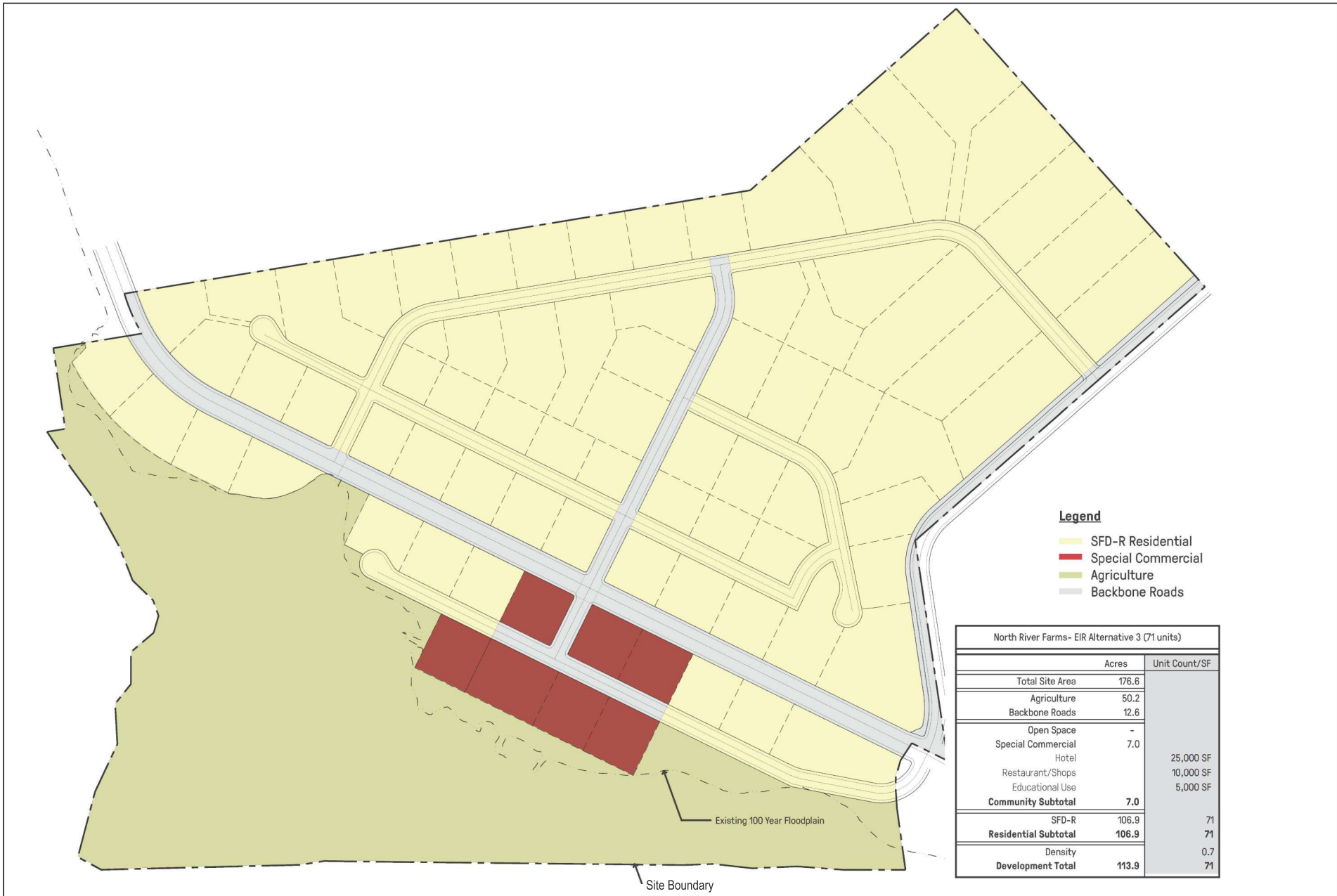
North River Farms Planned Development Plan EIR

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SOURCE: SWA 2018

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SOURCE: SWA 2018

DUDEK

FIGURE 7-3
Reduced Development Alternative
 North River Farms Planned Development Plan EIR

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SOURCE: SWA 2018

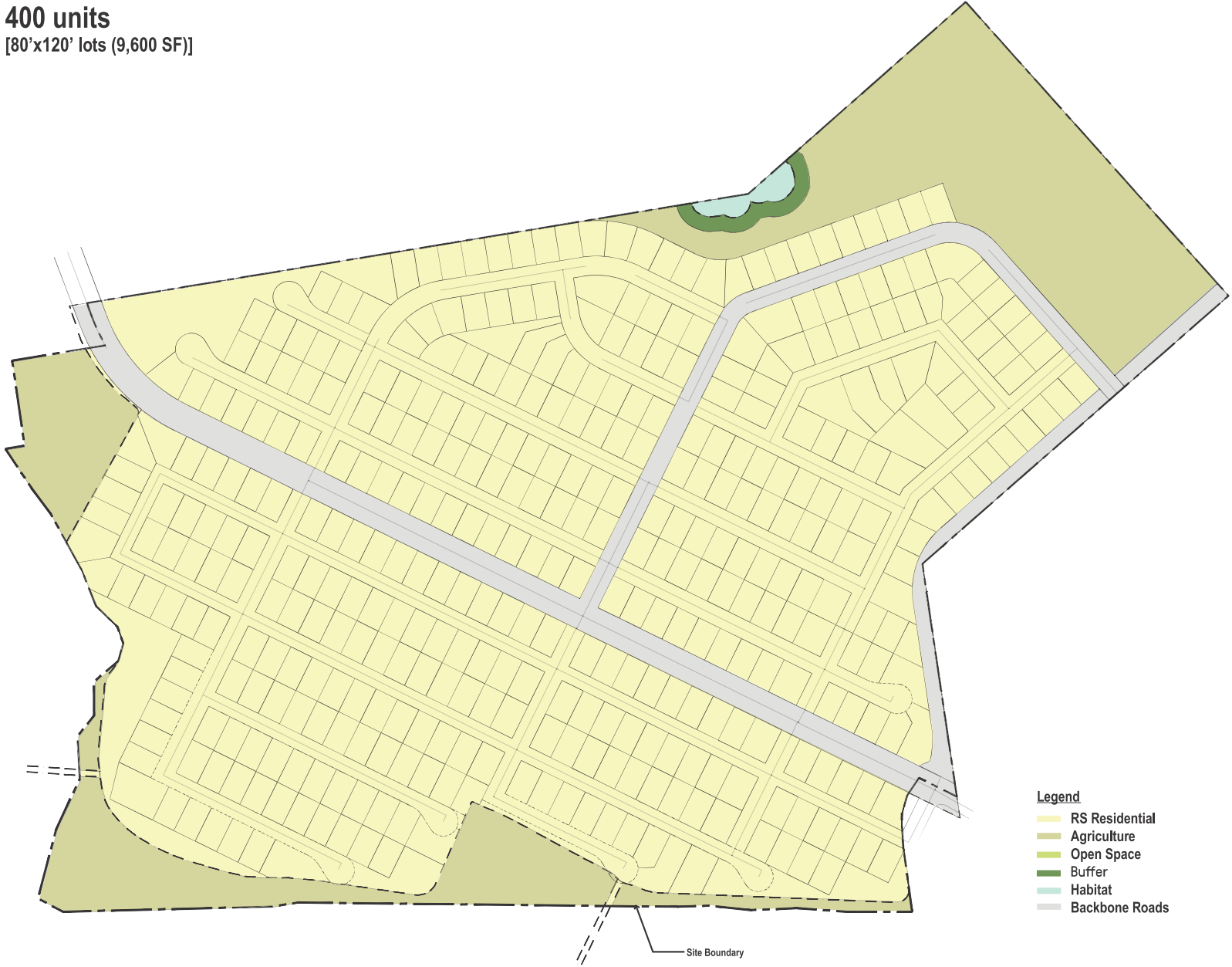
DUDEK

FIGURE 7-4
Clustering Alternative

North River Farms Planned Development Plan EIR

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400 units
[80'x120' lots (9,600 SF)]



SOURCE: SWA 2018

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CHAPTER 8 REFERENCES

EXECUTIVE SUMMARY

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N/A

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CHAPTER 10

INTRODUCTION TO RESPONSES TO COMMENTS

10.1 COMMENTS RECEIVED ON THE DRAFT EIR AND RESPONSES

The Draft Environmental Impact Report (EIR) was circulated for public review from July 27, 2018, through September 17, 2018, in accordance with the 45-day comment period required under Section 15105(a) of the California Environmental Quality Act (CEQA) Guidelines, and formally extended by one additional week. A total of 200 written comment letters were received on the Draft EIR from agencies, organizations, and individuals as shown in Table 10-1. A separate appendix has been added to the Final EIR (Appendix T0). Within that appendix are “Volume I: Comment Letters” and “Volume II: Comment Letter Responses.” Each of these volumes has a table of contents in order to direct the reader to the appropriate comment and/or response. Each of the written comment letters have been assigned an alphanumeric label, and the individual comments within each written comment letter are bracketed and numbered. For example, Comment Letter A1 contains one comment that is numbered A1-1.

The responses to each comment on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the City, as lead agency, is not required to respond to all comments on the Draft EIR, but only those comments that raise environmental issues. In accordance with CEQA Guidelines 15088 and 15204, the City has independently evaluated the comments and prepared the attached written responses describing the disposition of any significant environmental issues raised. CEQA does not require the City to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.

Rather, CEQA requires the lead agency to provide a good faith, reasoned analysis supported by factual information. To fulfill these requirements, the City’s experts in planning and environmental sciences consulted with, and independently reviewed, the analysis responding to the Draft EIR comments prepared by Dudek and other experts, which include experts in aesthetics, agriculture, air quality, biology, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use planning, noise, public services, transportation and traffic, utilities and service systems, energy, and environmental studies, each of whom has years of educational and field experience in these categories of environmental sciences; is familiar with the project and the environmental conditions in the City; and is familiar with the federal, state, and local rules and regulations (including CEQA) applicable to the proposed project. Accordingly, the final analysis provided in the responses to comments are supported by substantial evidence.

In the case of specific comments, the City has responded with specific analysis; in the case of a general comment, or a recurring comment, the reader is referred to a series of “Topical Responses,” where applicable, included below. The absence of a specific response to every comment does not

violate CEQA if the response would merely repeat other responses. Several of the comment letters repeat issues are addressed in Topical Responses and other written responses as part of the Final EIR. Due to the repetition, those other responses addressing the same or similar issues are relied upon, even if an individual response does not reference other applicable response(s). This is justified by the voluminous comments provided, and by the same or similar issues raised in such comments. For this reason, each reviewer is encouraged to review the Topical Responses and the other written responses for further responsive information.

10.1.1 List of Agencies, Organizations, and Individuals that Commented on the Draft EIR

Table 10-1 provides a list of the agencies, organizations, and individuals that provided comments on the Draft EIR. This table also provides the alphanumeric label for each comment letter.

**Table 10-1
Comment Letters and Commenters**

Comment Letter	Commenter
<i>Agencies</i>	
A1	Oceanside Unified School District; Soto, Shannon (1)
A2	Rincon Band of Luiseño Indians; Colocho, Destiny
A3	California Department of Transportation (Caltrans); Armstrong, Jacob
A4	San Diego Association of Governments (SANDAG); Litchney, Seth
A5	Oceanside Unified School District; Soto, Shannon (2)
A6	U.S. Fish and Wildlife Service/California Department of Fish and Wildlife; Goebel, Karen A. and Sevrems, Gail K.
<i>Organizations</i>	
O1	San Diego County Archaeological Society, Inc.; Royale, James W., Jr.
O2	Buena Vista Audubon Society; Herskowitz, Joan (1)
O3	Preserve Calavera; Nygaard, Diane
O4	Sierra Club San Diego; Carstens, Douglas
O5	Buena Vista Audubon Society; Herskowitz, Joan (2)
O6	South Morro Hills Community Association; Krolikowski, Charles S.
O7	Friends of Loma Alta Creek; Scott, Nadine
O8	South Morro Hills Association; Balma, Larry
<i>Individuals</i>	
I1	duBois, Steve
I2	Mraz, Jason
I3	Lowe, Margot
I4	Hendricks, Richard
I5	McDowell, William W. (1)
I6	McDowell, William W. (2)
I7	Stallard, Alexandra

Table 10-1
Comment Letters and Commenters

Comment Letter	Commenter
I8	Tartari, Allison
I9	Lajiness, Amy
I10	Metzler, Andrea
I11	Chau, Andy
I12	Senior, Angela
I13	Mathews, Ashley
I14	Robertson, Candace
I15	Badger, Charles E.
I16	Bell, Cheri (1)
I17	Gilhoi, Christi
I18	Dannerth, Christine
I19	Walters, Courtney
I20	Allan, Donna
I21	Botz, Edralyn
I22	Lee, Emily
I23	Chavez, Gabriel
I24	Mejia, Geronimo
I25	Jones, Heidi
I26	Cruz, Isabel
I27	Dalaten, Jacquelyn
I28	Vitti, Jan
I29	Burns, Jennifer
I30	Foster, Jenny
I31	Zavattero, Joe
I32	Wright, Katie
I33	Gonzalez, Kimberly
I34	Horais, Kjersti
I35	Webster, Krista
I36	Krell, Kristy
I37	Olmstead, Lana
I38	Dudek, Laura
I39	Cunningham, Leanna
I40	Reyes, Mary Ann
I41	Gilmore, Mia
I42	Zavada, Michael
I43	Hakala-Wolf, Michelle
I44	Walsh, Molly
I45	Buchanan, Nelly
I46	Miani, Nicole
I47	Nguyen, Phuong

Table 10-1
Comment Letters and Commenters

Comment Letter	Commenter
I48	Rahman, Ratin
I49	Green, Regan
I50	Farnsworth, Ryan
I51	Jung, Sarah
I52	Moran, Sheryl
I53	Karleen, Barbara
I54	Brazeau, Carol (1)
I55	Brazeau, Carol (2)
I56	Mayse, Carrie
I57	Radigan, Cheryl
I58	Dresser, Cody
I59	Steele, Danielle (1)
I60	Bitker, Debbie
I61	Mastro, Debbie (1)
I62	VanDruff, Diane (1)
I63	Johnson, Donald
I64	Cefola, Elaine (1)
I65	Masiello, Ellie
I66	Fiedler, Emmily
I67	Pokletar, Faye
I68	Lewis, Ferol
I69	Duclos, Greg and Jennifer
I70	Ruis, Jack and Nancy
I71	Zawacki, Jane
I72	Blackburn, Jeanette
I73	Cardani, Joe
I74	Bailey, Karen
I75	Combs, Kathy
I76	Ken
I77	Harrington, Kim
I78	Flinn, Laura
I79	Britton, Lauri
I80	Rice, Marc
I81	Ochs, Mark (1)
I82	McMahon, Mike
I83	Mellano, Mike
I84	Kogan, Milton
I85	Johnston, Phil (1)
I86	Berry, Ralph
I87	Burton, Richard

Table 10-1
Comment Letters and Commenters

Comment Letter	Commenter
I88	Sinclair, Richard L.
I89	Pokletar, Robert
I90	Martinez, Rogelina
I91	Sobkow, RoseAnne
I92	McReynolds, Sandy
I93	Segien, Sandy
I94	Schwarze, Shanna (1)
I95	Ochs, Sharon Sinclair (1)
I96	Cobas, Susan Shiomi
I97	Taunt, Tammy
I98	Masters, Teresa
I99	Haas, Terry
I100	Edmonds, Tommy (1)
I101	Edmonds, Tommy (2)
I102	D'Aula, Tony
I103	Martin, Ulrich and Raili
I104	Schaffner, Victoria
I105	McDowell, William (3)
I106	McDowell, William (4)
I107	Howe, William (1)
I108	Howe, William (2)
I109	Howe, William (3)
I110	Howe, William (4)
I111	Ransom, Al and Cathie
I112	Bragen, Mark
I113	Ferrer, Susie
I114	Johnson, Laura
I115	Howe, William (5)
I116	Weber, Bill and Charlene
I117	Palacios, Carmen
I118	Dunbeck, David
I119	Cefola, Elaine (2)
I120	Gillgan, Jane (1)
I121	Domercq, Jeniene
I122	Obrite, Yvonne (1)
I123	Obrite, Yvonne (2)
I124	Namauleg, Bernadette
I125	McClendon, Bob
I126	Hanson, Diane
I127	VanDruff, Diane (2)

Table 10-1
Comment Letters and Commenters

Comment Letter	Commenter
I128	Gilligan, Jane (2)
I129	McDonald, Jason
I130	Hughes, Patricia
I131	Haas, Sandra
I132	duBois, Steve (2)
I133	Stein, Susan
I134	Steele, Danielle (2)
I135	Schwarze, Shanna (2)
I136	Bonilla, Adrianna
I137	Boone, Connie
I138	Mastro, Debbie (2)
I139	Nguyen, Jessica
I140	Balma, Louise
I141	Hadley, Michael
I142	George, Susan
I143	Luebe, Sydne
I144	Metcalfe, Alison
I145	Brandt, Arianne
I146	Coleman, Brett
I147	Bell, Cheri (2)
I148	Voss, Emma
I149	Burke, Greg
I150	Case, Jerome
I151	Bell, Joe
I152	Hester, Nakisha
I153	Lefkowitz, Natasha
I154	Barbato, Nicole
I155	Lopez, Nicole
I156	Morris, Rebecca
I157	Rodriguez, Suzanne
I158	Larkin, Tammy
I159	Sustachek, Wendy
I160	Kornbacher, Susan
I161	Rigg, Alice
I162	Sidhu, Asha
I163	Miller, Denney
I164	Martinek, Dennis
I165	Ochs, Mark (2)
I166	Miller, Sandy
I167	Harvey, Sean

**Table 10-1
Comment Letters and Commenters**

Comment Letter	Commenter
I168	Ochs, Sharon Sinclair (2)
I169	Tillinghast, Steve and Heidi
I170	Johnson, Robert
I171	Johnson, Kristen
I172	Johnson, Joan
I173	Kelly, Cristen
I174	Long, Joseph
I175	Maciariello, James
I176	Nelson, Robert
I177	Odegaard, Michael
I178	Green, Karen
I179	Bullock, Michael
I180	Christine Forster
I181	Joyce Brazel
I182	Lisa Hamilton
I183	Michael and Susan Cobas
I184	Trisha Sotire
I185	Johnston, Karen
I186	Johnston, Phil (2)

10.2 SUMMARY OF CHANGES TO THE DRAFT EIR

Changes have been made to the Draft EIR in strikeout/underline format in response to comments and to provide updates and clarifications to information provided herein. Consistent with CEQA Guidelines Section 15088.5(b), these revisions have been made to clarify text for consistency or revise punctuation as appropriate throughout the document, and these revisions do not result in what constitutes new significant information that would require recirculation of the document. Changes of note include the following:

Residential Unit Count and Trip Generation

In response to the comment letter provided by Caltrans (see Comment Letter A3), the total residential unit count has been reduced from 689 to 656; the Riverside Village Planning Area has been reduced from 250 to 231 dwelling units and the Village Core Planning Area has been reduced from 130 to 116 dwelling units. This reduction in unit count occurred due to an error in the project trip generation calculations, resulting in an underestimation of project generated trips from residential land uses (refer to Response to Comment A3-5). Therefore, in order to maintain similar total project trip generation, the residential unit count was reduced, as shown in Table 10-2.

Table 10-2
Revised Residential Unit Count and Trip Generation

Draft EIR Residential Trip Generation (Original)				Final EIR Residential Trip Generation (Revised)			
Land Use	Size	Daily Trip Ends (ADTs)		Land Use	Size	Daily Trip Ends (ADTs)	
		Rate ^a	Volume			Rate ^a	Volume
Single-Family Detached and Multifamily Attached (≥ 20 DU per acre)	130 DU	6 / DU	780	-	-	-	-
Single-Family Detached (≤ 20 DU per acre)	250 DU	8 / DU	2,000	Single-Family Detached (≤ 20 DU per acre)	347 DU	8 / DU	2,776
Single-Family Detached (≤ 6 DU per acre)	309 DU	10 / DU	3,090	Single-Family Detached (≤ 6 DU per acre)	309 DU	10 / DU	3,090
<i>Residential Trip Generation</i>	<i>689 DU</i>	—	<i>5,870</i>	-	<i>656 DU</i>	-	<i>5,866</i>

^a Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

This reduction in unit count would result in a slightly lower total project trip generation than that analyzed in the Draft EIR. Therefore, no new impacts to traffic and circulation would result from this change in the project. Additionally, as the Draft EIR had assumed a total of 689 residential units throughout the analysis, the Final EIR presents a conservative analysis with respect to various issues areas such as air quality and greenhouse gas emissions, long-term energy demand, traffic related noise, and public service and utility demand. As such, the analysis within the Final EIR retains an analysis of 689 units, whereas the findings and conditions of approval will only permit a maximum of 656 dwelling units.

Fire Response Mitigation

The project has been revised to require the provision of a temporary fire station through implementation of mitigation measure MM-PUB-1, incorporated into Section 4.15 of the Final EIR. A potential location for this temporary fire station has been identified within the Village Core of the project site. Refer to Appendix T7 for additional response time analysis for this potential location. Because this temporary fire station would be located within an area such that the entire project site is within the acceptable response goal of 5 minutes, the previously identified significant and unavoidable impact to fire protection is reduced to a less than significant level with incorporation of mitigation measure MM-PUB-1. The temporary fire station would be capable of providing service until a permanent fire station is sited, funded, and constructed.

The identified potential location of the temporary fire station is within the same proposed development footprint of the proposed project assumed in the Draft EIR. This potential location was identified as proposed mixed-use development. The introduction of a temporary fire station

would not substantially alter the construction or operational characteristics of the proposed project such that new environmental effects to areas such as aesthetics, air quality, biological resources, energy, noise, traffic, and utilities, would occur. Therefore, the introduction of a temporary fire station would not result in new significant impacts.

Appendices

The following Draft EIR appendices received minor revisions based on comments received during public review. These appendices include:

- Appendix B – North River Farms Planned Development Plan
- Appendix D1 – Air Quality Analysis Technical Report
- Appendix E – Biological Resources Technical Report
- Appendix H – Greenhouse Gas Emissions Technical Report
- Appendix J1 – North River Farms Fire Protection Plan
- Appendix J2 – Conceptual Wildland Fire Evacuation plan
- Appendix N – Transportation Impact Analysis

In addition to Appendix T0 discussed above, the following appendices have been added to the EIR to support the responses to comments with additional information, and to further support the EIR analysis based on comments received. These appendices include:

- Appendix H1 – Newhall Ranch GHG Reduction Plan
- Appendix T1 – Purchase of Agricultural Conservation Easement (PACE) Program
- Appendix T2 – Purchase of Agricultural Conservation Easement (PACE) Program Fact Sheet
- Appendix T3 – South Morro Hills Visions Plan
- Appendix T4 – City of Oceanside Agritourism Strategic Plan
- Appendix T5 – California’s 2017 Climate Change Scoping Plan
- Appendix T6 – California Natural Resources Agency Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97
- Appendix T7 – Fire/Medical Response Analysis
- Appendix T8 – Additional and Re-Analyzed Intersections and Street Segments and Revised Trip Generation Table

- Appendix T9 – SANDAG’s (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region
- Appendix T10 – City of Oceanside General Plan Circulation Element Appendices
- Appendix T11 - Final Additional Environmental Analysis for the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan, Appendix 1, June 2017
- Appendix T12 – California Air Resources Board Review of the Greenhouse Gas Analysis in the Final Additional Environmental Analysis for the Newhall Ranch Resource Management and Development Plan and Spineflower conservation Plan (SCH No. 2000011025)
- Appendix T13 - Supplementary Environmental Analysis for North River Farms – College Boulevard Bridge Improvements and On-Site Fire Station
- Appendix T14 - North River Farms – Vandegrift Boulevard/N. River Road Intersection Improvements
- Appendix T15 – Health Effects from Criteria Air Pollutants Associated with the North River Farms Project
- Appendix U - North River Farms Planned Development Plan Project and the Trial Court Decision in the San Diego County Climate Action Plan (CAP) Litigation
- Appendix U1 – Sierra Club v. County of San Diego, Minute Order
- Appendix U2 – CEQA Guidelines 2018
- Appendix U3 – Evaluation of Greenhouse Gas Emissions Offset Availability within San Diego County
- Appendix U4 – CARB Compliance Offset Program
- Appendix U5 - American Carbon Registry Standard - Project-Based GHG Emissions Reductions and Removals
- Appendix U6 – Climate Action Reserve – Program Manual
- Appendix U7 – Verified Carbon Standard – Program Guide
- Appendix U8 – California Health and Safety Code Section 38562
- Appendix U9 – Climate Action Reserve Protocols
- Appendix U10 – Climate Action reserve Verification
- Appendix U11 – CARB Proposed Regulations for California Ca-and-Trade Programs
- Appendix U12 – ABC News San Diego – Making it in San Diego
- Appendix U13 – Newland Sierra Final EIR Market Analysis

Revision Summary

A summary of all revisions to the Draft EIR is provided in Table 10-3 below.

Table 10-3
Summary of EIR Changes

Location	Change
<i>Executive Summary</i>	
Page ES-2	Inserted explanation regarding unit count reduction
Table ES-1	Correction of land use designations
Table ES-2	Revised per unit count reduction and correction of Village Core height
Table ES-3	Clarification of discretionary actions
Page ES-5	Clarification of discretionary actions
Page ES-6	Clarification of second scoping meeting and recording location
Page ES-7	Addition of public services
Table ES-4	Revisions to mitigation measures
Pages ES-11	Removal of public services
Table ES-5	Revision of impact to public services and traffic
<i>Chapter 2, Environmental Setting</i>	
Page 2-1	Clarification of project location
<i>Chapter 3, Project Description</i>	
Page 3-3	Inserted explanation regarding unit count reduction
Table 3-1	Correction of land use designations
Table 3-2	Revised per unit count reduction and correction of Village Core height
Pages 3-6 through 8	Revised per unit count reduction and correction of land use designations and Village Core height
Page 3-9	Removal of paragraph
Pages 3-21 and 23	Addition of roadway and bridge improvement description
Table 3-3	Clarification of actions and approvals
Figure 3-2	Correction of land use designations
Figures 3-5 through 3-7	Revised for internal consistency in response to comments
Page 3-11	Removal of amendment text
<i>Section 4.1, Aesthetics</i>	
Figures 4.1-1 through 4.1-5	Alternation to inset map for ease of reading
<i>Section 4.3, Air Quality</i>	
Table 4.3-2	Clarification of table notes
Page 4.3-10	Inserted additional information regarding diesel particulate matter
Page 4.3-12	Inserted footnote regarding RAQS
Pages 4.3-14, 16, 21, 23, 32	Minor edits
Page 4.3-27	Edit regarding zero net energy
Page 4.3-35	Inserted additional information regarding sensitive receptors
Pages 4.3-40 and 41	Minor edits and revision to mitigation measure MM-AQ-1
<i>Section 4.4, Biological Resources</i>	
Page 4.4-1	Date revision

Table 10-3
Summary of EIR Changes

Location	Change
Table 4.4-2	Acreage revision
Table 4.4-4	Acreage revision
Pages 4.4-24, 25, 26, 28, 29, and 30	Acreage revision
<i>Section 4.6, Energy Consumption</i>	
Page 4.6-1	Date revision
Page 4.6-15	Minor edits
Pages 4.6-19 and 20	Clarification regarding features of the project and mitigation measures and minor edits
<i>Section 4.8, Greenhouse Gas Emissions</i>	
Page 4.8-1	Date revision
Pages 4.8-17 through 19	Clarification regarding zero net energy
Pages 4.8-21 and 23	Regulatory setting revision
Pages 4.8-29	Minor text revision
Pages 4.8-30 and 31	Clarifications regarding efficiency metric
Page 4.8-33	Operational solar calculation clarification
Table 4.8-5	Operational solar calculation clarification
Page 4.8-35	Clarification regarding mitigation measures
Table 4.8-9	Revisions of emission estimates based on revised mitigation measures
Page 4.8-36	Removal of footnote
Table 4.8-10	Revision of consistency analysis
Pages 4.8-42 through 50	Mitigation measure revisions
<i>Section 4.10, Hydrology and Water Quality</i>	
Page 4.10-17 and 18	Revision related to dam inundation
<i>Section 4.11, Land Use and Planning</i>	
Table 4.11-1	Revised per unit count reduction and correction of Village Core height
Pages 4.11-3 and 14	Acreage revision
Table 4.11-2	Table title clarification, correction of Village Core height, and acreage revision
<i>Section 4.15, Public Services</i>	
Pages 4.15-15, 18, and 19	Revision of significance conclusion and incorporation of mitigation measure
<i>Section 4.17, Traffic and Circulation</i>	
Page 4.17-60	Minor text deletion
Page 4.17-57 through 64	Revisions to mitigation
Table 4.17-19	Revisions to mitigation
<i>Chapter 5, Cumulative Effects</i>	
Pages 5-7 and 8	Acreage revision
Page 5-19	Revision of significance conclusion and incorporation of mitigation measure
Page 5-21	Revisions related to mitigation
Page 5-22	Addition of bridge improvement discussion

Table 10-3
Summary of EIR Changes

Location	Change
<i>Chapter 7, Alternatives</i>	
Page 7-1	Revision of impact to public services
Table 7-2	Revision of impact to public services

10.3 COMMENTS RECEIVED ON THE RECIRCULATED FINAL EIR AND RESPONSES

The Recirculated Final Environmental Impact Report (EIR) was recirculated for public review from August 12, 2019, through September 26, 2019, in accordance with the 45-day comment period required under Section 15105(a) of the California Environmental Quality Act (CEQA) Guidelines. Pursuant to CEQA, if revisions to an EIR are limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified (CEQA Guidelines Section 15088.5(c)). Therefore, only portions of the project EIR were recirculated in accordance with CEQA Guidelines Section 15088.5.

A total of 57¹ written comment letters were received on the Recirculated Final EIR from agencies, organizations, and individuals as shown in Table 10-4. A separate appendix has been added to the Revised FEIR (Appendix W0). Within that appendix are “Volume I: Comment Letters” and “Volume II: Comment Letter Responses.” Each of these volumes has a table of contents in order to direct the reader to the appropriate comment and/or response. Each of the written comment letters have been assigned an alphanumeric label, and the individual comments within each written comment letter are bracketed and numbered. For example, Comment Letter A1 may contain multiple comments that are numbered A1-1, A1-2, etc. Refer to Section 10.1 regarding the City’s, as lead agency, requirement to respond to comments on the Recirculated Final EIR.

10.3.1 List of Agencies, Organizations and Individuals that Commented on the Recirculated Final EIR

Table 10-1 provides a list of the agencies, organizations, and individuals that provided comments on the Draft EIR. This table also provides the alphanumeric label for each comment letter.

¹ Note that general letters of opposition and support for the project were compiled into Comment Letters I54 and I55, refer to Table 10-4 and Appendix W0, Volume I.

Table 10-4
Comment Letters and Commenters

<u>Comment Letter</u>	<u>Commenter</u>
<i>Agencies</i>	
<u>A1</u>	<u>California Department of Transportation (Caltrans); Eaton, Maurice</u>
<i>Organizations</i>	
<u>O1</u>	<u>Buena Vista Audubon Society, Joan Herskowitz</u>
<i>Individuals</i>	
<u>I1</u>	<u>Earl, Alexander</u>
<u>I2</u>	<u>Namauleg, Bernadette</u>
<u>I3</u>	<u>Cefola, Elaine</u>
<u>I4</u>	<u>Steve Dubois</u>
<u>I5</u>	<u>Hill, Joe</u>
<u>I6</u>	<u>Obrite, Yvonne</u>
<u>I7</u>	<u>Williams, Terry</u>
<u>I8</u>	<u>Gamble, Megan</u>
<u>I9</u>	<u>Kelly, Cristen</u>
<u>I10</u>	<u>Mellano, Maria</u>
<u>I11</u>	<u>Hill, Joe</u>
<u>I12</u>	<u>A, John</u>
<u>I13</u>	<u>Marshall, Jane</u>
<u>I14</u>	<u>Reese, Mary Ellen</u>
<u>I15</u>	<u>Marshall, Jane</u>
<u>I16</u>	<u>Miller, Julia</u>
<u>I17</u>	<u>Cassidy, Paul</u>
<u>I18</u>	<u>Meland, Britton</u>
<u>I19</u>	<u>Marshall, Jane</u>
<u>I20</u>	<u>Johnston, Phil</u>
<u>I21</u>	<u>Johnston, Phil</u>
<u>I22</u>	<u>Hope, Bob</u>
<u>I23</u>	<u>Scott, Nadine</u>
<u>I24</u>	<u>Johnston, Phil</u>
<u>I25</u>	<u>Howe, Bruce</u>
<u>I26</u>	<u>Green, Karen</u>
<u>I27</u>	<u>Martinek, Dennis</u>
<u>I28</u>	<u>Flinn, David</u>
<u>I29</u>	<u>Scheft, Florence</u>
<u>I30</u>	<u>Ochs, Mark</u>
<u>I31</u>	<u>Ochs, Sharon</u>
<u>I32</u>	<u>Peterson, Andrea</u>
<u>I33</u>	<u>Disharoon, Dale</u>
<u>I34</u>	<u>Schauble, Jennifer</u>
<u>I35</u>	<u>Johnston, Phil</u>

Table 10-4
Comment Letters and Commenters

<u>Comment Letter</u>	<u>Commenter</u>
<u>I36</u>	<u>Sikorski, Stephen</u>
<u>I37</u>	<u>Nelson, Bob</u>
<u>I38</u>	<u>Fernandez-Mansilla, Cesar</u>
<u>I39</u>	<u>Gilligan, Jane</u>
<u>I40</u>	<u>Jonte, Justin</u>
<u>I41</u>	<u>Johnston, Karen</u>
<u>I42</u>	<u>Johnston, Karen</u>
<u>I43</u>	<u>Johnston, Karen</u>
<u>I44</u>	<u>Balma, Larry</u>
<u>I45</u>	<u>Balma, Larry</u>
<u>I46</u>	<u>Balma, Larry</u>
<u>I47</u>	<u>Balma, Louise</u>
<u>I48</u>	<u>Moghadam, M.</u>
<u>I49</u>	<u>Johnston, Phil</u>
<u>I50</u>	<u>Deane, Philip</u>
<u>I51</u>	<u>Heger, Alex</u>
<u>I52</u>	<u>Jonte, Rachel</u>
<u>I53</u>	<u>Balma, Larry</u>
<u>I54</u>	<u>Letters of Support</u>
<u>I55</u>	<u>Letters of Opposition</u>

10.4 SUMMARY OF CHANGES TO THE RECIRCULATED FINAL EIR

Changes have been made to the Recirculated Final EIR in ~~strikeout~~/underline format in response to comments and to provide updates and clarifications to information provided herein. Consistent with CEQA Guidelines Section 15088.5(b), these revisions have been made to clarify text for consistency or revise punctuation as appropriate throughout the document, and these revisions do not result in what constitutes new significant information that would require recirculation of the document. Changes include the following:

Section PR, Preface to the Recirculated Final Environmental Impact Report

In response to public comments (Appendix W0), a minor text clarification was made with respect to the project’s environmental review history on page PR-2.

Appendix V, Oceanside Plan Consistency Tables

In response to public comments (Appendix W0), a minor text clarification was made to the Policy EDE-3a-4 discussion in Table 1, City of Oceanside Economic Development Element Consistency Evaluation, of Appendix V.