

**APPENDIX TO Vol. I**  
*Comment Letters*



**APPENDIX T0**  
**Volume I**  
**Comment Letters**

*Prepared by:*

**DUDEK**

605 Third Street  
Encinitas, California 92024  
*Contact: Brian Grover*

JANUARY 2019



**APPENDIX T0 (VOLUME I)  
COMMENT LETTERS**

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The residential development portion of the Project would be subject to statutory fees, currently \$3.79 per square foot. The senior residential and commercial/industrial portion of the Project would be subject to senior residential and commercial/industrial statutory fees which are currently \$0.61 per square foot.

Senate Bill 50 and the State School Facility Program mitigation measures place a statutory framework around the topic of mitigation fees. It must be noted that school construction costs far exceed the SB50 mitigation formula and the related State School Facility Program/State Allocation Board matching funds. Other sources of revenue and mitigation should be considered.

The District reserves the right to provide follow-up comments and objections upon review of the Draft Environmental Impact Report and related Public Hearings. We look forward to working with the Agency to reduce or fully mitigate these impacts in creative and mutually beneficial ways when possible. If you have any questions regarding this correspondence, please feel free to contact me at (760) 966-4047.

Sincerely,

Sincerely,



Shannon Soto, Ed.D.  
Associate Superintendent, Business Services

Cc: Dr. Julie Vitale, Superintendent  
Bond Office

↑  
A1-3  
Cont.  
↓

Shannon Soto, Ed.D., Associate Superintendent, Business Services  
2111 Mission Avenue • Oceanside, CA 92058-2326  
Phone: (760) 966-4047 • Fax: (760) 433-3191 • shannon.soto@oside.us

# APPENDIX T0 (Continued)

## A2 RINCON BAND OF LUISEÑO INDIANS

Comment Letter A2

### RINCON BAND OF LUISEÑO INDIANS

#### Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 ·  
(760) 297-2635 Fax:(760) 692-1498



September 6, 2018

Rob Dmohowski  
Associate Planner  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

**Re: North River Farms Planned Development**

Dear Mr. Dmohowski,

This letter is written on behalf of the Rincon Band of Luiseno Indians. Thank you for providing us with the Public Notice of the Availability of the Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseno people, and is also within Rincon's specific area of Historic interest and ties.

We have reviewed the DEIR and are in agreement with the recommended mitigation measure (MM-CUL-1) which includes archaeological and Native American monitoring (TCA Tribe); a monitoring report prior to release of the grading bond describing the methods, treatment (to include avoidance), and results; and protocols for human remain discoveries. The Rincon Band recommends that daily logs be requested of the monitors for proper documentation of daily monitoring activities and provide daily updates to project leads. We would like to be considered for Luiseno tribal monitoring and can provide a proposal/letter of interest and related documents upon request.

If you have additional questions or concerns please do not hesitate to contact our office at your convenience at (760) 297-2635.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,



Destiny Colocho, RPA  
Tribal Historic Preservation Officer  
Rincon Cultural Resources Department

A2-1

Bo Mazzetti  
Tribal Chairman

Tishmall Turner  
Vice Chairwoman

Steve Stallings  
Council Member

Laurie E. Gonzalez  
Council Member

Alfonso Kolb  
Council Member

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## A3 CALIFORNIA DEPARTMENT OF TRANSPORTATION

Comment Letter A3

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

### DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
4050 TAYLOR STREET, M.S. 240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 711  
www.dot.ca.gov



Making Conservation  
a California Way of Life.

September 10, 2018

11-SD-76  
PM 6.21  
DEIR SCH 2017111069

Mr. Rob Dmohowski  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Dear Mr. Dmohowski:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the North River Farms project. The development takes access at North River Road, and will access State Route 76 (SR-76) via College Boulevard. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. Caltrans would like to make the following comments:

1. Page 4.17-34—A new interchange at Rancho Del Oro and SR-78 is not shown or listed in the "Oceanside General Plan Circulation Element" (June 2017), but was included in the November 2017 Transportation Impact Analysis for Year 2030 and in the EIR's Traffic and Circulation section for the 2035 traffic scenario. Please clarify. Caltrans has no future plans to construct an interchange at this site.
2. Page 4.17-58—The proposed mitigation at the intersection at SR-76 and College Boulevard includes revising the lane configuration along College Boulevard. Coordination is required to ensure compliance with Caltrans standards.
3. The existing lane configurations in figure 3-1 are incorrect at SR-76 and Old River Road/ East Vista Way.
4. In Table 7-1 Project Trip Generation, the single family detached dwelling units should use the single family detached trip generation, not the condominium and apartment trip generation.
5. The trip distribution that uses SR-76 appears low and unreasonable. Only 13% of the project traffic is shown on SR-76 east of North River Road, and only 12% of the project traffic is shown on SR-76 west of Douglas Drive. Please substantiate trip distribution.
6. Several of the SR-76 intersections are shown as standalone in the Synchro analysis files. These need to be added to the network and analyzed as a network.

A3-1

A3-2

A3-3

A3-4

A3-5

A3-6

A3-7

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."*

## APPENDIX T0 (Continued)

Mr. Rob Dmohowski  
September 10, 2018  
Page 2

7. Based on figure 7-2 there are 91 PM peak hour project trips on SR-76 west of Douglas Drive. The intersection of SR-76 / Foussat Road and the corresponding SR-76 segment need to be included or justified as to why they were excluded from the traffic study. A3-8
8. Based on figure 7-2 there are 100 PM peak hour project trips on SR-76 east of North River Road. The intersections of SR-76 / Camino Del Rey/Olive Hill Road, SR-76 / South Mission Road, and the corresponding SR-76 segments need to be included or justified as to why they were excluded from the traffic study. A3-9
9. The intersections of SR-76 / Town Center Drive and SR-76 and Guajome Lake Road need to be included or justified as to why they were excluded from the traffic study, these signalized intersections are between included analyzed intersections and would influence the other intersection operations. A3-10
10. For the intersection of SR-76 and North River Road, using the Synchro methodology the existing AM LOS is F and the increased delay with the project is 28.4 seconds. In Sim Traffic there is an issue with westbound SR-76 queuing at North River Road. Please clarify impact findings at this location. A3-11
11. For the intersection of SR-76 and Douglas Drive, the increase in delay in table 8-1 is greater than 2 seconds. In Sim Traffic there are issues with queuing for the SB left on Douglas Drive and on WB SR-76 in the AM and EB SR-76 in the PM. Please clarify impact findings at this location. A3-12
12. For the intersection of SR-76 and Old Grove Road, using the Synchro methodology the existing AM LOS is E and the increased delay with the project is 7.9 seconds. In Sim Traffic there is an issue with westbound SR-76 queuing at Old Grove Road in the AM. Please clarify impact findings at this location. A3-13
13. For the intersection of SR-76 and Frazee Road, using the Synchro methodology the existing AM LOS is D and the increased delay with the project results in LOS E. Please clarify impact findings at this location. A3-14
14. For the intersection of SR-76 and North Santa Fe Avenue, using the Synchro methodology the existing PM LOS is F with a delay of 95.1 seconds and the increased delay with the project is 2.1 seconds. In Sim traffic there is an issue with queuing on NB North Santa Fe Avenue and EB SR-76. Please clarify impact findings at this location. A3-15
15. At the intersection of SR-76 and East Vista Way, there is an issue with queuing on EB SR-76 in Sim Traffic for the existing plus project PM. Please clarify impact findings at this location. A3-16
16. For the existing plus project AM at the intersection of SR-76 and N. Santa Fe Ave the westbound left turn 95% queue is 723 feet and the storage is only 550 feet. Please clarify impact findings at this location. A3-17
17. For the existing plus project PM at the intersection of SR-76 and Douglas Dr. the eastbound left turn 95% queue is 602 feet and the storage is only 410 feet. Please clarify impact findings at this location. A3-18

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## APPENDIX T0 (Continued)

Mr. Rob Dmohowski  
September 10, 2018  
Page 3

18. For the existing plus project PM at the intersection of SR-76 and College Blvd. the eastbound left turn 95% queue is 692 feet and the storage is only 440 feet, the westbound right turn 95% queue is 1,323 feet and the storage is only 590 feet. Please clarify impact findings at this location. A3-19
19. Provide additional details about the proposed mitigation measure for Adaptive Traffic Signal Controls on SR-76 and analysis that shows it will mitigate to below significant levels. Adaptive Traffic Signal Controls will need to be reviewed and approved by Caltrans. A3-20
20. In summary, the following intersections may also be impacted. Please provide further clarification:
- Existing + Project:
- a. SR-76 / N. River Rd.
  - b. SR-76 / Douglas Dr.
  - c. SR-76 / Old Grove Rd/
  - d. SR-76 / Frazee Rd.
  - e. SR-76 / N. Santa Fe Ave.
  - f. SR-76 / Melrose Dr.
  - g. SR-76 / E. Vista Way
- Near Term, Existing + Cumulative Project + Project:
- a. SR-76 / N. River Road
  - b. SR-76 / Douglas Dr.
  - c. SR-76 / Old Grove Rd.
  - d. SR-76 / Frazee Rd.
  - e. SR-76 / N. Santa Fe Ave.
  - f. SR-76 / Melrose Dr.
  - g. SR-76 / E. Vista Way
- Buildout Year 2030 (Master Transportation Roadway Plan):
- a. SR-76 / Douglas Dr.
  - b. SR-76 / N. Santa Fe Ave.
  - c. SR-76 / Melrose Dr.
  - d. SR-76 / E. Vista Way
- Buildout Year 2030 (Without Melrose Drive Extension):
- a. SR-76 / Douglas Dr.
  - b. SR-76 / N. Santa Fe Ave.
  - c. SR-76 / Melrose Dr.
  - d. SR-76 / E. Vista Way
- Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards. A3-21
- Mitigation measures to State facilities should be included in Traffic Analysis/EIR. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual A3-22
- A3-23

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## APPENDIX T0 (Continued)

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Mr. Rob Dmohowski  
September 10, 2018  
Page 4

implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

↑ A3-23  
| Cont.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements (<http://www.dot.ca.gov/trafficops/ice.html>).

| A3-24

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies.

| A3-25

If you have any questions, please contact Trent Clark of the Caltrans Development Review Branch at (619) 688-3140.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

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to enhance California's economy and livability"*

# APPENDIX T0 (Continued)

## A4 SAN DIEGO ASSOCIATION OF GOVERNMENTS

Comment Letter A4



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
sandag.org

September 10, 2018

File Number 3300300

Mr. Rob Dmohowski  
Associate Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

Dear Mr. Dmohowski:

**Subject: North River Farms Planned Development Plan Draft Environmental Impact Report**

Thank you for the opportunity to comment on the City of Oceanside's North River Farms Planned Development Plan Draft Environmental Impact Report (DEIR). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (2015 Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. The SANDAG comments are submitted from a regional perspective emphasizing the need for better land use and transportation coordination.

### Smart Growth

Although the proposed project is not located in a Smart Growth Opportunity Area (SGOA) on the SANDAG Smart Growth Concept Map, the City of Oceanside has included a "Village Core" in the project's Land Use Plan map. The City of Oceanside should provide interconnected opportunities for walking, biking, and transit in the Village Core so that residents and visitors have transportation options in the new development. These transportation options should connect to the San Luis Rey Transit Center, a potential SGOA (OC-8) for a Community Center with existing high-frequency local buses. Incorporating connections, such as bike routes or shuttle services (described below), will allow future residents and visitors to access the San Luis Rey Transit Center, reduce the need for single-occupancy vehicle trips, and help implement the 2015 Regional Plan.

### Farmland

The 2015 Regional Plan includes a Strategy for Sustainability that proposes measures to make the San Diego region more environmentally sustainable. One of the five proposed strategies to move toward sustainability is to protect the environment by preserving farmland. SANDAG appreciates the DEIR's farmland mitigation measures and encourages the City of Oceanside to preserve farmland on site or nearby this development prior to implementing the credit purchases outlined in MM-AGR-1. These measures will lead to greater sustainability in the region and will help implement the 2015 Regional Plan.

#### MEMBER AGENCIES

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

#### ADVISORY MEMBERS

Imperial County  
California Department  
of Transportation  
Metropolitan  
Transit System  
North County  
Transit District  
United States  
Department of Defense  
San Diego  
Lindero Port District  
San Diego County  
Water Authority  
Southern California  
Tribal Chairmen's Association  
Mexico

A4-1

A4-2

A4-3

## APPENDIX T0 (Continued)

### Active Transportation

A portion of the North River Farms project site is adjacent to the San Luis Rey River Trail, which is included in the Regional Bike Network. This project will establish a connection between the Coastal Rail Trail and the Interstate 15 Bikeway. Please coordinate with SANDAG to ensure that implementation of these bike projects is not hindered by the development associated with the North River Farms project.

Please ensure that the Second Edition National Cooperative Highway Research Program Report 672 is used for the design of the proposed roundabout within the North River Farms project site. Crosswalks and bike lanes should be integrated into the roundabout design. The bikeways throughout the project site should be interconnected and should serve the retail and commercial use areas.

### Transportation Demand Management

Please consider incorporating transportation demand management (TDM) strategies into the North River Farms Planned Development Plan DEIR to help mitigate potential traffic impacts associated with new development and land use changes. TDM consists of programs, services, and policies that encourage the use of transportation alternatives and align with the City of Oceanside's commitment to reducing drive-alone trips as outlined in the City of Oceanside's General Plan Circulation Element. Specific TDM measures to consider include:

- In addition to bikeshare and carshare services, consider providing a shared fleet of neighborhood electric vehicles (NEVs) for residents and community guests that could help fulfill short trips within and around the community. SANDAG is sponsoring legislation (Senate Bill 1151 [Bates]) that will allow any jurisdiction within the County of San Diego to develop and adopt a NEV plan.
- Actively promote carpooling and vanpooling to residents and employees. The SANDAG Regional Vanpool Program provides a subsidy of up to \$400 per month for eligible vans. Given the proximity to State Route 76, consider dedicating available parking on site for Park & Ride purposes.
- Where possible, explore the provision of flexible curb space to accommodate passenger loading and unloading (e.g., taxi cabs, on-demand rideshare, shuttle services) and dedicated space for shared mobility services (e.g., vanpool, carshare, bikeshare, NEVs).
- Provision of wayfinding signage that provides residents and community guests with information on regional transportation services and helps facilitate connections to community destinations.

Please consider coordinating with the SANDAG TDM program, iCommute, regarding regional services that encourage the use of transportation alternatives and reduce traffic congestion. Regional TDM programs include the SANDAG vanpool program, the Guaranteed Ride Home program, and support for carpooling, transit, and bicycling. Information on iCommute can be found at [iCommuteSD.com](http://iCommuteSD.com).

### Other Considerations

SANDAG has a number of additional resources that can be used for further information or clarification on TDM, smart growth, or active transportation. The following resources can be found on our website, [sandag.org](http://sandag.org):

A4-4

A4-5

A4-6

## APPENDIX T0 (Continued)

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- SANDAG Regional Parking Management Toolbox
- Riding to 2050, the San Diego Regional Bike Plan
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Designing for Smart Growth, Creating Great Places in the San Diego Region

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review  
c/o SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

We appreciate the opportunity to comment on the City of Oceanside's North River Farms Planned Development Plan DEIR. If you have any questions, please contact me at (619) 699-1943 or [seth.litchney@sandag.org](mailto:seth.litchney@sandag.org).

Sincerely,



SETH LITCHNEY  
Senior Regional Planner

SLI/KHE/kwa

A4-6  
Cont.

A4-7

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## A5 OCEANSIDE UNIFIED SCHOOL DISTRICT (2)

Comment Letter A5



**Board of Education**  
 Mike Blessing  
 Ann Cowin  
 Eleanor Evans  
 Robert Geisberg  
 Emily Ortiz Wichmann

Julie A. Vitale, Ph.D., Superintendent

September 12, 2018

Mr. Rob Dmohowski, Associate Planner  
 City of Oceanside  
 300 N. Coast Highway  
 Oceanside, CA 92054

**RE: Response to Request for Oceanside Unified School District Information for the Proposed North River Farms Project**

Dear Mr. Dmohowski:

The Oceanside Unified School District (OUSD) is in receipt of the *Request for Oceanside Unified School District Information for the Proposed North River Farms Project*. This letter constitutes our response to the notice.

A5-1

It is our understanding that the City of Oceanside is in the process of holding a Public and Facilities section of the Environmental Impact Report (EIR) for the North River Farms Planned Development Plan (proposed project), which is located in the South Morro Hills area within the north-eastern portion of the City of Oceanside. The proposed project establishes an overall development range that could allow for a variety of agricultural uses, housing types, a boutique hotel, an Ecology Center, and flexible commercial uses. The proposed project would allow for the development of up to 689 single-family and medium density residential dwelling units on approximately 176.6 acres, for an overall density of approximately 4 dwelling units per gross acre.

A5-2

The District continues the process of planning, constructing and reconstructing necessary elementary, middle and high school facilities to serve current and future student populations. The District is also in the process of evaluating existing District leased and owned relocatable classrooms for possible disposition.

A5-3

Notably, the FMP at page 30 states that the school determine growth from residential development. The study concluded that 1,062 new residential unit would add 148 additional students – a yield rate of 0.13. Based on the project description for the proposed North River Farms (689 dwelling units) this would yield approximately 91 students total over the 13 grades or 7 students per grade. As shown in the following table, based on the District's yield rate and 3-year projections for enrollment there is sufficient capacity to accommodate the student generation from the proposed project description.

A5-4

Currently, the project is located within the boundary of the following schools:

School	Grades	Enrolled	3-Year Projection	Capacity	Diff.	Est. Student Generation	Remaining Capacity
Del Rio ES	K-5	392	373; 371; 366	517	151	42	109
Cesar Chavez MS	6-8	750	744; 712; 668	764	96	21	75
El Camino HS	9-12	2,606	2,872; 2,777; 2,800	3,025	225	28	197

A5-5

## APPENDIX T0 (Continued)

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The residential development portion of the Project would be subject to statutory fees, currently \$3.79 per square foot. The senior residential and commercial/industrial portion of the Project would be subject to senior residential and commercial/industrial statutory fees which are currently \$0.61 per square foot.

A5-6

Senate Bill 50 and the State School Facility Program mitigation measures place a statutory framework around the topic of mitigation fees. It must be noted that school construction costs far exceed the SB50 mitigation formula and the related State School Facility Program/State Allocation Board matching funds. Other sources of revenue and mitigation should be considered.

A5-7

The District reserves the right to provide follow-up comments and objections upon review of the Draft Environmental Impact Report and related Public Hearings. We look forward to working with the Agency to reduce or fully mitigate these impacts in creative and mutually beneficial ways when possible. If you have any questions regarding this correspondence, please feel free to contact me at (760) 966-4047.

A5-8

Sincerely,



Shannon Soto, Ed.D.  
Associate Superintendent, Business Services

Cc: Dr. Julie Vitale, Superintendent  
Bond Office

Shannon Soto, Ed.D., Associate Superintendent, Business Services  
2111 Mission Avenue • Oceanside, CA 92058-2326  
Phone: (760) 966-4047 • Fax: (760) 433-3191 • shannon.soto@oside.us

## APPENDIX T0 (Continued)

### A6 U.S. FISH AND WILDLIFE SERVICE AND CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

Comment Letter A6



U.S. FISH AND WILDLIFE SERVICE  
Carlsbad Fish and Wildlife Office  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008



CALIFORNIA DEPARTMENT OF  
FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, California 92123

In Reply Refer To:  
FWS/CDFW-18B0080-18CPA0346

September 11, 2018  
*Sent by Email*

Mr. Rob Dmohowski  
Associate Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054  
[rdmohowski@ci.oceanside.ca.us](mailto:rdmohowski@ci.oceanside.ca.us)

Subject: Comments on the Draft Environmental Impact Report for the North River Farms Planned Development Plan, City of Oceanside, San Diego County, California (SDH # 2017111069)

Dear Mr. Dmohowski:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereafter collectively referred to as the Wildlife Agencies, have reviewed the Draft Environmental Impact Report (DEIR) for the North River Farms Planned Development Plan received on August 1, 2018. The Wildlife Agencies appreciate the extension from you to comment on the DEIR. Our comments and recommendations are based on the information provided in the DEIR and associated documents; our knowledge of sensitive and declining vegetation communities in San Diego County; and our participation in the Multiple Habitat Conservation Program (MHCP) and the City of Oceanside's (City) draft MHCP Subarea Plan (SAP).

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act.

The Department is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines § 15386, subd. (a)]. The Department, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Id., § 1802.) Similarly, for purposes of CEQA, the Department is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

A6-1

## APPENDIX T0 (Continued)

Mr. Rob Dmohowski (FWS/CDFW-18B0080-18CPA0346)

2

The Department is also a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). The Department may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the project may be subject to the Department's lake and streambed alteration regulatory authority. (Fish & Game Code, § 1600 *et seq.*) Likewise, to the extent implementation of the project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA; Fish & Game Code, § 2050 *et seq.*), related authorization as provided by the Fish and Game Code will be required.

The Department also administers the Natural Community Conservation Planning (NCCP) program. The City participates in the NCCP and the Service's HCP programs through the development of its draft SAP.

The project site is located in the northeastern portion of the City and marks the western entry to the South Morro Hills region of the City, and is generally bisected into northern and southern sections by North River Road. Currently, the project site is in agricultural production, including farm operations, a few single-family homes used as office space, and abandoned structures associated with agricultural product processing and sales.

The 176.6-acre proposed project is a planned community consisting of a General Plan Amendment, Zoning Ordinance Amendment, Planned Development Plan, a Development Agreement, a Development Plan, and a Vesting Tentative Map. The proposed project would allow for the development of up to 689 dwelling units for an overall density of approximately four dwelling units per gross acre in four planning areas. Approximately 31.6 acres would be dedicated to agriculture throughout the project site and another 16 acres are planned for park and open space features, including parks, buffers, trails, and farm plots. The proposed project also would require several off-site improvements, including storm drainage facilities, roadway network construction, and sewer improvements. A 100-foot buffer, proposed to remain in agricultural production, would be placed between the development and the San Luis Rey River beginning at the outer edge of the riparian vegetation.

We offer the following specific comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with previous discussions and/or applicable requirements of the City's draft SAP. Consistency with the draft SAP is needed to help ensure that development will not preclude completion of the SAP and to maintain the City's eligibility for participation in the 4(d) habitat loss permit program.

1. The project site lies within an area north of the San Luis Rey River identified as the Agricultural Exclusion Zone (AEZ) in the City's draft SAP. Continuation of agricultural practices in the AEZ were considered generally compatible with the biological values of natural habitat and the riparian areas being conserved in the bordering San Luis Rey River. Under section 4.3.1.3 the draft SAP, discretionary actions or conversions to non-agricultural practices would invoke additional conservation standards, particularly requirements to preserve, restore, and/or enhance natural vegetation to form a 50- to 100-foot buffer distance to existing wetland vegetation communities. In addition, section 5.2.4 of the draft SAP states that a minimum 100-foot-wide biological buffer of upland habitats will be established along the San Luis Rey

A6-1  
Cont.

A6-2

## APPENDIX T0 (Continued)

Mr. Rob Dmohowski (FWS/CDFW-18B0080-18CPA0346)

3

River. The final EIR should confirm these requirements, and include planting palettes for and figures of the buffers to be established consistent with the draft SAP.

2. Section 5.3.3 of the draft SAP includes survey requirements for the federally listed Stephens' kangaroo rat (*Dipodomys stephensi*) and arroyo toad (a southwestern t. [*Anaxyrus californicus* (*Bufo microscaphus* c.)]; arroyo toad}. However, section 4.4.4 of the DEIR states that surveys for these species are not required due to the presence of exclusionary fencing and a small berm, which precludes these species from entering the site. Without more information, we cannot concur with this conclusion.
3. Impacts to agricultural and vacant lands (i.e., Habitat Group F in the draft SAP) should be mitigated through payment of a Habitat Development Fee (HAF, using an adjusted cost analysis based on the current rate of inflation), consistent with Table 5-2 and Section 5.5.2 of the draft SAP. This would serve as a critical source of revenue to restore and/or enhance lands in priority areas in the draft SAP's Wildlife Corridor Planning Zone.

Thank you for the opportunity to review the DEIR. We request a meeting to: review the buffers, determine whether surveys for Stephens' kangaroo rat and arroyo toad should be done, and to establish the appropriate HAF for the project.

If you have questions or comments, please contact Janet Stuckrath of the Service at 760-431-9440, extension 270, or Eric Hollenbeck of the Department at 858-467-2720.

Sincerely,

DAVID  
ZOUTENDYK

Digitally signed by  
DAVID ZOUTENDYK  
Date: 2018.09.13  
12:21:35 -0700

for Karen A. Goebel  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service



Gail K. Sevens  
Environmental Program Manager  
California Department of Fish and Wildlife

↑ A6-2  
Cont.

A6-3

A6-4

A6-5

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## O1 SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY, INC.

Comment Letter O1



### San Diego County Archaeological Society, Inc.

Environmental Review Committee

6 August 2018

To: Mr. Rob Dmohowski, Associate Planner  
Development Services Department  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

Subject: Draft Environmental Impact Report  
North River Farms Planned Development


Dear Mr. Dmohowski:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its Appendices F1 and F2, we agree with the impact analyses and mitigation measures as presented.

Thank you for the opportunity to participate in the public review of this project's environmental documents.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: Dudek  
SDCAS President  
File

O1-1

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## 02 BUENA VISTA AUDUBON SOCIETY

Comment Letter O2

**Robert Dmohowski**

**From:** Joan Herskowitz <jmherskowitz@yahoo.com>  
**Sent:** Tuesday, August 21, 2018 7:49 AM  
**To:** City Council  
**Subject:** Comments on North River Farms Development Agreement on August 22nd Council Agenda

Dear Council Members,

The proposed North River Farms development is a large and complex project (689 residential units, commercial space, hotel) in an undeveloped area of the City, and requires a General Plan Amendment that should be thoroughly reviewed by the public, City staff, Planning Commissioners and members of the Council before any commitments are made. We understand that you are considering a Development Agreement with the developer at this week's Council meeting that would vest the development rights for this project.

O2-1

We are concerned that this action is premature, as the State required CEQA process has not yet been completed, and a thorough review of all conditions of approval have not been determined to ensure no significant impacts would result. The CEQA public comment period is not over until Sept. 10th, after which a Final EIR will be prepared with responses to comments from the public. Overlooked environmental impacts could have significant effects on the Oceanside environment and existing and future residents, as well as the possibility of public facility deficiencies that would need to be remedied down the road with City funds. Vesting of development rights should only occur after all specific project conditions and mitigations are finalized and secured.

O2-2

We agree with City staff and the Planning Commission that assigning development rights prior to complete and thorough review of this large development would be a mistake and a disservice to Oceanside residents. We encourage you to wait until all detailed project information is submitted and reviewed by staff and all CEQA requirements completed, so residents are aware of the project amenities and impacts.

O2-3

Thank you for your consideration of our views on this important issue.

Sincerely,

Joan Herskowitz  
Conservation Committee  
Buena Vista Audubon Society

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## O3 PRESERVE CALVERA

Comment Letter O3



September 7, 2018

Robert Dmohowski  
Planning Department  
City of Oceanside  
Sent via email

Subject: Comments on DEIR for North River Farms

Dear Mr. Dmohowski:

These comments are made on behalf of Preserve Calavera. Preserve Calavera is a grassroots conservation organization whose mission is to preserve, protect and enhance the natural resources of coastal north San Diego County.

This project is one of the most egregious ones we have seen in this area for some time. It epitomizes the kind of old thinking about sprawl development and is exactly the opposite of what our region needs to be doing to protect our natural resources, preserve community character and help move our world toward climate stabilization.

The following are our specific issues of concern:

### Executive Summary

- Failure to include the second public scoping meeting on January 16, 2018 or a summary of the verbal comments made at the two public scoping meetings.

At the initial public scoping meeting on December 13, 2017 it was announced that because of the fire and disruption it caused for so many local residents, a second meeting would be held to allow input to the EIR scoping. That second meeting was held on January 16, 2018, was recorded, and is included as part of the public input on the city's webpage for the project. All comments received from the second meeting, both verbal and written should also be included as part of the public record. The Executive Summary fails to mention this second meeting so it is unknown if any of this input has been considered. Plus, it needs to be clarified if the analysis included consideration of all verbal input from both of these public meetings in addition to the written comments that are identified in Appendix A. We see that many people offered verbal comments that were not included in Appendix A. All such comments need to be summarized and included as part of the record of the meeting and to insure they were considered as part of the analysis of input to the EIR. Other places provide a written summary of such verbal comments so they are properly documented.

### Environmental Setting

- Existing residential uses

The description states there is a single-family home used as office space and "several vacant

O3-1

O3-2

O3-3

Preserve Calavera  
5020 Nighthawk Way – Oceanside, CA 92056

1

## APPENDIX T0 (Continued)

dilapidated single-family structures are located in the northern and central portions of the project site." Such dilapidated residential housing is often used for intermittent farm labor housing- either for the existing farm or those in the vicinity. Loss of such housing could have an adverse impact on continuing farm operations in the area- adding to the cumulative impacts from this project adversely impacting continued farming in the area. Furthermore, this area along the San Luis Rey River has a long history of transient encampments. Occupants of such areas often move around in a project vicinity as they are removed from one site, they take up occupancy nearby. Such abandoned residences might serve such intermittent uses with resultant impacts on water quality, fire risk, etc. The potential impact from transient, intermittent use should also be evaluated. Failure to do so results in a potential unmitigated cumulative impact.

O3-3  
Cont.

### Project Description

- False characterization of "Agritourism "

Agritourism is being developed in the city of Oceanside, and throughout the agricultural areas in California, the rest of the country, and many parts of the world. It is not putting a few acres of agricultural land in the middle of a new housing project. It is, according to the Agritourism Strategic Plan of the City of Oceanside (incorporated by reference), "Any business conducted by a farmer for the enjoyment of the public to promote the products of the farm and to generate additional farm income. It includes a variety of facilities and activities that are increasingly available in San Diego County, such as agricultural festivals, farm visits, farm tours, demonstration farms, farm stays, wineries, bursary trails, and agricultural museums." Having land in agriculture use by itself is not agritourism. Nor are 689 housing units.

O3-4

- What the heck is "eco-tourism"

Page 3-2 says... "the proposed project would aid in the development of an eco-tourism zone by developing a community farm that enhances the rich history of the region and supports the existing agricultural efforts." There is nothing in the project objectives related to "eco" or "tourism." There is no such zone described. There is no analysis of such land uses. This appears to just be gratuitous language that sounds good and means nothing. Please put some meat on the bones or get rid of it. This is of concern because other economic studies would question the viability of a hotel in this location. This appears to be an attempt to legitimize the hotel and imply it is part of some bigger plan for attracting tourists which is not described in the DEIR, project objectives, land use plan or anywhere in the document that we could find.

O3-5

Furthermore, there is no support for the conclusion that "this agricultural hub would be the central point for North County to obtain freshly harvested produce and other locally made goods, learn about growing foods, create bonds with their families and neighbors, and form strong connections with their home." Cyclops Farms is such a hub in Fire Mountain and it doesn't include 689 homes. There are farmers' markets in every north county community that provide the majority of this same experience without adding thousands of miles of VMT. There are numerous other places in Oceanside and North County that provide exactly the same experiences.

O3-6

Preserve Calavera  
5020 Nighthawk Way – Oceanside, CA 92056

2

## APPENDIX T0 (Continued)

- Clarify “windrow” shown on Figure 3-3

Merriam online definition of windrows is as follows:

- 1a: a row of hay raked up to dry before being baled or stored
- b: a similar row of cut vegetation (such as grain) for drying
- 2: a row heaped up by or as if by the wind
- 3a: a long low ridge of road-making material scraped to the side of a road
- b: [BANK](#), [RIDGE](#), [HEAP](#)

As a farmer’s granddaughter I am familiar with windrows being rows of trees planted between fields to block the wind and reduce the loss of topsoil. That certainly is not the purpose of a row of trees planted along an interior road in a housing project. Furthermore, Figure 3-7 seems to show a trail on each side of the road, exactly where the “windrow” is located.

O3-7

- Concerns with project phasing

The description of project phasing on page 3-17 provides no assurances that there is any of the public amenities or commercial uses that are essential to get any benefits from having a mixed-use project. Other projects have included requirements that x amount of commercial is built with a specified number of residential units. The phasing plan must describe how public amenities are incorporated into the phasing plan. Failure to do so could result in completion of housing and commercial land uses long before there are the parks and other facilities essential to support such development.

O3-8

### Visual Resources

- Potential impact on scenic vistas

The DEIR correctly notes that the “relatively low elevation of the project site compared to surrounding topography creates opportunities in which the project site would be visible from surrounding higher elevations.” It then notes that these potential impacts are of particular concern for areas along the San Luis Rey River and Guajome Park. None of the Key Observation Points (KOP) that were selected in fact can evaluate the particular concerns noted in the text. The issue is really the panoramic nature of the scenic view of which this parcel is just one portion. It is a particularly important portion as it is between the scenic San Luis Rey River valley and Morro Hills, an area of 3,400 acres of rolling, primarily agricultural hills that from many vantage points extend as far as the eye can see and that connect to adjacent rolling hills outside the city of Oceanside giving the entire area an even greater scenic vista. It was noted that the project site can be seen from many higher elevations and there are numerous locations on all four sides of the project where the project site is part of a scenic vista from public streets and parks. It is impossible to adequately assess these impacts on the panoramic views without extending out into the broader landscape, assessing topography in the region and then determining from what public vantage points would the site be seen and how will the project impact the character of that view. Three of the 5 KOPs are on the immediate edges of the

O3-9

Preserve Calavera  
5020 Nighthawk Way – Oceanside, CA 92056

## APPENDIX T0 (Continued)

project - (1,2, and 3) at the same elevation - where the text says view impacts would be expected when looking from higher elevations at the relatively low elevation project site. KOPs 4 and 5 again appear to be at approximately the same elevation as the project site, but from a greater distance and on the south side of the SLR River. What about views from higher elevations on other public roads, parks at a distance where the panoramic vista is visible? You can't evaluate the view from higher elevations if the only KOPs are essentially all at the same elevation as the project. You can't assess the impacts on panoramic views if the only KOPs are so near the project you have no panoramic view. The DEIR concluded that while there are numerous areas along nearby public roads with panoramic views towards the project site that the impacts are intermittent, partially blocked by vegetation, would blend with other nearby development or for other reasons the impacts are less than significant. The limited analysis of KOPs that are at the same elevation and too close to provide any panoramic vista fail to adequately assess numerous areas where there is a high potential for adverse impacts.

↑ O3-9  
Cont.

O3-10

You can't assess the impacts on sense of place - a river adjacent to rolling hillsides if you do not even attempt to evaluate the existing view of this area, from higher elevations, and greater distances.

O3-11

- Potential for cumulative view impacts

A major concern is that once this project proceeds there is nothing to stop continued conversion of these agricultural lands to more such dense development degrading the entire visual character of the 3,400-acre Morro hills area. The Population and growth inducing analyses concluded this is a likely outcome. That growth will certainly also impact views of this area.

O3-12

- Potential new source of light or glare on protected biological resources

The draft Oceanside Sub Area Plan (SAP) includes specific lighting standards to protect hardline protected open space from adjacent land uses (edge effects). Light impact is one area of particular concern. The DEIR failed to identify if the project will meet the edge effect standards for lights near to the protected SLR River corridor.

O3-13

Failure to adequately address all of these issues results in potential unmitigated significant impacts to visual resources.

O3-14

### **Agricultural Resources**

- Failure to adequately assess direct, indirect, and cumulative impacts to agricultural resources

The letter of December 21, 2017 from the State of California Division of Land Resource Protection specified four specific areas of analysis needed to assess and mitigate for the potential impacts of this project to agricultural resources. These included:

O3-15  
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Preserve Calavera  
5020 Nighthawk Way – Oceanside, CA 92056

## APPENDIX T0 (Continued)

- Direct and indirect impacts from conversion of farmland - including type, amount and location

Only direct impacts were considered. There was no discussion of the indirect impacts associated with beginning the conversion of these agricultural lands, e.g., how one project could lead to others and what the potential cumulative impacts such things as higher traffic volumes/speeds effecting the ability of other farms in the area from continuing with agriculture.

↑  
O3-15  
Cont.

- Impacts on current and future agricultural operations

The letter identified specific factors that should be considered including impact on land use, land values and taxes, loss of ag infrastructure, etc. The DEIR included no such analysis on either current or future agricultural operations. In the adjacent city of Carlsbad owners of the Robertson Ranch farm stated that the extension of College Blvd across their farm holdings was the death knell for their farming operations. They could not move farm equipment around the area, and had to compete with higher volume, fast moving traffic. Once residential neighborhoods are built next to farmland there are often additional conflicts from things like odor, pests, and the use of chemicals, particularly aerial spraying. All of those factors historically cause conflicts with agriculture and adjacent residential neighborhoods.

O3-16

- Inadequate mitigation for conversion of agricultural lands

The single mitigation measure (MM) proposed provides no assurance that local agriculture is protected as credits can be purchased through the PACE program anywhere in the county. Failure to protect ag land in the project area of Oceanside will have indirect land use impacts in this city that have not been considered.

O3-17

- Failure to identify cumulative impacts to agricultural resources

The LESA Model instructions allocate 50% of the score from the land evaluation (land capability classification and Storie Index) and 50% from site assessment (size, water, surrounding agricultural land and protected land). The DEIR concludes that impacts are significant as each subscore is greater than 20 and the total score is between 40 and 59 points. This very structured analysis methodology means that the next project will get a lower site assessment score, and each succeeding project an even lower score as there is less surrounding land in agriculture. This ensures the dominoes will continue to fall as approving one project lowers the score and makes it easier for others to follow, with less or no mitigation required. The DEIR failed to identify this as a cumulative impact.

O3-18

- The identified Mitigation Measure (MM) fails to address local impacts

The DEIR identifies a MM and then says that if such a program is adopted prior to filing first grading permit then it would be obligated to purchase mitigation credits. However, there is no such program in effect and the timing to create such a program is not specified and is not

O3-19  
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# APPENDIX T0 (Continued)

mandated. This remains an unmitigated significant impact unless the project is conditioned to do this.

↑ O3-19  
Cont.

## Air Quality

- Erroneous conclusion that population increase with the project is already included in population estimates in the RAQS

Page 4.3.22 states that “The addition of 689 residential units (approximately 1,971 new residents), to the SRA as a result of the proposed project would be accommodated in the population forecast used to prepare the 2016 RAQS.” This statement is only true if all other growth remains as assumed in the 2016 RAQS which was based on the adopted General Plan and amendments made to date. What that fails to include is other increases in growth that have already been approved since the RAQS was adopted. For example, Park Villas at El Corazon was planned for 32 units but 70 were permitted and are under construction. The Villa Storia site planned for far fewer units than the 420 that were approved in the General Plan amendment. While this project is included on Table 5-1 Cumulative Projects, that does not mean that all growth is within the projected growth assumed in the RAQS, which must also allow for every other parcel that has not yet been built to the allowed the number of units included in the General Plan or Housing Element. If not, then this analysis is assuming that some future project is the one that will exceed the assumed population growth and it will trigger non-compliance with the RAQS growth projections. Some other landowner will pay the price for allowing this one to exceed its zoning. Please provide the actual numbers for population growth that support the conclusion in the DEIR that these 689 units are within the population assumption of the RAQS.

O3-20

- Cumulative operational VMT emissions are underestimated

Page 4.3-29 states “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.” However, a key element of this analysis is that SANDAG assumes that the majority of growth in the region occurs at 200 smart growth sites. Achieving smart growth is critical to the assumptions for VMT and GHG reductions. But neither the region nor Oceanside have demonstrated any capacity to have “the majority” of growth near the smart growth sites. A quick review of Table 5-1 would say that none of these 1638 units<sup>1</sup> are located within ½ mile of a designated smart growth site. In fact, very few of the units built since adoption of the 2012 Sustainable Community Strategy have in fact been built within ½ mile of a smart growth site. Failure to locate units as assumed will substantially increase the number of trips (reduced access to alternative transportation) and increase trip length as sprawl development is built further from jobs and services. Both factors will result in a substantial increase in VMT above what was assumed in the SQS and the resulting transportation plan modeling. These errors in underestimating the increase in VMT affect both the air quality and GHG impacts. The DEIR has improperly computed air quality impacts and as a result these impacts remain potentially significant.

O3-21

<sup>1</sup> Counting 70 units for El Corazon

## APPENDIX T0 (Continued)

- Insufficient mitigation for construction diesel exhaust

MM-AQ-1 specifies Tier 4 for some types of diesel powered equipment and Tier 3 for others. But it allows this requirement to be waived if the applicant demonstrates that such equipment is not available. That is not a valid exception. This is a cost factor for the applicant that is part of the cost of doing business. Either they can pay a higher rate for the specified level of certification, or they can adjust the construction schedule so fewer pieces of equipment are operating at once and reduce the diesel pollutants that way. Exceeding the cancer risk to build faster is not an acceptable tradeoff for the health of the children and seniors of this community.

O3-22

- Insufficient consideration of the poor air quality in the San Diego region

The American Lung Association's State of the Air report for 2018 (<http://www.lung.org/our-initiatives/healthy-air/sota/city-rankings/most-polluted-cities.html>), (incorporated by reference) shows that the San Diego-Carlsbad urban area is the sixth-worst area for ozone pollution in the United States and is classified by the federal EPA and the California Air Resources Board as a nonattainment area for ozone. The DEIR states that the San Diego Air Basin does not meet either the federal 8-hour ozone standard, the California 8-hour ozone standard, or the California standard for either coarse particulate matter PM 10 or fine particulate matter PM 2.5. (DEIR Table 4.3-1).

O3-23

The State of the Air report provides a full description of the health impacts from this poor air quality which can include worsened asthma, increased hospital visits for respiratory distress, worsened COPD, decreased lung damage, increased risk of heart attack in people with cardiovascular disease, and low birth weight and decreased lung function in newborns. The DEIR failed to adequately consider these significant health impacts, and the significance of adding even more air pollutants to this area that already has health impacts from poor air quality.

### Biological Resources

- Failure to evaluate or comply with requirements related to conversion of agricultural lands in the draft Oceanside Sub Area Plan (SAP)

Section 4.3.1.3 Agricultural Exclusion Zone for the Oceanside SAP says "discretionary actions or conversions to nonagricultural uses will invoke additional conservation guidelines, which include preserving, restoring or enhancing 50- or 100-foot upland buffers of natural vegetation adjacent to existing wetland vegetation communities." It goes on to add requirements for "assessment of wildlife movement and habitat linkages across the property and the project shall be designed and maintained to enhance such movement corridors and habitat linkages." It further states that the focus is on "maintaining or creating wetlands and 'or upland buffers along the San Luis Rey River" and "functional linkages from the San Luis Rey River from other habitat areas inside or outside of the City." These provisions were specifically called out in the State of California Department of Fish and Wildlife letter of January 22, 2018 included in App A. The proposed project proposes to convert the majority of the 176.6 acres to non-agricultural

O3-24

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## APPENDIX T0 (Continued)

uses. The majority of the agriculture that would be reestablished on site would provide greatly reduced biological function as it would consist of small, isolated patches surrounded by development.

↑ O3-24  
Cont.

The DEIR includes a figure marking the boundaries of a 100-foot buffer but provides no discussion about what will be allowed in this buffer, how it will be managed in perpetuity to mitigate for the impacts of this development. Since much of this buffer is outside of the project boundaries there needs to be a mechanism to ensure that this will occur.

O3-25

In addition, Figure 4.4-3a does not map any buffer along the offsite impacts from widening of the North River Road to the east of the project boundaries or for the two drainages pipes that will extend from the project, through the buffer to the sensitive habitat along the SLR.

O3-26

Agricultural lands provide substantial secondary benefits for both wildlife and native plants. Agricultural land can easily be enhanced to create native habitat, wetlands/buffers and improve wildlife corridors and linkages. There is little potential to create such functional improvements in land once it is developed. That is why the SAP specifies additional conservation actions if such land was to be converted to other uses.

O3-27

Figure 4.4-1 fails to show the regional wildlife corridor links between the San Luis Rey River and "other habitat areas inside or outside of the city." It shows existing housing development to the east and west of the project site which means only the project site has the potential to provide such linkages. The conditions associated with agricultural land conversion are intended to address these issues as development occurs so that what remains has protected the long-term biological function of the Agricultural Exclusion Zone. This area was excluded from the more specific requirements of the rest of the city with the condition that if such land was converted the biological value had to be protected by complying with these conditions.

O3-28

The DEIR has failed to comply with these key provisions of the SAP. This remains a significant unmitigated impact both to Land Use and to Biological Resources.

O3-29

- No evaluation of wetlands avoidance

The DEIR provided no discussion of wetlands avoidance or minimization. It appears that North River Road could be realigned slightly to the north and avoid all of the wetlands impacts along that road. Since wetlands impacts require first considering avoidance, then reducing the impacts and only as a last resort mitigation, this fails to comply with the requirements for analysis and protection of wetlands.

O3-30

- Failure to evaluate potential impacts on migratory birds associated with the San Luis Rey (SLR) River.

The limited number of surveys would not have captured the full range of avian species associated with our very few local fresh water wetlands of which the SLR River is key. A few years ago, dredging of the SLR resulted in the largest take of an endangered species in the state of California (Least Bell's Vireo). While there is no such vireo habitat on site, the requirement to

O3-31  
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enhance river buffers could potentially support increased migratory bird use.

- Failure to evaluate/mitigate for potential impacts from invasive shot hole borers (ISHBs)

This was specifically identified as an issue of concern in the letter from DFW and again was ignored. This invasive species has been found nearby and can be easily spread. Proper evaluation and mitigation are essential to protect further damage in this region from this invasive pest.

## Land Use

- Failure to identify inconsistency with Agritourism Strategic Plan (ASP)

This plan was recently completed as part of a several-year effort to identify how agritourism might help make continued agriculture more economically viable. One of the key objectives of the plan is "A. The Countryside Experience of South Morro Hills offers one of the last places along the San Diego County coast that has agricultural open space with quiet country roads, vistas of rolling hills leading to the mountains, orchards, and farm life. Today's urban resident wants to find that setting, and immerse themselves in it to escape."

The ASP has provided the foundation for new ordinances that recently were adopted to specifically support agritourism. The DEIR failed to evaluate the project's consistency with this on-going effort in the city of Oceanside. Failure to do so results in a potential conflict with this plan that has not been identified, evaluated or mitigated.

## Transportation

- Unclear impacts of amending the Circulation Element to reclassify North River Road from Stallion Drive to Sleeping Indian Road from a Major Arterial to a Four Lane Collector.

Please clarify exactly what changes would result from this and if there are any direct or indirect impacts.

- False characterization of accessibility of public transit

The San Luis Rey Transit Center is 1 mile from the Village Core, and an even greater distance from the northern and eastern parts of the project site. Studies of public transit use rates indicate the importance of land uses within a ¼ mile and a ½ mile radius. At a distance of a mile, with no transit service to the site, this project can be expected to have minimal use of public transit. Furthermore, the transit service is bus. The housing is well below the density thresholds needed to support high frequency transit use. The housing mix, primarily single-family homes well above the median income level of current NCTD transit users, historically has minimal transit use. NCTD bus users, except for a few direct shuttles to Coaster or Sprinter stations, are primarily transit dependent. The housing mix, location and limited access to jobs and services will not result in this area serving a transit dependent, low-income population.

↑ O3-31  
Cont.

O3-32

O3-33

O3-34

O3-35

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## APPENDIX T0 (Continued)

- Inconsistencies in roadway figures/descriptions

There are numerous inconsistencies between roadway figures and between figures and text in the project description making it impossible to fully understand the distinctions between roads and how the circulation plan will actually operate. For Example: 1) Pvt Street A is shown in 2 colors on Figure 3-5, but only one color is on the legend. The cross sections on Figure 3-6a for the two portions show no difference above ground and neither indicates the windrow shown on Figure 3-3. 2) The Wilshire Road segment between K and North River Rd shows as the same as K street on Figure 3-5 but on but on Figure 3-6b it is shown as 35' ROW half width with a 2' drainage swale whereas street K on Figure 3-6a is a 60' ROW with no drainage swale (this connector is of particular concern as it is associated with a roundabout). 3) Street G is shown as a loop between two points on street G whereas on Figures 3-6a and 3-6b it ends at a cul-de-sac with only one connection to street G. Please correct these figures for internal consistency and ensure that the analysis is based on correct information.

O3-36

- Apparent error on Figure 3-7

The colors on the legend do not match the colors/labels on the map. (for example, see street G,H,I and J) on the map

O3-37

- Windrow is not shown on cross section of Pvt St A Figure 3-6a

The cross section does not indicate what the 9' sections are between the gutters and natural paved natural paved walks are. Is this where the "windrow" is located?

O3-38

- Gaps in bicycle network shown on Figure 3-8

Section 3.3.2.4 says "the proposed project includes an integrated system of bicycle facilities and allows for future linkages and improvements." However, Figure 3.8 as shown has gaps in the links for both Class I and Class II bike trails. For example, how does a bike get around the roundabout - the figures show right turns only? There is no connection shown between the Class I and Class II trails - is that intentional? Many of the Class II trails do not show a connection to a street - for example, the stub near street L. Furthermore, the figure does not show where bicycle racks/facilities are located. If the intent is to facilitate movement around the project site by bicycle, key bicycle destinations where facilities are provided must be accurately shown.

O3-39

- Alternative transportation connections to the San Luis Rey Transit center

Figure 3-11c shows a section of Off-Site Street and Trail Improvements, west of the project site. However, the key connectivity issue is connection to the transit center and that is not shown. Both texts and figure need to clearly indicate how full pedestrian and bicycle access is provided between the project site and the transit center.

O3-40

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## APPENDIX T0 (Continued)

### Greenhouse Gas

- Inaccurate characterization of project level GHG threshold

Page 4.8-28 states "... the city has established efficiency metric thresholds, which projects are to use to evaluate impacts from GHG emissions." It states these thresholds as 4.0 MT of CO<sub>2</sub>e per service population per year (MT CO<sub>2</sub>e/SP/yr) for year 2020 and 3.0 for 2030. We are aware of no such efficiency metrics being established in the city of Oceanside. In fact, we have seen multiple thresholds used for evaluating GHG impacts at a project level in this city. Please provide documentation that confirms the City has established these metrics which were used as the threshold in the analysis of impacts.

O3-41

- Inaccurate computation of per capita GHG efficiency

Using only per capita GHG efficiency provides no assurances that Oceanside will be able to achieve the actual reductions in GHG that are required by state law. They only work if there is a limit on population and there is no such limit in place. For example, a service population of 100 people with 4 MT/capita has 400 MT emissions. A service population of 150 people with 3 MT/capita has 450 MT emissions. The actual amount of GHG emissions needs to be declining - not just the per capita amount. The draft Climate Action Plan (CAP) has identified a gap in emission reductions for the city that the CAP actions will be designed to address. All of the emissions from this project are above what was assumed in the inventory as they are not consistent with the existing General Plan. All of the project emissions will increase the community-wide GHG emission for the city and all will require mitigation. It is not sufficient to say the project will achieve the per capita thresholds because the population increase has not been accounted for. Achieving the per capita reductions for this single project - when all of these emissions are being added to the baseline community wide emissions per year is a significant adverse impact that has not been properly identified or mitigated.

O3-42

- Project is not consistent with SANDAG's San Diego Forward (SDF): The Regional Plan

Table 4.8-10 Regional Plan Consistency Analysis is presumably intended to support the conclusion that the project is consistent with SDF. In fact, the letter from SANDAG dated December 20, 2017 included in Appendix A specifically says it is not a Smart Growth site. Since the SDF assumes that the majority of growth is at the designated smart growth sites and this is not such a site, the entire project itself conflicts with smart growth as assumed in SDF. While the letter recognizes the project for including some mixed-use development it identifies numerous conditions that need to be included, based on their analysis of what the SDF policies would require as applied to this project. Many of those have been ignored while others are only partially addressed. For example, it says there need to be connections to the SLR transit center, bicycle, pedestrian, and even shuttles. The bicycle and pedestrian maps do not address connections all the way to the transit center and no shuttles are being proposed. It lists a number of recommended TDM strategies, but none of them are described in sufficient detail, if at all, to ensure they will result in what the SDF is trying to achieve - fewer auto trips and reduced VMT. It also recommends a Park and Ride lot because of proximity to I-15; this was ignored.

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Furthermore, the consistency analysis on Table 4.8-10 shows 11 categories are Not Applicable and 7 as Consistent. Those found to be consistent include "Focus growth in areas that are already urbanized." This project is not in an urbanized area, it is farmland. "Protect and restore our region's urban canyons, coastline beaches and water resources." The project does nothing to protect and restore such resources; yet it is found consistent. "Address the housing needs of all economic segments of the population." This project is not included as part of the city of Oceanside Housing Element (HE) so it has not been integrated with the plan to address housing needs. Simply providing housing does not make it consistent. The DEIR fails to identify housing units at each of the identified income levels, as required for compliance with the HE. The HE identifies how the city will provide the additional housing units specified for each income level per the regional Housing Needs Assessment (RHNA). The DEIR has failed to provide this essential information necessary to determine that the project is in compliance with these key provisions.

O3-44

Furthermore, its location far from jobs and not convenient for public transit will make it very unlikely this would serve any low income housing needs. Section 5.4.14 concludes it would be growth inducing which is also not consistent with SDF – particularly since it is not addressing sufficient affordable housing needs for the region and the city of Oceanside.

O3-45

- GHG impacts have not been mitigated by the proposed MM-GHG-2

The DEIR must mitigate all of the adverse GHG impacts from this project ie all of the GHG emissions, not just a portion of them. The city of Oceanside is obligated to address its GHG emissions. Baseline emissions have been determined by a community wide inventory. This inventory assumed this land was consistent with the adopted General Plan for the purposes of estimating emissions. That identifies the project land as zoned agricultural with essentially no GHG emissions. The emissions from this project are all in addition to what was assumed in the baseline community inventory. Consequently all of the project emissions are above what was included in the baseline inventory, must be added to community wide emissions and therefor 100% must be mitigated, not just "approximately 30%" as identified in MM-GHG-2. Furthermore, these emissions need to be mitigated within the jurisdiction where they occur, and not through carbon off sets outside of the city of Oceanside. See Sierra Club comment letter on the County of San Diego CAP on this issue hereby incorporated by reference.

O3-46

### Hazardous Materials

- Inadequate testing of soil and water for hazardous materials

We are frankly shocked that no soil testing was done and that the only interview as shown on page 4.9-4 was the project applicants representative Ninia Hammond - not an unbiased source. We do not recall any project in this area that had been in agricultural use that did not find hazardous materials on site requiring remediation. It really is irrelevant what the law says about the handling of toxic chemicals; there is no reason to assume the law is complied with 100% of the time. The laws changed about what chemicals can be used and many remain in the

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soil for generations. Soil disturbance from mass grading of a large site like this can and does result in release of these substances. Page 4.9-17 indicates the last HMMMD inspection was done in 2011 although this site has remained in continuous use since that time. It further notes there were reports of disposal of “unspecified waste in 2011 and 2012.” No recent site inspections, two reports of unspecified waste disposal, pattern of pesticide use throughout this region, proximity to the SLR river and inadequate interviews to assess site conditions all leave this analysis grossly inadequate. Failure to adequately assess site conditions leaves this a potential unmitigated impact from on-site hazardous materials

O3-47  
Cont.

- Fire Protection Plan (FPP) failed to account for effects of climate change

Technical analysis by the San Diego Foundation summarized in “San Diego’s Changing Climate: A Regional Wake-up Call” (included by reference) concludes that by 2050 “wildfires will be more frequent and intense”. They found that the fire season will be longer, droughts will increase fire risk, Santa Ana winds may occur for longer periods of time prolonging extreme fire conditions, and the number of days each year with ideal conditions for large-scale fires will increase by as much as 20%. This and other fire risk studies have determined that past history of fire frequency and intensity is not a good predictor of future conditions. The DEIR has used past history to project conditions thereby underestimating the actual fire risks.

O3-48

The DEIR concluded the risk from failure to meet response time standards was a “significant and unavoidable” impact. However, the magnitude of this impact is substantially greater than was identified.

- FPP Analysis fails to consider several key risk factors

The DEIR notes the presence of *Arundo donax* in the SLR riparian corridor, and the large volume of dead material that adds to the fire risk. This habitat along the river was evaluated as “extremely flammable” on page 13 and as a “moderate to high” fire threat on page 17 of Appendix J1. This area is not just a fire risk. There has been a long-term problem with fires along the SLR from transient encampments with some intentionally set. That human activity in the riparian corridor further increases this fire risk.

O3-49

- Response time analysis underestimates the number of calls that fail to meet the 5 minute response time goal

Table 7 in Appendix J1 summarizes Fire Station 5 call volumes that were used as the basis of the analysis. However, Table 7 ends in 2015 and has shown consistent increases in call volumes every year without the project. There is no reason to assume this historic pattern will decline. Furthermore, it is highly likely that increasing call volumes from other stations will continue to increase the call volume at FS 5. The DEIR projects daily average calls as 5.4 and then assumes with annual calls from the project as 265 the new average daily calls of 6.1 can be absorbed by Fire Station 5. The number of existing calls is based on data almost 3 years old. If the 2015 data is adjusted by a conservative increase of 2%/year the baseline number of calls without the project would be 6.3 by buildout in 2024. Adding another .7 calls per day would be 7 calls/day- not 6.4- and that is without any spillover from nearby stations that would also experience

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## APPENDIX T0 (Continued)

increases and further add to average daily calls.

- No mitigation is proposed to address the significant impact of failure to meet response time goals

The FPP identified failure to meet the performance goal of 90% of calls responded to within 5 minutes as a “significance and unavoidable impact.” They concluded a new fire station may be needed. But the alternative per page 23 is for the project applicant to pay fire impact mitigation fees that would constitute their fair share of the cost of such a station. This was identified as a significant impact in Appendix J1 Fire Protection Plan, but was not properly carried forward into the DEIR as a significant impact, nor was any mitigation proposed.

We disagree that even if the proposed MM was carried forward this is adequate mitigation as there is no basis upon which to determine a “fair-share” contribution as there is no plan for such a new fire station, no land or location specified, no funding in place and no assurance such a facility would be built in time to address the response time impacts by buildout in 2024. It is worth noting that when the city of Carlsbad proposed to build the Quarry Creek project near the Oceanside boundary that would result in response time failures they modified the MM to require a new fire station to be built and operational by the time 500 units had been built. Similar mitigation must be provided for this project or this remains a significant unmitigated impact.

- Prohibited plants list fails to include those prohibited by ordinance

Appendix D Prohibited Plants of Appendix J1 fails to include the specific species named in the analysis as contributing to the high fire threat in the SLR riparian corridor- giant reed (*Arundo donax*). This is one of the invasive species in the city of Oceanside that are specifically restricted as part of fire safety conditions, yet they are not included. Please add this and the other invasive species specifically prohibited by ordinance because of their fire risk.

Also of note the Appendix title is “Prohibited” plants but the actional chart in the appendix is labelled as “undesirable” and seems to leave some discretion about the use of the listed species. Please clarify this discrepancy.

- Appendix J2 pages 27-34 blank

It appears these blank pages may have been intended for insertion of figures that are missing. Please clarify and provide missing information.

- Key conditions identified in Appendix J2 are not carried forward into the DEIR

Page 36 states “It shall be binding on the HOA to actively participate as a partner with the OFD to assist with coordination and distribution of fire safety information they develop.” Earlier this educational component is described as including encouragement to participate in CERT training, for the HOA to do annual evacuation public outreach and provide links on their webpage. Page 41 states “identification of potential safety zones will require additional

↑ O3-50  
Cont.

O3-51

O3-52

O3-53

O3-54

O3-55  
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focused study of OFD and the fire and law enforcement agencies.” The DEIR concludes there is no significant impact yet none of these conditions have been properly carried forward into the DEIR as conditions of approval or MM. Failure to address these issues leaves this a potentially significant impact.

O3-55  
Cont.

- Emergency evacuation plan arbitrarily limited the analysis to focus on the project site and within the site on the HOA

Numerous residents raised concerns about fire evacuation both verbally and in written comments on the NOP and they did not live on the project site. The analysis of project impacts on evacuation arbitrarily focused just on the project site instead of considering the broader impacts on evacuation from all of Morro Hills that could be impeded by hundreds of additional autos on the three designated evacuation routes. All three identified evacuation routes rely on the use of North River Farms Road and the project is located on both sides of the road. The analysis needs to consider broader impacts on evacuation and not just the residents of the project site. Furthermore, the project is supposedly designed to attract lots of visitors - at the hotel, commercial areas, classes, farms and community gardens. The analysis focused almost entirely on the responsibility of the HOA to inform the residents of evacuation plans and failed to describe how all of the other users of the site would be included.

O3-56

The DEIR needs to assess broader implications of evacuation on the entire area and how all area residents, employees and visitors would be incorporated. Furthermore, there is no funding for the activities specified and the role is much larger than a volunteer HOA is expected to perform. In other places the DEIR mentions potential fire impact fees (for fair share costs of new fire station). All of these other ongoing costs also need to be provided for along with a mechanism for ensuring conditions are met in perpetuity. Failure to address this remains a significant unmitigated impact.

O3-57

### Hydrology

- Unclear how farming operations have been incorporated into the SWQMP

Farming within a residential neighborhood is not a common practice and is not specifically addressed in the City’s BMP Design Manual. The DEIR concludes that since the proposed BMPs were designed in accordance with the City’s BMP Design Manual as identified in the SWQMP (Appendix K) there are no significant impacts. This discussion includes nothing about potential impacts from this unusual condition of farming in a residential neighborhood and how this has been specifically addressed in the SWQMP. Please add some discussion of this issue so it is possible to determine if this has been properly considered and mitigated.

O3-58

- Unclear floodplain map with project

The DEIR text says flooding impacts as shown on Figure 4.10-1 have all been addressed by basically raising the building pads out of the flood zone. The technical appendices still show the with-project conditions as having substantial portions of the project site within the 100-year flood level and that only delineated the project site. We could not find a figure that addressed

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the entire area with project conditions that demonstrate there is no remaining flood risk. Please add project maps into the DEIR and demonstrate that flooding conditions have been addressed, on the project site and upstream and downstream.

↑ O3-59  
Cont.

- Cost of required additional flood control systems

Figure 4.10-1 shows large areas both within and upstream and downstream of the project that are within the 0.2% Annual Chance Flood Hazard area. The text says the buildings will be above the 100-year flood limits, a new LOMR will be provided and BMPs will address all significant flooding impacts. Project objectives on page 3-2 include "11. Provide sufficient number of residential units to support the necessary improvements to public facilities ...." and "12. Include a mix of land uses and facilities that will maintain a positive fiscal impact on the City of Oceanside General fund." There is no clear identification of what structural BMPs are included and their associated long-term O and M and replacement costs. In the absence of this information it is impossible to determine if the project meets objectives 11 and 12. Please provide a detailed list of these improvements and long-term O and M costs and incorporate in an overall cost assessment to verify compliance with these two project conditions.

O3-60

### Land Use and Planning

- Project is not consistent with numerous SANDAG RCP Smart Growth principles

Table 4.11-3 falsely concludes the project is consistent by ignoring key requirements and focusing on minor ones. For example, Land use and Urban Design. The critical criterion is to concentrate development in core areas and through infill. The project does the opposite by including dense housing far from core areas. On another item, Jobs/Housing Mix, the key is to locate housing near or within major employment areas. The project worsens the city's job/housing ratio by adding 689 homes and few jobs. It is unlikely that the employees in a hotel or farm workers will be able to afford living on site; there has been no analysis of income levels and affordability of the new units. Furthermore, just saying the project allows for hotel and commercial uses does not mean there will be such uses on site. In fact, often such mixed-use projects in non-core areas like this end up with unused commercial spaces. Even in more urbanized areas like downtown Oceanside this has been problematic with numerous vacant/underutilized commercial spaces on the ground floor of mixed use residential projects or as portions of horizontal mixed use like the project on Vista Way. The principle says to locate housing "near or within major employment areas." The analysis assumes that means anywhere in downtown Oceanside, southern Oceanside and anywhere in the city of Vista. Where actually are the major employment centers in these two cities and what is the proximity of the project site to what is a major employment center? In fact, this project is located in the far northeastern corner of Oceanside - about as far from downtown and southern oceanside as you can get.

O3-61

- Project is not consistent with the Agritourism Strategic Plan and related Zoning ordinance currently being considered

O3-62

The definition of agritourism as stated in the Agritourism Strategic Plan is as follows: "A form of

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commercial enterprise that links agricultural production and/or processing with tourism in order to attract visitors onto a farm, ranch, or other agricultural business for the purposes of entertaining and/or educating the visitors and generating income for the farm, ranch, or business owner.” No where does it describe 689 housing units, or any housing units as part of that definition or of the zoning being considered. Agritourism is intended as a way to support agriculture by allowing related commercial operations, not by drastically reducing the number of acres of land that is used for agriculture and replacing it with housing.

O3-62  
Cont.

- Project conflicts with the Draft SAP

This was discussed previously.

O3-63

- Project conflicts with numerous General Plan provisions

Table 4.11-2 concludes that in every case the project is consistent with the stated, policy, objective or goal. These conclusions are directly contradicted by numerous other documents and statements made by staff at public meetings on the project. In fact, there are numerous conflicts with the city of Oceanside’s General Plan and land use provisions. For example, the staff report for Planning Commission hearing on this issue of February 27, 2017 Item 5 (incorporated by reference) discussed the project compliance with eight critical criteria. As stated in the staff report it also evaluated the project against the agricultural policies outlined in Section 2.5 of the Land Use Element to “assure the integrity and viability of remaining agriculturally zoned properties in South Morro Hills and prevent land use conflicts between agricultural and non-agricultural uses.” The staff report then concluded the project failed to meet 5 of the 8 criteria, one was not applicable one required further analysis and only one was found in compliance.

The criteria where it was found not consistent are fundamental to assess actual GP/Land use compliance. It was found not consistent with provisions for (1) smart growth, (2) the housing element, (4) Jobs/housing ratio (5) infrastructure, and (6) provided no public benefits beyond what would be required. The only area it was found consistent was (8) it will generate additional tax revenue. If it is not consistent with things like the Housing Element then compliance with detailed provisions - designed for housing in other parts of the city that are consistent with the GP HE – are really irrelevant.

O3-64

On the evaluation of impacts on the remaining agricultural land it found there were four potentially significant impacts. This single project represented about 7% of the agriculturally zoned land and was one of very few large parcels and consequently its impact would be greater than might otherwise be expected. The staff report concluded it “would have a significant impact on the agricultural productivity on the rest of Morro Hills.” It further stated that further evaluation would be needed to assess buffers for this land use conflict. These General Plan/Land use consistency concerns were also supported by the Planning Commission and public comment at this hearing.

Following that hearing, the March 8 2017 City Council workshop staff report (incorporated by reference) again concluded the project was not consistent with numerous provisions of the

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General Plan. It further said it was “premature” to make judgements about the impact in light of current efforts to boost agritourism.

↑ O3-65  
Cont.

The following are just three examples to document the failure of the consistency analysis to include relevant information and make defensible conclusions about consistency. The DEIR has essentially ignored all of this input, failed to address the conflicts that have been raised and provides no substantive basis for its own conflicting conclusions.

### Example 1. Policy 1.1B Land Use Element

Policy test: Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.

Consistency Analysis: The project site would be in a transitional area and serve as a transition point between the more urbanized areas to the west and agricultural areas of Morro Hills.

O3-66

Conformance/Non-Conformance - Consistent

In fact, the project will result in substantial impacts to the neighboring agricultural lands and as the DEIR concludes in Housing/growth will likely lead to further conversions beginning a domino effect of converting agricultural lands to other uses. This issue was called out in the February 27, 2017 staff report and remains both a significant impact and a conflict with the existing provisions of the GP - it is not consistent.

### Example 2. Goal Public Safety Element Goal: Public Safety Element

Policy test: Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.

Consistency Analysis: The project would improve roadways, provide adequate lighting, provide signs, comply with geo-technical requirements, include fuel modification zones and provide building pads above the 100-year floodplain.

O3-67

Conformance/Non-Conformance - Consistent

In fact, while the city of Oceanside has a goal for 90% of emergency responses to be made within 5 minutes, on the project site 90% are projected to exceed five minutes. Furthermore, response will be delayed in much of the land beyond the project limits because of the “significant and unavoidable” traffic congestion that will be a result of the project. These minor design issues are irrelevant when it is response time that is the critical factor in determining the loss of life and personal property. The project is not consistent.

### Example 3: Goal 1 Transportation Demand Management

Policy test: Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.

Consistency Analysis: The project would provide on and off-site improvements to the circulation element and NCTD provides public transit services in the site’s “vicinity.”

O3-68  
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## APPENDIX T0 (Continued)

### Conformance/Non-Conformance - Consistent

In fact, the DEIR concludes that the project will result in "significant and unavoidable" traffic impacts. Traffic congestion is a key contributor to residents' quality of life as documented in several surveys. Traffic congestion will be worse with the project and is an adverse impact that will affect the quality of life for many residents. The project is not consistent with this goal.

The DEIR has essentially ignored all of this input, failed to address the conflicts that have been raised and provides no substantive basis for its own conflicting conclusions.

### Mineral Resources

In addition to the discussion in the DEIR the city has provided a separate document "Statement of Reasons to Permit the Proposed Use and Eliminate Access to Mineral Resources of Regional Significance (MRZ-2). The DEIR concludes there are no significant impacts, yet state law requires processing of this statement which implies it is of sufficient impact to require state review/noticing. This should be identified as a potentially significant impact subject to being conditioned that this state notification is properly processed.

### Noise

In many areas where residential units have been built adjacent to agricultural uses noise is often one of the areas of concern. Farm operations include kinds and pattern of noise not usually associated with homes. The project proposes to integrate agricultural uses throughout the site, often in close proximity to new residences. There is nothing in the DEIR that describes how the agricultural operations will be conditioned to ensure this will not be a problem. In the case of construction noise this has limited hours and days of operation, limits use of bells, etc., to warnings when needed, etc. The DEIR has failed to adequately evaluate the potential noise impact from farming operations. Such potential impacts need to be identified, analyzed and appropriate project conditions/mitigation included.

### Population and Housing

- Analysis fails to evaluate compliance with RHNA allocations by income level

Table 4.14-2 identifies the City of Oceanside Regional Housing Needs Assessment (RHNA) by income level. The ability to achieve housing at each level is a key part of compliance with the Housing Element. The DEIR fails to evaluate how the proposed project potentially impacts achievement of housing by income levels. City ordinances allow payment of in lieu fees rather than actually building affordable units on site. The project is unclear about how it will meet this obligation. If payment of fees, then this is an additional indirect impact wherever those affordable units are constructed. This potential impact needs to be analyzed and mitigated.

- Failure to address adverse impacts to jobs/housing ratio

O3-68  
Cont.

O3-69

O3-70

O3-71

O3-72

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## APPENDIX T0 (Continued)

Achievement of a jobs housing ratio of 1:1 is a key factor in achieving the economic sustainability of the city, and being able to provide quality affordable housing where the residents have access to transit, services and jobs. Oceanside's poor jobs/housing ratio has long been identified as an issue of concern. Policies to improve this have been adopted by the City Council and by resolutions of the Chamber of Commerce (incorporated by reference). Recently, there has been substantial analysis of this issue and recommendations to address it in the preparation of the draft Economic Development Element (EDE) planned to be included in the City's General Plan. (See PowerPoint presentation [https://www.ci.oceanside.ca.us/documents/Planning/Oceanside\\_EDE\\_Workshop\\_11-27-17\\_KMA.pdf](https://www.ci.oceanside.ca.us/documents/Planning/Oceanside_EDE_Workshop_11-27-17_KMA.pdf) and the associated technical papers by KMA incorporated by reference)

O3-72  
Cont.

Per page 4.14-10 of the DEIR for the purpose of determining the projects service population, an average household size of 2.86 persons per dwelling unit was used. That results in a projected service population of 1,971 residents plus 190 employees or 2,161 people total. With 689 residential units that is a jobs/housing ratio of 190/689 is 0.28/1. This, of course, requires further analysis as the project proposes a boutique hotel and some commercial uses and farming. But at least a portion of those jobs would be included in the 190. It is clear this project will make it harder for the city to improve its job/housing ratio and in fact, it will make it worse. The actions necessary to compensate for this disparate impact will result in further indirect impacts that have not been identified or analyzed. Furthermore, this is in conflict with the project objective 12 to maintain a positive fiscal impact on the city of Oceanside's general fund.

O3-73

### Public Safety

- Increases in fire/emergency response times

See discussion under hazardous materials.

O3-74

- Evacuation impacts of piecemeal roadway widening

The proposed project would complete widening of North River Road only along its frontage. This will create two bottlenecks at each end of the widening that would impact evacuations. Figure 3-6a fails to show where these lane/roadway width changes will occur - presumably at each end of the frontage road. The analysis fails to consider the impact on roadway operations from two sets of road width changes along a major evacuation route.

O3-75

- Cumulative fire risk

The increasing rate and severity of wildfires in California is well documented. This August 6, 2018 story in the Sacramento Bee discusses a study by Verisk Analytics about the number of housing units in high severity fire risk areas. They found overall that about 15% of the housing units in the state are at high risk. But San Diego County was among those with the highest actual number of units at risk, before building even more projects like this.

O3-76

<https://www.sacbee.com/news/state/california/fires/article216076320.html>

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## APPENDIX T0 (Continued)

### Parks and Recreation

- Clarification of who is responsible for the 16 acres of parks

Section 3.3.1.3 Describes six categories of parks and open space and says “detailed programming and design for the initial installation would be developed in collaboration with the City’s Recreation and Parks Department.” Are these private parks or city parks or a combination of both? Does the city have approval authority? Are city funds being used for any part of the design, construction, operations and maintenance of these facilities?

O3-77

- Location/size of proposed park acres

The City of Oceanside has a park master plan and is in the process of updating it. The DEIR concludes that because the General Plan would require 9.86 acres of parkland for the anticipated 1,971 new residents with the project and that it has provided 10.2 acres that exceeds the standard. So there is no impact. However, that analysis fails to consider the ability of several small parks in this single area to meet a full range of recreational needs. That is why cities typically specify several types of recreational facilities and their distribution so that all residents have access to a full range of recreational services - for example soccer fields and baseball diamonds. This project proposes 100% of the park need will be provided by several small parks within the planned development. There is no discussion of adequacy beyond total acres which is insufficient to evaluate if there could be an adverse impact on “existing neighborhood and regional parks or other recreational facilities.”

O3-78

### Transportation

- Failure to include comprehensive mitigation consistent with Circulation Element Section 3.8.3

The DEIR analysis identifies three roadway segments with direct and/or cumulative impacts that are “Partially reduced, significant and unavoidable” (Table 4.17-19).

The City of Oceanside Circulation Element (CE) adopted September 2012 and incorporated by reference includes detailed discussion of mitigation measures required for a project that will result in a street segment or intersection that operates worse than LOS D. It clarifies the obligation of the developer to “propose, prepare and provide feasible mitigation measure(s) for the City to review that would improve the impacted location(s) to an acceptable LOS.” It goes on to describe several ways this might be addressed through on and off-site improvements, right-of-way and improvements to pedestrian and/or bicycle facilities. It then adds in underlined text “If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may not include physical improvements to the impacted facility.”

O3-79

The DEIR fails to adequately evaluate what mitigation has been proposed and considered.

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## APPENDIX T0 (Continued)

Table 4.17-19 lists mitigation for each of the identified significant impacts that were determined not to be feasible but then fails to include any that would lessen the impacts or to address the mitigation measures specified in the CE to be applied when there are no feasible mitigation measures that would fully mitigate the impacts.

O3-80

- Failure to adequately consider alternative transportation

Not one of the transportation mitigation measures addresses alternative transportation, nor does the DEIR indicate that there has been any analysis of this. It describes bicycle and transit services as part of the description of existing conditions but then fails to evaluate the adequacy of alternative transportation measures provided by the project or to consider whether any additional improvements to these could help reduce the significant traffic impacts caused by the project. This shortcoming is even more egregious because this is specifically called out in the CE section 3.8.3 but still was ignored.

O3-81

Transportation accounts for about 40% of the community wide GHG in Oceanside and this project will add 10,453 metric tons of GHG/year per Table 4.8-8. There is no discussion of mode split and how VMT has been considered in the transportation analysis. New state guidance on how the change in CEQA traffic impact analysis from LOS to VMT is still pending final approval. But other jurisdictions routinely include VMT as part of transportation system analysis. Furthermore, state guidance on CEQA review requires consideration of alternative transportation. This should all be considered as part of the analysis of traffic impacts.

- Failure to adequately evaluate cumulative traffic impacts

How much impact a single project has on overall cumulative impacts at least partially depends upon whether the city is following its own guidelines to address cumulative impacts. These guidelines described in section 3.9 of the CE are really a framework for broad city action. If these are not being followed, then each project will have even greater cumulative impacts. There are costs associated with these actions and some presumption that they would move forward in proportion to traffic increases. Furthermore, they include imposing fees to fund transportation system improvements and to update the City's Thoroughfare Fee and Traffic Signal Fee ordinances "periodically." The DEIR should consider whether there has been any good faith effort to improve the overall system as one way to minimize the cumulative impacts of each future project. The DEIR failed to include any such analysis. Unfortunately, we believe the city has failed to comply with its own guidelines and the result is that cumulative impacts continue to get worse with no real plan to address them.

O3-82

- Failure to evaluate full compliance of roadway changes on noise, views and biological resources

Section 3.9 of the CE, items 8, 9, and 10 identify specific roadway design mitigation measures to address noise, preservation of natural features, views and wetlands. The DEIR has failed to evaluate if the proposed roadway changes are consistent with these guidelines. Failure to do so leaves this a potential significant impact that has not been addressed.

O3-83

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# APPENDIX T0 (Continued)

## Water Supply

- Failure to mitigate for projected water supply shortfall

Page 4.19-17 states “under multiple-dry year conditions the project will increase supply shortfalls to 3.9% and 8.4% for the third year of 2035 and 2040, respectively. Therefore, the project creates an incremental shortfall of approximately .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.” This is a clear statement of significant potential impacts with no mitigation proposed. Climate projections make it clear that our region will be experiencing more frequent and severe droughts in coming years. To say that everyone in the city will have to take extraordinary conservation measures to make up for the 245 AFY of this project is appalling. At a minimum mitigation should include additional water conservation measures required of the project, and extraordinary measures during drought so everyone in the city does not pay for the failures of one project to address its own impacts.

O3-84

## Cumulative Impacts

- Inadequate analysis of cumulative impacts on biological resources

The DEIR analysis is inconsistent in determining that it is growth-inducing but has no cumulative impacts on biological resources. Throughout San Diego growth puts increasing strains on remaining habitat. Increased population results in more and more people using fewer and fewer acres of land – especially for outdoor recreation. The Agricultural Exclusion Zone had very specific requirements for additional evaluation if these lands were to be converted to other uses. That is not just the buffer along the SLR River. Agricultural lands themselves, whether they include actual habitat or not have substantial secondary benefits for wildlife - from forage in fields by small mammals to birds of prey. These 3400 hundred acres of land provide substantial opportunities for forage, cover and migration of birds, mammals, amphibians and seed dispersal for native plants. Of course, it is not the same as high quality habitat. But converting it to hundreds of more homes removes all of that secondary value while also adding additional impacts to the little remaining habitat.

O3-85

## Alternatives Analysis

The DEIR did a credible job of considering a range of alternatives to the project. The DEIR analysis documents that every alternative considered dramatically reduces the adverse impacts as compared to the proposed project. But it is not clear if any of these alternatives, other than “No Build”, reduce all of the significant impacts to below a level of significance. It is good to know the impacts are reduced as shown on Table 7-2, but are they reduced sufficiently to eliminate the identified significant impacts?

O3-86

In spite of having alternatives to reduce the project impacts, the applicants still propose their

↓ O3-87

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## APPENDIX T0 (Continued)

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project with numerous significant “unavoidable” impacts. Of course, the impacts can be avoided - with a project properly designed to comply with the available infrastructure, the adjacent land uses and the wishes of the people of this community.

↑  
O3-87  
Cont.

### Conclusion

The Project and the associated DEIR have documented that this is a seriously flawed project that does not fit with existing city, or regional plans. Sprawl development like that proposed with this project will have lasting impacts to the city of Oceanside, and our entire region as we try to address climate change. The DEIR has failed to address numerous significant environmental impacts identified in this letter, and many other comment letters that you will be receiving. There remain significant impacts that have not been adequately evaluated or mitigated. We urge you to reject this project as proposed and require massive modifications and improved mitigation before proceeding with any further project approval.

↑  
O3-88  
↑

Thank you for your consideration of our comments.

Sincerely,

Diane Nygaard, President  
Preserve Calavera  
760-724-3887

Preserve Calavera  
5020 Nighthawk Way – Oceanside, CA 92056

# APPENDIX T0 (Continued)

## 04 SIERRA CLUB SAN DIEGO

Comment Letter O4

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September 7, 2018

City of Oceanside  
Development Service Department  
Attn: Rob Dmohowski, Associate Planner  
300 N. Coast Hwy.  
Oceanside, CA 92057

Re: Comments on Environmental Impact Report for North River Farms Project

Dear Mr. Dmohowski:

On behalf of Sierra Club San Diego, we submit the following comments about the environmental impact report (EIR) for the North River Farms project. Sierra Club counts among its members many local residents who are deeply concerned about Oceanside's environment.

The North River Farms project would require a General Plan Amendment, Zone Amendment, Tentative Map and Development Plan for the North River Farms Planned Development Plan. The project would be located on a 177-acre site on North River Road between Stallion Drive and Wilshire Road, and proposes to construct 725 dwelling units with associated agricultural, commercial, and recreational uses. The project area would be divided into four planning areas supporting different housing types and farm plots. Single-family houses would predominate, making this development a return to the failed model of large single-family suburbs of the past that have so greatly contributed to profound dependence on driving by vehicles that spew conventional pollutants and greenhouse gases. The Sierra Club raised these problems in its comments on the Notice of Preparation, and, in fact, the EIR shows that North River Farms would add to the serious air quality and greenhouse gas problems that the San Diego area and all of California now face, as explained below.

We ask that Oceanside consider the health of its residents and the welfare of the entire state, and that it revise the EIR to reflect the reality of the area's air pollution problem and the Project's contribution to it, and that it side with California in demanding additional, local reductions in greenhouse gas emissions from this sprawl Project.

O4-1

## APPENDIX T0 (Continued)

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**A. Although The Project Would Add to an Already Serious Air Quality Problem, The Air Quality Baseline for the Project is Not Set Out Accurately.**

The significance of any impact depends upon the setting in which it occurs. (CEQA Guidelines<sup>1</sup> §15064(b); *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718. (Hereafter, “*Kings County*”) Here, any discussion of air quality impacts from such a major development project must begin with an accurate description of the magnitude of the air pollution problem in the San Diego Air Basin, where Oceanside is located. The American Lung Association’s *State of the Air* report for 2018<sup>2</sup> shows that the San Diego-Carlsbad urban area is the sixth-worst such area for ozone pollution in the United States. (*State of the Air*, p. 20.) The entire San Diego Air Basin is classified by the federal EPA and the California Air Resources Board as nonattainment for ozone. The EIR admits that the San Diego Air Basin does not meet either the federal 8-hour ozone standard or the California 8-hour ozone standard (EIR, p. 4.3-4, Table 4.3-1), nor does it meet the California standard for either coarse particulate matter (usually referred to as PM<sub>10</sub>) or fine particulate matter (usually referred to as PM<sub>2.5</sub>). (EIR, p. 4.3-5, Table 4.3-1. *See*, also, EIR p. 4.3-30, Table 4.3-10, showing nonattainment status for federal and state ozone and particulate matter standards.)

The EIR provides only a brief description of the health effects of ozone exposure (breathing difficulties, lung tissue damage, see p. 4.3-30), but the Lung Association report provides a fuller description of those health effects, which can include worsened asthma, increased hospital visits for respiratory distress, worsened COPD, decreased lung damage, increased risk of heart attack in people with cardiovascular disease, and low birth weight and decreased lung function in newborns. (*State of the Air*, p. 36-38.) In addition, ozone exposure may cause a long-term decrease in lung function among children. (*New England Journal of Medicine*, vol. 351, no. 11, pp. 1057-1068 (2004).) These are serious health impacts, and the significance of adding new pollution sources to this already unhealthy air must be judged against the seriousness of the potential impacts that already exist. (*Kings County*, 221 Cal.App.3d at 718.)

O4-2

<sup>1</sup> The CEQA Guidelines are found at Cal. Code of Regs., tit. 14, section 15000, et seq. Referred to hereafter as “Guidelines”, these regulations are binding on all California agencies, state and local. (Guidelines § 15000.)

<sup>2</sup> The State of the Air report, found at <http://www.lung.org/our-initiatives/healthy-air/sota/city-rankings/most-polluted-cities.html>, is hereby incorporated into these comments by reference, and should be included in the administrative record for this project.

## APPENDIX T0 (Continued)

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The EIR paints a rosy air quality picture, stating that the County has a “likely chance of obtaining attainment” of the federal standard. (EIR, p. 4.3-11.) Not only is this assessment vague and conditional, but no actual evidence is presented in the EIR as to when this might occur or how “likely” the “chance” is. The EIR relies on the transition to lower emitting cars and the effects of future regulations to lower vehicular pollution (id.), but provides no data indicating the rate of transition to lower polluting vehicles, gives no citations to any particular future regulations (other than federal conformity requirements) or what pollution decreases they require, nor names any date by which the San Diego Air Basin actually will attain either the federal or the more stringent state ozone standard.

O4-3

The EIR in Appendix D states that “[s]ince 2007, the San Diego region reduced daily VOC<sup>3</sup> emissions and NOx<sup>4</sup> emissions by 3.9% and 7.0%, respectively.” (EIR, App. D, p. 16.) Those figures lack perspective without an actual quantification, presented in the EIR, as to how much of a reduction in VOC and NOx emissions is still needed to meet the federal standards, let alone the more stringent state standards.

O4-4

It is clear that the Regional Air Quality Strategy (RAQS) is not making the rapid progress towards meeting the federal standard that the EIR implies. The 2009 RAQS stated that the Air Pollution Control District (APCD) expected the RAQS to reduce ozone precursor emissions by about 3% per year during the 2006-2009 period (2009 RAQS, p. 2), which would have produced a 9% reduction in VOC and NOx emissions during that three-year period alone. Yet, the EIR reports that only 3.9% and 7% of VOC and NOx emissions, respectively, have been reduced in the 11 years since 2007. (EIR, p. 2-8.) Clearly, the RAQS is not producing the reductions needed to meet the federal ozone standard, and the EIR has not adduced substantial evidence that the RAQS will do so in the future.

O4-5

The EIR’s assertion that the San Diego area is “likely” to attain the federal ozone standard is profoundly lacking in substantial evidence. Without an accurate disclosure of the air pollution baseline, the EIR cannot reach a factually supported conclusion as to the significance of the pollutants the Project will cause.

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<sup>3</sup> Volatile organic carbons, a major ozone precursor. (EIR, p. 4.3-11)

<sup>4</sup> Nitrogen oxides, the other major ozone precursor. (EIR, p. 4.3-11.)

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**B. The EIR's Air Quality Thresholds Were Set for Industrial Projects, And Do Not Provide Substantial Evidence that the Project's Pollutant Emissions Are Not Significant.**

The EIR insists strongly that the Project's impact on air quality would be insignificant because its emissions would not exceed the thresholds of significance set by the San Diego APCD. (EIR, p. 4.3-19 to 20.) However, the EIR frankly acknowledges that these thresholds were designed and adopted to apply to stationary sources, and not developed or intended to apply to residential development or mobile sources. (EIR, p. 4.3-19.) Further, the thresholds were adopted as screening criteria, intended to indicate when a full air quality analysis would be required, not absolute thresholds that prove no significant impact. The EIR itself says they are provided "for comparative purposes" in evaluating the Project's emissions. (EIR, p. 4-19.) They were never designed or verified for use as absolute thresholds of significance for residential projects.

O4-6

Finally, the San Diego Air Basin RAQS does not have a plan in place that shows attainment of the federal or state air quality standards, only a "likely chance" of attainment. It therefore has no evidentiary basis upon which to conclude that a given level of additional pollution, like the levels that would be added to the Basin by the Project, would or would not be significant. The EIR does not tell the decision makers and the public where the Basin is now in relation to meeting the federal and state air quality standards, does not make clear what amount of reduction from current pollutant emissions levels will be needed to meet those standards, or when (and even if) the standards will be met, let alone provide substantial evidence as to what additional levels of emissions can be considered "insignificant" in light of the current situation. An EIR is intended to be a "document of accountability" for the public agency that certifies it, and "to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its actions." *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392. Because it lacks an adequate baseline against which to accurately measure the air quality impacts of the Project's addition to existing pollutant burden, the EIR here cannot show that Oceanside has really considered the ecological implications of approving the Project.

O4-7

North River Farms will add emissions of VOC and NO<sub>x</sub> to the basin by resulting in 25,394,434 new miles of driving, usually called vehicle miles traveled (VMT), that will be attributable to the Project's operation *every year*. (EIR, p. 4.6-18.) Since the Basin is already significantly over both federal and state standards, every increase in pollutant emissions adds to the exceedance, and makes attainment of the standards more difficult. The EIR has not supported, and cannot support, by substantial evidence its claim that these increases are not significant. At the very least, the EIR must show that

O4-8

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the San Diego APCD thresholds on which it relies are set at a level that will, in reality, prevent the new air pollution caused by this Project from “result[ing] in a cumulatively considerable new increase in any criteria pollutant” (threshold of significance set in EIR, at p. 4.3-19) in the air basin before it may dispense with any further analysis and, more importantly, consider mitigation. The EIR lacks substantial evidence to support its conclusions that the Project’s increases in pollutant emissions are not significant. The City must not give these pollutant increases, or the EIR, a free pass.

O4-8  
Cont.

### **C. The Project Conflicts With an Applicable Regional Plan.**

The EIR states at p. 4.3-22 that “[i]f a project proposes development that is greater than that anticipated in the local plan and SANDAG’s [the San Diego Association of Governments] growth projections, the proposed project might be in conflict with the [State Implementation Plan for air quality] and RAQS and may contribute to a potentially significant cumulative impact on air quality.” (EIR, p. 4.3-22.) The EIR also admits that because the Project would require a General Plan amendment and a zoning amendment (EIR, p. ES-c) in order to allow far greater densities than provided for in the existing land use plan, “the proposed project would contribute to additional unaccounted for growth to the region.” (EIR, p. 4.3-22.) Under the EIR’s own terms, this would presumably be a significant impact.

O4-9

However, having set this standard of significance and set out evidence that the Project does not meet it, the EIR goes on to essentially disregard its own standard. Instead, the EIR asserts that because the Project’s new population will not exceed the overall population growth used in the assumptions in the 2016 RAQS, or exceed the SANDAG plan’s overall population numbers for the entire Oceanside area, the Project does not conflict with the RAQS or the SANDAG plan after all, and therefore its new pollutant emissions are not significant. (EIR, p. 4.3-22 and 4.3-28.) CEQA states in Appendix G that “[c]onflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project” may be a significant impact. Here, the EIR identifies such a conflict, but avoids a finding of significance by simply changing the applicable threshold in mid-EIR. This is not just a case where the EIR moves the goalposts for what is a conflict with the applicable plans. Here, the EIR essentially swaps out the goalposts (consistency with the existing General Plan and land use designations) for a whole different set (not exceeding underlying population assumptions), and on that basis ignores the original goalposts.<sup>5</sup>

<sup>5</sup> Given the state of the RAQS, as discussed above, even if the Project met either of these significance thresholds, that would not prove that the Project’s increased pollutant emissions are not significant.

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The EIR performs this significance standards- switching without carrying out any analysis as to whether the switch will have a significant impact on, e.g., the SANDAG regional plan. The SANDAG plan, which defines land uses out to 2050 (EIR App. D, p. 19; *San Diego Forward*, pp. 37-39), assumes 9,322 new residents in the Oceanside area during that period. (EIR, p. 4.3-22.) Oceanside's General Plan Housing Element for 2013-2021 RHNA is 6,270 housing units through 2021. At 2.86 persons/unit, that would result in a population increase of 17,932. The Project will add 1,971 residents (EIR, p. 4.3-22.). The EIR performs no analysis as to the effects on SANDAG's plan if the City uses up a large portion of the long-term population allocation for the area on this single project now, rather than sticking to the distribution and location of population in the SANDAG plan. The public cannot know whether the potential impact on the SANDAG plan is in itself a significant impact. CEQA requires that an agency must "use its best efforts to find out and disclose all it can." (Guidelines § 15144.) The discovery and disclosure of full environmental information upon which decision makers and the public can base decisions that may harm the environment is the purpose of an EIR. *Natural Resources Defense Council, Inc. v. City of Los Angeles* (2002) 103 Cal.App.4<sup>th</sup> 268, 271 ("The EIR is intended to furnish both the road map and the environmental price tag for a project, so that the decision maker and the public both know, before the journey begins, where the journey will lead, and how much they – and the environment – will have to give up in order to take that journey.") The EIR here does not meet that standard. It has failed to provide a complete and accurate air quality baseline, has failed to show by substantial evidence that the Project's air pollutant emissions will not have a significant impact under its own original threshold of significance, and has failed to justify either that threshold or any other threshold of insignificance.

O4-10

**D. Mitigation for Exposure to Carcinogens During Project Construction is Not Assured.**

The EIR recognizes that California has adopted laws and regulations to control air pollutants that are particularly dangerous to human health, called toxic air contaminants (TACs). (EIR, p. 4.3-31.) It identifies the most dangerous of the TACs that will be emitted due to the Project as diesel particulate matter (DPM). (Id.) The State of California has identified DPM as a TAC, 17 Cal. Code of Regs, § 93000, and has also identified it as a substance known to cause cancer, 27 Cal. Code of Regs, § 27001.

O4-11

Construction of the Project will involve use of heavy-duty diesel-powered equipment, which will emit DPM, over the five-year period of construction. Sensitive receptors to such exposure include the Del Rio Elementary School and the Melba Bishop

## APPENDIX T0 (Continued)

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Recreation Center, which “are located approximately 0.19 mile west of the project site.” (EIR, p. 4.3-33.)

The EIR performed a health risk assessment for this exposure, concluding that the Project’s diesel particulate emissions pose an increased risk of developing cancer of 28.28 chances per one million exposures (EIR p. 4.3-33), well over the significant risk threshold of ten chances per million recommended by the San Diego APCD. (EIR, p. 4.3-32.) The EIR correctly identifies this as a significant impact that requires mitigation. (EIR, p. 4.3-34.) However, the mitigation proposed by the EIR is illusory, and will not ensure that DPM emissions will be reduced to the extent feasible.

O4-11  
Cont.

Mitigation Measure MM-AQ-1 purports to require that diesel-powered cranes, generator sets, trenchers, forklifts, rubber-tired dozers, and tractors/loaders/backhoes to be used in Project construction be powered by California Air Resources Board-certified Tier 4 Interim engines, which are engines with controls on diesel particulate emissions. (EIR, p. 4.3-40.) However, the Project will *not* be required to use Tier 4 engines if the applicant “establishes to the satisfaction of the City of Oceanside (City) that Tier 4 Interim equipment is not available.” (Id.) All other types of diesel equipment used in Project construction must be classified as at least Tier 3, a tier that allows higher emissions levels than Tier 4, but still applies controls on DPM emissions. However, even this less stringent requirement will not apply if the applicant demonstrates “to the satisfaction of the City that Tier 3 equipment is not available.” (Id.)

O4-12

No standards whatever are given for establishing that Tier 4 Interim or Tier 3 equipment is “not available,” or specifying the type, the quantity, or the reliability of the evidence that must be adduced to prove such unavailability. Nor is the applicant required to use equipment using the next-best tier of emissions control if the specified Tier 4 Interim or Tier 3 equipment is “not available.” This violates Pub. Res. Code section 21080.1, which forbids agencies from approving projects with significant impacts unless they make supported findings that all feasible mitigation measures have been adopted. Further, there is no evaluation in the EIR of the emissions that may result from dispensing with the requirements for Tier 4 or Tier 3 equipment, or the impact on public health of allowing increased emissions of a known carcinogen, in violation of CEQA. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4<sup>th</sup> 1184, 1220.)

Mitigation Measure MM-AQ-1 goes on to provide that if the applicant shows it cannot obtain Tier 4 Interim equipment, it *may* “upgrade another piece of equipment to compensate (from Tier 4 Interim to Tier 4 Final).” (EIR, p. 4.3-40.) This implies that upgrades are possible. (*See, also, California Air Resources Board information on*

O4-13

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availability of retrofit equipment for off-road diesel equipment at [www.arb.ca.gov/msprog/ordiesel/vdecs.htm](http://www.arb.ca.gov/msprog/ordiesel/vdecs.htm).) Yet, the EIR does not explicitly make such upgrades mandatory, providing only that the applicant “may” make such upgrades. Nor is there information as to difference in emissions levels between the two tiers.

O4-13  
Cont.

Public Resources Code sections 21002 and 21081(a) require that public agencies not approve projects with significant adverse environmental effects unless feasible mitigation for those effects has been adopted. To repeat, the EIR here fails on two fronts to comply with the statute. First, Mitigation Measure MM-AQ-1 sets no standards to govern the determination of the City’s “satisfaction” that Tier 4 or Tier 3 equipment is unavailable. For example, must the applicant show that the equipment is physically unobtainable, or is it enough to show that it is more expensive than the applicant would prefer? If the latter, the fact that an alternative may be more expensive or less profitable is not sufficient under CEQA to show that an alternative is financially infeasible. (*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 599 [quoting *Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d at p. 1181].) Analogously, additional cost, by itself, cannot be enough to show that mitigation is infeasible. The additional costs or lost profitability from use of mitigation must be shown to be sufficiently severe as to render it impractical to proceed with the mitigation before infeasibility is proven. Scrutiny must be especially close where emissions of a carcinogen in the vicinity of a school is involved.

O4-14

In sum, Mitigation Measure MM-AQ-1 does not set standards for a finding of infeasibility of Tier 4 or Tier 3 emissions controls. In addition, although the EIR itself discloses that back-up mitigation is available through retrofitting Tier 3 equipment to meet Tier 4 levels, the mitigation measure does not clearly require such upgrades, or require that they be shown to be infeasible. This also constitutes a failure of substantial evidence that all feasible mitigation has been adopted for an effect that is indisputably significant, i.e., posing a cancer risk that is nearly three times the significance threshold. The EIR violates CEQA as to cancer risk from diesel particulate matter emissions from Project construction.

O4-15

**E. Greenhouse Gas Emissions Have Not Been Shown to Be Not Significant by a Valid Significance Threshold, and Have Not Been Shown to be Adequately Mitigated, in That Mitigation Proposed by the EIR Has Not Been Shown to Be Real, Enforceable, Permanent, Additional, Verifiable, and Feasible.**

O4-16

The current state of climate change is serious, if not dire. As the EIR states, “[a] scientific consensus confirms that climate change is already affecting California” (EIR, p. 4.8-7), through more extremely hot days, fewer cold nights, less winter precipitation

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falling as snow, decreased snowpack, sea levels that have risen, and wildfires that are more frequent. (Id.) In response, California has adopted challenging goals for reducing emissions of climate-forcing greenhouse gases (GHGs). AB 32 requires a reduction of GHG emissions to 1990 levels by 2020, and SB 32 requires a reduction to 40% below 1990 levels by 2030. (Health & Safety Code §§ 38500 et seq. and 38566, respectively.)

O4-16  
Cont.

**F. The EIR's Significance Threshold For Greenhouse Gas Emissions is Not Supported by Substantial Evidence.**

The EIR states that Oceanside “does not have adopted thresholds or guidance for [treatment under CEQA of] GHG emissions.” (EIR, p. 4.8-29.)<sup>6</sup> Lacking such thresholds, the City begins its GHG analysis by applying a screening level of 900 metric tonnes of carbon dioxide equivalent<sup>7</sup> of increased GHG emissions to determine whether the potential exists for a significant impact. (EIR, p. 4.8-29.) Since the Project would cause estimated annual net GHG emissions of 10,453 MTCO<sub>2e</sub> (EIR, p. 4.8-34, Table 4.8-8), it far exceeds the screening level of 900 MTCO<sub>2e</sub> per year, and therefore requires a full impact analysis under this screening test.

O4-17

The EIR begins this impact analysis by adopting a project-specific threshold of significance for this Project, which it calls an “efficiency matrix.” To determine the Project’s efficiency matrix for any given year, the City determines the City’s currently anticipated GHG emissions for that year, and divides that number by the currently anticipated number of residents-plus-employees (defined as the Service Population, or “SP”) for that year. The result is the amount of GHGs emitted per person for the Service Population, which is the efficiency matrix for that year. (EIR, p. 4.8-30.) We note first

<sup>6</sup> The City is currently engaged in developing a Climate Action Plan (CAP), whose provisions, insofar as they are known, are not disclosed or discussed in the EIR. It would be prudent to postpone consideration of approval of this Project until a valid CAP is adopted, in order to avoid the possibility that such approval will compromise the CAP.

<sup>7</sup> There are many chemicals and substances that can contribute to climate change, with different degrees of climate-forcing potential. (EIR, pp.4.8-2 to 4.8-4.) In order to be able to compare these different potentials, and to create a common metric for discussing GHG emissions and emissions reductions, GHGs are compared using a calculation of their climate-forcing potential in relation to the climate-forcing potential of carbon dioxide, the most common GHG. Thus, the potential of any given GHG to affect the climate is calculated and expressed in terms of an equivalent amount of carbon dioxide. This climate-forcing potential is expressed as metric tonnes of carbon dioxide equivalent, or “MTCO<sub>2e</sub>.” For example, one metric tonne of carbon dioxide would be identified as 1 MTCO<sub>2e</sub>, while one metric tonne of a GHG that has ten times the climate-forcing potential as carbon dioxide would be identified as 10 MTCO<sub>2e</sub>. (See EIR, pp. 4.8-4 to 4.8-5.)

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that this is a *descriptive* number, not a *prescriptive* number; it predicts what will occur, based on current projections, rather than prescribing what must occur. The efficiency matrices for 2025 and 2030<sup>8</sup> (4.0, 3.5, and 3.0 MTCO<sub>2e</sub>/SP, respectively) are presented at EIR page 4.8-30, Table 4.8-3. If the Project's GHG emissions would exceed the efficiency matrix in either of those years, the EIR finds that the Project's GHG emissions would be significant, and would require mitigation. (EIR, pp. 4.8-33 to 4.8-34.) Compared with the efficiency matrix number for 2025, the EIR finds the Project's GHG emissions to be significant, and to require mitigation. (EIR, p. 4.8-34.) GHG emissions would also be significant for 2030 without mitigation, based on a comparison between the Project's 4.8 MTCO<sub>2e</sub> emissions (EIR, p. 4.8-33) with the 3.5 efficiency matrix established in the EIR for 2035. (EIR, p.4.8-30.)

The efficiency matrix boils down to a per-capita calculation of Oceanside's overall expected GHG emissions divided by service population for a given year. This Project's expected GHG emissions and expected population are then compared to the efficiency matrix; if the matrix is exceeded, the Project's GHG emissions are significant. The EIR claims that this approach "measures the proposed project's emissions on a per-service population basis to determine its overall GHG efficiency *relative to regulatory GHG reduction goals*" (EIR, p. 4.8-30, emphasis added), but this is true only in a sense. The efficiency matrix standard compares Oceanside's per capita GHG number to the Project's expected per capita number in GHG inventory in any given year to determine Project GHG significance. However, the efficiency metric comparison really only measures whether the Project has kept pace with what is happening on the ground in 2025 and 2030, both as to GHG emissions and population. If the State and City do not lower GHG emissions as much as AB 32 and SB 32 require, the efficiency matrix will be higher for a given year. Such a higher matrix number would allow a project to emit more GHGs without a finding of significance. The matrix is not guaranteed to reflect regulatory requirements, only to reflect Oceanside's actual progress towards the statutory GHG reduction requirements, given its actual service population in a given year. A project that does not meet AB 32 or SB 32's GHG reduction targets could still be found not to have significant GHG emissions if the efficiency matrix for a given future year were sufficiently high. The EIR does not correlate its significance criterion with AB 32 or SB 32. This approach is not consistent with California's climate goals and the need for all jurisdictions to work hard at meeting them. *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4<sup>th</sup> 204. It is also not consistent with Public Resources Code Sections 21002 and 21080.1's mandate that agencies should not approve projects that may have significant impacts.

O4-17  
Cont.

O4-18

<sup>8</sup> The Project is not scheduled to achieve full build-out until 2025. (EIR, p. 4.8-30.)

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Here, the Project would add GHG emissions of 10,453 MTCO<sub>2</sub>e (EIR, 4.8-34) in 2025, the build-out year. Even though its efficiency matrix is not adequately stringent, in the present case the EIR does calculate that the Project would exceed the efficiency matrix in 2025. (EIR, p. 4.8-33.) Because the Project would exceed the efficiency matrix, the EIR adopts mitigation measures that purport to require GHG emissions reductions. However, these mitigation measure are inadequate as explained below.

O4-19

### **G. The EIR's Claims of GHG Emissions Reductions From its Mitigation Measures Are Not Supported by Substantial Evidence.**

Mitigation Measure MM-GHG-1 imposes design and on-site project features to increase the Project's operational efficiency, and thereby decrease GHG emissions. Some are worthwhile, such as the requirement that the applicant submit building plans showing compliance with the zero-net energy (ZNE) design standards set by the California Energy Commission. (EIR, p. 4.8-41.) Other requirements, however, are unacceptable because they are not clearly defined, or may be ignored on various grounds. These include:

- "Include wiring for at least one electric charging station" for all residential buildings (EIR, p. 4.8-41): first, the term "wiring" is ambiguous, and may be read not to require that a fully operable charging station, but only preparatory wiring, must be provided. Second, charging stations are required neither for commercial buildings nor for the proposed hotel.<sup>9</sup>
- Requirements for "energy efficient lighting" for street, parking, and area lighting for residential and non-residential buildings (EIR, p.4.8-42): the term is vague, and should have a specified efficiency standard that is applicable at least as a floor.
- Requirements for paving of parking lots with reflective coatings are considered feasible only if the additional cost is less than 10% of the cost of a standard asphalt material. No justification for this number is given, and no assessment of the increase in GHG emissions if "infeasibility" is invoked.

O4-20

<sup>9</sup> In addition, we note that the recent Newhall Ranch project in Los Angeles County includes as feasible mitigation for its GHG emissions the creation of subsidies for the purchase of electric vehicles, a mitigation measure that is not included here, but should be evaluated for inclusion. (Article describing Newhall Ranch settlement is available at <http://www.latimes.com/local/lanow/la-me-newhall-ranch20170925-story.html#>.)

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· Requirement to minimize use of turf “where this option is feasible” should have standards as to what is to be considered “feasible.” (See, e.g., *Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4<sup>th</sup> 260, 280 [delayed mitigation without standards showing it will perform as specified in EIR is impermissible].)

O4-20  
Cont.

The above measures should be tightened, made more specific, and justified as indicated.

Mitigation Measure MM-GHG-2 requires the purchase by the applicant or its designee of carbon offsets that will offset approximately 30% of the Project-generated GHG emissions for a period of 30 years. (EIR, p. 4.8-44.)<sup>10</sup> Such offsets are to be purchased and retired prior to the City’s issuance of building permits. These offsets are subject to a list of nine “performance standards and requirements” as set out at in the EIR at pages 4.8-43 to 4.8-44. The EIR claims that the purchase and retirement of these offsets will reduce the impact of the Project’s GHG emissions to a level of less than significant. (EIR, p. 4.8-44.)

The use of these purchased offsets to support a claim of reduction of GHG emissions impacts to less than significant lacks substantial evidence. Problems include:

O4-21

1. The offsets may be purchased from the Climate Action Reserve, the American Carbon Registry, the Verified Carbon Standard, any California Air Resources Board approved registry, or if none of the above is offering sufficient credits, from “any other reputable registry or entity that issues carbon offsets.” (EIR, p. 4.8-43). No standards whatever are provided for what would constitute a “reputable registry” or who would make the determination. Without adequate standards, this mitigation lacks substantial evidence that carbon offsets purchased from

<sup>10</sup> No substantial evidence supports the limitation of such offsets to 30 years; setting the Project’s life at 30 years appears to be arbitrary. Merely stating that the South Coast Air Quality Management does the same thing (EIR, p. 4.8-43) does not, by itself, constitute substantial evidence of the reasonableness of the approach. The facts do not support the 30-year life of what is principally a housing project. Of the approximately 12,942,000 houses in California, the US Census Bureau reports that about 2,172,000 (making them between 30 and 40 years old) were built between 1970 and 1979. (Table created on August 31, 2018 at [www.census.gov/programs/ahs/data/interactive/ahstablecreator.html](http://www.census.gov/programs/ahs/data/interactive/ahstablecreator.html).) Yet, they are apparently still in service. Positing an arbitrarily short life for the Project decreases the amount of GHG emissions it is expected to generate, and thereby reduces the duty to mitigate the effects of those emissions. The City must either drop this artificially short expectation for the Project’s life, or perform calculations of GHG emissions that are based on substantial evidence as to the Project’s expected life, and mitigate accordingly.

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- such a “reputable” registry would be valid or would actually offset the Project’s GHG emissions. Mitigation must be feasible to comply with CEQA. (Guidelines, § 15126.4(a).) A more fundamental problem is the assumption that carbon registries with sufficient offsets meeting the requirements of Health and Safety Code section 38562(b) will exist; no proof is offered to support this fundamental proposition.
2. Offsets “shall” represent “past reduction or sequestration” of carbon emissions that are “not otherwise required.” (EIR, p. 4.8-43.) This seems to require that the offsets must already have occurred when they are claimed, which could increase reliance on “paper” offsets such as banked shutdown credits from sources that are unlikely ever to emit again. No standards are provided for ensuring that these offsets are real and not mere legal fictions, or for establishing that they are “not otherwise required” or “additional” (Health & Saf. Code § 38562(d)). Without adequate standards, this mitigation lacks substantial evidence that such carbon offsets are valid and would actually offset the Project’s GHG emissions.
3. Several subsections of MM-GHG-2 include a provision that the applicant must provide evidence “to the satisfaction of the Development Services Director” of various aspects of the purported validity of the offsets. These include the demonstration that the offsets are purchased and retired, that they are of sufficient quantity to offset 30% of the Project’s GHG emissions for a 30-year period, and the tracking and tabulation of the offsets (and may include the acceptability of a given offset registry). (EIR pp. 4.8-43 to 4.9-44.) No standards or procedures are specified that govern and direct the Director’s “satisfaction” or what level of proof must support it. Such measures are not fully enforceable. (Pub. Res. Code § 21081.6(b).)
4. Although the consequences for the environment are never analyzed or discussed in the document, in violation of Guidelines section 15126.4, the EIR states at page 4.8-44 that the quantity of offsets required to compensate for the Project’s emissions may change over time, due to better technology that reduces the Project’s GHG emissions, or to changed modeling procedures that alter the amounts of Project GHG emissions that are predicted to occur. The Mitigation Measure provides that “the operational emission estimates that govern implementation of this proposed project are subject to the satisfaction of the Development
- O4-21  
Cont.
- O4-22
- O4-23
- O4-24

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Services Director.” (EIR, p. 4.8-44.) Again, no standards are provided for how the Director shall make the determination as to the quantity of offsets required, or what accountability the Director will have for such a decision. Without explicit and transparent criteria for making this determination, such an offset cannot, as a matter of law, meet CEQA’s criteria for an adequate mitigation measure. (E.g., Guidelines §§ 15126.4(a)(1) and (c)(3), and § and 15126.4(a)(2).)

O4-24  
Cont.

5. Because all of the “to the satisfaction of the Director of Development Services” decisions are to be made either at or after the time that building permits are issued, such decisions will be made after the CEQA process supporting Project approval is finished, and would normally be made outside of the public CEQA process. However, these decisions will obviously involve the exercise of discretion and judgement by the Director, particularly since, as noted above, no standards are provided in the Mitigation Measure to guide the Director in making complex technical and financial decisions. CEQA case law has long established that an agency decision that has the potential to harm the environment, and that involves the use of discretion by the agency, is subject to CEQA, regardless of whether the agency deems it ministerial or discretionary. (*Friends of Westwood v. City of Los Angeles* (1987) 191 Cal.App.3d 259, 270-271; see also, Guidelines § 15357, defining “discretionary project.”) Further, if the decisions allow additional GHG emissions, this may constitute circumstances that satisfy Pub. Res. Code section 21166, requiring a subsequent or supplemental EIR. Therefore, the decisions described above may well be subject to CEQA compliance themselves, separate and apart from the current CEQA process.

O4-25

6. Finally, MM-GHG-2, Ninth performance standard, establishes a hierarchy of locations where offsets may be sought by the applicant: 1) project design features/on-site reductions; 2) off site within the City; 3) off site within the County of San Diego; 4) off site within the State of California; 5) off site within the United States; and 6) off site internationally. Very notably, the Mitigation Measure also requires that the applicant or its designee “shall first pursue offset projects and programs locally within unincorporated areas (sic) of the City to the extent such projects and programs are financially competitive in the global offset market.” (EIR, p. 4.8-44.) CEQA mandates that agencies should not approve projects with significant adverse impacts unless all such impacts are avoided or mitigated. (Pub. Res. Code section 21002,

O4-26

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21081(a).) While offsets are a well-accepted method of mitigating air pollutant emissions, including in California, the system mandated in this Mitigation Measure does not meet accepted CEQA standards for mitigation.

O4-26  
Cont.

Mitigation must be real (i.e., actually identified, Pub. Resources Code § 21081.6; Guidelines § 15126.4); additional to other statutory or regulatory requirements (Health and Saf. Code § 38562(d); Guidelines §15126.4(a)(1)(A) and (c)(3)); enforceable (Guidelines §15126.4(a)(2); permanent (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2007) 155 Cal.App.4th 425, 445; and verifiable (Guidelines §15126.4(c)(subject to monitoring)). Crucially for MM-GHG-2, mitigation measures must also be feasible, including the requirement that they must be reasonably capable of being carried out. *Kings County, supra*, 221 Cal.App.3d at 727–728 (mitigation through imposition of fees for water development found insufficient because there was no discussion of whether purchasable water supplies existed.) Further, each of these attributes of the mitigation must be shown and supported by substantial evidence.

O4-27

Mitigation Measure MM-GHG-2 would allow the use of GHG offsets that do not and cannot meet these criteria. Offsets that are sited outside the United States, for example, might be extremely difficult to verify and quantify. Perhaps more importantly, they could be virtually impossible to enforce. Determining whether offsets will be in place and functional during the entire lifespan of the Project is difficult to monitor and verify, e.g., whether a forestry project is actually growing as expected, or whether a clean energy project in a developing country is working as intended.

O4-28

Further, if such projects actually were determined to have faltered or failed after the project they were designated to offset had been approved, how can the City of Oceanside ensure that it could enforce those offsets in a foreign country? Could, and would, the City attempt to proceed directly in that country's courts, even if treaties and applicable international law would allow such a proceeding? If it could not proceed directly, how likely is it that the City could persuade a foreign country to enforce a U.S. city's condition of approval of an individual project? It is important to remember that carbon dioxide emissions stay in the atmosphere and affect climate stability for years, even decades, after they are emitted. Normal remedies for a breach of contract action – brought against either the carbon registry or the Project itself – such as money damages could not adequately compensate for the failure of a GHG offset where, for example, CO2 had already been emitted, since money alone could not undo or remove those emissions or their climate-altering effects. In addition, any additional compensating non-local offsets would provide a fresh set of verification and enforcement problems of their own.

O4-29

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A further deficiency appears in the provision of MM-GHG-2 that offsets must be pursued locally only to the extent that such local offsets are “competitive in the global offset market,” with the Director of Development Services making that determination. (EIR, p. 4.8-40.) There is no reasonable expectation or evidentiary basis to conclude that the Director does now or will at the relevant time possess experience and expertise as to economic competitiveness in the “global offset market.” No explicit, public, and transparent criteria for making such a determination appears in the Mitigation Measure. Such a decision could not, as a matter of law, meet CEQA’s criteria for an adequate mitigation measure. (Pub. Resources Code § 21080.6(b).) And, also as discussed above, such a decision would constitute an exercise in discretion that could require separate CEQA compliance.

O4-30  
Cont.

Also, there is no substantial evidence presented in the EIR that sufficient offsets will be available that will meet the legal requirements that they be real, permanent, additional, verifiable, enforceable, and feasible. The public is simply asked to take on faith the EIR’s implicit assertion there are currently, and will in the future, be plenty of offsets available that meet these rigorous requirements, over the entire life of the Project. However, virtually no offsets are now available in the San Diego area, and there are many proposed projects in San Diego County, e.g., the Newland Sierra Project, the Harmony Farm Village Project, the Valiano Project, and the Otay 250 Project, that are also proposing to use such offsets, and will be competing for them if the projects are approved. If cities and counties outside the San Diego area also seek to employ the strategy proposed by this Project to compensate for their GHG emissions impacts, a reasonably foreseeable situation, offsets may become scarcer and more expensive. Oceanside and the public cannot accept on faith that such offsets will be available and will work as promised, particularly offshored offsets that will be inherently difficult to monitor and verify. The City must show by substantial evidence that the offsets the applicant plans to purchase are reasonably and feasibly available, and that they will actually produce the GHG reductions claimed for them in the EIR. (*Kings County, supra*, 221 Cal.App.3d at 727-728.) The EIR does not provide such evidence.

O4-31

### **H. The Underlying Root Cause for Many of the Project’s Impacts is Increased VMT Caused by its Location and Design.**

Finally, most of the many severe flaws in the EIR’s GHG section discussed above stem from one main root cause: the huge amount of increased VMT that will result from building this large new residential project in a predominantly undeveloped area. Although the Project has some commercial uses included – and claims a 5% reduction in its traffic projections for “mixed use” features (Appdx. H, p. 50, Table 9, note) – the EIR

O4-32

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reports that 25,394,434 new VMT will be attributable to the Project's operation every year. (EIR, p. 4.6-18.) Approximately 87% of the Project's GHGs are from mobile sources. (Appendix H, p. 50, Table 9.) The City should carefully consider whether to permit a project whose residential component appears to consist wholly of single family dwellings (EIR, p.3-4 and 3-5) in an area not connected to transit, and where such growth has not been expected for planned for. Instead the project should be clustered, with higher density in appropriate areas, a greater emphasis on transit connectivity, and a more balanced jobs/housing ratio.

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O4-32  
Cont.

### CONCLUSION.

A decision by the City to permit this Project would add over 25 million new vehicle miles traveled to the area each year, worsen the current load of conventional air pollution in the already overloaded San Diego Air Basin, and add thousands of metric tonnes of GHG emissions to an already fragile, warming, and overloaded air basin and climate. As this letter has shown, such a decision cannot validly be based on the existing, seriously deficient EIR.

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O4-33

Sierra Club San Diego demands that the EIR to be substantially revised, and that the City require substantial revisions to the proposed Project to reduce its extensive adverse environmental impacts.

Thank you for your consideration.

Sincerely,



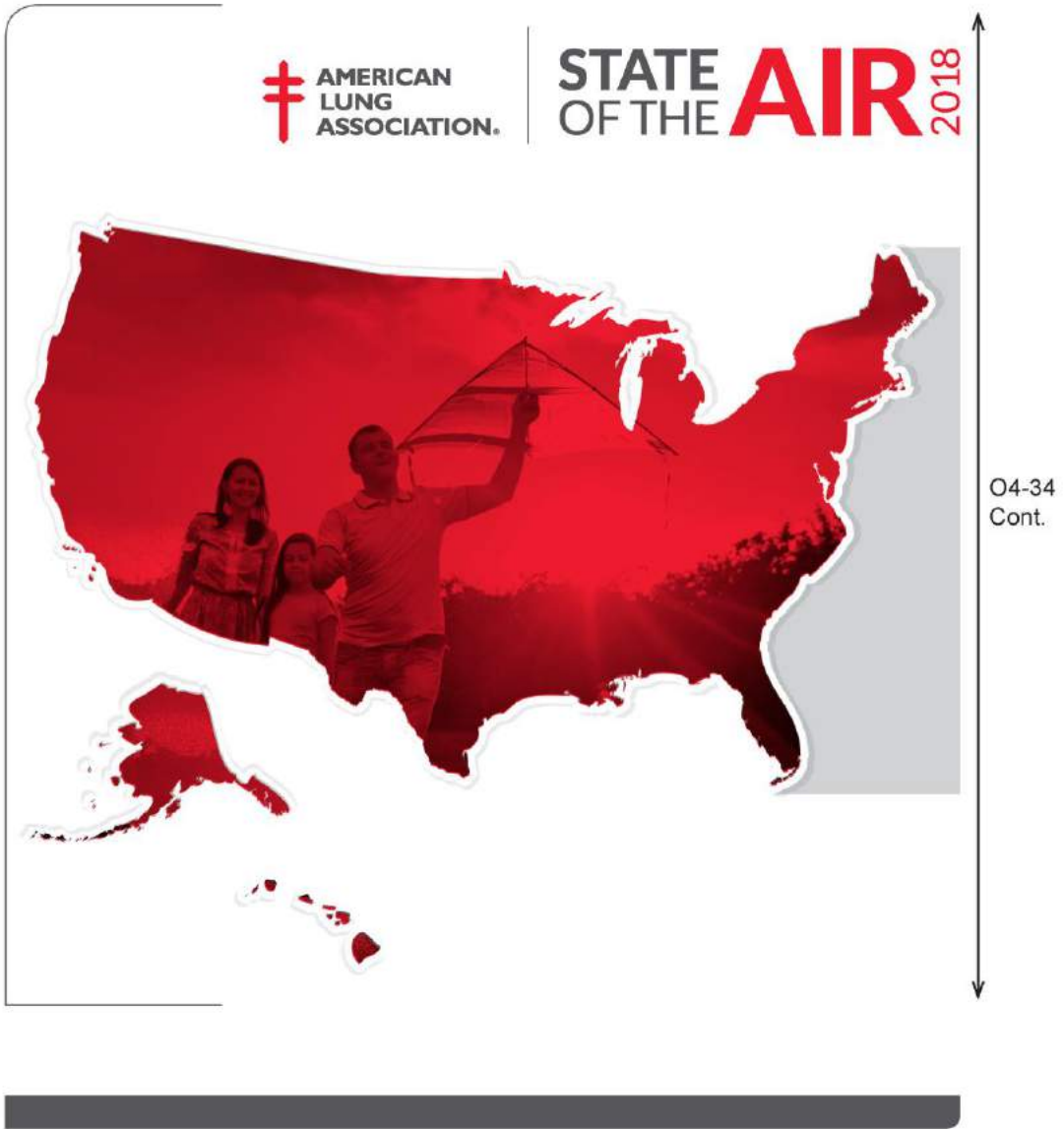
Joshua Chatten-Brown  
Douglas P. Carstens

Enclosure: State of the Air Report, 2018, American Lung Association, pp. 1-70.

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O4-34

# ENCLOSURE

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O4-34  
Cont.



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The American Lung Association assumes sole responsibility for the content of the American Lung Association "State of the Air® 2018."

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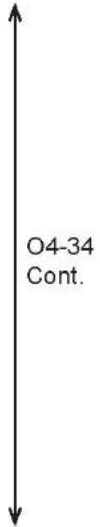
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# APPENDIX T0 (Continued)



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# APPENDIX T0 (Continued)

STATE OF THE AIR 2018

## The State of the Air 2018

Many cities across the nation experienced more days when ground level ozone reached unhealthy levels in 2014-2016, thanks to record-setting heat.

The "State of the Air 2018" found ozone pollution worsened significantly in 2014-2016 compared to the previous report, while improvements continued in year-round particle pollution and fewer episodes of high particle days. This year's report provides continued evidence that the United States must continue to fight climate change and to support and enforce the Clean Air Act to protect the nation from unhealthy air.

The State of the Air 2018 report shows that many cities across the nation experienced more days when ground-level ozone, also known as "smog," reached unhealthy levels, including most of the cities with the worst ozone problems. Fortunately, most cities continued to reduce their burden of year-round particle pollution, and fewer cities suffered from more spikes in particle pollution, often called "soot."

The "State of the Air 2018" report adds to the evidence that a changing climate is making it harder to protect human health. With record-setting heat in 2016, high ozone days zoomed, putting millions more people at risk and adding challenges to the work cities are doing across the nation to clean up.

The Clean Air Act must remain intact and enforced to enable the nation to continue to protect all Americans from the dangers of air pollution. This law has driven improvements in air quality for 48 years, improvements that the State of the Air 2018 continues to document. The nation must ensure that the Clean Air Act's tools remain in place, funded and followed.

The "State of the Air 2018" report looks at levels of ozone and particle pollution found in official monitoring sites across the United States in 2014, 2015 and 2016. The report uses the most current quality-assured nationwide data available for these analyses.

The report examines particle pollution (PM<sub>2.5</sub>) in two separate ways: averaged year-round (annual average) and over short-term levels (24-hour). For both ozone and short-term particle pollution, the analysis uses a weighted-average number of days that allows recognition of places with higher levels of pollution. For the year-round particle pollution rankings, the report uses averages calculated and reported by the U.S. Environmental Protection Agency (EPA). For comparison, the "State of the Air 2017" report covered data from 2013, 2014 and 2015.<sup>1</sup>

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## Overall Trends

More than four in 10 people live where the air is unhealthy.

The "State of the Air 2018" found ozone pollution significantly worsened in 2014-2016, while improvements continued in year-round particle pollution and fewer episodes of high particle days. The number of people exposed to unhealthy levels of air pollution increased to more than 133.9 million people, higher than the 125 million in the years covered by the 2017 report (2013-2015).

The spike in ozone demonstrates the public health impact of increased temperatures from the changing climate on the nation's air quality. With 2016 marking the second warmest year on record, the higher temperatures provided fuel to increase the formation of ozone from the still under-controlled emissions of the precursor emissions.

The best progress came in the continued reduction of year-round particle pollution, thanks to cleaner power plants and increased use of cleaner vehicles and engines. Continued progress to cleaner air remains crucial to reduce the risk of premature death, asthma attacks and lung cancer.

More than four in 10 people (41 percent) in the United States live in counties that have unhealthy levels of either ozone or particle pollution. More than 133.9 million people live in the 215 counties that had unhealthy ozone or particle pollution in 2014-2016.

Still, progress continues, thanks to the tools in the Clean Air Act. While this is a significant spike in areas with unhealthy levels of ozone and particle pollution, the number of people exposed to unhealthy air remains still far below the 166 million in the years covered in the 2016 report (2012-2014).

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# APPENDIX T0 (Continued)

More than 7.7 million people (2.4 percent) live in 10 counties with unhealthy levels of all three: ozone and short-term and year-round particle pollution. This is 10.4 million fewer people than in the 2017 report, but also likely undercounts the number due to missing data. This year, two heavily populated counties in California—San Bernardino County and Los Angeles County—lacked year-round particle-pollution data. Had data been available from those two counties, which traditionally have unhealthy levels of all three measures, the actual number would likely be much higher, likely 19 million people. Furthermore, valid data remain missing on particle pollution in all of Illinois, as has been the case since the 2014 report covering 2010-2012.

Los Angeles remains the city with the worst ozone pollution as it has for nearly the entire history of the report. Fairbanks, AK, moved for the first time into the most polluted slot for year-round particle pollution, while Bakersfield, CA, maintains its rank as the city with the worst short-term particle pollution.

Despite the increase in ozone, the "State of the Air 2018" report shows that actions taken under the Clean Air Act continue to clean up pollution in much of the nation, as it nearly completes its fifth decade of service. Many cities reported lower levels of year-round particle pollution, and many cities reached or remained close to their cleanest years ever.

Thanks to the provisions in the Clean Air Act, the United States has continued to reduce ozone and particle pollution as well as other pollutants for decades. Figure 1 from EPA shows that, since 1970, the air has gotten cleaner while the population, the economy, energy use and miles driven increased greatly. As the economy continues to grow, overall air emissions that create the six most-widespread pollutants continue to drop.

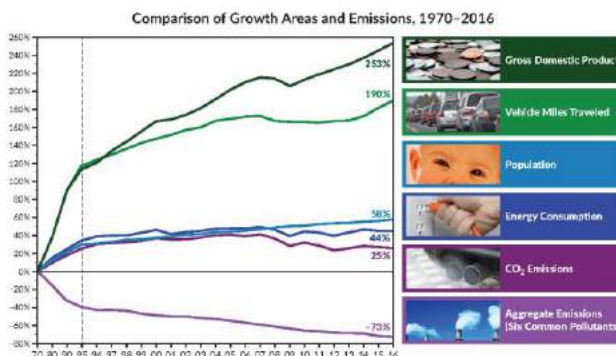


Figure 1: Air pollution emissions continue to drop steadily since 1970 thanks to the Clean Air Act. As the economy continues to grow, emissions that cause ozone and particle pollution continue to drop. Source: U.S. EPA, Air Trends: Air Quality National Summary, 2018.

As climate change continues, cleaning up these pollutants will become ever more challenging.

The "State of the Air 2018" report shows, again, that climate change makes it harder to protect human health. This year's report shows the spike in high ozone days; in last year's report, the spikes came in unhealthy particle-pollution episodes driven by wildfires. While most of the nation has much cleaner air quality than even a decade ago, too many cities suffered increased ozone from the increased temperature and continued high particle pollution from wildfires driven by changing rain patterns.

As climate change continues, cleaning up these pollutants will become ever more challenging. Climate change poses many threats to human health, including worsened

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Increased heat in 2016, the second warmest year on record in the United States, likely drove this increase in ozone.

air quality and extreme weather events. The nation must work to reduce emissions that worsen climate.

**The Clean Air Act must remain intact and enforced** to enable the nation to continue to protect all Americans from the dangers of air pollution. At its core, the Clean Air Act protects public health and has driven improvements in air quality for 48 years, as shown in Figure 1. Since 2000, the "State of the Air" reports have also documented these improvements, as shown in trend charts for counties and cities available at [www.stateoftheair.org](http://www.stateoftheair.org). That progress is not certain to continue, as some in Congress seek to remove or weaken that law, and as the administration seeks to repeal or reverse the safeguards in place to enforce the law.

### Ozone Pollution

**Of the 25 most ozone-polluted cities, 16 had worse ozone**, experiencing more unhealthy air days on average in 2014-2016. Nine cities improved, while five had their fewest days ever.

Increased heat in 2016 likely drove this increase in ozone. Warmer temperatures stimulate the reactions in the atmosphere that cause ozone to form, and 2016 saw the second warmest temperatures on record in the United States.<sup>2</sup>

**Los Angeles** remains at the top of this list, as it has for all but one of the 19 reports. Los Angeles also recorded more unhealthy air days in this report, measured in the weighted average, a change from last year when it reached its lowest level ever.

In addition to Los Angeles, 15 others among the 25 cities with the worst ozone pollution each had a higher average of unhealthy days than in 2014-2016, including some of the nation's largest metropolitan areas: New York City; Chicago; Atlanta; Philadelphia; San Diego; San Jose-San Francisco; Washington-Baltimore; and Salt Lake City. Many smaller cities on that list also suffered from more ozone: Bakersfield, CA; Visalia-Porterville-Hanford, CA; Sacramento, CA; Redding-Red Bluff, CA; Hartford, CT; Chico, CA; and Sheboygan, WI.

Fortunately, nine cities had fewer high ozone days, including five that experienced their fewest days since the report began: Modesto-Merced, CA; Las Vegas; Denver; El Centro, CA; and Dallas-Fort Worth. Also improving over last year's report were Fresno-Madera, CA; Phoenix; Houston; and Fort Collins, CO.

These comparisons are all based on the Air Quality Index adopted with the 2015 ozone national air quality standard. Unfortunately, EPA has delayed key steps to formally identify cities that do not meet that standard. In fact, the Lung Association and others had to take legal action to get EPA to announce its long-overdue list of cities that have unhealthy levels of ozone. The court directed EPA to release the final list by the end of April 2018.<sup>3</sup> That crucial step begins the process of cleaning up ozone to meet the current, more protective national air quality standard.

**Regional differences.** California retains its historic distinction with 11 of the 25 most polluted cities in that state. The Southwest continues to fill most of the remaining slots, with seven of the 25 most ozone-polluted. Texas has two cities in the 25 most-polluted list: Houston and Dallas-Fort Worth. Colorado has two, as well: Denver and Fort Collins. Arizona, Nevada and Utah each have one.

Only six cities of the most polluted are east of the Mississippi River. Three in the Northeast are on the list: New York City, Philadelphia, and Hartford, CT. The Midwest has two: Chicago and Sheboygan, WI. Atlanta is the only southern city to reach the list.

Many of those cities experienced high-ozone days from polluted air blown into their state from upwind sources, as well. Fairfield, CT, part of the New York City metropolitan area, recorded the most high ozone days on average in the eastern half of the nation,

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Eleven of 25 most-polluted cities reached or tied their lowest average levels of particle pollution.

largely driven by ozone blown in from outside the metro area. Hartford, CT, and Sheboygan, WI, both also receive high levels of ozone from upwind sources.

Those rankings reflect trends seen in the past three reports, where increased oil and gas extraction in the Southwest and cleanup of power plants in the eastern U.S. have shifted the cities that experienced the greatest number of unhealthy air days. The impact of climate shows up even in some cities with lowest weighted averages ever. For example, Denver and Las Vegas experienced more high-ozone days in 2016 than in 2015 or 2014, just not as many as in 2013, keeping their 2014-2016 three-year average at its lowest.

### Year-Round Particles

**Eighteen of the 25 cities with the highest year-round particle pollution reduced their levels**, including 12 that reached or matched their lowest levels ever in 2014-2016. The 11 most polluted remain the only metropolitan areas in the nation that fail to meet the official U.S. national limits on annual fine particle pollution. However, all 25 failed to meet the more protective standards established by the World Health Organization.<sup>4</sup>

**Twelve of 25 most-polluted cities reached or tied their lowest average levels of particle pollution:** Fresno-Madera, CA; Modesto-Merced, CA; Cleveland; Philadelphia; Indianapolis; Detroit; Houston; Cincinnati; Johnstown-Somerset, PA; Louisville; Knoxville, TN; and Little Rock, AR.

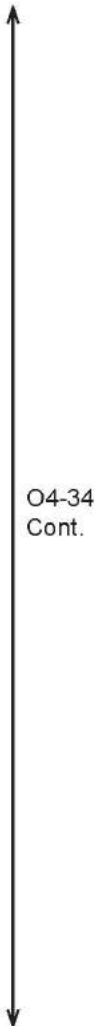
Six others improved over the 2017 report: Visalia-Porterfield-Hanford, CA; Bakersfield, CA; El Centro, CA; San Jose-San Francisco; San Luis Obispo, CA; and Atlanta.

**Fairbanks, AK, moved to the most-polluted city for the first time.** Previously ranked as #17 most polluted, Fairbanks' improved monitoring in the borough now identifies that this problem is more severe than previously known. Six other cities in the 25 most polluted had higher particle levels year-round: Los Angeles; Pittsburgh; Lancaster, PA; Birmingham, AL; Harrisburg-York-Lebanon, PA; and Las Vegas.

**Regional differences.** Long-ranked on the short-term particle list, Fairbanks' new placement atop the year-round list shows the impact of sustained use of its chief source of particle pollution—burning of wood and other solid fuels to heat homes. They are making steps to change out old, dirty stoves for cleaner ones. Fairbanks is in a unique situation where wood- and solid-fuel-burning comprise the biggest sources and where the presence of snow can create weather inversions that trap particles in place.

Eight of the top 11 most-polluted cities are in California, including several in the Central Valley, where particles produced by agricultural production and transportation can easily be trapped by the physical terrain. Progress there is due to the aggressive work of the state and local officials.

A large concentration of cities with high levels also exists in the states lining the Great Lakes, especially Pennsylvania, Ohio, Indiana, and Michigan. (If it had data, possibly Illinois would be in that list). While all these cities have levels that meet the national air quality standard in the U.S., all have levels above the limit recommended by the World Health Organization. Much of their high particle levels likely come from coal-fired power plants, which line the region, as well as diesel emissions from transportation sources including heavy-duty trucks, rail and marine fleets using the Lakes for transport. Others in Kentucky, Tennessee, Georgia and Arkansas also had particles from power plants as a significant source.



# APPENDIX T0 (Continued)

**Data remain missing** on particle pollution in all of Illinois as it has since our 2014 report covering 2010-2012 data. That means that large cities, including Chicago and St. Louis (which is missing suburban counties in Illinois), have not known how much particulate matter they are breathing for four years. Data are now missing from all of Mississippi and two large counties in California: Los Angeles County and San Bernardino County. The new information on the extremely high levels in Fairbanks shows how important these data are to protecting health.

### Short-Term Particle Pollution

**Twenty cities among the 25 most-polluted cities experienced fewer days when particle pollution levels spiked**, a positive turnaround from the 2017 report when eight had reached their highest number of episodes ever.

One city that did better in 2014-2016 is **Bakersfield, CA, which retains its ranking as the most polluted city** for particle pollution spikes. Bakersfield has held this position for all but two years since the 2010 report, covering data from 2006-2008.

**Four of the 20 cities improved to their fewest days ever on average of high particles in 2014-2016:** Fresno-Madera, CA; Salt Lake City, Logan, UT; and Eugene, OR. Also improving over the 2017 report were: San Jose-San Francisco; Los Angeles; Phoenix; Denver; Visalia-Porterville, CA; Fairbanks, AK; Modesto-Merced, CA; Missoula, MT; Lancaster, PA; Anchorage, AK; South Bend, IN; Yakima, WA; Sacramento, CA; Reno-Carson City, NV; and Harrisburg-York-Lebanon, PA.

**Four cities suffered more spikes in particles in 2014-2016:** El Centro, CA; Pittsburgh; Seattle; and Salinas, CA. One city—Indianapolis—remained the same.

**Regional differences.** Western states, especially California, but also Utah, Montana, Arizona, Colorado and Washington have multiple or large cities on this list. Some reflect ongoing experiences with emissions from high emitting sources trapped by weather inversions that do not allow them to blow away, including, for example, Bakersfield, Visalia, Fresno and Modesto-Merced. Others, like some in California and Missoula, MT, reflect increased wildfires built from the ongoing low rainfall and climate impacts. Several include areas with high use of wood-burning or solid-fuel-burning stoves, including three cities in Alaska—Fairbanks, Anchorage and Yakima—as well as Logan, UT, and Eugene, OR.

In the eastern states, most of the cities listed here are cities with high year-round levels as well, with three cities in Pennsylvania and two in Indiana on this list. Weather patterns here, too, may have helped build up particles to unhealthy short-term levels.

**Data remain missing for Illinois and Mississippi here as well.** Most of the other states have at least some data.

### Cleanest Cities

Six cities ranked on all three cleanest-cities lists for ozone, year-round particle pollution and short-term particle pollution. They had zero high ozone or high particle pollution days, and were among the 25 cities with the lowest year-round particle levels. Four have repeated their ranking on this list, but two join this list for the first time. Listed alphabetically below, these six cities are:

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| Bellingham, WA                  | Honolulu, HI                      |
| Burlington-South Burlington, VT | Palm Bay-Melbourne-Titusville, FL |
| Casper, WY                      | Wilmington, NC                    |

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# APPENDIX T0 (Continued)

Eleven other cities ranked among the cleanest cities for both year-round and short-term levels of particle pollution. That means they had no days in the unhealthy level for short-term particle pollution and were on the list of the cleanest cities for year-round particle pollution. They are:

Cape Coral-Fort Myers-Naples, FL	Orlando-Deltona-Daytona Beach, FL
Elmira-Corning, NY	Pittsfield, MA
Grand Island, NE	Pueblo-Cañon City, CO
Homosassa Springs, FL	Sierra Vista-Douglas, AZ
Lakeland-Winter Haven, FL	Syracuse-Auburn, NY
North Port-Sarasota, FL	

Eighteen other cities ranked among the cleanest for ozone and short-term particle pollution. That means they had no days in the unhealthy level for ozone or short-term particle pollution. They are:

Bangor, ME	Greenville-Washington, NC
Bowling Green-Glasgow, KY	La Crosse-Onalaska, WI-MN
Dothan-Enterprise-Ozark, AL	Lafayette-Opelousas-Morgan City, LA
Eau Claire-Menomonie, WI	McAllen-Edinburg, TX
Fayetteville-Lumberton-Laurinburg, NC	Monroe-Ruston-Bastrop, LA
Fayetteville-Springdale-Rogers, AR-MO	Rome-Summerville, GA
Florence, SC	Springfield-Branson, MO
Fort Smith, AR-OK	Tuscaloosa, AL
Gadsden, AL	Waterloo-Cedar Falls, IA

Two cities ranked on both lists for ozone and year-round particle pollution levels. Cheyenne, WY, and Salinas, CA, had no days in the unhealthy level for ozone pollution and were on the list of the cleanest cities for year-round particle pollution.

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## People at Risk

The "State of the Air 2018" shows that too many people in the United States live where the air is unhealthy for them to breathe.

- **More than four in 10 people (41.4 percent) in the United States live in counties that have unhealthy levels of either ozone or particle pollution.** More than 133.9 million Americans live in 215 counties where they breathe unhealthy levels of air pollution in the form of either ozone or short-term or year-round levels of particles.
- More people suffered unhealthy air in 2014-2016 than in the years covered by the 2017 report (2013-2015), when the total was only 125 million. However, these are still far below the 166 million in the years covered in the 2016 report (2012-2014).
- **This change reflects continued challenges in dealing with the impacts of the changing climate, as well as long-term progress in reducing harmful air pollution under the Clean Air Act.** Progress would have been greater if climate change had not helped to create conditions that added days of high ozone.
- **Nearly four in 10 (39.9 percent) of the people in the United States live in areas with unhealthy levels of ozone pollution,** about 12.4 million more people in 2014-2016 than in the previous report. Approximately 128.9 million people live in 185 counties that earned an F for ozone this year's report, significantly more than the approximately 116.5 million who lived in counties earning an F in 2013-2015.
- **More than 9.8 million people (3 percent) suffered from unhealthy year-round levels of particle pollution in 2014-2016.** These people lived in 16 counties where the annual average concentration of particle pollution was too high. Although still too

Nearly 7.7 million people in the U.S. live in counties where the outdoor air failed all three tests—but the real number is likely much higher.

many, fewer people faced those dangerous year-round concentrations during this period than in last year's report. That report covered 2013-2015 when approximately 18 million people lived where monitors recorded unhealthy levels of year-round particle pollution. In this year's report, the lower tally of populations exposed is likely due to missing population data from two counties with incomplete data—Los Angeles County and San Bernardino County in California. Adding in those two would increase the total by 12 million.

- **More than one in 10 people in the United States—more than 35.1 million—live in an area with too many days with unhealthful levels of particle pollution.** Slightly fewer people lived where those episodes of unhealthy spikes in particle pollution occurred in 2014-2016 than in the previous report. The total population exposed to too-many episodes of high particle pollution dropped slightly to 35.1 million, fewer than the 43.0 million in 2013-2015 and well below the 45.0 million in the 2016 report.
- **Nearly 7.7 million people (2.4 percent) live in 10 counties with unhealthful levels of all three: ozone and short-term and year-round particle pollution in 2014-2016.** This is far fewer than the 18 million people who lived in such counties in the years covered in the 2017 report. However, two California counties that would likely have been in this group lacked complete data; had data been available for them, the total population with unhealthy air for all three would have risen to more than 19 million. In addition, data remain missing for particle pollution for all of Illinois and Mississippi.

With the risks from airborne pollution so great, the Lung Association seeks to inform people who may be in danger. Many people are at greater risk because of their age or because they have asthma or other chronic lung disease, cardiovascular disease or diabetes. The following list identifies the numbers of people in each at-risk group. Because of the missing data on particle pollution in Illinois and two large counties in California, the numbers of people living in counties that fail all three tests may be much higher.

- **Older and Younger**—Nearly 18.3 million adults age 65 and over and more than 31.3 million children under 18 years old live in counties that received an F for at least one pollutant. More than 1 million seniors and more than 2 million children live in counties failing all three tests.
- **People with Asthma**—More than 2.5 million children and more than 9 million adults with asthma live in counties of the United States that received an F for at least one pollutant. More than 157,000 children and nearly 471,000 adults with asthma live in counties failing all three tests.
- **Chronic Obstructive Pulmonary Disease (COPD)**—Nearly 6.0 million people with COPD live in counties that received an F for at least one pollutant. Nearly 277,000 people with COPD live in counties failing all three tests.
- **Lung Cancer**—Nearly 72,900 people with lung cancer live in counties that received an F for at least one pollutant. More than 3,500 people with lung cancer live in counties failing all three tests.
- **Cardiovascular Disease**—Nearly 8 million people with cardiovascular diseases live in counties that received an F for at least one pollutant; more than 394,000 people live in counties failing all three tests.
- **Diabetes**—More than 2.1 million people with diabetes live in counties that received an F for either short-term or year-round particle pollution; nearly 627,000 live in counties failing both tests. Having diabetes increases the risk of harm from particle pollution.
- **Poverty**—Nearly 18.3 million people with incomes meeting the federal poverty definition live in counties that received an F for at least one pollutant. More than 1.3 million people in poverty live in counties failing all three tests. Evidence shows that people who have low incomes may face higher risk from air pollution.



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## Six threats to the nation's air quality

Our nation has made significant strides in cleaning up our air, as shown by this report over the past 19 years. Stopping or retreating cannot be an option. Our nation's historic legal commitment to protect the health of millions of Americans requires more work to reduce the burden of air pollution. Cleaning up air pollution requires a strong and coordinated effort on the part of our federal and state leaders.

Unfortunately, EPA Administrator Scott Pruitt, supported by the President, has taken many steps to roll back or create loopholes in many of the protections in place under the Clean Air Act in the past year. Members of Congress, governors and state leaders all have a key role to play, and while some are supportive, others are not.

Below are six key threats to the nation's progress toward cleaner, healthier air. The Lung Association continues to fight for healthy air and oppose these threats.

Congress must make certain that the Clean Air Act remains strong, fully implemented and fully enforced.

The Lung Association opposes efforts to repeal the Clean Power Plan and will continue to push for a system-wide reduction in carbon dioxide emissions from power plants.

### Threat 1: Weakening the Clean Air Act

The Clean Air Act remains a strong public health law put in place by an overwhelming bipartisan majority in Congress more than 45 years ago. Congress wrote the Clean Air Act to set up science-based, technology-fostering steps to protect public health by reducing pollution. Under the Act, Congress directed EPA and each state to take steps to clean up the air. For 19 years, the "State of the Air" report has chronicled the slow but steady improvement in the nation's air quality thanks to the Clean Air Act—a trend that continues even as climate change makes pollution cleanup more difficult.

Now, that positive trend is threatened, and not just by the impacts of climate change. Unfortunately, some in Congress seek changes to the Clean Air Act that would dismantle key provisions of the law and threaten the progress made over nearly five decades. Undermining the Clean Air Act itself is one of the fundamental goals of polluters and their allies. They have repeatedly challenged Clean Air Act provisions in court, and have repeatedly lost, so now they seek to weaken the law. Recent proposed efforts include exempting certain polluting facilities from some emissions controls, delaying science-based updates to air pollution standards, and undermining public health as the core premise of the Act's key pollution limits. To protect the lives and health of millions of Americans, the Lung Association calls on Congress to reject attempts to weaken the Clean Air Act and make certain the law remains strong, fully implemented and fully enforced.

### Threat 2: Repealing plans to reduce carbon pollution from power plants

To protect public health, the nation must act to fight climate change; core to that is cutting carbon pollution. Unfortunately, the current EPA has taken steps that would dismantle our nation's first and only federal plan to limit carbon pollution from power plants.

Scientists tell us that carbon pollution contributes to a warming climate, enhancing conditions for ozone formation and making it harder to reduce this lethal pollutant. The increased ozone problems reflected in this year's report came in large part because 2016 was the second warmest year in U.S. history. Climate change also leads to particle-pollution from increased droughts and wildfires, leading to many of the high particle pollution days recorded in 2014-2016 also documented in this report.

Power plants comprise the largest industrial-scale source of carbon pollution in the United States. The electric sector contributed 35 percent of all energy-related carbon dioxide (CO<sub>2</sub>) emissions in 2015.<sup>2</sup> Taking system-wide steps to reduce carbon pollution from electricity generation will also reduce ozone and particle pollution from these plants at the same time. Despite that, in 2017, EPA Administrator Pruitt proposed to repeal the Clean Power Plan, the only nationwide strategic approach to cutting carbon pollution from these plants.

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Rolling back limits on emissions from oil and gas operations means more people will be forced to breathe cancer-causing and other toxic gases that also worsen ozone and climate change.

Adopted in 2015, the Clean Power Plan delivers a flexible, practical toolkit for states to reduce carbon pollution from power plants approximately 32 percent (below 2005 levels) by 2030. States can choose a variety of ways to cut carbon pollution with these tools. They can choose to require cleaner fuels for existing utilities, improve energy efficiency, produce more clean energy or partner with other states to jointly reduce carbon pollution.

Reducing carbon to tackle climate change is only one of the benefits from the Clean Power Plan. Steps to reduce carbon using the tools in the Clean Power Plan also reduce other air pollutants that themselves worsen asthma, cause cardiovascular harm and cause premature deaths. EPA's original analysis estimated that these co-benefits can prevent up to 3,600 premature deaths and up to 90,000 asthma attacks in children in 2030.<sup>2</sup> In an updated analysis published along with EPA's proposal to repeal the Plan, the Agency projected even greater benefits from putting the Plan in place, including preventing up to 4,500 premature deaths in 2030.<sup>7</sup>

The Clean Air Act requires that EPA act to reduce carbon pollution, which means that EPA must clean up carbon pollution from power plants. Unfortunately, Administrator Pruitt has kicked off a very long, slow process to collect information on possible alternative approaches, rather than moving quickly to propose a replacement plan. Worse, EPA has signaled a preferred replacement plan that, if adopted, could likely result in more deadly pollution from power plants, not less. Not only would the plan have less impact on reducing carbon pollution, independent scientists found that this type of approach could actually increase emissions of at least one other dangerous air pollutant and, with that, increase the risk of premature deaths and asthma attacks.<sup>8</sup>

The American Lung Association calls on governors to direct their states to develop strong plans to reduce carbon pollution from power plants and protect public health. The Lung Association will continue to oppose efforts to repeal the Clean Power Plan and push for a system-wide reduction in carbon dioxide emissions from power plants and other sources.

### Threat 3: Removing limits on emissions from oil and gas operations

Oil and gas production wells, processing plants, transmission pipelines and storage units have long emitted harmful gases, including methane, volatile organic compounds and other pollutants. For the last few years, "State of the Air" has reported elevated levels of unhealthy ozone in places where oil and gas production has expanded, even in largely rural counties in the West. Despite this, EPA has recently proposed steps to weaken or roll back health-protective standards the Agency had adopted in 2016 to reduce harmful emissions of these gases from new and modified sources within the oil and natural gas industry.<sup>9</sup>

Nor does EPA offer any protection from emissions from the existing oil and gas infrastructure. EPA even backed off collecting data from the oil and gas industry about the location and size of their facilities. Gathering this information is a required step for EPA to eventually limit harmful emissions from these existing sources, and EPA requested it in 2016. The industry objected, and in March 2017, EPA withdrew its request for updated information on their facilities.

All of these standards would not only help to mitigate climate change and its associated health risks by curtailing emissions of methane, an especially potent greenhouse gas, but would also limit emissions of major precursors to ozone, as well as other toxic and carcinogenic air pollutants, benefiting public health in communities across the country. EPA's continued rollback of these protections reflects a much higher priority on eliminating so-called "burdensome regulations" on polluters than protecting the health of the American people.<sup>10</sup>

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Cont.

EPA's proposed glider loophole exempts trucks that emit up to 450 times more than other diesel trucks from having to clean up.

**Threat 4: Opening doors for more polluting trucks and cars**

**Dirtiest diesel.** Over many years, heavy-duty diesel trucks standards have become much tighter, reducing emissions recognized as causing cancer, heart attacks, asthma attacks and premature death. Thanks to the long-adopted requirements for cleaner fuels and engines, people living near heavily traveled highways and busy city streets have had to breathe less of these dangerous emissions. But now, that progress is threatened by a loophole that the current EPA seeks to open.

The loophole benefits "gliders." "Gliders" is the name used for trucks that embed an old, dirty engine in a new truck body. Originally conceived to help truck owners whose truck body had been damaged, but whose engine remained intact, the use of gliders has expanded to become a cottage industry repackaging old, polluting diesel engines in new truck bodies. One EPA study found that these engines produced emissions up to 450 times higher than a comparable 2014 or 2015 model year truck.<sup>11</sup> In 2016, EPA put in place a new rule to require that these glider trucks meet the same limits on emissions as all new trucks, a position that the trucking industry fully supported.

However, in 2017, EPA proposed a rollback of that requirement that would create a loophole for these dirtier trucks, despite broad opposition from the rest of the trucking industry.<sup>12</sup> The Lung Association spoke up to oppose this in the public hearing and in comments with eleven other health and medical groups, and continues to oppose this loophole.<sup>13</sup>

As the world learned from the Volkswagen diesel cheating scandal, even new diesels must be subject to strict oversight and enforcement to ensure that tighter standards are met.<sup>14</sup>

**More polluting cars.** Administrator Pruitt has also signaled that EPA will examine ways to block or roll back stronger limits on emissions from cars, SUVs and personal trucks. In 2012, EPA and the Department of Transportation developed new national standards that would cut 6 billion metric tons of greenhouse gas emissions for these vehicles for model years 2017 through 2025. Automobile industry representatives had called on Pruitt to withdraw these standards in February 2017,<sup>15</sup> despite having supported them previously.<sup>16</sup> On April 2, 2018, Pruitt announced that EPA and the Department of Transportation would propose new rules to weaken these standards and threaten California's authority to set tighter standards.<sup>17</sup>

In addition to maintaining their standards through 2025, California is considering setting stronger standards for 2026 and beyond, and Pruitt has sent signals opposing the state's action.<sup>18</sup> Under the Clean Air Act, California has the right to establish its own emission standards for cars and trucks. Other states also have the option of adopting California's standards, and many states have done so. California's ability to set more protective emissions standards has helped drive lifesaving reductions in harmful pollution from vehicles nationwide; maintaining this authority is critical.

**Threat 5: Cutting funding and expertise needed to clean up the air**

The Clean Air Act set up smart, open processes for protecting Americans from air pollution, which have enabled the U.S. to reduce some of the most common pollutants by more than 70 percent, as shown in Figure 1. Still, these processes only work if EPA has the funding, staffing and scientific advisors it needs to enable them to implement and enforce the law. The Trump Administration proposed a budget that would greatly reduce the ability of EPA to protect public health, including slashing overall funding for the agency and reducing grants to support the work of state and local agencies and tribes to implement the requirements of the Clean Air Act and other critical laws. The proposed budget for FY 2019 claims to put a priority on "improving air quality" but would cut EPA funding for that work significantly.<sup>19</sup>

The Lung Association calls on Congress to ensure that EPA has sufficient funding to protect public health with the full range of programs, including state, local and tribal grants.



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The Trump Administration's proposed budget would greatly reduce the ability of EPA to protect public health.

# APPENDIX T0 (Continued)

STATE OF THE AIR 2018

EPA has also taken steps to remove independent science advisors from key advisory committees.

EPA is stacking the deck to deny the scientific evidence.

### Threat 6: Stacking the deck to deny the scientific evidence

A core driver of the success of the Clean Air Act is its requirement that up-to-date science be the basis for decisions and actions to protect public health. This requires ensuring that independent expert scientists regularly analyze up-to-date, peer-reviewed research and then provide their conclusions and perspectives to the EPA staff scientists and the administrator. Unfortunately, the current EPA has taken steps to remove independent science advisors from key advisory committees, including the Clean Air Scientific Advisory Committee, and replace them with people paid by polluting industries.<sup>20</sup> A group of physicians, scientists and professional associations are challenging EPA's decision to remove experts who have received funding from EPA from key advisory committees.<sup>21</sup>

Administrator Pruitt has also signaled that the agency will restrict the research that it will allow scientists to consider, proposing to eliminate major scientific research that supports strong clean air safeguards.<sup>22</sup> Some members of Congress have proposed similar limitations that would block EPA from using studies that cannot make all the underlying data fully open for public review. Many databases scientists use today do allow unrestricted access to the information, but others do not, because of patient confidentiality for subjects included in the research. Such arguments have been raised before and resolved, and these studies were established as core evidence of the harm from air pollution.<sup>23</sup> Blocking the use of key studies that have been through multiple independent reviews and show widespread harm from outdoor air pollutants introduces dangerous bias that could limit the evidence, risking weaker air pollution safeguards.

The Lung Association calls on EPA to return to its historic practice of appointing qualified, independent scientists to these review committees and for accepting peer-reviewed research without artificial limitations.

### What You Can Do

We need your help in the fight for healthy air! You can do a great deal to help reduce air pollution outdoors just by taking a few simple steps. Here's how to speak up and step up:

#### Speak up for Healthy Air Protections.

**Send a message to Congress and to the White House: Protect the Clean Air Act!** Urge the President and Congress to support cleaner, healthier air and oppose measures to block or delay the cleanup of air pollution. The President and all members of Congress should support and protect the Clean Air Act.

**Tell Congress to support adequate funds for the EPA to implement and enforce the Clean Air Act.** EPA needs resources to make sure that the pollution is cleaned up, as do the states, local governments and tribes.

**Tell EPA to follow the law to protect your health.** EPA is required to follow the Clean Air Act, completing regular reviews of the science and putting in place steps to clean up sources of pollution to provide that protection. That includes taking steps to reduce pollution that causes climate change. You can provide comments to EPA at public hearings or by submitting them online. Sign up for more information about times when your voice is needed at [www.FightingForAir.org](http://www.FightingForAir.org).

**Share your story.** Do you or any member of your family have a personal reason to fight for healthier, cleaner air? Go to [www.FightingForAir.org](http://www.FightingForAir.org) to let us know how healthy air affects you. Your story helps us remind decision makers what is at stake when it comes to clean air.

**Get involved locally.** Participate in state and local efforts to clean up air pollution and address climate change. To find your local air pollution control agency, go to [www.4cleanair.org](http://www.4cleanair.org).

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### Step up to Curb Pollution in Your Community.

**Drive less.** Combine trips, walk, bike, carpool or vanpool, and use buses, subways or other alternatives to driving. Vehicle emissions are a major source of air pollution. Support community plans that provide ways to get around that don't require a car, such as more sidewalks, bike trails and transit systems.

**Use less electricity.** Turn out the lights and use energy-efficient appliances. Generating electricity is one of the biggest sources of pollution, particularly in the eastern United States.

**Don't burn wood or trash.** Burning firewood and trash is among the largest sources of particle pollution in many parts of the country. If you must use a fireplace or stove for heat, convert your woodstove to natural gas, which has far fewer polluting emissions. Compost and recycle as much as possible and dispose of other waste properly; don't burn it. Support efforts in your community to ban outdoor burning of construction and yard wastes. Avoid the use of outdoor hydronic heaters, also called outdoor wood boilers, which are frequently much more polluting than woodstoves.

**Make sure your local school system requires clean school buses,** which includes replacing or retrofitting old school buses with filters and other equipment to reduce emissions. Make sure your local schools don't idle their buses, a step that can immediately reduce emissions.

**Thank you for being part of the fight for healthy air.**

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## RANKINGS

### People at Risk from Short-Term Particle Pollution (24-Hour PM<sub>2.5</sub>)

In Counties where the Grades were:	Chronic Diseases							Age Groups		Total Population	Number of Counties
	Adult Asthma	Pediatric Asthma	COPD	Lung Cancer	CV Disease	Diabetes	Poverty	Under 18	65 and Over		
Grade A (0.0)	5,838,887	1,618,452	4,132,854	49,711	5,611,034	6,947,927	11,472,652	18,645,556	12,758,026	84,023,074	268
Grade B (0.3-0.9)	3,120,840	826,073	2,331,733	26,803	2,918,331	3,479,625	5,876,976	9,930,549	6,329,565	44,017,192	140
Grade C (1.0-2.0)	2,304,833	636,670	1,570,688	19,205	2,095,595	2,679,959	4,728,928	7,950,926	4,650,257	34,262,593	71
Grade D (2.1-3.2)	600,110	152,752	395,718	4,598	542,585	702,391	1,043,116	1,944,326	1,315,027	8,747,325	24
Grade F (3.3+)	2,244,178	660,113	1,356,777	16,119	1,875,389	2,604,191	5,381,047	8,652,382	4,633,221	35,134,372	53
National Population in Counties with PM <sub>2.5</sub> Monitors	15,358,839	4,215,934	10,683,562	127,930	14,202,633	17,859,652	30,913,020	51,195,138	32,310,476	223,962,358	638

### People at Risk from Year-Round Particle Pollution (Annual PM<sub>2.5</sub>)

In Counties where the Grades were:	Chronic Diseases							Age Groups		Total Population	Number of Counties
	Adult Asthma	Pediatric Asthma	COPD	Lung Cancer	CV Disease	Diabetes	Poverty	Under 18	65 and Over		
Pass	11,836,303	3,251,732	8,387,271	99,345	11,096,141	13,746,260	23,311,877	38,892,832	24,788,791	171,144,645	481
Fail	635,718	193,480	405,687	4,898	548,509	755,071	1,643,847	2,477,682	1,388,721	9,812,136	16
National Population in Counties with PM <sub>2.5</sub> Monitors	15,358,839	4,215,934	10,683,562	127,930	14,202,633	17,859,652	30,913,020	51,195,138	32,310,476	223,962,358	638

### People at Risk from Ozone

In Counties where the Grades were:	Chronic Diseases					Age Groups		Total Population	Number of Counties
	Adult Asthma	Pediatric Asthma	COPD	CV Disease	Poverty	Under 18	65 and Over		
Grade A (0.0)	1,708,440	473,478	1,252,028	1,727,328	3,609,433	5,763,909	3,976,897	25,488,289	201
Grade B (0.3-0.9)	2,489,383	653,229	2,007,393	2,693,111	4,855,195	8,003,172	6,249,881	37,363,241	166
Grade C (1.0-2.0)	1,908,891	515,406	1,406,636	1,843,784	3,339,357	6,013,494	4,083,522	26,358,211	145
Grade D (2.1-3.2)	1,510,007	386,391	1,046,613	1,359,956	2,370,710	4,477,135	2,972,264	19,953,294	71
Grade F (3.3+)	8,683,205	2,450,851	5,736,555	7,652,747	17,634,135	30,145,325	17,572,621	128,874,081	185
National Population in Counties with Ozone Monitors	16,477,447	4,524,016	11,592,855	15,469,619	32,168,386	54,929,852	35,288,481	240,472,168	804

Note: The State of the Air 2018 covers the period 2014-2016. The Methodology section on page 51 provides a full discussion of the methodology.

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# APPENDIX T0 (Continued)

## RANKINGS

### People at Risk In 25 U.S. Cities Most Polluted by Short-Term Particle Pollution (24-hour PM<sub>2.5</sub>)

2018 Rank <sup>1</sup>	Metropolitan Statistical Areas	Total Population <sup>2</sup>	Under 18 <sup>3</sup>	65 and Over <sup>3</sup>	Pediatric Asthma <sup>4</sup>	Adult Asthma <sup>4</sup>	COPD <sup>5</sup>	Lung Cancer <sup>6</sup>	CV Disease <sup>7</sup>	Diabetes <sup>8</sup>	Poverty <sup>11</sup>
1	Bakersfield, CA	884,788	258,054	91,719	19,840	48,388	25,731	377	36,967	57,988	190,993
2	Visalia-Porterville-Hanford, CA	610,222	184,746	64,889	14,204	32,845	17,612	260	25,364	39,595	135,634
3	Fresno-Madera, CA	1,134,612	323,032	136,983	24,836	62,984	34,873	482	50,921	78,731	275,160
4	Fairbanks, AK	100,605	24,518	8,884	1,975	6,611	4,353	55	3,893	5,074	8,144
5	Modesto-Merced, CA	810,232	227,322	98,506	17,477	45,364	25,251	345	37,012	57,294	131,330
6	San Jose-San Francisco-Oakland, CA	8,751,807	1,874,550	1,250,653	144,121	539,410	309,563	3,721	460,334	708,929	857,722
7	Los Angeles-Long Beach, CA	18,688,022	4,353,354	2,444,450	334,698	1,119,385	628,200	7,942	925,418	1,433,318	2,788,201
8	Salt Lake City-Provo-Orem, UT	2,514,748	765,804	241,347	44,770	145,432	66,492	654	91,659	122,337	234,142
9	El Centro, CA	180,883	51,832	22,953	3,985	10,037	5,646	77	8,295	12,757	40,601
10	Pittsburgh-New Castle-Weirton, PA-OH-WV	2,635,228	504,285	506,493	44,123	225,518	163,462	1,709	214,263	247,735	297,285
11	Logan, UT-ID	136,159	42,104	13,031	2,559	7,903	3,536	39	4,819	6,215	16,448
12	Missoula, MT	116,130	22,378	16,999	1,297	7,948	6,368	62	6,756	6,585	17,206
13	Lancaster, PA	538,500	128,457	92,089	11,288	43,467	29,881	347	39,063	45,440	56,082
14	Anchorage, AK	402,557	102,330	40,390	8,243	26,246	17,868	220	16,970	21,850	30,749
15	Seattle-Tacoma, WA	4,684,516	1,012,980	653,868	74,047	355,494	211,282	2,637	274,294	335,033	456,972
16	Salinas, CA	435,232	114,665	55,240	8,816	24,946	13,945	186	20,462	31,599	53,898
17	South Bend-Elkhart-Mishawaka, IN-MI	725,087	177,793	115,642	14,872	56,622	46,031	496	55,932	63,528	105,563
17	Yakima, WA	249,636	74,588	33,451	5,452	16,898	10,109	141	13,327	15,999	44,819
19	Sacramento-Roseville, CA	2,567,451	595,320	389,039	45,770	155,308	91,493	1,090	137,379	208,852	365,816
20	Phoenix-Mesa-Scottsdale, AZ	4,661,537	1,138,270	703,512	91,762	331,403	233,308	2,213	311,232	373,254	685,602
21	Indianapolis-Carmel-Muncie, IN	2,386,199	584,597	323,083	47,845	183,229	142,178	1,668	172,926	200,891	314,989
22	Harrisburg-York-Lebanon, PA	1,252,820	273,228	215,572	24,009	104,213	72,168	809	94,237	109,710	118,036
22	Reno-Carson City-Fernley, NV	613,608	131,267	107,052	8,531	38,542	35,393	319	47,039	56,833	74,027
24	Denver-Aurora, CO	3,470,235	803,223	427,601	64,700	234,863	112,500	1,483	164,390	167,799	335,377
24	Eugene, OR	369,519	69,498	68,269	3,883	31,356	19,904	198	25,929	28,502	66,339

**Notes:**

1. Cities are ranked using the highest weighted average for any county within that Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
2. **Total Population** represents the at-risk populations for all counties within the respective Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
3. Those **under 18** and **65 and over** are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease estimates.
4. **Pediatric asthma** estimates are for 18 years and younger and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
5. **Adult asthma** estimates are for 18 years and older and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
6. Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double-count people who have been diagnosed with more than one disease.
7. **COPD** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
8. **Lung cancer** estimates are the number of new cases diagnosed in 2014.
9. **CV disease** is cardiovascular disease, and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
10. **Diabetes** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
11. **Poverty** estimates come from the U.S. Census Bureau and are for all ages.

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## RANKINGS

### People at Risk In 25 U.S. Cities Most Polluted by Year-Round Particle Pollution (Annual PM<sub>2.5</sub>)

2018 Rank <sup>1</sup>	Metropolitan Statistical Areas	Total Population <sup>2</sup>	Under 18 <sup>3</sup>	65 and Over <sup>3</sup>	Pediatric Asthma <sup>4,5</sup>	Adult Asthma <sup>4,5</sup>	COPD <sup>7</sup>	Lung Cancer <sup>8</sup>	CV Disease <sup>8</sup>	Diabetes <sup>9</sup>	Poverty <sup>11</sup>
1	Fairbanks, AK	100,605	24,518	8,864	1,975	6,611	4,353	55	3,893	5,074	8,144
2	Visalia-Porterville-Hanford, CA	610,222	184,746	64,889	14,204	32,845	17,612	260	25,364	39,595	135,634
3	Bakersfield, CA	884,788	258,054	91,719	19,840	48,388	25,731	377	36,967	57,988	190,993
4	Los Angeles-Long Beach, CA	18,688,022	4,353,354	2,444,450	334,698	1,119,385	628,200	7,942	925,418	1,433,318	2,788,201
5	Fresno-Madera, CA	1,134,612	323,032	136,983	24,836	62,984	34,873	482	50,921	78,731	275,160
6	Modesto-Merced, CA	810,232	227,322	98,506	17,477	45,364	25,251	345	37,012	57,294	131,330
7	El Centro, CA	180,883	51,832	22,953	3,985	10,037	5,646	77	8,295	12,757	40,601
8	Lancaster, PA	538,500	128,457	92,089	11,288	43,467	29,881	347	39,063	45,440	56,082
8	Pittsburgh-New Castle-Weirton, PA-OH-WV	2,635,228	504,285	506,493	44,123	225,518	163,462	1,709	214,263	247,735	297,285
10	Cleveland-Akron-Canton, OH	3,483,311	748,251	610,191	51,396	267,821	244,131	2,378	272,485	312,974	486,591
10	San Jose-San Francisco-Oakland, CA	8,751,807	1,874,550	1,250,653	144,121	539,410	309,563	3,721	460,334	708,929	857,722
12	Philadelphia-Reading-Camden, PA-NJ-DE-MD	7,179,357	1,583,881	1,110,738	135,570	550,637	380,103	4,487	491,686	572,192	908,613
13	Indianapolis-Carmel-Muncie, IN	2,386,199	584,597	323,083	47,845	183,229	142,178	1,668	172,926	200,891	314,989
14	Detroit-Warren-Ann Arbor, MI	5,318,653	1,185,725	821,616	105,502	454,845	366,206	3,417	401,725	455,949	796,295
15	Birmingham-Hoover-Talladega, AL	1,361,299	311,799	215,600	41,149	102,388	100,317	911	128,524	153,652	194,319
15	Harrisburg-York-Lebanon, PA	1,252,820	273,228	215,572	24,009	104,213	72,168	809	94,237	109,710	118,036
15	Houston-The Woodlands, TX	6,972,374	1,860,373	739,774	147,214	389,479	241,094	3,688	369,692	550,064	1,009,619
18	Cincinnati-Wilmington-Maysville, OH-KY-IN	2,224,231	529,256	320,887	37,633	172,862	154,509	1,637	170,157	189,471	275,394
18	Johnstown-Somerset, PA	209,793	39,558	44,930	3,476	17,863	13,162	136	17,886	20,711	29,918
18	San Luis Obispo-Paso Robles-Arroyo Grande, CA	282,887	50,703	53,512	3,898	18,338	11,297	121	17,180	25,754	29,345
21	Louisville/Jefferson County-Elizabethtown-Madison, KY-IN	1,510,945	346,116	226,835	27,393	132,104	125,709	1,337	147,971	148,437	195,079
22	Atlanta-Athens-Clarke County-Sandy Springs, GA	6,451,262	1,606,963	760,202	142,134	420,082	367,638	4,180	441,138	572,742	864,419
22	Knoxville-Morristown-Sevierville, TN	1,117,758	234,117	200,825	22,801	96,989	92,906	844	106,997	117,132	168,544
24	Las Vegas-Henderson, NV-AZ	2,404,336	551,082	374,922	36,391	150,570	129,535	1,242	168,782	205,979	354,741
24	Little Rock-North Little Rock, AR	905,847	213,354	134,142	17,186	58,559	64,878	714	85,561	90,183	138,834

**Notes:**

1. Cities are ranked using the highest design value for any county within that Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
2. Total Population represents the at-risk populations for all counties within the respective Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
3. Those under 18 and 65 and over are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease risk metrics.
4. Pediatric asthma estimates are for those under 18 years of age and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
5. Adult asthma estimates are for those 18 years and older and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
6. Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double-count people who have been diagnosed with more than one disease.
7. COPD estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
8. Lung cancer estimates are the number of new cases diagnosed in 2014.
9. CV disease is cardiovascular disease, and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
10. Diabetes estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
11. Poverty estimates come from the U.S. Census Bureau and are for all ages.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### People at Risk In 25 Most Ozone-Polluted Cities

2018 Rank <sup>1</sup>	Metropolitan Statistical Areas	Total Population <sup>2</sup>	Under 18 <sup>3</sup>	65 and Over <sup>4</sup>	Pediatric Asthma <sup>5,6</sup>	Adult Asthma <sup>5,6</sup>	COPD <sup>7</sup>	CV Disease <sup>8</sup>	Poverty <sup>9</sup>
1	Los Angeles-Long Beach, CA	18,688,022	4,353,354	2,444,450	334,698	1,119,385	628,200	7,942	1,433,318
2	Bakersfield, CA	884,788	258,054	91,719	19,840	48,388	25,731	377	57,988
3	Visalia-Porterville-Hanford, CA	610,222	184,746	64,889	14,204	32,945	17,612	260	39,595
4	Fresno-Madera, CA	1,134,612	323,032	136,983	24,836	62,984	34,873	482	78,731
5	Sacramento-Roseville, CA	2,567,451	595,320	389,039	45,770	155,308	91,493	1,090	209,852
6	San Diego-Carlsbad, CA	3,317,749	728,325	446,038	55,996	201,462	112,570	1,413	254,999
7	Modesto-Merced, CA	810,232	227,322	98,506	17,477	45,364	25,251	345	57,294
8	Phoenix-Mesa-Scottsdale, AZ	4,661,537	1,138,270	703,512	91,762	331,403	233,308	2,213	373,254
9	Reading-Red Bluff, CA	242,907	53,835	48,295	4,139	15,160	9,825	103	22,749
10	New York-Newark, NY-NJ-CT-PA	23,689,255	5,145,013	3,539,645	458,494	1,721,736	1,038,329	13,759	1,826,564
11	Houston-The Woodlands, TX	6,972,374	1,860,373	739,774	147,214	389,479	241,094	3,688	550,064
12	Las Vegas-Henderson, NV-AZ	2,404,336	551,062	374,922	36,391	150,570	129,535	1,242	205,979
13	San Jose-San Francisco-Oakland, CA	8,751,807	1,874,550	1,250,653	144,121	539,410	309,563	3,721	708,929
14	Denver-Aurora, CO	3,470,235	803,223	427,601	64,700	234,863	112,500	1,483	167,799
15	El Centro, CA	180,883	51,832	22,953	3,985	10,037	5,646	77	12,757
16	Dallas-Fort Worth, TX-OK	7,673,305	2,016,215	862,921	159,749	432,736	273,449	4,058	624,821
17	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA	9,665,892	2,205,657	1,282,504	199,530	692,877	423,744	5,526	762,909
18	Salt Lake City-Provo-Orem, UT	2,514,748	765,804	241,347	44,770	145,432	66,492	654	122,337
19	Fort Collins, CO	339,993	68,025	50,096	5,479	23,835	11,703	145	17,434
20	Hartford-West Hartford, CT	1,476,637	301,063	243,852	33,160	123,604	69,574	887	115,420
21	Chico, CA	226,864	45,489	40,815	3,497	14,266	8,676	96	19,679
22	Chicago-Naperville, IL-IN-WI	9,882,634	2,300,124	1,348,267	170,477	683,560	473,577	6,620	775,469
23	Atlanta-Athens-Clarke County-Sandy Springs, GA	6,451,262	1,606,983	760,202	142,134	420,082	367,638	4,180	572,742
24	Philadelphia-Reading-Camden, PA-NJ-DE-MD	7,179,357	1,583,881	1,110,738	135,570	550,637	380,100	4,487	572,192
24	Sheboygan, WI	115,427	25,986	19,797	2,159	7,662	5,385	68	9,052

Notes:

- Cities are ranked using the highest weighted average for any county within that Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
- Total Population represents the at-risk populations for all counties within the respective Combined Metropolitan Statistical Area or Metropolitan Statistical Area.
- Those under 18 and 65 and over are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease risk metrics.
- Pediatric asthma estimates are for those under 18 years of age and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adult asthma estimates are for those 18 years and older and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double-count people who have been diagnosed with more than one disease.
- COPD estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- CV disease is cardiovascular disease, and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Poverty estimates come from the U.S. Census Bureau and are for all ages.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### People at Risk in 25 Counties Most Polluted by Short-Term Particle Pollution (24-hour PM<sub>2.5</sub>)

High PM<sub>2.5</sub> Days in Unhealthy Ranges, 2014-2016

2018 Rank <sup>1</sup>	County	ST	Total Population <sup>2</sup>	At-Risk Groups										Weighted Avg. <sup>12</sup>	Grade <sup>13</sup>
				Under 18 <sup>3</sup>	65 and Over <sup>3</sup>	Pediatric Asthma <sup>4a</sup>	Adult Asthma <sup>4a</sup>	COPD <sup>7</sup>	Lung Cancer <sup>8</sup>	CV Disease <sup>9</sup>	Diabetes <sup>10</sup>	Poverty <sup>11</sup>			
1	Kern	CA	884,788	258,054	91,719	19,840	48,388	25,731	377	36,967	57,988	190,993	40.5	F	
2	Kings	CA	149,785	40,935	14,539	3,147	8,340	4,289	64	6,055	9,565	23,247	32.8	F	
3	Fresno	CA	979,915	280,490	116,071	21,565	54,217	29,841	417	43,457	67,291	245,131	30.2	F	
4	Fairbanks North Star Borough	AK	100,605	24,518	8,884	1,975	6,611	4,353	55	3,893	5,074	8,144	24.8	F	
5	Stanislaus	CA	541,560	147,117	69,159	11,311	30,793	17,381	230	25,639	39,572	77,913	19.0	F	
6	Madera	CA	154,697	42,542	20,912	3,271	8,768	5,032	66	7,464	11,440	30,029	17.5	F	
7	Merced	CA	268,672	80,205	29,347	6,166	14,571	7,870	114	11,373	17,722	53,417	14.5	F	
7	San Joaquin	CA	733,709	201,363	90,581	15,481	41,538	23,267	312	34,236	53,020	105,268	14.5	F	
9	Ravalli	MT	42,088	8,234	10,357	477	2,984	2,842	22	3,442	3,248	5,773	14.2	F	
10	Riverside	CA	2,387,741	613,935	331,531	47,201	138,861	79,941	1,015	118,793	182,153	359,774	13.0	F	
11	Salt Lake	UT	1,121,354	313,040	113,730	18,301	67,241	31,192	292	43,238	57,854	104,297	12.5	F	
12	Shoshone	ID	12,452	2,477	2,834	200	932	645	6	954	1,099	2,319	12.3	F	
13	Lemhi	ID	7,723	1,425	2,254	115	587	443	4	687	770	1,351	12.0	F	
14	Imperial	CA	180,883	51,832	22,953	3,985	10,037	5,646	77	8,295	12,757	40,601	11.2	F	
14	Plumas	CA	18,627	3,189	4,883	245	1,267	902	8	1,446	2,118	2,312	11.2	F	
16	Los Angeles	CA	10,137,915	2,253,113	1,308,573	173,226	614,420	341,446	4,307	500,783	777,378	1,629,450	10.0	F	
17	Lincoln	MT	19,259	3,535	5,143	205	1,399	1,373	10	1,698	1,591	3,550	9.7	F	
18	Tulare	CA	460,437	143,811	50,350	11,057	24,506	13,323	196	19,309	30,030	112,387	9.5	F	
19	Lewis and Clark	MT	67,282	14,538	11,940	842	4,592	4,030	36	4,500	4,372	6,858	8.8	F	
20	Allegheny	PA	1,225,365	232,012	220,511	20,388	105,401	72,243	789	94,220	109,638	137,017	8.5	F	
21	Cache	UT	122,753	37,673	11,165	2,202	7,063	3,042	32	4,117	5,403	15,209	8.2	F	
22	San Bernardino	CA	2,140,096	573,306	237,432	44,077	121,553	65,711	910	95,271	149,172	369,012	7.8	F	
22	Missoula	MT	116,130	22,378	16,999	1,297	7,948	6,368	62	6,756	6,585	17,206	7.8	F	
24	Inyo	CA	18,144	3,720	4,166	286	1,170	798	8	1,260	1,858	2,184	7.5	F	
24	Lancaster	PA	538,500	128,457	92,089	11,288	43,467	29,881	347	39,063	45,440	56,082	7.5	F	

**Notes:**

- Countries are ranked by weighted average. See note 12 below.
- Total Population** represents the at-risk populations in counties with PM<sub>2.5</sub> monitors.
- Those **under 18** and **65 and over** are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease estimates.
- Pediatric asthma** estimates are for those under 18 years of age and represent the **estimated** number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adult asthma** estimates are for those 18 years and older and represent the **estimated** number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double-count people who have been diagnosed with more than one disease.
- COPD** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Lung cancer** estimates are the number of new cases diagnosed in 2014.
- CV disease** is cardiovascular disease, and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Diabetes** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Poverty** estimates come from the U.S. Census Bureau and are for all ages.
- The **Weighted Average** was derived by counting the number of days in each unhealthy range (orange, red, purple, maroon) in each year (2014-2016), multiplying the total in each range by the assigned standard weight (i.e., 1 for orange, 1.5 for red, 2.0 for purple, 2.5 for maroon), and calculating the average.
- Grade** is assigned by weighted average as follows: A=0.0, B=0.3-0.9, C=1.0-2.0, D=2.1-3.2, F=3.3+.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### People at Risk in 25 Counties Most Polluted by Year-Round Particle Pollution (Annual PM<sub>2.5</sub>)

2018 Rank <sup>1</sup>	County	ST	Total Population <sup>2</sup>	At-Risk Groups								PM <sub>2.5</sub> Annual, 2014-2016		
				Under 18 <sup>3</sup>	65 and Over <sup>4</sup>	Pediatric Asthma <sup>5a</sup>	Adult Asthma <sup>5a</sup>	COPD <sup>5b</sup>	Lung Cancer <sup>6</sup>	CV Disease <sup>7</sup>	Diabetes <sup>8</sup>	Poverty <sup>9</sup>	Design Value <sup>10</sup>	Pass/Fail <sup>11</sup>
1	Fairbanks North Star Borough	AK	100,605	24,518	8,884	1,975	6,611	4,353	55	3,893	5,074	8,144	23.0	Fail
2	Kings	CA	149,785	40,935	14,539	3,147	8,340	4,289	64	6,055	9,565	23,247	22.0	Fail
3	Kern	CA	884,788	258,054	91,719	19,840	48,388	25,731	377	36,967	57,988	190,993	18.4	Fail
4	Tulare	CA	460,437	143,811	50,350	11,057	24,506	13,323	196	19,309	30,030	112,387	16.2	Fail
5	Plumas	CA	18,627	3,189	4,883	245	1,267	902	8	1,446	2,118	2,312	15.0	Fail
6	Riverside	CA	2,387,741	613,935	331,531	47,201	138,861	79,941	1,015	118,793	182,153	359,774	14.5	Fail
7	Fresno	CA	979,915	280,490	116,071	21,565	54,217	29,841	417	43,457	67,291	245,131	14.1	Fail
8	Madera	CA	154,697	42,542	20,912	3,271	8,768	5,032	66	7,464	11,440	30,029	13.3	Fail
9	Hawaii	HI	198,449	43,253	37,871	4,427	16,567	6,696	89	12,799	17,655	29,962	13.1	Fail
10	Stanislaus	CA	541,560	147,117	69,159	11,311	30,793	17,381	230	25,639	39,572	77,913	13.0	Fail
11	Imperial	CA	180,883	51,832	22,953	3,985	10,037	5,646	77	8,295	12,757	40,601	12.9	Fail
12	Allegheny	PA	1,225,365	232,012	220,511	20,388	105,401	72,243	789	94,220	109,638	137,017	12.8	Fail
12	Lancaster	PA	538,500	128,457	92,089	11,288	43,467	29,881	347	39,063	45,440	56,082	12.8	Fail
14	Lemhi	ID	7,723	1,425	2,254	115	587	443	4	687	770	1,351	12.4	Fail
15	San Joaquin	CA	733,709	201,363	90,581	15,481	41,538	23,267	312	34,236	53,020	105,268	12.2	Fail
15	Cuyahoga	OH	1,249,352	264,749	214,414	18,185	96,371	86,719	851	96,185	110,559	223,636	12.2	Fail
17	Shoshone	ID	12,452	2,477	2,834	200	932	645	6	954	1,099	2,319	11.9	Pass
18	Merced	CA	268,672	80,205	29,347	6,166	14,571	7,870	114	11,373	17,722	53,417	11.8	Pass
19	Delaware	PA	563,402	125,082	88,105	10,991	46,885	31,486	363	40,303	47,042	58,546	11.5	Pass
20	Marion	IN	941,229	234,792	110,701	19,216	71,930	53,343	656	62,629	74,108	173,996	11.4	Pass
20	Lincoln	MT	19,259	3,535	5,143	205	1,399	1,373	10	1,688	1,591	3,550	11.4	Pass
20	Philadelphia	PA	1,567,872	346,207	201,694	30,422	131,464	80,681	1,007	98,063	115,085	384,148	11.4	Pass
23	Wayne	MI	1,749,366	419,419	252,117	37,319	146,820	116,011	1,122	125,807	143,328	395,250	11.3	Pass
24	Jefferson	AL	659,521	151,817	99,342	20,036	49,675	47,648	439	60,443	72,597	98,463	11.2	Pass
24	Lebanon	PA	138,863	31,962	26,249	2,809	11,265	8,014	90	10,697	12,411	13,361	11.2	Pass
24	Harris	TX	4,589,928	1,239,122	447,828	98,053	254,461	153,270	2,428	233,148	346,643	752,261	11.2	Pass

Notes:

- Counties are ranked by Design Value. See note 12 below.
- Total Population represents the at-risk population in counties with PM<sub>2.5</sub> monitors.
- This under 18 and 65 and over are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease estimates.
- Pediatric asthma estimates are for those under 18 years of age and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adult asthma estimates are for those 18 years and older and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double count people who have been diagnosed with more than one disease.
- COPD estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Lung cancer estimates are the number of new cases diagnosed in 2014.
- CV Disease is cardiovascular disease and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Diabetes estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Poverty estimates come from the U.S. Census Bureau and are for all ages.
- The Design Value is the calculated concentration of a pollutant based on the form of the Annual PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS) and is used by EPA to determine whether the air quality in a county meets the current (2012) standard (U.S. EPA).
- Grades are based on EPA's determination of meeting or failure to meet the NAAQS for annual PM<sub>2.5</sub> levels during 2014-2016. Counties meeting the NAAQS received grades of Pass; counties not meeting the NAAQS received grades of Fail.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### People at Risk in 25 Most Ozone-Polluted Counties

2018 Rank <sup>1</sup>	County	ST	Total Population <sup>2</sup>	At-Risk Groups							High Ozone Days in Unhealthy Ranges, 2014-2016	
				Under 18 <sup>3</sup>	65 and Over <sup>3</sup>	Pediatric Asthma <sup>4,5</sup>	Adult Asthma <sup>4,5</sup>	COPD <sup>7</sup>	CV Disease <sup>8</sup>	Poverty <sup>9</sup>	Weighted Avg. <sup>10</sup>	Grade <sup>11</sup>
1	San Bernardino	CA	2,140,096	573,306	237,432	44,077	121,553	65,711	95,271	369,012	145.7	F
2	Riverside	CA	2,387,741	613,935	331,531	47,201	138,861	79,941	118,793	359,774	121.7	F
3	Los Angeles	CA	10,137,915	2,253,113	1,308,573	173,226	614,420	341,446	500,783	1,629,450	111.2	F
4	Kern	CA	884,788	258,054	91,719	19,840	48,388	25,731	36,967	190,993	103.3	F
5	Tulare	CA	460,437	143,811	50,350	11,057	24,506	13,323	19,309	112,387	96.8	F
6	Fresno	CA	979,915	280,490	116,071	21,565	54,217	29,841	43,457	245,131	92.7	F
7	Kings	CA	149,785	40,935	14,539	3,147	8,340	4,289	6,055	23,247	44.7	F
8	Madera	CA	154,697	42,542	20,912	3,271	8,768	5,032	7,464	30,029	43.5	F
9	El Dorado	CA	185,625	37,699	36,007	2,898	11,979	7,770	12,149	16,073	39.3	F
10	San Diego	CA	3,317,749	728,325	446,038	55,996	201,462	112,570	165,134	400,028	36.8	F
11	Merced	CA	268,672	80,205	29,347	6,166	14,571	7,870	11,373	53,417	33.2	F
11	Nevada	CA	99,107	17,346	25,252	1,334	6,682	4,697	7,495	10,662	33.2	F
13	Stanislaus	CA	541,560	147,117	69,159	11,311	30,793	17,381	25,639	77,913	32.5	F
14	Sacramento	CA	1,514,460	363,059	205,786	27,913	90,121	51,327	76,049	243,760	31.8	F
15	Maricopa	AZ	4,242,997	1,040,113	619,931	83,849	301,393	210,580	279,394	624,923	31.2	F
16	Placer	CA	380,531	85,400	72,139	6,566	23,645	15,122	23,413	27,340	27.7	F
17	Tehama	CA	63,276	15,221	11,725	1,170	3,845	2,452	3,792	13,060	25.7	F
18	Tuolumne	CA	53,804	8,960	13,297	689	3,639	2,503	3,963	7,781	25.2	F
19	Fairfield	CT	944,177	217,667	139,905	23,975	76,641	42,482	53,502	79,966	24.2	F
20	Harris	TX	4,589,928	1,239,122	447,828	98,053	254,461	153,270	233,148	752,261	22.5	F
21	Clark	NV	2,155,664	506,883	309,648	32,943	131,653	112,663	143,914	311,352	20.3	F
22	San Joaquin	CA	733,709	201,363	90,581	15,481	41,538	23,267	34,236	105,268	18.8	F
23	Jefferson	CO	571,837	115,935	88,932	9,339	39,972	20,811	31,417	39,397	18.5	F
24	Imperial	CA	180,883	51,832	22,953	3,985	10,037	5,646	8,295	40,601	17.2	F
25	Tarrant	TX	2,016,872	539,423	217,694	42,685	112,659	70,413	108,112	270,348	16.7	F

**Notes:**

- Counties are ranked by weighted average. See note 10 below.
- Total Population represents the at-risk population in counties with PM<sub>2.5</sub> monitors.
- Those under 18 and 65 and over are vulnerable to PM<sub>2.5</sub> and are, therefore, included. They should not be used as population denominators for disease estimates.
- Pediatric asthma estimates are for those under 18 years of age and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adult asthma estimates are for those 18 years and older and represent the estimated number of people who had asthma in 2016 based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Adding across rows does not produce valid estimates. Adding the disease categories (asthma, COPD, etc.) will double-count people who have been diagnosed with more than one disease.
- COPD estimates are for adults 18 and over who have been diagnosed with their illness, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- CV disease is cardiovascular disease, and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
- Poverty estimates come from the U.S. Census Bureau and are for all ages.
- The Weighted Average was derived by counting the number of days in each unhealthy range (orange, red, purple) in each year (2014-2016), multiplying the total in each range by its assigned standard weight (i.e., 1 for orange, 1.5 for red, 2.0 for purple), and calculating the average.
- Grade is assigned by weighted average as follows: A=0.0, B=0.3-0.9, C=1.0-2.0, D=2.1-3.2, F=3.3+.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest U.S. Cities for Short-Term Particle Pollution (24-hour PM<sub>2.5</sub>)<sup>1</sup>

Metropolitan Statistical Area	Population	Metropolitan Statistical Area	Population	Metropolitan Statistical Area	Population
Albany-Schenectady, NY	1,172,299	Gadsden, AL	102,564	Palm Bay-Melbourne-Titusville, FL	579,130
Albuquerque-Santa Fe-Las Vegas, NM	1,171,991	Gainesville-Lake City, FL	350,007	Parkersburg-Marietta-Vienna, WV-OH	152,059
Alexandria, LA	154,789	Grand Island, NE	85,148	Pensacola-Ferry Pass, FL-AL	523,412
Altoona, PA	124,650	Greenville-Washington, NC	224,746	Pittsfield, MA	126,903
Austin-Round Rock, TX	2,056,405	Harrisonburg-Staunton-Waynesboro, VA	254,069	Portland-Lewiston-South Portland, ME	636,976
Bangor, ME	151,806	Homasassa Springs, FL	143,621	Pueblo-Cañon City, CO	212,569
Bellingham, WA	216,800	Hot Springs-Malvern, AR	130,851	Richmond, VA	1,281,708
Birmingham-Hoover-Talladega, AL	1,361,299	Houma-Thibodaux, LA	211,525	Rochester-Batavia-Seneca Falls, NY	1,172,138
Bowling Green-Glasgow, KY	225,133	Jackson-Brownsville, TN	147,380	Rome-Summersville, GA	121,384
Buffalo-Cheektowaga, NY	1,210,481	La Crosse-Onalaska, WI-MN	136,936	Saginaw-Midland-Bay City, MI	380,535
Burlington-South Burlington, VT	217,365	Lafayette-Opelousas-Morgan City, LA	627,504	Salisbury, MD-DE	400,200
Cape Coral-Fort Myers-Naples, FL	1,087,472	Lake Charles-Jennings, LA	238,896	San Antonio-New Braunfels, TX	2,429,609
Casper, WY	81,039	Lakeland-Winter Haven, FL	666,149	Santa Maria-Santa Barbara, CA	446,170
Charlotte-Concord, NC-SC	2,632,249	Lansing-East Lansing-Owosso, MI	543,653	Scranton-Wilkes-Barre-Hazleton, PA	555,225
Charlottesville, VA	231,349	Lawton, OK	128,077	Shreveport-Bossier City, LA	441,767
Clarksville, TN-KY	282,349	Lexington-Fayette-Richmond-Frankfort, KY	732,372	Sierra Vista-Douglas, AZ	125,770
Colorado Springs, CO	712,327	Lima-Van Wert-Colins, OH	218,907	Springfield-Branson, MO	544,712
Columbus-Marion-Zanesville, OH	2,443,402	Little Rock-North Little Rock, AR	905,847	Springfield-Greenfield Town, MA	700,665
Corpus Christi-Kingsville-Alice, TX	527,969	Longview-Marshall, TX	283,980	St. George, UT	160,245
Dallas-Fort Worth, TX-OK	7,673,305	Lynchburg, VA	260,232	State College-DuBois, PA	242,060
Dothan-Enterprise-Ozark, AL	248,286	McAllen-Edinburg, TX	913,965	Syracuse-Auburn, NY	734,371
Eau Claire-Menomonie, WI	211,318	Mobile-Daphne-Fairhope, AL	623,399	Tampa-St. Petersburg-Clearwater, FL	3,032,171
Edwards-Glenwood Springs, CO	130,628	Monroe-Ruston-Bastrop, LA	253,286	Texarkana, TX-AR	150,098
Elmira-Corning, NY	183,262	Montgomery, AL	373,922	Tuscaloosa, AL	241,378
Erie-Meadville, PA	362,464	Morgantown-Fairmont, WV	194,918	Urban Honolulu, HI	992,605
Evansville, IN-KY	315,948	New Orleans-Metairie-Hammond, LA-MS	1,501,213	Valdosta, GA	144,676
Fayetteville-Lumberton-Laurinburg, NC	548,868	North Port-Sarasota, FL	1,002,722	Virginia Beach-Norfolk, VA-NC	1,830,629
Fayetteville-Springdale-Rogers, AR-MO	525,032	Oklahoma City-Shawnee, OK	1,445,501	Waterloo-Cedar Falls, IA	170,015
Florence, SC	205,976	Orlando-DeLtona-Daytona Beach, FL	3,202,927	Wilmington, NC	282,573
Florence-Muscle Shoals, AL	146,534	Owensboro, KY	117,959		
Fort Smith, AR-OK	281,227				

**Note:**

1. Monitors in these cities reported no days when PM<sub>2.5</sub> levels reached the unhealthy range using the AQI Quality Index based on the 2006 National Ambient Air Quality Standard (NAAQS).

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Top 25 Cleanest U.S. Cities for Year-Round Particle Pollution (Annual $PM_{2.5}$ )<sup>1</sup>

Rank <sup>2</sup>	Design Value <sup>3</sup>	Metropolitan Statistical Area	Population
1	4.2	Cheyenne, WY	98,136
2	4.6	Urban Honolulu, HI	992,605
3	4.7	Casper, WY	81,039
4	4.8	Bismarck, ND	131,635
4	4.8	Kahului-Wailuku-Lahaina, HI	165,474
6	5.2	Pueblo-Cañon City, CO	212,569
7	5.3	Elmira-Corning, NY	183,262
8	5.4	Palm Bay-Melbourne-Titusville, FL	579,130
8	5.4	Sierra Vista-Douglas, AZ	125,770
10	5.6	Wenatchee, WA	117,665
11	5.8	Cape Coral-Fort Myers-Naples, FL	1,087,472
12	5.9	Homosassa Springs, FL	143,621
12	5.9	Syracuse-Auburn, NY	734,371
12	5.9	Wilmington, NC	282,573
15	6.0	Burlington-South Burlington, VT	217,365
15	6.0	Grand Island, NE	85,148
15	6.0	Redding-Red Bluff, CA	242,907
18	6.2	Duluth, MN-WI	279,227
19	6.3	Bellingham, WA	216,800
19	6.3	Lakeland-Winter Haven, FL	666,149
19	6.3	North Port-Sarasota, FL	1,002,722
19	6.3	Pittsfield, MA	126,903
23	6.5	Grand Junction, CO	150,083
23	6.5	Salinas, CA	435,232
25	6.6	Orlando-Deltona-Daytona Beach, FL	3,202,927

**Notes:**

- This list represents cities with the lowest levels of annual  $PM_{2.5}$  air pollution.
- Cities are ranked using the highest design value for any county within that metropolitan area.
- The **Design Value** is the calculated concentration of a pollutant based on the form of the Annual  $PM_{2.5}$  National Ambient Air Quality Standard and is used by EPA to determine whether the air quality in a county meets the current (2012) standard (U.S. EPA).

O4-34  
Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest U.S. Cities for Ozone Air Pollution<sup>1</sup>

Metropolitan Statistical Area	Population	Metropolitan Statistical Area	Population
Anchorage, AK	402,557	Joplin-Miami, MO-OK	209,496
Bangor, ME	151,806	La Crosse-Onalaska, WI-MN	136,936
Bellingham, WA	216,800	Lafayette-Opelousae-Morgan City, LA	627,504
Bowling Green-Glasgow, KY	225,133	Laredo, TX	271,193
Brownsville-Harlingen-Raymondville, TX	443,945	Lincoln-Beatrice, NE	348,720
Brunswick, GA	116,784	McAllen-Edinburg, TX	913,965
Burlington-South Burlington, VT	217,365	Missoula, MT	116,130
Casper, WY	81,039	Monroe-Ruston-Bastrop, LA	253,286
Cedar Rapids-Iowa City, IA	436,627	New Bern-Morehead City, NC	195,001
Charleston-North Charleston, SC	761,155	Palm Bay-Melbourne-Titusville, FL	579,130
Cheyenne, WY	98,136	Panama City, FL	199,964
Cleveland-Indianola, MS	59,144	Quincy-Hannibal, IL-MO	115,830
Columbia-Moberly-Mexico, MO	227,604	Rapid City-Spearfish, SD	170,942
Decatur, IL	106,550	Roanoke, VA	313,698
Des Moines-Ames-West Des Moines, IA	795,055	Rochester-Austin, MN	255,047
Dothan-Enterprise-Ozark, AL	248,286	Rocky Mount-Wilson-Roanoke Rapids, NC	300,750
Eau Claire-Menomonie, WI	211,318	Rome-Summerville, GA	121,384
Fairbanks, AK	100,605	Salinas, CA	435,232
Fargo-Wahpeton, ND-MN	260,835	Savannah-Hinesville-Statesboro, GA	539,753
Fayetteville-Lumberton-Laurinburg, NC	548,868	Sebring, FL	100,917
Fayetteville-Springdale-Rogers, AR-MO	525,032	Sioux City-Vermillion, IA-SD-NE	183,226
Florence, SC	205,976	Springfield-Branson, MO	544,712
Fort Smith, AR-OK	281,227	Steamboat Springs-Craig, CO	37,757
Gadsden, AL	102,564	Tallahassee-Bainbridge, FL-GA	406,449
Greenville-Washington, NC	224,746	Tuscaloosa, AL	241,378
Hickory-Lenoir, NC	409,262	Urban Honolulu, HI	992,605
Idaho Falls-Rexburg-Blackfoot, ID	239,764	Waterloo-Cedar Falls, IA	170,015
Jackson-Vicksburg-Brookhaven, MS	670,031	Wilmington, NC	282,573

**Notes:**

1. This list represents cities with no monitored ozone air pollution in unhealthy ranges using the Air Quality Index based on 2015 National Ambient Air Quality Standard (NAAQS).

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Short-Term Particle Pollution (24-hour PM<sub>2.5</sub>)<sup>1</sup>

County	State	MSAs and Respective CSA <sup>2</sup>
Baldwin	AL	Mobile-Daphne-Fairhope, AL
Clay	AL	
Colbert	AL	Florence-Muscle Shoals, AL
Etowah	AL	Cadtsden, AL
Houston	AL	Dothan-Enterprise-Ozark, AL
Jefferson	AL	Birmingham-Hoover-Talladega, AL
Madison	AL	Huntsville-Decatur-Albertville, AL
Mobile	AL	Mobile-Daphne-Fairhope, AL
Montgomery	AL	Montgomery, AL
Morgan	AL	Huntsville-Decatur-Albertville, AL
Russell	AL	Columbus-Auburn-Opelika, GA-AL
Talladega	AL	Birmingham-Hoover-Talladega, AL
Tuscaloosa	AL	Tuscaloosa, AL
Apache	AZ	
Cochise	AZ	Sierra Vista-Douglas, AZ
La Paz	AZ	
Mohave	AZ	Las Vegas-Henderson, NV-AZ
Pima	AZ	Tucson-Nogales, AZ
Arkansas	AR	
Ashley	AR	
Crittenden	AR	Memphis-Forest City, TN-MS-AR
Garland	AR	Hot Springs-Malvern, AR
Jackson	AR	
Polk	AR	
Pulaski	AR	Little Rock-North Little Rock, AR
Union	AR	
Washington	AR	Fayetteville-Springdale-Rogers, AR-MO
Humboldt	CA	
San Benito	CA	San Jose-San Francisco-Oakland, CA
San Francisco	CA	San Jose-San Francisco-Oakland, CA
San Mateo	CA	San Jose-San Francisco-Oakland, CA
Santa Barbara	CA	Santa Maria-Santa Barbara, CA
Sonoma	CA	San Jose-San Francisco-Oakland, CA
Ventura	CA	Los Angeles-Long Beach, CA
Yolo	CA	Sacramento-Roseville, CA
Arapahoe	CO	Denver-Aurora, CO
El Paso	CO	Colorado Springs, CO
Garfield	CO	Edwards-Glenwood Springs, CO
La Plata	CO	
Pueblo	CO	Pueblo-Cañon City, CO
Rio Blanco	CO	
Hartford	CT	Hartford-West Hartford, CT
Kent	DE	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Sussex	DE	Salisbury, MD-DE

County	State	MSAs and Respective CSA <sup>2</sup>
Alachua	FL	Gainesville-Lake City, FL
Brevard	FL	Palm Bay-Melbourne-Titusville, FL
Broward	FL	Miami-Fort Lauderdale-Port St. Lucie, FL
Citrus	FL	Hornosassa Springs, FL
Escambia	FL	Pensacola-Ferry Pass, FL-AL
Hillsborough	FL	Tampa-St. Petersburg-Clearwater, FL
Lee	FL	Cape Coral-Fort Myers-Naples, FL
Orange	FL	Orlando-DeLtona-Daytona Beach, FL
Palm Beach	FL	Miami-Fort Lauderdale-Port St. Lucie, FL
Pinellas	FL	Tampa-St. Petersburg-Clearwater, FL
Polk	FL	Lakeland-Winter Haven, FL
Sarasota	FL	North Port-Sarasota, FL
Seminole	FL	Orlando-DeLtona-Daytona Beach, FL
Volusia	FL	Orlando-DeLtona-Daytona Beach, FL
Floyd	GA	Rome-Sumnerville, GA
Lowndes	GA	Valdosta, GA
Paulding	GA	Atlanta-Athens-Clarke County-Sandy Springs, GA
Honolulu	HI	Urban Honolulu, HI
Kauai	HI	
Bartholomew	IN	Indianapolis-Carmel-Muncie, IN
Dubois	IN	
Greene	IN	
Spencer	IN	
Vanderburgh	IN	Evansville, IN-KY
Black Hawk	IA	Waterloo-Cedar Falls, IA
Delaware	IA	
Lee	IA	
Palo Alto	IA	
Van Buren	IA	
Johnson	KS	Kansas City-Overland Park-Kansas City, MO-KS
Boyd	KY	Charleston-Huntington-Ashland, WV-OH-KY
Campbell	KY	Cincinnati-Wilmington-Maysville, OH-KY-IN
Christian	KY	Clarksville, TN-KY
Daviess	KY	Owensboro, KY
Fayette	KY	Lexington-Fayette-Richmond-Frankfort, KY
Hardin	KY	Louisville/Jefferson County-Elizabeth-town-Madison, KY-IN
Henderson	KY	Evansville, IN-KY
McCracken	KY	Paducah-Mayfield, KY-IL
Madison	KY	Lexington-Fayette-Richmond-Frankfort, KY
Pulaski	KY	
Warren	KY	Bowling Green-Glasgow, KY
Caddo Parish	LA	Shreveport-Bossier City, LA
Calcasieu Parish	LA	Lake Charles-Jennings, LA

Notes:

1. Monitors in these counties reported no days when PM<sub>2.5</sub> levels reached the unhealthy range using the Air Quality Index based on the 2006 National Ambient Air Quality Standard (NAAQS).
2. MSA and CSA are terms used by the U.S. Office of Management and Budget for statistical purposes. MSA stands for Metropolitan Statistical Area. CSA stands for Combined Statistical Area, which may include multiple MSAs and individual counties.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Short-Term Particle Pollution (24-hour $PM_{2.5}$ )<sup>1</sup> (cont.)

County	State	MSAs and Respective CSA <sup>2</sup>
Iberville Parish	LA	Baton Rouge, LA
Jefferson Parish	LA	New Orleans-Metairie-Hammond, LA-MS
Lafayette Parish	LA	Lafayette-Opelousas-Morgan City, LA
Ouachita Parish	LA	Monroe-Ruston-Bastrop, LA
Rapides Parish	LA	Alexandria, LA
St. Bernard Parish	LA	New Orleans-Metairie-Hammond, LA-MS
Tangipahoa Parish	LA	New Orleans-Metairie-Hammond, LA-MS
Terrebonne Parish	LA	Houma-Thibodaux, LA
West Baton Rouge Parish	LA	Baton Rouge, LA
Androscoggin	ME	Portland-Lewiston-South Portland, ME
Cumberland	ME	Portland-Lewiston-South Portland, ME
Hancock	ME	
Oxford	ME	
Penobscot	ME	Bangor, ME
Anne Arundel	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Baltimore	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Cecil	MD	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Dorchester	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Garrett	MD	
Harford	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Howard	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Kent	MD	
Montgomery	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Prince George's	MD	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Berkshire	MA	Pittsfield, MA
Bristol	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Essex	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Franklin	MA	Springfield-Greenfield Town, MA
Hampden	MA	Springfield-Greenfield Town, MA
Norfolk	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Plymouth	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Suffolk	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Worcester	MA	Boston-Worcester-Providence, MA-RI-NH-CT
Allegan	MI	Grand Rapids-Wyoming-Muskegon, MI
Bay	MI	Saginaw-Midland-Bay City, MI
Berrien	MI	South Bend-Elkhart-Mishawaka, IN-MI
Chippewa	MI	
Ingham	MI	Lansing-East Lansing-Owosso, MI
Lenawee	MI	Detroit-Warren-Ann Arbor, MI

County	State	MSAs and Respective CSA <sup>2</sup>
Manistee	MI	
Missaukee	MI	
Washtenaw	MI	Detroit-Warren-Ann Arbor, MI
Scott	MN	Minneapolis-St. Paul, MN-WI
Cedar	MO	
Greene	MO	Springfield-Branson, MO
Hall	NE	Grand Island, NE
Scotts Bluff	NE	
Washington	NE	Omaha-Council Bluffs-Fremont, NE-IA
Belknap	NH	Boston-Worcester-Providence, MA-RI-NH-CT
Grafton	NH	
Hillsborough	NH	Boston-Worcester-Providence, MA-RI-NH-CT
Rockingham	NH	Boston-Worcester-Providence, MA-RI-NH-CT
Atlantic	NJ	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Camden	NJ	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Gloucester	NJ	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Mercer	NJ	New York-Newark, NY-NJ-CT-PA
Middlesex	NJ	New York-Newark, NY-NJ-CT-PA
Morris	NJ	New York-Newark, NY-NJ-CT-PA
Passaic	NJ	New York-Newark, NY-NJ-CT-PA
Warren	NJ	New York-Newark, NY-NJ-CT-PA
Bernalillo	NM	Albuquerque-Santa Fe-Las Vegas, NM
Albany	NY	Albany-Schenectady, NY
Bronx	NY	New York-Newark, NY-NJ-CT-PA
Chautauque	NY	
Erie	NY	Buffalo-Cheektowaga, NY
Essex	NY	
Kings	NY	New York-Newark, NY-NJ-CT-PA
Monroe	NY	Rochester-Batavia-Seneca Falls, NY
New York	NY	New York-Newark, NY-NJ-CT-PA
Onondaga	NY	Syracuse-Auburn, NY
Orange	NY	New York-Newark, NY-NJ-CT-PA
Queens	NY	New York-Newark, NY-NJ-CT-PA
Richmond	NY	New York-Newark, NY-NJ-CT-PA
Steuben	NY	Elmira-Corning, NY
Suffolk	NY	New York-Newark, NY-NJ-CT-PA
Caswell	NC	
Cumberland	NC	Fayetteville-Lumberton-Laurinburg, NC
Davidson	NC	Greensboro-Winston-Salem-High Point, NC
Forsyth	NC	Greensboro-Winston-Salem-High Point, NC
Mecklenburg	NC	Charlotte-Concord, NC-SC
Montgomery	NC	
New Hanover	NC	Wilmington, NC
Pitt	NC	Greenville-Washington, NC

**Notes:**

1. Monitors in these counties reported no days when  $PM_{2.5}$  levels reached the unhealthy range, using the Air Quality Index based on the 2006 National Ambient Air Quality Standards (NAAQS).
2. MSA and CSA are terms used by the U.S. Office of Management and Budget for statistical purposes. MSA stands for Metropolitan Statistical Area. CSA stands for Combined Statistical Area, which may include multiple MSAs and individual counties.

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Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Short-Term Particle Pollution (24-hour $PM_{2.5}$ )<sup>1</sup> (cont.)

County	State	MSAs and Respective CSA <sup>2</sup>
Allen	OH	Lima-Van Wert-Celina, OH
Athens	OH	
Builer	OH	Cincinnati-Wilmington-Maysville, OH-KY-IN
Clark	OH	Dayton-Springfield-Sidney, OH
Franklin	OH	Columbus-Marion-Zanesville, OH
Greene	OH	Dayton-Springfield-Sidney, OH
Lake	OH	Cleveland-Akron-Canton, OH
Lawrence	OH	Charleston-Huntington-Ashland, WV-OH-KY
Lorain	OH	Cleveland-Akron-Canton, OH
Mahoning	OH	Youngstown-Warren, OH-PA
Medina	OH	Cleveland-Akron-Canton, OH
Portage	OH	Cleveland-Akron-Canton, OH
Preble	OH	
Trumbull	OH	Youngstown-Warren, OH-PA
Cleveland	OK	Oklahoma City-Shawnee, OK
Comanche	OK	Lawton, OK
Dewey	OK	
Oklahoma	OK	Oklahoma City-Shawnee, OK
Pittsburg	OK	
Sequoyah	OK	Fort Smith, AR-OK
Armstrong	PA	Pittsburgh-New Castle-Weirton, PA-OH-WV
Blair	PA	Altoona, PA
Centre	PA	State College-DuBois, PA
Chester	PA	Philadelphia-Reading-Camden, PA-NJ-DE-MD
Erie	PA	Erie-Meadville, PA
Lackawanna	PA	Scranton-Willkes-Barre-Hazleton, PA
Monroe	PA	New York-Newark, NY-NJ-CT-PA
Tioga	PA	
Westmoreland	PA	Pittsburgh-New Castle-Weirton, PA-OH-WV
Kent	RI	Boston-Worcester-Providence, MA-RI-NH-CT
Washington	RI	Boston-Worcester-Providence, MA-RI-NH-CT
Chesterfield	SC	
Florence	SC	Florence, SC
Oconee	SC	Greenville-Spartanburg-Anderson, SC
Spartanburg	SC	Greenville-Spartanburg-Anderson, SC
Brown	SD	
Dyer	TN	
Lawrence	TN	Nashville-Davidson-Murfreesboro, TN
Madison	TN	Jackson-Brownsville, TN
Maury	TN	Nashville-Davidson-Murfreesboro, TN
Montgomery	TN	Clarksville, TN-KY
Putnam	TN	
Sumner	TN	Nashville-Davidson-Murfreesboro, TN
Bexar	TX	San Antonio-New Braunfels, TX

County	State	MSAs and Respective CSA <sup>2</sup>
Bowie	TX	Texarkana, TX-AR
Dallas	TX	Dallas-Fort Worth, TX-OK
Ellis	TX	Dallas-Fort Worth, TX-OK
Galveston	TX	Houston-The Woodlands, TX
Harrison	TX	Longview-Marshall, TX
Hidalgo	TX	McAllen-Edinburg, TX
Nueces	TX	Corpus Christi-Kingsville-Alice, TX
Tarrant	TX	Dallas-Fort Worth, TX-OK
Travis	TX	Austin-Round Rock, TX
Washington	UT	St. George, UT
Bennington	VT	
Chittenden	VT	Burlington-South Burlington, VT
Albemarle	VA	Charlottesville, VA
Charles City	VA	Richmond, VA
Chesterfield	VA	Richmond, VA
Frederick	VA	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Henrico	VA	Richmond, VA
Loudoun	VA	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Rockingham	VA	Harrisonburg-Staunton-Waynesboro, VA
Hampton City	VA	Virginia Beach-Norfolk, VA-NC
Lynchburg City	VA	Lynchburg, VA
Norfolk City	VA	Virginia Beach-Norfolk, VA-NC
Salem City	VA	Roanoke, VA
Virginia Beach City	VA	Virginia Beach-Norfolk, VA-NC
Kitsap	WA	Seattle-Tacoma, WA
Skagit	WA	Seattle-Tacoma, WA
Whatcom	WA	Bellingham, WA
Berkeley	WV	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Brooke	WV	Pittsburgh-New Castle-Weirton, PA-OH-WV
Cabell	WV	Charleston-Huntington-Ashland, WV-OH-KY
Hancock	WV	Pittsburgh-New Castle-Weirton, PA-OH-WV
Harrison	WV	
Kanawha	WV	Charleston-Huntington-Ashland, WV-OH-KY
Marion	WV	Morgantown-Fairmont, WV
Marshall	WV	Wheeling, WV-OH
Monongalia	WV	Morgantown-Fairmont, WV
Wood	WV	Parkersburg-Marietta-Vienna, WV-OH
Ashland	WI	
Eau Claire	WI	Eau Claire-Menomonie, WI
Forest	WI	
Grant	WI	
La Crosse	WI	La Crosse-Onalaska, WI-MN

**Notes:**

1. Monitors in these counties reported no days when  $PM_{2.5}$  levels reached the unhealthy range, using the Air Quality Index based on the 2006 National Ambient Air Quality Standards (NAAQS).
2. MSA and CSA are terms used by the U.S. Office of Management and Budget for statistical purposes. MSA stands for Metropolitan Statistical Area. CSA stands for Combined Statistical Area, which may include multiple MSAs and individual counties.

O4-34  
Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Short-Term Particle Pollution (24-hour PM<sub>2.5</sub>)<sup>1</sup> (cont.)

County	State	MSAs and Respective CSA <sup>2</sup>
Milwaukee	WI	Milwaukee-Racine-Waukesha, WI
Ozaukee	WI	Milwaukee-Racine-Waukesha, WI
Sauk	WI	Madison-Janesville-DeLoit, WI
Taylor	WI	
Vilas	WI	
Waukesha	WI	Milwaukee-Racine-Waukesha, WI
Albany	WY	
Carbon	WY	
Natrona	WY	Casper, WY
Park	WY	
Sweetwater	WY	
Teton	WY	

O4-34  
Cont.

**Notes:**

1. Monitors in these counties reported no days when PM<sub>2.5</sub> levels reached the unhealthy range using the Air Quality Index based on the 2006 National Ambient Air Quality Standard (NAAQS).
2. MSA and CSA are terms used by the U.S. Office of Management and Budget for statistical purposes. MSA stands for Metropolitan Statistical Area. CSA stands for Combined Statistical Area, which may include multiple MSAs and individual counties.

# APPENDIX T0 (Continued)

## RANKINGS

### Top 25 Cleanest Counties for Year-Round Particle Pollution (Annual $PM_{2.5}$ )<sup>1</sup>

2018 Rank <sup>2</sup>	County	State	Design Value <sup>3</sup>
1	La Paz	AZ	1.8
2	McKenzie	ND	2.8
2	Custer	SD	2.8
4	Lake	CA	3.6
5	Kauai	HI	3.7
5	Jackson	SD	3.7
7	Essex	NY	3.8
7	Park	WY	3.8
9	La Plata	CO	4.1
9	Burke	ND	4.1
9	Albany	WY	4.1
12	Laramie	WY	4.2
13	Lake	MIN	4.3
13	Oliver	ND	4.3
15	San Benito	CA	4.4
16	Williams	ND	4.5
16	Kent	RI	4.5
16	Teton	WY	4.5
19	Honolulu	HI	4.6
19	Fergus	MT	4.6
21	Bellnap	NH	4.7
21	Campbell	WY	4.7
21	Natrona	WY	4.7
21	Sweetwater	WY	4.7
25	Mauui	HI	4.8
25	Carson City	NV	4.8
25	Burleigh	ND	4.8
25	Ashland	WI	4.8

Notes:  
 1. This list represents counties with the lowest levels of annual average  $PM_{2.5}$  air pollution.  
 2. Counties are ranked by Design Value.  
 3. The Design Value is the calculated concentration of a pollutant based on the form of the Annual  $PM_{2.5}$  National Ambient Air Quality Standard (NAAQS) and is used by EPA to determine whether the air quality in a county meets the current (2012) standard (U.S. EPA).

O4-34  
Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Ozone Air Pollution<sup>1</sup>

County	State	Metropolitan Statistical Area
Etowah	AL	Gadsden, AL
Houston	AL	Dothan-Enterprise-Ozark, AL
Morgan	AL	Huntsville-Decatur-Albertville, AL
Sumter	AL	
Tuscaloosa	AL	Tuscaloosa, AL
Denali Borough	AK	
Fairbanks North Star Borough	AK	Fairbanks, AK
Matanuska-Susitna Borough	AK	Fairbanks, AK
Clark	AR	
Newton	AR	
Polk	AR	
Washington	AR	Fayetteville-Springdale-Rogers, AR-MO
Colusa	CA	
Humboldt	CA	
Lake	CA	
Marin	CA	San Jose-San Francisco-Oakland, CA
Mendocino	CA	
Monterey	CA	Salinas, CA
Napa	CA	San Jose-San Francisco-Oakland, CA
San Francisco	CA	San Jose-San Francisco-Oakland, CA
Santa Cruz	CA	San Jose-San Francisco-Oakland, CA
Siskiyou	CA	
Sonoma	CA	San Jose-San Francisco-Oakland, CA
Moffat	CO	Steamboat Springs-Craig, CO
Montezuma	CO	
Rio Blanco	CO	
Baker	FL	Jacksonville-St. Marys-Palatka, FL-GA
Bay	FL	Panama City, FL
Brevard	FL	Palm Bay-Melbourne-Titusville, FL
Collier	FL	Cape Coral-Fort Myers-Naples, FL
Columbia	FL	Gainesville-Lake City, FL
Flagler	FL	Orlando-Deltona-Daytona Beach, FL
Highlands	FL	Sebring, FL
Holmes	FL	
Leon	FL	Tallahassee-Bainbridge, FL-GA
Liberty	FL	
Osceola	FL	Orlando-Deltona-Daytona Beach, FL
Seminole	FL	Orlando-Deltona-Daytona Beach, FL
Wakulla	FL	Tallahassee-Bainbridge, FL-GA
Chattham	GA	Savannah-Hinesville-Statesboro, GA
Chattooga	GA	Rome-Summersville, GA
Columbia	GA	Augusta-Richmond County, GA-SC
Glynn	GA	Brunswick, GA
Richmond	GA	Augusta-Richmond County, GA-SC
Honolulu	HI	Urban Honolulu, HI
Butte	ID	Idaho Falls-Rexburg-Blackfoot, ID
Adams	IL	Quincy-Hannibal, IL-MO

County	State	Metropolitan Statistical Area
Efingham	IL	
Hamilton	IL	
Macon	IL	Decatur, IL
Macoupin	IL	St. Louis-St. Charles-Farmington, MO-IL
Hendricks	IN	Indianapolis-Carmel-Muncie, IN
Johnson	IN	Indianapolis-Carmel-Muncie, IN
Madison	IN	Indianapolis-Carmel-Muncie, IN
Bremer	IA	Waterloo-Cedar Falls, IA
Linn	IA	Cedar Rapids-Iowa City, IA
Montgomery	IA	
Palo Alto	IA	
Polk	IA	Des Moines-Ames-West Des Moines, IA
Story	IA	Des Moines-Ames-West Des Moines, IA
Van Buren	IA	
Warren	IA	Des Moines-Ames-West Des Moines, IA
Johnson	KS	Kansas City-Overland Park-Kansas City, MO-KS
Trego	KS	
Bell	KY	
Carter	KY	
Christian	KY	Clarksville, TN-KY
Edmonson	KY	Bowling Green-Glasgow, KY
Greenup	KY	Charleston-Huntington-Ashland, WV-OH-KY
Perry	KY	
Pike	KY	
Putaski	KY	
Warren	KY	Bowling Green-Glasgow, KY
Caddo Parish	LA	Shreveport-Bossier City, LA
Lafayette Parish	LA	Lafayette-Opelousas-Morgan City, LA
Ouachita Parish	LA	Monroe-Ruston-Bastrop, LA
Androscoggin	ME	Portland-Lewiston-South Portland, ME
Aroostook	ME	
Kennebec	ME	
Oxford	ME	
Penobscot	ME	Bangor, ME
Washington	ME	
Garrett	MD	
Becker	MN	
Crow Wing	MN	
Goodhue	MN	Minneapolis-St. Paul, MN-WI
Hennepin	MN	Minneapolis-St. Paul, MN-WI
Lake	MN	
Mille Lacs	MN	Minneapolis-St. Paul, MN-WI
Olmsted	MN	Rochester-Austin, MN
St. Louis	MN	Duluth, MN-WI
Scott	MN	Minneapolis-St. Paul, MN-WI
Scoons	MN	Minneapolis-St. Paul, MN-WI
Washington	MN	Minneapolis-St. Paul, MN-WI

Notes:

1. This list represents counties with no monitored ozone air pollution in unhealthful ranges using the Air Quality Index based on a 2015 National Ambient Air Quality Standard (NAAQS).

O4-34  
Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Ozone Air Pollution<sup>1</sup> (cont.)

County	State	Metropolitan Statistical Area
Bolivar	MS	Cleveland-Indianola, MS
Hinds	MS	Jackson-Vicksburg-Brookhaven, MS
Lauderdale	MS	
Lee	MS	
Yalobusha	MS	
Andrew	MO	Kansas City-Overland Park-Kansas City, MO-KS
Boone	MO	Columbia-Moberly-Mexico, MO
Cass	MO	Kansas City-Overland Park-Kansas City, MO-KS
Greene	MO	Springfield-Branson, MO
Jasper	MO	Joplin-Miami, MO-OK
Taney	MO	Springfield-Branson, MO
Fergus	MT	
Flathead	MT	
Lewis and Clark	MT	
Missoula	MT	Missoula, MT
Phillips	MT	
Powder River	MT	
Richland	MT	
Rosebud	MT	
Lancaster	NE	Lincoln-Beatrice, NE
Belknap	NH	Boston-Worcester-Providence, MA-RI-NH-CT
Rio Arriba	NM	Albuquerque-Santa Fe-Las Vegas, NM
Sandoval	NM	Albuquerque-Santa Fe-Las Vegas, NM
Santa Fe	NM	Albuquerque-Santa Fe-Las Vegas, NM
Valencia	NM	Albuquerque-Santa Fe-Las Vegas, NM
Alexander	NC	Hickory-Lenoir, NC
Caldwell	NC	Hickory-Lenoir, NC
Carteret	NC	New Bern-Morehead City, NC
Caswell	NC	
Cumberland	NC	Fayetteville-Lumberton-Laurinburg, NC
Durham	NC	Raleigh-Durham-Chapel Hill, NC
Edgecombe	NC	Rocky Mount-Wilson-Roanoke Rapids, NC
Granville	NC	Raleigh-Durham-Chapel Hill, NC
Johnston	NC	Raleigh-Durham-Chapel Hill, NC
Lee	NC	Raleigh-Durham-Chapel Hill, NC
Lenoir	NC	
Martin	NC	
Montgomery	NC	
New Hanover	NC	Wilmington, NC
Pitt	NC	Greenville-Washington, NC
Swain	NC	
Billings	ND	
Burke	ND	
Burleigh	ND	Bismarck, ND
Cass	ND	Fargo-Wahpeton, ND-MN
McKenzie	ND	
Mercer	ND	

County	State	Metropolitan Statistical Area
Williams	ND	
Portage	OH	Cleveland-Akron-Canton, OH
Adair	OK	
Caddo	OK	
Canadian	OK	Oklahoma City-Shawnee, OK
Cherokee	OK	Tulsa-Muskogee-Bartlesville, OK
Creek	OK	Tulsa-Muskogee-Bartlesville, OK
Ottawa	OK	Joplin-Miami, MO-OK
Pittsburg	OK	
Sequoyah	OK	Fort Smith, AR-OK
Columbia	OR	Portland-Vancouver-Salem, OR-WA
Bradford	PA	
Franklin	PA	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Abbeville	SC	Greenville-Spartanburg-Anderson, SC
Aiken	SC	Augusta-Richmond County, GA-SC
Anderson	SC	Greenville-Spartanburg-Anderson, SC
Berkeley	SC	Charleston-North Charleston, SC
Charleston	SC	Charleston-North Charleston, SC
Chesterfield	SC	
Colleton	SC	
Darlington	SC	Florence, SC
Custer	SD	Rapid City-Spearfish, SD
Jackson	SD	
Meade	SD	Rapid City-Spearfish, SD
Union	SD	Sioux City-Vermillion, IA-SD-NE
Anderson	TN	Knoxville-Morristown-Sevierville, TN
DeKalb	TN	
Wilson	TN	Nashville-Davidson-Murfreesboro, TN
Brewster	TX	
Cameron	TX	Brownsville-Harlingen-Raymondville, TX
Hidalgo	TX	McAllen-Edinburg, TX
Hunt	TX	Dallas-Fort Worth, TX-OK
Kaufman	TX	Dallas-Fort Worth, TX-OK
Webb	TX	Laredo, TX
Chittenden	VT	Burlington-South Burlington, VT
Fauquier	VA	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Frederick	VA	Washington-Baltimore-Arlington, DC-MD-VA-WV-PA
Roanoke	VA	Roanoke, VA
Rockbridge	VA	
Wythe	VA	
Clallam	WA	
Pierce	WA	Seattle-Tacoma, WA
Skagit	WA	Seattle-Tacoma, WA
Thurston	WA	Seattle-Tacoma, WA
Whatcom	WA	Bellingham, WA
Greenbrier	WV	

**Notes:**

1. This list represents counties with no monitored ozone air pollution in unhealthy ranges using the Air Quality Index based on 2015 National Ambient Air Quality Standard (NAAQS).

O4-34  
Cont.

# APPENDIX T0 (Continued)

## RANKINGS

### Cleanest Counties for Ozone Air Pollution<sup>1</sup> (cont.)

County	State	Metropolitan Statistical Area
Ashland	WI	
Eau Claire	WI	Eau Claire-Menomonie, WI
Forest	WI	
La Crosse	WI	La Crosse-Onalaska, WI-MN
Taylor	WI	
Albany	WY	
Big Horn	WY	
Campbell	WY	
Converse	WY	
Fremont	WY	
Laramie	WY	Cheyenne, WY
Natrona	WY	Casper, WY
Teton	WY	
Weston	WY	

O4-34  
Cont.

**Notes:**

1. This list represents counties with no monitored ozone air pollution in unhealthful ranges using the Air Quality Index based on 2015 National Ambient Air Quality Standard (NAAQS).

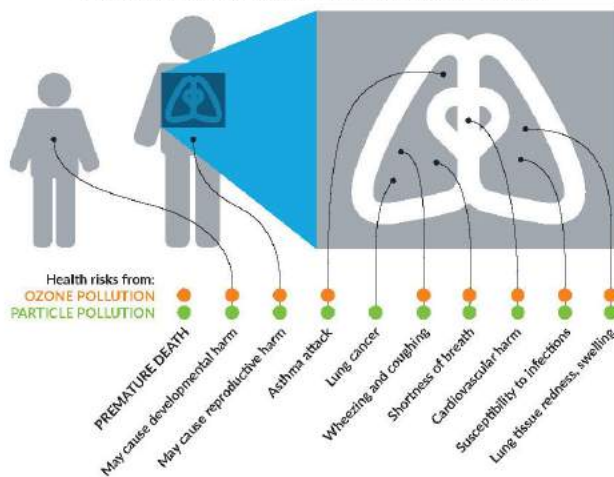
HEALTH EFFECTS

## Health Effects of Ozone and Particle Pollution

Two types of air pollution dominate in the U.S.: ozone and particle pollution.<sup>1</sup> These two pollutants threaten the health and the lives of millions of Americans. Thanks to the Clean Air Act, the U.S. has far less of both pollutants now than in the past. Still, more than 133.9 million people live in counties where monitors show unhealthy levels of one or both—meaning the air a family breathes could shorten life or cause lung cancer.

So what are ozone and particle pollution?

Air pollution remains a major danger to the health of children and adults



O4-34  
Cont.

## Ozone

Ozone (O<sub>3</sub>) is a gas molecule composed of three oxygen atoms.

It may be hard to imagine that pollution could be invisible, but ozone is. It is currently one of the least well-controlled pollutants in the United States.<sup>2</sup> And it is also one of the most dangerous.

Scientists have studied the effects of ozone on health for decades. Hundreds of research studies have confirmed that ozone harms people at levels currently found in the United States. In the last few years, we've learned that it can also be deadly.

### What is Ozone?


Ozone (O<sub>3</sub>) is a gas molecule composed of three oxygen atoms. Often called "smog," ozone is harmful to breathe. Ozone aggressively attacks lung tissue by reacting chemically with it. When ozone is present, there are other harmful pollutants created by the same processes that make ozone.

The ozone layer found high in the upper atmosphere (the stratosphere) shields us from much of the sun's ultraviolet radiation. However, ozone air pollution at ground level where we can breathe it (in the troposphere) causes serious health problems.

### Where Does Ozone Come From?

Ozone develops in the atmosphere from gases that come out of tailpipes, smokestacks and many other sources. When these gases come in contact with sunlight, they react and form ozone smog.

## HEALTH EFFECTS



When gases that come out of tailpipes and smokestacks come in contact with sunlight, they react and form ozone smog.

The essential raw ingredients for ozone come from nitrogen oxides (NOx); hydrocarbons, also called volatile organic compounds (VOCs). They are produced primarily when fossil fuels like gasoline, oil or coal are burned or when some chemicals, like solvents, evaporate. NOx is emitted from power plants, motor vehicles and other sources of high-heat combustion. VOCs are emitted from motor vehicles, chemical plants, refineries, factories, gas stations, paint and other sources. CO is also primarily emitted from motor vehicles.<sup>3</sup>

If the ingredients are present under the right conditions, they react to form ozone. And because the reaction takes place in the atmosphere, the ozone often shows up downwind of the sources of the original gases. In addition, winds can carry ozone far from where it began, even internationally across borders and even the oceans.

You may have wondered why “ozone action day” warnings are sometimes followed by recommendations to avoid activities such as mowing your lawn or driving your car. Lawn mower exhaust and gasoline vapors are VOCs that could turn into ozone in the heat and sun.

### Who Is at Risk From Breathing Ozone?

Anyone who spends time outdoors where ozone pollution levels are high may be at risk. Five groups of people are especially vulnerable to the effects of breathing ozone:

- children and teens;<sup>4</sup>
- anyone 65 and older;<sup>5</sup>
- people who work or exercise outdoors;<sup>6</sup>
- people with existing lung diseases, such as asthma and chronic obstructive pulmonary disease (also known as COPD, which includes emphysema and chronic bronchitis);<sup>7</sup> and
- people with cardiovascular disease.<sup>8</sup>

In addition, some evidence suggests that other groups—including women, people who suffer from obesity and people with low incomes—may also face higher risk from ozone.<sup>9</sup> More research is needed to confirm these findings.

The impact on your health can depend on many factors, however. For example, the risks would be greater if ozone levels are higher, if you are breathing faster because you’re working outdoors or if you spend more time outdoors.

Lifeguards in Galveston, Texas, provided evidence of the impact of even short-term exposure to ozone on healthy, active adults in a study published in 2008. Testing the breathing capacity of these outdoor workers several times a day, researchers found that many lifeguards had greater obstruction of their airways when ozone levels were high. Because of this research, Galveston became the first city in the nation to install an air quality warning flag system on the beach.<sup>10</sup>

### How Ozone Pollution Harms Your Health

**Premature death.** Breathing ozone can shorten your life. Strong evidence exists of the deadly impact of ozone from large studies conducted in cities across the U.S., in Europe and in Asia. Researchers repeatedly found that the risk of premature death increased with higher levels of ozone.<sup>11</sup> Newer research has confirmed that ozone increased the risk of premature death even when other pollutants also exist.<sup>12</sup>

Even low levels of ozone may be deadly. A large study of 48 U.S. cities looked at the association between ozone and mortality during the summer months. Ozone concentrations by city in the summer months ranged from 16 percent to 80 percent lower than the U.S. Environmental Protection Agency (EPA) currently considers safe. Researchers found that ozone at those lower levels was associated with deaths from cardiovascular disease, strokes and respiratory causes.<sup>13</sup>

O4-34  
Cont.

HEALTH EFFECTS

**Immediate breathing problems.** Many areas in the United States produce enough ozone during the summer months to cause health problems that can be felt right away. Immediate problems—in addition to increased risk of premature death—include:

- shortness of breath, wheezing and coughing;
- asthma attacks;
- increased risk of respiratory infections;
- increased susceptibility to pulmonary inflammation; and
- increased need for people with lung diseases, like asthma or chronic obstructive pulmonary disease (COPD), to receive medical treatment and to go to the hospital.<sup>14</sup>

**Cardiovascular effects.** Inhaling ozone may affect the heart as well as the lungs. A 2006 study linked exposures to high ozone levels for as little as one hour to a particular type of cardiac arrhythmia that itself increases the risk of premature death and stroke.<sup>15</sup> A French study found that exposure to elevated ozone levels for one to two days increased the risk of heart attacks for middle-aged adults without heart disease.<sup>16</sup> Several studies around the world have found increased risk of hospital admissions or emergency department visits for cardiovascular disease.<sup>17</sup>

**Long-term exposure risks.** New studies warn of serious effects from breathing ozone over longer periods. With more long-term data, scientists are finding that long-term exposure—that is, for periods longer than eight hours, including days, months or years—may increase the risk of early death.

- Examining the records from a long-term national database, researchers found a higher risk of death from respiratory diseases associated with increases in ozone.<sup>18</sup>
- New York researchers looking at hospital records for children's asthma found that the risk of admission to hospitals for asthma increased with chronic exposure to ozone. Younger children and children from low-income families were more likely than other children to need hospital admissions even during the same time periods.<sup>19</sup>
- California researchers analyzing data from their long-term Southern California Children's Health Study found that some children with certain genes were more likely to develop asthma as adolescents in response to the variations in ozone levels in their communities.<sup>20</sup>
- Studies link lower birthweight and decreased lung function in newborns to ozone levels in their community.<sup>21</sup> This research provides increasing evidence that ozone may harm newborns.

Breathing other pollutants in the air may make your lungs more responsive to ozone—and breathing ozone may increase your body's response to other pollutants. For example, research warns that breathing sulfur dioxide and nitrogen oxide—two pollutants common in the eastern U.S.—can make the lungs react more strongly than to just breathing ozone alone. Breathing ozone may also increase the response to allergens in people with allergies. A large study published in 2009 found that children were more likely to suffer from hay fever and respiratory allergies when ozone and PM<sub>2.5</sub> levels were high.<sup>22</sup>

**Research shows that lower levels of ozone cause harm.** The EPA released their latest complete review of the current research on ozone pollution in February 2013.<sup>23</sup> The EPA had engaged a panel of expert scientists, the Clean Air Scientific Advisory Committee, to help them assess the evidence; in particular, they examined research published between 2006 and 2012. The experts on the committee and EPA concluded that ozone pollution posed multiple, serious threats to health. Their findings are highlighted in the box below. Based on that review, EPA strengthened the official limit on ozone, called the National Ambient Air Quality Standard, in 2015.

O4-34  
Cont.

## HEALTH EFFECTS

However, new research provides evidence that ozone can cause serious harm even at much lower levels. In a 2017 scientific paper, researchers further evidence in a nationwide study that older adults faced a higher risk of premature death even when levels of ozone pollution remained well below the current national standard.<sup>24</sup>

### EPA Concludes Ozone Pollution Poses Serious Health Threats

- Causes respiratory harm (e.g., worsened asthma, worsened COPD, inflammation)
- Likely to cause early death (from both short-term and long-term exposure)
- Likely to cause cardiovascular harm (e.g., heart attacks, strokes, heart disease, congestive heart failure)
- May cause harm to the central nervous system
- May cause reproductive and developmental harm

—U.S. Environmental Protection Agency, Integrated Science Assessment for Ozone and Related Photochemical Oxidants, 2013. EPA/600/R-13/075F.

## Particle Pollution

Ever look at dirty truck exhaust?

The dirty, smoky part of that stream of exhaust is made of particle pollution. Overwhelming evidence shows that particle pollution—like that coming from that exhaust smoke—can kill. Particle pollution can increase the risk of heart disease, lung cancer and asthma attacks and can interfere with the growth and work of the lungs.

### What Is Particle Pollution?

Particle pollution refers to a mix of tiny solid and liquid particles that are in the air we breathe. Many of the particles are so small as to be invisible, but when levels are high, the air becomes opaque. But nothing about particle pollution is simple. And it is so dangerous that it can shorten your life.

Particle pollution refers to a mix of very tiny solid and liquid particles that are in the air we breathe. But nothing about particle pollution is simple. And it is so dangerous, it can shorten your life.

**Size matters.** Particles themselves are different sizes. Some are one-tenth the diameter of a strand of hair. Many are even tinier; some are so small they can only be seen with an electron microscope. Because of their size, you can't see the individual particles. You can only see the haze that forms when millions of particles blur the spread of sunlight.



O4-34  
Cont.

## HEALTH EFFECTS

The differences in size make a big difference in how they affect us. Our natural defenses help us to cough or sneeze larger particles out of our bodies. But those defenses don't keep out smaller particles, those that are smaller than 10 microns (or micrometers) in diameter, or about one-seventh the diameter of a single human hair. These particles get trapped in the lungs, while the smallest are so minute that they can pass through the lungs into the bloodstream, just like the essential oxygen molecules we need to survive.

Researchers categorize particles according to size, grouping them as coarse, fine and ultrafine. Coarse particles (shown as blue dots in the illustration) fall between 2.5 microns and 10 microns in diameter and are called PM<sub>10.25</sub>. Fine particles (shown as pink dots) are 2.5 microns in diameter or smaller and are called PM<sub>2.5</sub>. Ultrafine particles (not shown) are smaller than 0.1 micron in diameter<sup>25</sup> and are small enough to pass through the lung tissue into the blood stream, circulating like the oxygen molecules themselves. No matter what the size, particles can harm your health.

**"A mixture of mixtures."** Because particles form in so many different ways, they can be composed of many different compounds. Although we often think of particles as solids, not all are. Some are completely liquid; others are solids suspended in liquids. As the EPA puts it, particles are really "a mixture of mixtures."<sup>26</sup>

The mixtures differ between the eastern and western United States and in different times of the year. For example, the Midwest, Southeast and Northeast states have more sulfate particles than the West on average, largely due to the high levels of sulfur dioxide emitted by large, coal-fired power plants. By contrast, nitrate particles from motor vehicle exhaust form a larger proportion of the unhealthy mix in the winter in the Northeast, Southern California, the Northwest and North Central U.S.<sup>27</sup>

### Who Is at Risk?

Anyone who lives where particle pollution levels are high is at risk. Some people face higher risk, however. People at the greatest risk from particle pollution exposure include:

- Infants, children and teens;<sup>28</sup>
- People over 65 years of age;<sup>29</sup>
- People with lung disease such as asthma and chronic obstructive pulmonary disease (COPD), which includes chronic bronchitis and emphysema;
- People with heart disease<sup>30</sup> or diabetes;<sup>31</sup>
- People with low incomes;<sup>32</sup> and
- People who work or are active outdoors.<sup>33</sup>

Diabetics face increased risk at least in part because of their higher risk for cardiovascular disease.<sup>34</sup>

People with lung cancer also appear to be at higher risk from particle pollution, according to a 2016 study of more than 350,000 patients in California. Researchers looked at the exposure they experienced between 1988 and 2011 and found that where higher concentrations of particle pollution existed, people with lung cancer had poorer survival.<sup>35</sup>

### What Can Particles Do to Your Health?

Particle pollution can be very dangerous to breathe. Breathing particle pollution may trigger illness, hospitalization and premature death, risks that are showing up in new studies that validate earlier research.

Thanks to steps taken to reduce particle pollution, good news is growing from researchers who study the drop in year-round levels of particle pollution.

O4-34  
Cont.

Breathing particle pollution may trigger illness, hospitalization and premature death.

## HEALTH EFFECTS

Looking at air quality in 545 counties in the U.S. between 2000 and 2007, researchers found that people had approximately four months added to their life expectancy on average due to cleaner air. Women and people who lived in urban and densely populated counties benefited the most.<sup>36</sup>

Another long-term study of six U.S. cities tracked from 1974 to 2009 added more evidence of the benefits. The findings suggest that cleaning up particle pollution had almost immediate health benefits. The researchers estimated that the U.S. could prevent approximately 34,000 premature deaths a year if the nation could lower annual levels of particle pollution by 1 µg/m<sup>3</sup>.<sup>37</sup>

Other researchers estimated that reductions in air pollution can be expected to produce rapid improvements in public health, with fewer deaths occurring within the first two years after reductions.<sup>38</sup>

These studies add to the growing research that cleaning up air pollution improves life and health.

### Short-Term Exposure Can Be Deadly

First and foremost, short-term exposure to particle pollution can kill. Peaks or spikes in particle pollution can last from hours to days. Premature deaths from breathing these particles can occur on the very day that particle levels are high, or within one to two months afterward. Particle pollution does not just make people die a few days earlier than they might otherwise—these are deaths that would not have occurred so early if the air were cleaner.<sup>39</sup>

Even low levels of particles can be deadly. A 2016 study found that people aged 65 and older in New England faced a higher risk of premature death from particle pollution, even in places that met current standards for short-term particle pollution.<sup>40</sup> Another study in 2017 looked more closely at Boston and found a similar higher risk of premature death from particle pollution in a city that meets current limits on short-term particle pollution.<sup>41</sup> Looking nationwide in a 2017 study, researchers found more evidence that older adults faced a higher risk of premature death even when levels of short-term particle pollution remained well below the current national standards. This was consistent whether the older adults lived in cities, suburbs or rural areas.<sup>42</sup>

Particle pollution also diminishes lung function, causes greater use of asthma medications and increased rates of school absenteeism, emergency room visits and hospital admissions. Other adverse effects include coughing, wheezing, cardiac arrhythmias and heart attacks. According to extensive research, short-term increases in particle pollution have been linked to:

- death from respiratory and cardiovascular causes, including strokes;<sup>43,44,45,46</sup>
- increased mortality in infants and young children;<sup>47</sup>
- increased numbers of heart attacks, especially among the elderly and in people with heart conditions;<sup>48</sup>
- inflammation of lung tissue in young, healthy adults;<sup>49</sup>
- increased hospitalization for cardiovascular disease, including strokes and congestive heart failure;<sup>50,51,52</sup>
- increased emergency room visits for patients suffering from acute respiratory ailments;<sup>53</sup>
- increased hospitalization for asthma among children;<sup>54,55,56</sup> and
- increased severity of asthma attacks in children.<sup>57</sup>

Again, the impact of even short-term exposure to particle pollution on healthy adults was demonstrated in the Galveston lifeguard study. In addition to the harmful effects of ozone pollution, lifeguards had reduced lung volume at the end of the day when fine particle levels were high.<sup>58</sup>

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**HEALTH EFFECTS**

In late 2013, the World Health Organization concluded that particle pollution could cause lung cancer.

**Year-Round Exposure**

Breathing high levels of particle pollution day in and day out can also be deadly, as landmark studies in the 1990s conclusively showed<sup>59</sup> and as other studies confirmed.<sup>60</sup> Chronic exposure to particle pollution can shorten life by one to three years.<sup>61</sup> Recent research has confirmed that long-term exposure to particle pollution still kills, even with the declining levels in the U.S. since 2000<sup>62</sup> and even in areas, such as New England, that currently meet the official limit, or standard, for year-round particle pollution.<sup>63</sup>

In late 2013, the International Agency for Research on Cancer (known as IARC), part of the World Health Organization, concluded that particle pollution causes lung cancer. The IARC reviewed the most recent research and reported that the risk of lung cancer increases as the particle levels rise.<sup>64</sup>

Year-round exposure to particle pollution has also been linked to:

- increased hospitalization for asthma attacks for children living near roads with heavy truck or trailer traffic;<sup>65,66</sup>
- slowed lung function growth in children and teenagers;<sup>67,68</sup>
- development of asthma in children up to age 14;<sup>69</sup>
- significant damage to the small airways of the lungs;<sup>70</sup>
- increased risk of death from cardiovascular disease;<sup>71</sup> and
- increased risk of lower birth weight and infant mortality.<sup>72</sup>

Research into the health risks of 65,000 women over age 50 found that those who lived in areas with higher levels of particle pollution faced a much greater risk of dying from heart disease than had been previously estimated. Even women who lived within the same city faced differing risks depending on the annual levels of pollution in their neighborhood.<sup>73</sup>

New research has found evidence that long-term exposure to particle pollution may increase the risk of developing diabetes. Two independent reviews of published research found that particle pollution may increase the risk of developing type 2 diabetes mellitus.<sup>74</sup>

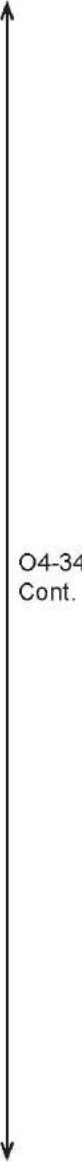
Scientists have found links between particle pollution and mental health concerns. A study of 27,000 residents in Seoul, Korea, found that breathing particle pollution over a long time increased the risk of major depressive disorder. The risk was higher for those who also had a chronic disease such as asthma, COPD or diabetes.<sup>75</sup> Older adults suffered more symptoms of depression and anxiety when particle pollution was higher in a large study looking at data from community living groups across the United States. Those who lived in lower socioeconomic situations or who had a history of respiratory illness or heart disease were more likely to have anxiety symptoms.<sup>76</sup>

EPA completed the most recent review of the current research on particle pollution in December 2009.<sup>77</sup> EPA had engaged a panel of expert scientists, the Clean Air Scientific Advisory Committee, to help them assess the evidence. The EPA concluded that particle pollution caused multiple, serious threats to health. The findings are highlighted in the box below.

**EPA Concludes Fine Particulate Pollution Poses Serious Health Threats**

- Causes early death (both short-term and long-term exposure)
- Causes cardiovascular harm (e.g., heart attacks, strokes, heart disease, congestive heart failure)
- Likely to cause respiratory harm (e.g., worsened asthma, worsened COPD, inflammation)
- May cause cancer
- May cause reproductive and developmental harm

—U.S. Environmental Protection Agency, Integrated Science Assessment for Particulate Matter, December 2009, EPA 600/R-08/139F



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## HEALTH EFFECTS

Chemical processes in the atmosphere create most of the tiniest particles.

### Where Does Particle Pollution Come From?

Particle pollution is produced through two separate processes—mechanical and chemical.

Mechanical processes break down bigger bits into smaller bits with the material remaining essentially the same, only becoming smaller. Mechanical processes primarily create coarse particles.<sup>78</sup> Dust storms, construction and demolition, mining operations and agriculture are among the activities that produce coarse particles. Tire, brake-pad and road wear can also create coarse particles. Bacteria, pollen, mold, and plant and animal debris are also included as coarse particles.<sup>79</sup>

By contrast, chemical processes in the atmosphere create most of the tiniest fine and ultrafine particles in the air. Some particles have precursors that are gases emitted by burning fuels or other human activity or by natural sources. These gases can oxidize and then condense to become a particle of a simple chemical compound. Or they can react with other gases or particles in the atmosphere to form a particle of a different compound or of multiple chemical compounds. Particles formed by this latter process come from the reaction of elemental carbon (soot), heavy metals, sulfur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds with water and other compounds in the atmosphere.<sup>80</sup> Burning fossil fuels in factories, power plants, diesel- and gasoline-powered motor vehicles (cars and trucks) and equipment generate a large part of the raw materials for fine particles. Other sources include burning wood in residential fireplaces and woodstoves or wildfires.

### Are Some Particles More Dangerous Than Others?

With so many sources of particles, researchers want to know if some particles pose greater risk than others. Researchers are exploring possible differences in health effects of the sizes of particles and particles from different sources, such as diesel particles from trucks and buses or sulfates from coal-fired power plants. Recent studies have tried to answer this question. So far, the answers are complicated.

Each particle may have many different components. The building blocks of each can include several biological and chemical components. Bacteria, pollen and other biological ingredients can combine in the particle with chemical agents, such as heavy metals, elemental carbon, dust and secondary species like sulfates and nitrates. These combinations mean that particles can have complex effects on the body.<sup>81</sup>

Some studies have found different kinds of particles may have greater risk for different health outcomes.<sup>82,83,84</sup>

Other studies have identified the challenges of exploring all the kinds of particles and their health effects with the limited monitoring across the nation.<sup>85</sup> Some particles serve as carriers for other chemicals that are also toxic, and the combination may worsen the impact.<sup>86,87</sup>

The best evidence shows that having less of all types of particles in the air leads to better health and longer lives.

### Focusing on Children's Health

Children face special risks from air pollution because their lungs are growing and because they are so active and breathe in a great deal of air.

Just like the arms and legs, the largest portion of a child's lungs will grow long after he or she is born. Eighty percent of their tiny air sacs develop after birth. Those sacs, called the alveoli, are where the life-sustaining transfer of oxygen to the blood takes place. The lungs and their alveoli aren't fully grown until children become adults.<sup>88</sup> In addition, the body's defenses that help adults fight off infections are still developing in young bodies.<sup>89</sup> Children have more respiratory infections than adults, which also seems to increase their susceptibility to air pollution.<sup>90</sup>

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## HEALTH EFFECTS

The largest portion of a child's lungs will grow long after he or she is born.

Furthermore, children don't behave like adults, and their behavior also affects their vulnerability. They are outside for longer periods and are usually more active when outdoors. Consequently, they inhale more polluted outdoor air than adults typically do.<sup>91</sup>

### Air Pollution Affects Children Before They Are Born

Several studies have found air pollution linked to harm to children while they are still in the womb. A large study in California found that higher particle pollution levels increased the risk of preterm birth.<sup>92</sup> Pregnant women exposed to even low levels of particle pollution had higher risk for preterm birth in a Boston study.<sup>93</sup> Preterm births occurred more frequently when particle pollution spiked, as an Australian study found, even when the researchers controlled for other risk factors.<sup>94</sup>

### Air Pollution Limits Lung Growth in Children

The Southern California Children's Health study looked at the long-term effects of air pollution on teenagers. Tracking 1,759 children who were between ages 10 and 18 from 1993 to 2001, researchers found that those who grew up in more polluted areas face the increased risk of having reduced lung growth, which may never recover to their full capacity. The average drop in lung function was similar to the impact of growing up in a home with parents who smoked.<sup>95</sup>

Community health studies are pointing to less obvious, but serious effects from year-round exposure to ozone, especially for children. Scientists followed 500 Yale University students and determined that living just four years in a region with high levels of ozone and related co-pollutants was associated with diminished lung function and frequent reports of respiratory symptoms.<sup>96</sup> A much larger study of 3,300 schoolchildren in Southern California found reduced lung function in girls with asthma and boys who spent more time outdoors in areas with high levels of ozone.<sup>97</sup>

### Cleaning Up Pollution Can Reduce Risk to Children

There is also real-world evidence that reducing air pollution can help protect children.

A 2015 follow-up to the Southern California Children's Health study showed that reducing pollution could improve children's health. The researchers compared the children who had been part of their earlier studies to a new group of 863 children living in the same area, but growing up between 2007 and 2011, when the air in Southern California was much cleaner. Children growing up in the cleaner air had much greater lung function, a benefit that may help them throughout their lives. As the researchers noted, their study suggested that "all children have the potential to benefit from improvements in air quality."<sup>98</sup>

Further evidence that cleaner air provides real benefits to children's health came in a 2016 report from the same study exploring changes to 4,602 children's respiratory symptoms such as coughing, congestion and phlegm. The study looked at the changes in these symptoms in three groups of children living in Southern California over different periods of time when air quality also differed (1993-2001, 1996-2004, and 2003-2012). As air quality improved, the children in the study suffered fewer bronchial symptoms whether they had asthma or not. In communities where the air quality improved the most, the children experienced even fewer symptoms.<sup>99</sup>

So, does cleaning up the air really improve children's health? In 2017 researchers reviewed these long-term studies of children in Southern California and the impact of improvements in air quality on their health. They concluded that the 20 years of collected data provided strong evidence of the potential to improve children's health by reducing some of the most common outdoor air pollutants.<sup>100</sup>

The U.S. is not alone in this finding. In Switzerland, particle pollution dropped during a period in the 1990s. Researchers there tracked 9,000 children over a nine-year



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period, following their respiratory symptoms. After taking other factors such as family characteristics and indoor air pollution into account, the researchers noted that during the years with less pollution, the children had fewer episodes of chronic cough, bronchitis, common cold and conjunctivitis symptoms.<sup>101</sup>

**Disparities in the Impact of Air Pollution**

Poorer people and some racial and ethnic groups often face higher exposure and greater responses to pollution.

The burden of air pollution is not evenly shared. Poorer people and some racial and ethnic groups are among those who often face higher exposure to pollutants and who may experience greater responses to such pollution. Many studies have explored the differences in harm from air pollution to racial or ethnic groups and people who are in a low socioeconomic position, have less education or live nearer to major sources,<sup>102</sup> including a workshop the American Lung Association held in 2001 that focused on urban air pollution and health inequities.<sup>103</sup>

Many studies have looked at differences in the impact of air pollution on premature death. Results have varied widely, particularly for effects between racial groups. Some studies have found no differences among races,<sup>104</sup> while others found greater responsiveness for whites and Hispanics, but not African Americans,<sup>105</sup> or for African Americans but not other races or ethnic groups.<sup>106</sup> Other researchers have found greater risk for African Americans from hazardous air pollutants, including those pollutants that also come from traffic sources.<sup>107</sup>

Socioeconomic position has been more consistently associated with greater harm from air pollution. Multiple large studies show evidence of that link. Low socioeconomic status consistently increased the risk of premature death from fine particle pollution among 13.2 million Medicare recipients studied in the largest examination of particle pollution-related mortality nationwide.<sup>108</sup> In the 2008 study that found greater risk for premature death for communities with higher African-American populations, researchers also found greater risk for people living in areas with higher unemployment or higher use of public transportation.<sup>109</sup> A 2008 study of Washington, DC, found that while poor air quality and worsened asthma went hand in hand in areas where Medicaid enrollment was high, the areas with the highest Medicaid enrollment did not always have the strongest association of high air pollution and asthma attacks.<sup>110</sup> A 2016 study of New Jersey residents found that the risk of dying early from long-term exposure to particle pollution was higher in communities with larger African-American populations, lower home values and lower median income.<sup>111</sup> However, two other studies in France have found no association with lower income and asthma attacks.<sup>112</sup>

Scientists have speculated that there are three broad reasons why disparities may exist. First, groups may face greater exposure to pollution because of factors ranging from racism to class bias to housing market dynamics and land costs. For example, pollution sources may be located near disadvantaged communities, increasing exposure to harmful pollutants. Second, low social position may make some groups more susceptible to health threats because of factors related to their disadvantage. Lack of access to health care, grocery stores and good jobs; poorer job opportunities; dirtier workplaces or higher traffic exposure are among the factors that could handicap groups and increase the risk of harm. Finally, existing health conditions, behaviors or traits may predispose some groups to greater risk. For example, diabetics are among the groups most at risk from air pollutants, and the elderly, African Americans, Mexican Americans and people living near a central city have higher incidence of diabetes.<sup>113</sup>

Communities of color also may be more likely to live in counties with higher levels of pollution. Non-Hispanic blacks and Hispanics were more likely to live in counties that had worse problems with particle pollution, researchers found in a 2011 analysis. Non-Hispanic blacks were also more likely to live in counties with worse ozone pollution. Income groups, by contrast, differed little in these exposures. However, since few rural counties have monitors, the primarily older, non-Hispanic white residents of those

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counties lack information about the air quality in their communities.<sup>114</sup>

Unemployed people, those with low income or low education and non-Hispanic blacks were found to be more likely to live in areas with higher exposures to particle pollution in a 2012 study. However, the different racial/ethnic and income groups were often breathing very different kinds of particles; the different composition and structure of these particles may have different health impacts.<sup>115</sup>

**Highways May Be Especially Dangerous for Breathing**

Being in heavy traffic or living near a road may be risky compared with being in other places in a community. Growing evidence shows that pollution levels along busy highways may be higher than in the community as a whole, increasing the risk of harm to people who live or work near busy roads.

The number of people living "next to a busy road" may include 30 to 45 percent of the urban population in North America, according to the most recent review of the evidence. In January 2010, the Health Effects Institute published a major review of the evidence put together by a panel of expert scientists. The panel looked at over 700 studies from around the world, examining the health effects of traffic pollution. They concluded that traffic pollution causes asthma attacks in children and may cause a wide range of other effects including the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases, and cardiovascular morbidity. The area most affected, they concluded, was roughly the band within 0.2 to 0.3 miles (300 to 500 meters) of the highway.<sup>116</sup>

Children and teenagers are among the most vulnerable—though not the only ones at risk. A Danish study found that long-term exposure to traffic air pollution may increase the risk of developing chronic obstructive pulmonary disease (COPD). They found that those most at risk were people who already had asthma or diabetes.<sup>117</sup> Studies have found increased risk of premature death from living near a major highway or an urban road.<sup>118</sup> Another study found an increase in risk of heart attacks from being in traffic, whether driving or taking public transportation.<sup>119</sup> Urban women in a Boston study experienced decreased lung function associated with traffic-related pollution.<sup>120</sup>

Adults living closer to the road—within 300 meters—may risk dementia. In 2017, a study of residents of Ontario, Canada, found that those who lived close to heavy traffic had a higher risk of dementia, although not for Parkinson's disease or multiple sclerosis. Researchers found the strongest association among those who lived closest to the roads (less than 50 meters), who had never moved and who lived in major cities.<sup>121</sup> A study of older men in 2011 also found that long-term exposure to traffic pollution increased their risk of having poor cognition.<sup>122</sup>

Support national, state and local efforts to clean up sources of pollution. Your life and the life of someone you love may depend on it.

**How to Protect Yourself from Ozone and Particle Pollution**

To minimize your exposure to ozone and particle pollution:

- Pay attention to forecasts for high air pollution days to know when to take precautions;
- Avoid exercising near high-traffic areas;
- Avoid exercising outdoors when pollution levels are high, or substitute an activity that requires less exertion;
- Do not let anyone smoke indoors and support measures to make all places smokefree; and
- Reduce the use of fireplaces and wood-burning stoves.

Bottom line: Help yourself and everyone else breathe easier. Support national, state and local efforts to clean up sources of pollution. Your life and the life of someone you love may depend on it.

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## HEALTH EFFECTS

1. Ozone and particle pollution are the most widespread, but they aren't the only serious air pollutants. Others include carbon monoxide, lead, nitrogen dioxide, and sulfur dioxide, as well as scores of toxins such as mercury, arsenic, benzene, formaldehyde, and acid gases. However, the monitoring networks are not as widespread nationwide for the other pollutants.
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METHODOLOGY

## Statistical Methodology: The Air Quality Data

### Data Sources

The data on air quality throughout the United States were obtained from the U.S. Environmental Protection Agency's Air Quality System (AQS), formerly called the Aerometric Information Retrieval System (AIRS) database. The American Lung Association contracted with Dr. Allen S. Lefohn, A.S.L. & Associates, Helena, Montana, to characterize the hourly averaged ozone concentration information and the 24-hour averaged PM<sub>2.5</sub> concentration information for the three-year period for 2014-2016 for each monitoring site.

Design values for the annual PM<sub>2.5</sub> concentrations by county for the period 2014-2016 were retrieved from data posted on July 26, 2017, at the U.S. Environmental Protection Agency's website at [https://www.epa.gov/sites/production/files/2017-07/pm25\\_designvalues\\_20142016\\_final\\_07\\_14\\_17.xlsx](https://www.epa.gov/sites/production/files/2017-07/pm25_designvalues_20142016_final_07_14_17.xlsx).

### Ozone Data Analysis

The 2014, 2015 and 2016 AQS hourly ozone data were used to calculate the daily 8-hour maximum concentration for each ozone-monitoring site. The hourly averaged ozone data were downloaded on June 30, 2017, following the close of the authorized period for quality review and assurance certification of data. Only the hourly average ozone concentrations derived from FRM and FEM monitors were used in the analysis. The data were considered for a three-year period for the same reason that the EPA uses three years of data to determine compliance with the ozone standard: to prevent a situation in any single year, where anomalies of weather or other factors create air pollution levels that inaccurately reflect the normal conditions. The highest 8-hour daily maximum concentration in each county for 2014, 2015, and 2016, based on the EPA-defined ozone season, was identified.

The current national ambient air quality standard for ozone is 70 parts per billion (ppb) measured over eight hours. The EPA's Air Quality Index (AQI) reflects the 70 ppb standard. A.S.L. & Associates prepared a table by county that summarized, for each of the three years, the number of days the ozone level was within the ranges identified by the EPA based on the EPA Air Quality Index:

8-hour Ozone Concentration	Air Quality Index Levels
0 - 54 ppb	Good (Green)
55 - 70 ppb	Moderate (Yellow)
71 - 85 ppb	Unhealthy for Sensitive Groups (Orange)
86 - 105 ppb	Unhealthy (Red)
106 - 200 ppb	Very Unhealthy (Purple)
>200 ppb	Hazardous (Maroon)

The goal of this report was to identify the number of days that 8-hour daily maximum concentrations in each county occurred within the defined ranges. This approach provided an indication of the level of pollution for all monitored days, not just those days that fell under the requirements for attaining the national ambient air quality standards. Therefore, no data capture criteria were applied to eliminate monitoring sites or to require a number of valid days for the ozone season.

The daily maximum 8-hour average concentration for a given day is derived from the highest of the 17 consecutive 8-hour averages beginning with the 8-hour period from 7:00 a.m. to 3:00 p.m. and ending with the 8-hour period from 11:00 p.m. to 7:00 a.m. the following day. This follows the process EPA uses for the current ozone standard adopted in 2015, but differs from the form used under the previous 0.075 ppm 8-hour

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average ozone standard that was established in 2008. All valid days of data within the ozone season were used in the analysis. However, for computing an 8-hour average, at least 75 percent of the hourly concentrations (i.e., 6-8 hours) had to be available for the 8-hour period. In addition, an 8-hour daily maximum average was identified if valid 8-hour averages were available for at least 75 percent of possible hours in the day (i.e., at least 13 of the possible 17 8-hour averages). Because EPA includes days with inadequate data (i.e., not 75 percent complete) if the standard value is exceeded, our data-capture methodology also included the site's 8-hour value if at least one valid 8-hour period were available and it was 71 ppb or higher.

As instructed by the Lung Association, A.S.L. & Associates included the exceptional and natural events that were identified in the database and identified for the Lung Association the dates and monitoring sites that experienced such events. Some data have been flagged by the state or local air pollution control agency to indicate that they had raised issues with EPA about those data. For each day across all sites within a specific county, the highest daily maximum 8-hour average ozone concentration was recorded and then the results were summarized by county for the number of days the ozone levels were within the ranges identified above.

Following receipt of the above information, the American Lung Association identified the number of days each county, with at least one ozone monitor, experienced air quality designated as orange (Unhealthy for Sensitive Groups), red (Unhealthy) or purple (Very Unhealthy).

#### Short-Term Particle Pollution Data Analysis

A.S.L. & Associates identified the maximum daily 24-hour AQS  $PM_{2.5}$  concentration for each county in 2014, 2015 and 2016 with monitoring information. The 24-hour  $PM_{2.5}$  data were downloaded on August 3, 2017, following the close of the authorized period for quality review and assurance certification of data. In addition, hourly averaged  $PM_{2.5}$  concentration data were characterized into 24-hour average  $PM_{2.5}$  values by EPA and provided to A.S.L. & Associates. Using these results, A.S.L. & Associates prepared a table by county that summarized, for each of the three years, the number of days the maximum of the daily  $PM_{2.5}$  concentration was within the ranges identified by EPA based on EPA Air Quality Index, as adopted by the EPA on December 14, 2012:

24-hour $PM_{2.5}$ Concentration	Air Quality Index Levels
0.0 mg/m <sup>3</sup> to 12.0 mg/m <sup>3</sup>	Good (Green)
12.1 mg/m <sup>3</sup> to 35.4 mg/m <sup>3</sup>	Moderate (Yellow)
35.5 mg/m <sup>3</sup> to 55.4 mg/m <sup>3</sup>	Unhealthy for Sensitive Groups (Orange)
55.5 mg/m <sup>3</sup> to 150.4 mg/m <sup>3</sup>	Unhealthy (Red)
150.5 mg/m <sup>3</sup> to 250.4 mg/m <sup>3</sup>	Very Unhealthy (Purple)
equal to or greater than 250.5 mg/m <sup>3</sup>	Hazardous (Maroon)

All previous data collected for 24-hour average  $PM_{2.5}$  were characterized using the AQI thresholds listed above.

The goal of this report was to identify the number of days that the maximum in each county of the daily  $PM_{2.5}$  concentration occurred within the defined ranges. This approach provided an indication of the level of pollution for all monitored days, not just those days that fell under the requirements for attaining the national ambient air quality standards. Therefore, no data-capture criteria were used to eliminate monitoring sites. Both 24-hour averaged PM data, as well as hourly averaged PM data averaged over 24 hours were used. Included in the analysis are data collected using only FRM and FEM methods, which reported hourly and 24-hour averaged data. As instructed by the

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## METHODOLOGY

### Description of County Grading System

Lung Association, A.S.L. & Associates included the exceptional and natural events that were identified in the database and identified for the Lung Association the dates and monitoring sites that experienced such events. Some data have been flagged by the state or local air pollution control agency to indicate that they had raised issues with EPA about those data. For each day across all sites within a specific county, the highest daily maximum 24-h  $PM_{2.5}$  concentration was recorded and then the results were summarized by county for the number of days the concentration levels were within the ranges identified above.

Following receipt of the above information, the American Lung Association identified the number of days each county, with at least one  $PM_{2.5}$  monitor, experienced air quality designated as orange (Unhealthy for Sensitive Groups), red (Unhealthy), purple (Very Unhealthy) or maroon (Hazardous).

#### Ozone and Short-Term Particle Pollution (24-hour $PM_{2.5}$ )

The grades for ozone and short-term particle pollution (24-hour  $PM_{2.5}$ ) were based on a weighted average for each county. To determine the weighted average, the Lung Association followed these steps:

1. First, assigned weighting factors to each category of the Air Quality Index. The number of orange days experienced by each county received a factor of 1; red days, a factor of 1.5; purple days, a factor of 2; and maroon days, a factor of 2.5. This allowed days when the air pollution levels were higher to receive greater weight.
2. Next, multiplied the total number of days within each category by their assigned factor, and then summed all the categories to calculate a total.
3. Finally, divided the total by three to determine the weighted average, since the monitoring data were collected over a three-year period.

The weighted average determined each county's grades for ozone and 24-hour  $PM_{2.5}$ .

- All counties with a weighted average of zero (corresponding to no exceedances of the standard over the three-year period) were given a grade of "A."
- For ozone, an "F" grade was set to generally correlate with the number of unhealthy air days that would place a county in nonattainment for the ozone standard.
- For short-term particle pollution, fewer unhealthy air days are required for an F than for nonattainment under the  $PM_{2.5}$  standard. The national air quality standard is set to allow two percent of the days during the three years to exceed  $35 \mu\text{g}/\text{m}^3$  (called a "98th percentile" form) before violating the standard. That would be roughly 21 unhealthy days in three years. The grading used in this report would allow only about one percent of the days to be over  $35 \mu\text{g}/\text{m}^3$  (called a "99th percentile" form) of the  $PM_{2.5}$ . The American Lung Association supports using the tighter limits in a 99th percentile form as a more appropriate standard that is intended to protect the public from short-term spikes in pollution.

Grading System		
Grade	Weighted Average	Approximate Number of Allowable Orange/Red/Purple/Maroon days
A	0.0	None
B	0.3 to 0.9	1 to 2 orange days with no red.
C	1.0 to 2.0	3 to 6 days over the standard: 3 to 5 orange with no more than 1 red OR 6 orange with no red
D	2.1 to 3.2	7 to 9 days over the standard: 7 total (including up to 2 red) to 9 orange with no red
F	3.3 or higher	9 days or more over the standard: 10 orange days or 9 total including at least 1 or more red, purple or maroon

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# APPENDIX T0 (Continued)

## METHODOLOGY

Weighted averages allow comparisons to be drawn based on severity of air pollution. For example, if one county had nine orange days and no red days, it would earn a weighted average of 3.0 and a D grade. However, another county that had only eight orange days but also two red days, which signify days with more serious air pollution, would receive a F. That second county would have a weighted average of 3.7.

Note that this system differs significantly from the methodology the EPA uses to determine violations of both the ozone and the 24-hour  $PM_{2.5}$  standards. The EPA determines whether a county violates the standard based on the fourth maximum daily 8-hour ozone reading each year averaged over three years. Multiple days of unhealthy air beyond the highest four in each year are not considered. By contrast, the system used in this report recognizes when a community's air quality repeatedly results in unhealthy air throughout the three years. Consequently, some counties will receive grades of "F" in this report, showing repeated instances of unhealthy air, while still meeting the EPA's 2015 ozone standard. The American Lung Association's position is that the evidence shows that the 2015 ozone standard, although stronger than the 2008 standard, still fails to adequately protect public health.

The Lung Association calculates the county population at risk from these pollutants based on the population from the entire county where the monitor is located. The Lung Association then calculates the metropolitan population at risk based upon the largest metropolitan area that contains that county. Not only do people from that county or metropolitan area circulate within the county and the metropolitan area, the air pollution circulates to that monitor through the county and metropolitan area.

Counties were ranked by weighted average. Metropolitan areas were ranked by the highest weighted average among the counties within a given Metropolitan Statistical Area as of 2017 as defined by the White House Office of Management and Budget (OMB).

### Year-Round Particle Pollution (Annual $PM_{2.5}$ )

Since no comparable Air Quality Index exists for year-round particle pollution (annual  $PM_{2.5}$ ), the grading was based on the 2012 National Ambient Air Quality Standard for annual  $PM_{2.5}$  of  $12 \mu\text{g}/\text{m}^3$ . Counties that EPA listed as being at or below  $12 \mu\text{g}/\text{m}^3$  were given grades of "Pass." Counties EPA listed as being at or above  $12.1 \mu\text{g}/\text{m}^3$  were given grades of "Fail." Where insufficient data existed for EPA to determine a design value, those counties received a grade of "Incomplete."

EPA officially recognized that data collected in all Illinois and Mississippi counties and in some counties in other states had quality control issues meant that available data could not be considered for development of an official design value. For short-term and annual particle pollution, those counties received a grade of "Incomplete."

Design value is the calculated concentration of a pollutant based on the form of the national ambient air quality standard and is used by EPA to determine whether the air quality in a county meets the standard. Counties were ranked by design value. Metropolitan areas were ranked by the highest design value among the counties within a given Metropolitan Statistical Area as of 2017 as defined by the OMB.

The Lung Association received critical assistance from members of the National Association of Clean Air Agencies and the Association of Air Pollution Control Agencies. With their assistance, all state and local agencies were provided the opportunity to review and comment on the data in draft tabular form. The Lung Association reviewed all discrepancies with the agencies and, if needed, with Dr. Lefohn at A.S.L. & Associates. The American Lung Association wishes to express its continued appreciation to the state and local air directors for their willingness to assist in ensuring that the characterized data used in this report are correct.

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Cont.

# APPENDIX T0 (Continued)

## METHODOLOGY

### Calculations of Populations at Risk

Presently county-specific measurements of the number of persons with chronic conditions are not generally available. To assess the magnitude of chronic conditions at the state and county levels, we have employed a synthetic estimation technique originally developed by the U.S. Census Bureau. This method uses age-specific national and state estimates of self-reported conditions to project disease prevalence to the county level. The exception to this is poverty, for which estimates are available at the county level.

#### Population Estimates

The Lung Association includes the total county population in discussions of populations at risk from exposure to pollution in each county. The Lung Association uses that conservative count based on several factors: the recognized limited number and locations of monitors in most counties and metropolitan areas; the movement of the population both in daily activities, including outdoor activities, such as exercise or work; and the transport of emission from sources into and across the county to reach the monitor.

Not only do people from that county or metropolitan area circulate within the county and the metropolitan area, the air pollution circulates to that monitor through the county and metropolitan area. For that reason, the Lung Association calculates the county population at risk from these pollutants based on the population from the entire county where the monitor is located. The Lung Association then calculates the metropolitan population at risk based upon the largest metropolitan area that contains that county.

The counties assigned to a metropolitan area follow the groupings determined by the White House Office of Management and Budget (OMB) and used by the U.S. Census Bureau. The Lung Association uses the largest definition of a metropolitan area for these groupings where at least one urban core of 50,000 people or more is present. The Metropolitan Statistical Areas and Combined Statistical Areas are used as the basis for considering populations at risk in these urban areas because they reflect the "high degree of social and economic interaction as measured by commuting ties," as OMB describes them.<sup>1</sup> The definitions of these areas reflect review and analysis of such patterns by these agencies.

The U.S. Census Bureau estimated data on the total population of each county in the United States for 2016. The Census Bureau also estimated the age-specific breakdown of the population and the number of individuals living in poverty by county. These estimates are the best information on population demographics available between decennial censuses.

Poverty estimates came from the Census Bureau's Small Area Income and Poverty Estimates (SAIPE) program. The program does not use direct counts or estimates from sample surveys, as these methods would not provide sufficient data for all counties. Instead, a model based on estimates of income or poverty from the Annual Social and Economic Supplement (ASEC) to the Current Population Survey (CPS) is used to develop estimates for all states and counties.

#### Prevalence Estimates

**Chronic Obstructive Pulmonary Disease, Cardiovascular Disease, Asthma and Diabetes.** In 2016, the Behavioral Risk Factor Surveillance System (BRFSS) survey found that approximately 22.0 million (8.9 percent) of adults residing in the United States and 8.1 percent of children from 31 states reported currently having asthma. Among adults in the United States in 2016, 16.2 million (6.5 percent) had ever been diagnosed with

<sup>1</sup> Executive Office of the President, Office of Management and Budget Bulletin No. 17-01, August 15, 2017.

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# APPENDIX T0 (Continued)

## METHODOLOGY

chronic obstructive pulmonary disease (COPD), 21.4 million (8.7 percent) had ever been diagnosed with cardiovascular disease, and 26.6 million (10.8 percent) had ever been diagnosed with diabetes.

The prevalence estimate for pediatric asthma is calculated for those younger than 18 years. Local area prevalence of pediatric asthma is estimated by applying 2016 state prevalence rates, or if not available, the national rate from the BRFSS to pediatric county-level resident populations obtained from the U.S. Census Bureau website. Pediatric asthma data from the 2016 BRFSS were available for 31 states, from the 2015 BRFSS for three states and Washington D.C., from the 2014 BRFSS for five states, from the 2012 BRFSS for two states, from the 2011 BRFSS for one state and national data were used for the eight states<sup>2</sup> that had no data available. Data from earlier years were not used due to changes in the 2011 survey methodology.

The prevalence estimate for COPD, cardiovascular disease, adult asthma and diabetes is calculated for those aged 18-44 years, 45-64 years and 65 years and older. Local area prevalence for these diseases is estimated by applying age-specific state prevalence rates from the 2016 BRFSS to age-specific county-level resident populations obtained from the U.S. Census Bureau website. Cardiovascular disease included ever having been diagnosed with a heart attack, angina or coronary heart disease, or stroke.

### Incidence Estimates

**Lung Cancer.** State- and gender-specific lung cancer incidence rates for 2014 were obtained from StateCancerProfiles.gov, a system that provides access to statistics from both the NCI's Surveillance, Epidemiology and End Results (SEER) program and the CDC's National Program of Cancer Registries.

Local area incidence of lung cancer is estimated by applying 2014 age-adjusted and sex-specific incidence rates to 2016 county populations obtained from the U.S. Census Bureau. Thereafter, the incidence estimates for each county within a state are summed to determine overall incidence.

**Limitations of Estimates.** Since the statistics presented by the BRFSS and SAIPE are based on a sample, they will differ (due to random sampling variability) from figures that would be derived from a complete census or case registry of people in the U.S. with these diseases. The results are also subject to reporting, nonresponse and processing errors. These types of errors are kept to a minimum by methods built into the survey.

Additionally, a major limitation of the BRFSS is that the information collected represents self-reports of medically diagnosed conditions, which may underestimate disease prevalence since not all individuals with these conditions have been properly diagnosed. However, the BRFSS is the best available source for information on the magnitude of chronic disease at the state level. The conditions covered in the survey may vary considerably in the accuracy and completeness with which they are reported.

Local estimates of chronic diseases are scaled in direct proportion to the base population of the county and its age distribution. No adjustments are made for other factors that may affect local prevalence (e.g., local prevalence of cigarette smokers or occupational exposures) since the health surveys that obtain such data are rarely conducted on the county level. Because the estimates do not account for geographic differences in the prevalence of chronic and acute diseases, the sum of the estimates for each of the counties in the United States may not exactly reflect the national or state estimates derived from the BRFSS.

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<sup>2</sup> 2015: District of Columbia, Louisiana, New Hampshire, Texas; 2014: Alabama, Maryland, North Carolina, Tennessee, West Virginia; 2012: North Dakota and Wyoming; 2011: Iowa, National; Alaska, Arkansas, Colorado, Delaware, Idaho, South Carolina, South Dakota and Virginia.

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## METHODOLOGY

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STATE TABLES

## State Table Notes

A full explanation of the sources of data and methodology is in **Methodology**.

### Notes for all state data tables

1. **Total Population** is based on 2016 U.S. Census and represents the at-risk populations in counties with ozone or PM<sub>2.5</sub> pollution monitors; it does not represent the entire state's sensitive populations.
2. **Those 18 & under** and **65 & over** are vulnerable to ozone and PM<sub>2.5</sub>. Do not use them as population denominators for disease estimates—that will lead to incorrect estimates.
3. **Pediatric asthma** estimates are for those under 18 years of age and represent the estimated number of people who had asthma in 2016 based on the state rates when available or national rates when not (Behavioral Risk Factor Surveillance System, or BRFSS), applied to county population estimates (U.S. Census).
4. **Adult asthma** estimates are for those 18 years and older and represent the estimated number of people who had asthma during 2016 based on state rates (BRFSS) applied to county population estimates (U.S. Census).
5. **COPD** estimates are for adults 18 and over who had ever been diagnosed with chronic obstructive pulmonary disease, which includes chronic bronchitis and emphysema, based on state rates (BRFSS) applied to county population estimates (U.S. Census).
6. **Lung cancer** estimates are for all ages and represent the estimated number of people diagnosed with lung cancer in 2014 based on state rates (StateCancerProfiles.gov) applied to county population estimates (U.S. Census).
7. **Cardiovascular disease** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to county population estimates (U.S. Census). CV disease includes coronary heart disease, stroke and heart attack.
8. **Diabetes** estimates are for adults 18 and over who have been diagnosed within their lifetime based on state rates (BRFSS) applied to county population estimates (U.S. Census).
9. **Poverty** estimates include all ages and come from the U.S. Census Bureau's Small Area Income and Poverty Estimates program. The estimates are derived from a model using estimates of income or poverty from the Annual Social and Economic Supplement and the Current Population Survey, 2016.
10. Adding across rows does not produce valid estimates. Adding the at-risk categories (asthma, COPD, poverty, etc.) will double-count people who fall into more than one category.

### Notes for all state grades tables

1. Not all counties have monitors for either ozone or particle pollution. If a county does not have a monitor, that county's name is not on the list in these tables. The decision about monitors in the county is made by the state and the U.S. Environmental Protection Agency, not by the American Lung Association.
2. **INC** (Incomplete) indicates that monitoring is underway for that pollutant in that county, but that the data are incomplete for all three years. For particle pollution, some states collected data, but experienced laboratory quality issues that meant the data could not be used for assessing pollution levels.
3. **DNC** (Data Not Collected) indicates that data on that particular pollutant is not collected in that county.
4. The **Weighted Average (Wgt. Avg)** was derived by adding the three years of individual level data (2014-2016), multiplying the sums of each level by the assigned standard weights (i.e. 1=orange, 1.5=red, 2.0=purple and 2.5=maroon) and calculating the average. Grades are assigned based on the weighted averages as follows: A=0.0, B=0.3-0.9, C=1.0-2.0, D=2.1-3.2, F=3.3+.
5. The Design Value is the calculated concentration of a pollutant based on the form of the National Ambient Air Quality Standard and is used by EPA to determine whether the air quality in a county meets the standard. The numbers refer to micrograms per cubic meter, or  $\mu\text{g}/\text{m}^3$ . Design values for the annual PM<sub>2.5</sub> concentrations by county for the period 2014-2016 are as posted on July 26, 2017 at EPA's website at [https://www.epa.gov/sites/production/files/2017-07/pm25\\_designvalues\\_20142016\\_final\\_07\\_14\\_17.xlsx](https://www.epa.gov/sites/production/files/2017-07/pm25_designvalues_20142016_final_07_14_17.xlsx). The 2014-2016 design values were compared to the 2012 National Ambient Air Quality Standard for Annual PM<sub>2.5</sub>, particularly to the EPA's assessment of data quality required, as discussed on EPA's website at <https://www.epa.gov/pm-pollution/2012-national-ambient-air-quality-standards-naaqs-particulate-matter-pm>. Many design values are missing because state data did not meet quality requirements.
6. The annual average National Ambient Air Quality Standard for PM<sub>2.5</sub> is 12  $\mu\text{g}/\text{m}^3$  as of December 14, 2012. Counties with design values of 12 or lower received a grade of "Pass." Counties with design values of 12.1 or higher received a grade of "Fail"

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# APPENDIX T0 (Continued)

## STATE TABLES

### ALABAMA

American Lung Association in Alabama

[www.lung.org/alabama](http://www.lung.org/alabama)

#### AT-RISK GROUPS

County	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Baldwin	208,563	45,330	41,104	5,982	15,741	16,477	140	21,941	25,611	24,005
Clay	13,492	2,802	2,788	370	1,029	1,090	9	1,462	1,699	2,495
Colbert	54,216	11,492	10,418	1,517	4,128	4,277	36	5,661	6,634	8,982
DeKalb	70,900	17,340	11,438	2,288	5,210	5,190	48	6,719	7,980	14,362
Elmore	81,799	18,461	12,112	2,436	6,201	5,946	55	7,518	9,060	10,316
Etowah	102,564	22,326	18,616	2,946	7,776	7,920	69	10,382	12,238	17,624
Houston	104,056	24,371	17,514	3,216	7,748	7,728	70	10,022	11,884	19,878
Jefferson	659,521	151,817	99,342	20,036	49,675	47,648	439	60,443	72,597	98,463
Madison	356,967	78,810	51,347	10,401	27,255	26,214	240	33,005	39,999	47,081
Mobile	414,836	98,318	63,636	12,975	30,925	29,940	277	38,178	45,720	79,364
Montgomery	226,349	52,568	31,753	6,937	17,065	15,961	151	19,979	24,165	40,760
Morgan	119,012	27,236	19,931	3,594	8,922	8,963	80	11,614	13,811	18,457
Russell	58,172	14,575	7,699	1,923	4,285	4,005	39	4,990	6,065	11,108
Shelby	210,622	50,489	29,487	6,663	15,692	15,080	141	18,978	23,005	16,406
Sumter	13,040	2,580	2,246	340	1,020	987	9	1,270	1,505	3,933
Talladega	80,103	17,406	13,624	2,297	6,095	6,129	54	7,943	9,447	13,864
Tuscaloosa	206,102	43,171	25,472	5,697	16,138	14,022	138	16,968	20,798	34,384
<b>Totals</b>	<b>2,980,314</b>	<b>679,092</b>	<b>458,727</b>	<b>89,621</b>	<b>224,904</b>	<b>217,578</b>	<b>1,992</b>	<b>277,074</b>	<b>332,218</b>	<b>461,482</b>

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# APPENDIX T0 (Continued)

## STATE TABLES

### ALABAMA

American Lung Association in Alabama

[www.lung.org/alabama](http://www.lung.org/alabama)

County	HIGH OZONE DAYS 2014-2016					HIGH PARTICLE POLLUTION DAYS 2014-2016					Annual	
	Orange	Red	Purple	Wgt. Avg.	Grade	Orange	Red	Purple	Wgt. Avg.	Grade	Design Value	Pass/Fail
Baldwin	3	0	0	1.0	C	0	0	0	0.0	A	8.2	PASS
Clay	DNC	DNC	DNC	DNC	DNC	0	0	0	0.0	A	8.2	PASS
Colbert	1	0	0	0.3	B	0	0	0	0.0	A	8.5	PASS
DeKalb	1	0	0	0.3	B	1	0	0	0.3	B	8.8	PASS
Elmore	1	0	0	0.3	B	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Etowah	0	0	0	0.0	A	0	0	0	0.0	A	8.9	PASS
Houston	0	0	0	0.0	A	0	0	0	0.0	A	7.7	PASS
Jefferson	15	1	0	5.5	F	0	0	0	0.0	A	11.2	PASS
Madison	1	0	0	0.3	B	0	0	0	0.0	A	8.2	PASS
Mobile	8	0	0	2.7	D	0	0	0	0.0	A	8.5	PASS
Montgomery	2	0	0	0.7	B	0	0	0	0.0	A	9.0	PASS
Morgan	0	0	0	0.0	A	0	0	0	0.0	A	8.5	PASS
Russell	2	0	0	0.7	B	0	0	0	0.0	A	INC	INC
Shelby	7	0	0	2.3	D	INC	INC	INC	INC	INC	INC	INC
Sumter	0	0	0	0.0	A	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Talladega	DNC	DNC	DNC	DNC	DNC	0	0	0	0.0	A	9.3	PASS
Tuscaloosa	0	0	0	0.0	A	0	0	0	0.0	A	8.5	PASS

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## STATE TABLES

### ALASKA

American Lung Association in Alaska  
www.lung.org/alaska

County	AT-RISK GROUPS									
	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Anchorage Municipality	298,192	73,967	29,471	5,958	19,581	13,255	163	12,465	16,081	21,108
Denali Borough	1,953	354	167	29	141	97	1	89	116	121
Fairbanks North Star Borough	100,605	24,518	8,884	1,975	6,611	4,353	55	3,893	5,074	8,144
Juneau City and Borough	32,468	7,128	3,801	574	2,225	1,554	18	1,542	1,968	2,334
Kenai Peninsula Borough	58,506	13,333	9,122	1,074	3,976	2,907	32	3,177	3,986	6,835
Matanuska Susitna Borough	104,365	28,363	10,919	2,285	6,665	4,614	57	4,505	5,769	9,441
<b>Totals</b>	<b>596,089</b>	<b>147,663</b>	<b>62,364</b>	<b>11,894</b>	<b>39,199</b>	<b>26,779</b>	<b>326</b>	<b>25,671</b>	<b>32,993</b>	<b>48,183</b>

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## STATE TABLES

### ALASKA

American Lung Association in Alaska

[www.lung.org/alaska](http://www.lung.org/alaska)

Borough	HIGH OZONE DAYS 2014-2016					HIGH PARTICLE POLLUTION DAYS 2014-2016					Annual	
	Orange	Red	Purple	Wgt. Avg.	Grade	24-Hour				Design Value	Pass/Fail	
						Orange	Red	Purple	Wgt. Avg.			Grade
Anchorage Municipality	DNC	DNC	DNC	DNC	DNC	0	1	0	0.5	B	6.3	PASS
Denali Borough	0	0	0	0.0	A	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Fairbanks North Star Borough	0	0	0	0.0	A	29	29	1	24.8	F	23.0	FAIL
Juneau City and Borough	DNC	DNC	DNC	DNC	DNC	1	0	0	0.3	B	6.8	PASS
Kenai Peninsula Borough	DNC	DNC	DNC	DNC	DNC	INC	INC	INC	INC	INC	INC	INC
Matanuska Susitna Borough	0	0	0	0.0	A	18	2	0	7.0	F	6.8	PASS

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Cont.

# APPENDIX T0 (Continued)

## STATE TABLES

### ARIZONA

American Lung Association in Arizona

[www.lung.org/arizona](http://www.lung.org/arizona)

County	AT-RISK GROUPS									
	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Apache	73,112	21,040	10,394	1,696	4,933	3,514	35	4,686	5,680	23,966
Cochise	125,770	27,706	26,761	2,234	9,241	7,168	60	10,117	11,692	25,424
Cocconino	140,908	29,837	16,808	2,405	10,328	6,648	67	8,455	10,288	23,116
Gila	53,556	10,931	14,939	881	4,053	3,479	25	5,137	5,813	10,678
La Paz	20,317	3,503	7,675	282	1,571	1,480	10	2,308	2,468	4,976
Maricopa	4,242,997	1,040,113	619,931	83,849	301,393	210,580	2,013	279,394	336,570	624,923
Mohave	205,249	36,838	58,634	2,970	16,019	13,724	98	20,240	22,938	36,665
Navajo	110,026	30,067	18,642	2,424	7,572	5,631	52	7,718	9,167	30,379
Pima	1,016,206	217,496	193,700	17,533	74,937	55,584	482	76,798	89,535	180,513
Pinal	418,540	98,157	83,581	7,913	30,010	22,728	200	31,838	36,684	60,679
Santa Cruz	45,985	12,712	7,937	1,025	3,150	2,357	22	3,244	3,840	9,569
Yavapai	225,562	37,676	67,931	3,037	17,901	15,592	107	23,149	26,158	29,418
Yuma	205,631	52,203	37,967	4,208	14,252	10,473	98	14,540	16,650	37,850
<b>Totals</b>	<b>6,883,859</b>	<b>1,618,279</b>	<b>1,164,900</b>	<b>130,458</b>	<b>495,359</b>	<b>358,957</b>	<b>3,268</b>	<b>487,624</b>	<b>577,483</b>	<b>1,098,156</b>

O4-34  
Cont.

# APPENDIX T0 (Continued)

## STATE TABLES

### ARIZONA

American Lung Association in Arizona

[www.lung.org/arizona](http://www.lung.org/arizona)

#### HIGH OZONE DAYS 2014-2016

County	HIGH OZONE DAYS 2014-2016				
	Orange	Red	Purple	Wgt. Avg.	Grade
Apache	DNC	DNC	DNC	DNC	DNC
Cochise	3	0	0	1.0	C
Coconino	8	0	0	2.7	D
Gila	11	0	0	3.7	F
La Paz	8	0	0	2.7	D
Maricopa	92	1	0	31.2	F
Mohave	DNC	DNC	DNC	DNC	DNC
Navajo	2	0	0	0.7	B
Pima	5	0	0	1.7	C
Pinal	23	0	0	7.7	F
Santa Cruz	DNC	DNC	DNC	DNC	DNC
Yavapai	6	0	0	2.0	C
Yuma	17	2	0	6.7	F

#### HIGH PARTICLE POLLUTION DAYS 2014-2016

County	24-Hour					Annual	
	Orange	Red	Purple	Wgt. Avg.	Grade	Design Value	Pass/Fail
Apache	0	0	0	0.0	A	INC	INC
Cochise	0	0	0	0.0	A	5.4	PASS
Coconino	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Gila	DNC	DNC	DNC	DNC	DNC	DNC	DNC
La Paz	0	0	0	0.0	A	1.8	PASS
Maricopa	7	0	2	3.7	F	9.5	PASS
Mohave	0	0	0	0.0	A	INC	INC
Navajo	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Pima	0	0	0	0.0	A	5.8	PASS
Pinal	11	1	0	4.2	F	7.9	PASS
Santa Cruz	4	3	0	2.8	D	9.4	PASS
Yavapai	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Yuma	3	1	0	1.5	C	6.7	PASS

O4-34  
Cont.

# APPENDIX T0 (Continued)

## STATE TABLES

### ARKANSAS

American Lung Association in Arkansas

[www.lung.org/arkansas](http://www.lung.org/arkansas)

#### AT-RISK GROUPS

County	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Arkansas	18,214	4,168	3,364	336	1,199	1,420	14	1,958	2,017	3,237
Ashley	20,492	4,769	3,968	384	1,341	1,605	16	2,235	2,291	3,636
Clark	22,657	4,339	3,718	350	1,528	1,643	18	2,166	2,280	4,406
Crittender	49,235	13,728	6,315	1,106	3,014	3,324	39	4,330	4,596	12,314
Garland	97,477	20,086	21,761	1,618	6,593	8,053	77	11,450	11,609	17,037
Jackson	17,221	3,473	2,922	280	1,167	1,330	14	1,788	1,866	3,587
Newton	7,936	1,579	2,050	127	544	696	6	1,019	1,018	1,566
Polk	20,173	4,706	4,468	379	1,320	1,629	16	2,330	2,356	4,660
Polaski	393,250	92,818	56,730	7,477	25,430	28,121	309	36,940	39,020	66,302
Union	39,887	9,647	6,849	777	2,580	3,017	31	4,115	4,264	7,603
Washington	228,049	56,235	25,693	4,530	14,326	14,569	181	18,140	19,695	34,567
<b>Totals</b>	<b>914,591</b>	<b>215,548</b>	<b>137,838</b>	<b>17,363</b>	<b>59,042</b>	<b>65,407</b>	<b>720</b>	<b>86,469</b>	<b>91,012</b>	<b>158,915</b>

O4-34  
Cont.

# APPENDIX T0 (Continued)

## STATE TABLES

### ARKANSAS

American Lung Association in Arkansas  
[www.lung.org/arkansas](http://www.lung.org/arkansas)

#### HIGH OZONE DAYS 2014-2016

County	Orange	Red	Purple	Wgt. Avg.	Grade
Arkansas	DNC	DNC	DNC	DNC	DNC
Ashley	DNC	DNC	DNC	DNC	DNC
Clark	0	0	0	0.0	A
Crittenden	3	1	0	1.5	C
Garland	DNC	DNC	DNC	DNC	DNC
Jackson	DNC	DNC	DNC	DNC	DNC
Newton	0	0	0	0.0	A
Polk	0	0	0	0.0	A
Pulaski	2	0	0	0.7	B
Union	DNC	DNC	DNC	DNC	DNC
Washington	0	0	0	0.0	A

#### HIGH PARTICLE POLLUTION DAYS 2014-2016

24-Hour					Annual	
Orange	Red	Purple	Wgt. Avg.	Grade	Design Value	Pass/Fail
0	0	0	0.0	A	8.8	PASS
0	0	0	0.0	A	8.4	PASS
DNC	DNC	DNC	DNC	DNC	DNC	DNC
0	0	0	0.0	A	8.8	PASS
0	0	0	0.0	A	8.7	PASS
0	0	0	0.0	A	8.7	PASS
DNC	DNC	DNC	DNC	DNC	DNC	DNC
0	0	0	0.0	A	8.6	PASS
0	0	0	0.0	A	10.3	PASS
0	0	0	0.0	A	8.9	PASS
0	0	0	0.0	A	8.2	PASS

O4-34  
Cont.

# APPENDIX T0 (Continued)

STATE TABLES

## CALIFORNIA

American Lung Association in California  
www.lung.org/california

### AT-RISK GROUPS

County	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Alameda	1,647,704	345,488	215,416	26,562	101,507	56,402	700	82,740	128,509	173,386
Amador	37,383	5,810	9,810	447	2,581	1,818	16	2,902	4,253	3,846
Butte	226,864	45,489	40,815	3,497	14,266	8,676	96	13,115	19,479	43,428
Calaveras	45,171	7,757	11,892	596	3,077	2,199	19	3,531	5,174	5,833
Colusa	21,588	5,943	2,967	457	1,230	716	9	1,071	1,642	2,375
Contra Costa	1,135,127	261,556	169,746	20,109	69,150	40,935	482	61,773	94,778	97,573
El Dorado	185,625	37,699	36,007	2,898	11,979	7,770	79	12,149	18,316	16,073
Fresno	979,915	280,490	116,071	21,565	54,217	29,841	417	43,457	67,291	245,131
Glenn	28,085	7,445	4,352	572	1,631	983	12	1,488	2,258	4,632
Humboldt	136,646	26,575	22,618	2,043	8,633	5,103	58	7,645	11,592	26,632
Imperial	180,883	51,832	22,953	3,985	10,037	5,646	77	8,295	12,757	40,601
Inyo	18,144	3,720	4,166	286	1,170	798	8	1,260	1,858	2,184
Kern	884,788	258,054	91,719	19,840	48,388	25,731	377	36,967	57,988	190,993
Kings	149,785	40,935	14,539	3,147	8,340	4,289	64	6,055	9,565	23,247
Lake	64,116	13,289	14,026	1,022	4,122	2,774	27	4,373	6,488	13,065
Los Angeles	10,137,915	2,253,113	1,308,573	173,226	614,420	341,446	4,307	500,783	777,378	1,629,450
Madera	154,697	42,542	20,912	3,271	8,768	5,032	66	7,464	11,440	30,029
Marin	260,651	53,334	53,688	4,100	16,838	11,152	111	17,539	26,266	19,932
Mariposa	17,410	2,861	4,487	220	1,191	839	7	1,340	1,968	3,077
Mendocino	87,628	18,988	18,049	1,460	5,515	3,615	37	5,636	8,376	16,366
Merced	268,672	80,205	29,347	6,166	14,571	7,870	114	11,373	17,722	53,417
Monterey	435,232	114,665	55,240	8,816	24,946	13,945	186	20,462	31,599	53,898
Napa	142,166	30,252	25,707	2,326	8,907	5,546	60	8,500	12,800	10,958
Nevada	99,107	17,346	25,252	1,334	6,682	4,697	42	7,495	10,992	10,662
Orange	3,172,532	712,640	442,981	54,790	193,316	111,066	1,348	165,460	255,357	348,173
Placer	380,531	85,400	72,139	4,566	23,645	15,122	161	23,413	35,090	27,340
Plumas	18,427	3,189	4,883	245	1,267	902	8	1,446	2,118	2,312
Riverside	2,387,741	613,935	331,531	47,201	138,861	79,941	1,015	119,793	182,153	359,774
Sacramento	1,514,460	363,059	205,786	27,913	90,121	51,327	643	76,049	117,249	243,760
San Benito	59,414	15,575	7,255	1,197	3,437	1,930	25	2,852	4,441	6,206
San Bernardino	2,140,096	573,306	237,432	44,077	121,553	65,711	910	95,271	149,172	369,012
San Diego	3,317,749	728,325	446,038	55,996	201,462	112,570	1,413	165,134	254,999	400,028
San Francisco	870,887	118,143	129,116	9,083	58,228	32,166	371	46,810	72,112	87,690
San Joaquin	733,709	201,363	90,581	15,481	41,538	23,267	312	34,236	53,020	105,268
San Luis Obispo	282,887	50,703	53,512	3,898	18,338	11,297	121	17,180	25,754	29,345
San Mateo	764,797	161,522	116,554	12,418	47,599	27,988	325	42,065	64,484	50,438
Santa Barbara	446,170	99,911	65,339	7,681	26,912	15,336	190	22,599	34,481	59,468
Santa Clara	1,919,402	433,176	245,292	33,304	115,974	64,533	817	94,790	147,337	175,627

O4-34  
Cont.

# APPENDIX T0 (Continued)

STATE TABLES

CALIFORNIA (cont.)

American Lung Association in California

[www.lung.org/california](http://www.lung.org/california)

County	Total Population			Lung Diseases				Other Health Conditions		
	Total Population	Under 18	65 & Over	Lung Diseases				Cardiovascular Disease	Diabetes	Poverty
				Pediatric Asthma	Adult Asthma	COPD	Lung Cancer			
Santa Cruz	274,673	54,024	40,963	4,154	17,305	9,978	117	14,856	22,819	35,339
Shasta	179,631	38,614	36,570	2,969	11,316	7,373	76	11,472	17,069	30,359
Siskiyou	43,603	8,789	10,502	676	2,835	1,970	19	3,131	4,599	8,109
Solano	440,207	99,277	64,554	7,633	26,868	15,692	187	23,525	36,133	48,701
Sonoma	503,070	100,840	91,781	7,753	32,060	19,974	214	30,648	46,229	46,604
Stanislaus	541,560	147,117	69,159	11,311	30,793	17,381	230	25,639	39,572	77,913
Sutter	96,651	25,254	14,669	1,942	5,622	3,345	41	5,035	7,651	16,390
Tehama	63,276	15,221	11,725	1,170	3,845	2,452	27	3,792	5,679	13,060
Tulare	440,437	143,811	50,350	11,057	24,506	13,323	196	19,309	30,030	112,387
Tuolumne	53,804	8,960	13,297	689	3,639	2,503	23	3,963	5,822	7,781
Ventura	849,738	200,360	123,933	15,404	51,235	30,037	361	45,110	69,257	81,792
Yolo	215,802	45,971	26,056	3,534	13,010	6,881	92	9,801	15,231	39,303
<b>Totals</b>	<b>39,076,756</b>	<b>9,053,873</b>	<b>5,320,350</b>	<b>696,088</b>	<b>2,347,448</b>	<b>1,331,886</b>	<b>16,615</b>	<b>1,969,792</b>	<b>3,038,550</b>	<b>5,498,967</b>

O4-34  
Cont.

# APPENDIX T0 (Continued)

STATE TABLES

## CALIFORNIA

American Lung Association in California

[www.lung.org/california](http://www.lung.org/california)

### HIGH OZONE DAYS 2014-2016

County	Orange	Red	Purple	Wgt. Avg.	Grade
Alameda	29	2	0	10.7	F
Amador	23	0	0	7.7	F
Butte	33	0	0	11.0	F
Calaveras	43	1	0	14.8	F
Colusa	0	0	0	0.0	A
Contra Costa	15	0	0	5.0	F
El Dorado	94	16	0	39.3	F
Fresno	195	54	1	92.7	F
Glenn	1	0	0	0.3	B
Humboldt	0	0	0	0.0	A
Imperial	50	1	0	17.2	F
Inyo	11	0	0	3.7	F
Kern	236	48	1	103.3	F
Kings	122	8	0	44.7	F
Lake	0	0	0	0.0	A
Los Angeles	212	73	6	111.2	F
Madera	114	11	0	43.5	F
Marin	0	0	0	0.0	A
Mariposa	47	1	0	16.2	F
Mendocino	0	0	0	0.0	A
Merced	92	5	0	33.2	F
Monterey	0	0	0	0.0	A
Napa	0	0	0	0.0	A
Nevada	89	7	0	33.2	F
Orange	30	6	0	13.0	F
Placer	68	10	0	27.7	F
Plumas	DNC	DNC	DNC	DNC	DNC
Riverside	233	84	3	121.7	F
Sacramento	82	9	0	31.8	F
San Benito	9	0	0	3.0	D
San Bernardino	212	126	18	145.7	F
San Diego	104	3	0	36.8	F
San Francisco	0	0	0	0.0	A
San Joaquin	52	3	0	18.8	F
San Luis Obispo	18	1	0	6.5	F
San Mateo	1	0	0	0.3	B
Santa Barbara	8	2	0	3.7	F
Santa Clara	13	0	0	4.3	F

### HIGH PARTICLE POLLUTION DAYS 2014-2016

24-Hour					Annual	
Orange	Red	Purple	Wgt. Avg.	Grade	Design Value	Pass/Fail
6	0	0	2.0	C	9.5	PASS
DNC	DNC	DNC	DNC	DNC	DNC	DNC
3	1	0	1.5	C	8.5	PASS
1	1	1	1.5	C	8.2	PASS
3	1	0	1.5	C	7.3	PASS
1	0	0	0.3	B	9.2	PASS
DNC	DNC	DNC	DNC	DNC	DNC	DNC
53	25	0	30.2	F	14.1	FAIL
DNC	DNC	DNC	DNC	DNC	DNC	DNC
0	0	0	0.0	A	5.8	PASS
26	5	0	11.2	F	12.9	FAIL
7	9	1	7.5	F	7.2	PASS
72	33	0	40.5	F	18.4	FAIL
55	29	0	32.8	F	22.0	FAIL
1	0	0	0.3	B	3.6	PASS
24	4	0	10.0	F	INC	INC
36	11	0	17.5	F	13.3	FAIL
3	0	0	1.0	C	8.6	PASS
DNC	DNC	DNC	DNC	DNC	DNC	DNC
2	2	0	1.7	C	7.6	PASS
39	3	0	14.5	F	11.8	PASS
4	8	0	5.3	F	6.5	PASS
1	0	0	0.3	B	10.4	PASS
1	1	0	0.8	B	5.0	PASS
8	0	0	2.7	D	INC	INC
1	3	1	2.5	D	7.6	PASS
29	3	0	11.2	F	15.0	FAIL
36	2	0	13.0	F	14.5	FAIL
13	0	0	4.3	F	9.3	PASS
0	0	0	0.0	A	4.4	PASS
22	1	0	7.8	F	INC	INC
3	1	0	1.5	C	8.8	PASS
0	0	0	0.0	A	7.6	PASS
39	3	0	14.5	F	12.2	FAIL
5	0	0	1.7	C	10.7	PASS
0	0	0	0.0	A	7.0	PASS
0	0	0	0.0	A	7.7	PASS
4	1	0	1.8	C	8.9	PASS

O4-34  
Cont.

# APPENDIX T0 (Continued)

STATE TABLES

CALIFORNIA (cont.)

American Lung Association in California

[www.lung.org/california](http://www.lung.org/california)

County	HIGH OZONE DAYS 2014-2016					HIGH PARTICLE POLLUTION DAYS 2014-2016					Annual	
	Orange	Red	Purple	Wgt. Avg.	Grade	24-Hour				Design Value	Pass/Fail	
						Orange	Red	Purple	Wgt. Avg.			Grade
Santa Cruz	0	0	0	0.0	A	12	0	0	4.0	F	5.2	PASS
Shasta	28	0	0	9.3	F	0	1	0	0.5	B	6.0	PASS
Siskiyou	0	0	0	0.0	A	2	2	0	1.7	C	INC	INC
Solano	4	0	0	1.3	C	5	0	0	1.7	C	8.9	PASS
Sonoma	0	0	0	0.0	A	0	0	0	0.0	A	6.4	PASS
Stanislaus	87	7	0	32.5	F	48	6	0	19.0	F	13.0	FAIL
Sutter	45	1	0	15.5	F	4	0	0	1.3	C	9.1	PASS
Tehama	68	6	0	25.7	F	INC	INC	INC	INC	INC	INC	INC
Tulare	229	41	0	96.8	F	15	9	0	9.5	F	16.2	FAIL
Tuolumne	65	7	0	25.2	F	DNC	DNC	DNC	DNC	DNC	DNC	DNC
Ventura	36	0	0	12.0	F	0	0	0	0.0	A	9.2	PASS
Yolo	8	0	0	2.7	D	0	0	0	0.0	A	6.6	PASS

O4-34  
Cont.

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## O5 BUENA VISTA AUDUBON SOCIETY (2)

Comment Letter O5



Buena Vista Audubon Society  
P.O. Box 480  
Oceanside, CA 92049

Robert Dmohowski  
Planning Department  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

September 10, 2018

Sent by email: [rdmohowski@ci.oceanside.ca.us](mailto:rdmohowski@ci.oceanside.ca.us)

Subject: Comments on North River Farms Development DEIR

Dear Mr. Dmohowski:

I am writing on behalf of the Buena Vista Audubon Society, an organization located in the City of Oceanside that was chartered in 1951 as the coastal North San Diego County chapter of the National Audubon Society, and now has approximately 2,200 member households. We have approximately 350 volunteers and operate a range of programs to promote protection and appreciation of the natural environment.

The proposed North River Farms development includes 689 housing units, a hotel and commercial development on 176.6 acres in the South Morro Hills area of Oceanside. The property is currently zoned as an Agricultural District and supports farmland with various agricultural activities. It is bordered to the south and southwest by a loop of the San Luis Rey River, a major waterway and wildlife corridor in San Diego County.

### Agriculture

This development is considered urban sprawl, as it moves people into a rural area with long commutes to jobs and trips to access services. It goes counter to the direction of State Agencies including SANDAG that promotes 'Smart Growth' focusing growth in areas that are already urbanized, near transportation hubs, jobs, services, and sources of entertainment. This is intended to preserve agricultural resources and open space, for the economic benefits and recreational opportunities that they provide. The project is inconsistent with the Oceanside Land Use Element agricultural policy that includes a statement to "assure the integrity and viability of remaining agriculturally zoned properties in South Morro Hills and prevent land use conflicts between agricultural and non-agricultural uses."

This single project represents about 7% of the agriculturally zoned land and was one of very few large parcels. Consequently its impact would be greater than might otherwise be expected. The staff report concluded it "would have a significant impact on the agricultural productivity on the rest of Morro Hills." It stated that further evaluation would be needed to assess buffers for potential land use conflicts. The developer's plan to include agriculture within the residential development is not realistic

O5-1

O5-2

## APPENDIX T0 (Continued)

to anyone familiar with the various conflicts that occur between agricultural operations adjoining residential development, not limited to insects, farm chemicals, odors, etc.. Therefore, this project would impose a significant and unmitigated impact on agriculture in Oceanside and North County.

↑ O5-2  
Cont.

### Housing, Growth Inducing, Fire Protection

Proponents emphasize the need for affordable housing but this project is not included as part of Oceanside Housing Element and its plan to achieve the additional housing units specified for each income level per the regional Housing Needs Assessment. Furthermore, its location far from jobs and inconvenience for public transit will make it very unlikely this would serve any low income housing needs. In addition, it is stated in the DEIR that the project as proposed, with its expanded roads and commercial development, would have significant growth inducing impacts that are significant and unavoidable. Unfortunately, there are other environmental impacts that the DEIR indicates are significant and unavoidable, namely fire protection, and two road intersections needed to access the development. If a project's impacts are stated to be significant and unavoidable, particularly with regard to fire protection, the DEIR alternative projects should be considered to reduce impacts to the community and its residents.

O5-3

### GreenHouse Gas Emissions (GHG) and Air Quality

Scientists, for the most part, are in agreement and everyone is now aware that GHG emissions contribute to climate change. To reduce these impacts, the State requires that each city prepare a Climate Action Plan to show in concrete ways how they plan to reduce carbon emissions. The baseline for carbon emissions is projected from residential and commercial development as set out in the City's General Plan. The requested General Plan Amendment would increase GHG emissions and thwart efforts to reduce emissions in the Oceanside Climate Action Plan. The project emissions will increase community wide GHG emissions from the city and these will require mitigation. It is not sufficient to say the project will achieve the per capita thresholds because the population increase has not been accounted for. Achieving the per capita reductions for this single project – when all of these emissions are being added to the baseline community wide emissions per year is a significant adverse impact that has not been properly identified or mitigated. Furthermore, these emissions should be mitigated within the jurisdiction where they occur, and not through carbon offsets outside the city of Oceanside.

O5-4

### Biological Resources

Agricultural lands themselves, whether they include preferred habitat or not, have substantial benefits for wildlife, from forage in fields by small mammals to birds of prey. This land use provides substantial opportunities for forage, cover and migration of birds, mammals, amphibians and seed dispersal for native plants in adjacent canyons, river banks, and habitat patches. Although it is not the same as high quality habitat, it has a value for wildlife movement, particularly as this property adjoins the San Luis Rey River which is a magnet for wildlife and a significant east-west wildlife corridor. The draft Oceanside Sub Area Plan, of the Habitat Conservation Plan, designates this property as an Agricultural Exclusion Zone that when converted to nonagricultural uses invokes additional conservation guidelines, specifically relating to the San Luis Rey River and to biological buffers, the assessment of wildlife movement and habitat linkages inside and outside the City, and project design and maintenance to enhance those movement corridors.

O5-5

The river banks and buffers provide important feeding, resting and breeding space for wildlife. Converting it with hundreds of new homes removes all of that secondary value while also adding additional impacts to the little remaining habitat. The edge effect of development including light,

## APPENDIX T0 (Continued)

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noise, litter, domestic cats and dogs, and human activity impacts, would degrade the habitat value along the San Luis Rey riparian environment. This is important because two federally endangered species were found nearby associated with this riparian habitat - the Least Bell's Vireo was identified offsite 0.5 miles from the property and Southwest Willow Flycatcher was identified 100 ft. offsite. The isolated patches of agriculture incorporated into the project would not provide adequate biological function. The map delineation of the 100 ft. buffer is partly outside the project boundary and there is no discussion of use restrictions or who would manage it for the longterm. In addition, the proposed realignment of North River Road would result in impacts to wetlands with no discussion of why avoidance or minimization was not pursued.

O5-5  
Cont.

Throughout San Diego County, growth into rural areas puts increasing strains on remaining habitat and wildlife. Increased population results in more and more people using fewer and fewer acres of land – especially for outdoor recreation. The DEIR fails to comply with the draft Sub Area Plan and would result in significant and unmitigated cumulative effects to wildlife.

### Conclusion

In conclusion, the North River Farms development is not consistent with the Oceanside General Plan and policies, which were developed with much effort and community input. It will have environmental impacts that we feel are not adequately addressed or mitigated in the DEIR, and some impacts are described as unavoidable. When impacts are unavoidable, the developer should be directed to redesign the project or select DEIR Alternatives that reduce environmental impacts. A thorough review of any developer revised plan should be available for public review to ensure Oceanside residents that all environmental impacts are avoidable or mitigated.

O5-6

For the reasons cited above, we ask that the City Council not accept the DEIR and deny approval of the project as proposed.

Thank you for your consideration of our views on this important decision.

Sincerely,

Joan Herskowitz

Conservation Committee

Buena Vista Audubon Society

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06 SOUTH MORRO HILLS COMMUNITY ASSOCIATION

Comment Letter O6



NEUMEYER & DILLON LLP  
ATTORNEYS AT LAW

CHARLES S. KROLIKOWSKI  
Charles.Krolikowski@ndf.com

File No.  
4002.101

September 17, 2018

VIA U.S. MAIL & E-MAIL RDMOHOWSKI@CI.OCEANSIDE.CA.US

Rob Dmohowski  
Associate Planner  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Re: Comment on the Draft Environmental Impact Report for the North River Farms  
Planned Development Plan (SCH # 2017111069)

Dear Mr. Dmohowski:

On behalf of the South Morro Hills Association and in accordance with the California Environmental Quality Act ("CEQA"), we submit this comment to the City of Oceanside's (the "City") Draft Environmental Impact Report ("DEIR") for the North River Farms Planned Development Plan ("Project").<sup>1</sup>

Overall, the DEIR reveals that the City has failed to undertake the type of thorough analysis that CEQA requires before approving the Project. Instead, and as set forth below, this DEIR minimizes the real and significant environmental harms that will result from building this high-density development.

If the City certifies the DEIR as is, each of the defects identified below will independently render the Final EIR unlawful and subject to court challenge.

**1. The DEIR Fails to Meet Many of CEQA's Most Basic Legal Requirements.**

**a. The DEIR's Project Description is Inaccurate, Incomplete, Inconsistent, and Inadequate—as is the Resulting Environmental Analysis.**

An Environmental Impact Report ("EIR") is at the heart of the environmental control process established by CEQA.<sup>2</sup> A proper EIR provides the public and governmental

O6-1  
O6-2

<sup>1</sup> (See generally Dudek, Draft North River Farms Environmental Impact Report, July 2018, <https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/nrfpd.asp> (hereafter DEIR).)

<sup>2</sup> (*Ibid.*; see also 14 Cal. Code Regs., § 15124.)

<p>1533 N. CALIFORNIA BLVD SUITE 600 WALNUT CREEK, CA 94590 T 925 880 3200 F 925 880 9290</p>	<p>895 DOVE STREET 5TH FLOOR NEWPORT BEACH, CA 92660 T 949 854 7000 F 949 854 7099</p>	<p>3800 HOWARD HUGHES PKWY SUITE 700 LAS VEGAS, NV 89169 T 702 777 7500 F 702 777 7549</p>
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decisionmakers with detailed information on a project's likely environmental effects, describes the ways of minimizing such effects, and considers potential alternatives to a project.<sup>3</sup>

An accurate project description "is the *sine qua non* of an informative and legally sufficient EIR."<sup>4</sup> When a proposed project is accompanied by an inaccurate or incomplete description, it undermines CEQA by drawing "a red herring across the path of public input."<sup>5</sup>

A court will reject an EIR with an incomplete or inaccurate project description because, as the court stated in *County of Inyo v. City of L.A.*:

Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the "no project alternative") and weigh other alternatives in the balance.<sup>6</sup>

Because CEQA defines "project" as "the whole of an action,"<sup>7</sup> an EIR must also describe the entire proposed project—not a piecemeal version.<sup>8</sup> A project description must include future expansion or later phases of a project that will foreseeably result from project approval.<sup>9</sup> Additionally, the EIR's project description must be internally consistent. If not, it cannot provide a vehicle for informed public participation in the decision-making process.<sup>10</sup>

Here, the Project proposes a large-scale planned residential development that contemplates "***the development of up to 689 dwelling units for an overall density of approximately 4 dwelling units per gross acre.***"<sup>11</sup> The DEIR describes the Project and its objectives as including the "underlying purpose" of implementing a "planned residential mixed-use, and sustainable community on existing agricultural land[.]"<sup>11</sup> However, when read in context, the Project's description is inaccurate, incomplete, and inconsistent because it fails to identify, and thus properly consider, the changes to existing land use designations and density in the Project's 4 planning areas.

O6-2  
Cont.  
O6-3

<sup>3</sup> (Pub. Resources Code, §§ 21062.1, 21061, 21100.)

<sup>4</sup> (*County of Inyo v. City of L.A.* (1977) 71 Cal.App.3d 185, 193, 199 (hereafter *County of Inyo*)).

<sup>5</sup> (*Id.* at pp. 193, 199.)

<sup>6</sup> (*Id.* at p. 198.)

<sup>7</sup> (14 Cal. Code Regs., § 15378; see *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277, 1297; *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1220 (hereafter *Banning Ranch*)).

<sup>8</sup> (*East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 293; *Banning Ranch*, 211 Cal.App.4th at p. 1222; *Communities for a Better Envi. v. City of Richmond* (2010) 184 Cal.App.4th 70, 98.)

<sup>9</sup> (*Lawrel Heights Improvement Assn. v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376 (hereafter *Lawrel Heights*); 14 Cal. Code Regs., § 15126 [EIR's impact analysis must consider all phases of project].)

<sup>10</sup> (*County of Inyo*, 71 Cal.App.3d at p. 197 [shifting EIR description from groundwater pumping to replacing the entire aqueduct system].)

<sup>11</sup> (DEIR, at 3-1-3-2.) For the complete Project description, see DEIR, at 3-1-3-22.

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**i. The Governing Restrictions on Residential Development.**

Because the Project largely proposes the construction of residential dwelling units, it is important to first understand the governing restrictions on residential development.

Per the City's Zoning Ordinance,<sup>12</sup> residential districts such as those contemplated by the Project may be designated as follows: "RE" for Residential Estate District, "RS" for Single-Family Residential District, "RM" for Medium-Density Residential District, "RH" for High-Density Residential District, or "RT" for Residential Tourist District.<sup>13</sup> Depending on the designation, certain types of development are permitted. For example, an RS district allows for the construction of single-family residential units, but prohibits the construction of duplexes and townhomes.

Aside from categorizing the type of development permitted, the residential district designations also set the range of density allowed. Significantly, each district designation is associated with a particular base and maximum density, measured in dwelling units per gross acre. For the RS designation, the base density is 3.3 dwelling units per gross acre with a maximum density of 5.9 dwelling units per gross acre. For the RM designation, the Zoning Ordinance establishes three subcategories, RM-A, RM-B, and RM-C, each associated with an increase in density up to 20.9 units per gross acre.<sup>14</sup>

**ii. The Project's Description.**

Again, the Project proposes a large-scale planned development that contemplates the addition of up to 689 dwelling units within 4 planning areas. But, a brief review of the Project's history reveals that, from the outset, the Project anticipated a higher density development. As proposed in early 2017, the Project called for the construction of approximately 1,000 dwelling units on 176.64 acres of open land. Although the initial proposal also incorporated an agricultural aspect, City "planners concluded it's still far too many homes for the area" and "[m]any residents agree[d]." While the developer described the Project as a "sustainable, multi-generational agricultural community," the City and its residents understood that development at

O6-4

O6-5

<sup>12</sup> (See generally City of Oceanside, Zoning Ordinance [last accessed Sept. 2, 2018, at 2:24 p.m. PST], available at <https://www.ci.oceanside.ca.us/gov/dev/planning/zoning.asp> [hereafter Zoning Ordinance].) Although the Project comes through as a Planned Development District, it must still conform to the applicable residential development restrictions identified in the General Plan and land use designations. (Zoning Ordinance, § 1703, subd. (B) ["Residential unit types included in a PD Plan shall conform to the applicable residential unit type for the General Plan land use designations. . . ."]; City of Oceanside, General Plan, Section 2.3 Residential Development, at pp. 62–27 (June 2002) [prescribing the same base to maximum density range as the Zoning Ordinance for the purposes of residential development] [last accessed Sept. 6, 2018], available at <https://www.ci.oceanside.ca.us/gov/dev/planning/general.asp>.)

<sup>13</sup> (Zoning Ordinance, § 1010, at pp. 10-2-10-3.)

<sup>14</sup> (*Id.* at p. 10-2.)

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that density would impermissibly overburden the City's already limited resources and infrastructure.<sup>15</sup>

At present, the DEIR describes the Project as allowing “for the development of up to 689 dwelling units for an overall density of approximately 4 dwelling units per gross acre.”<sup>16</sup> Per the DEIR’s Project description, the Project includes a total of four planning areas: (1) Riverside Village, (2) Village Core, (3) North Village, and (4) Hilltop Village.<sup>17</sup> As shown in DEIR Table 3-1 below, each planning area is accompanied by a proposed use. For Riverside Village, a total of 28.4 acres is designated as “Single-Family” residential, 20.6 acres “RMA” and 7.8 “RMB.”<sup>18</sup> North Village and Hilltop Village also include designations for “Single-Family” residential, with 40.3 and 29.5 respective acres designated “RS.”<sup>19</sup> Only the Village Core identifies 13.8 acres as “Medium-Density Residential/Mixed Use Development.”<sup>20</sup>

**Table 3-1  
 Proposed Land Uses**

Planning Area	Category	Acreage/Unit
Riverside Village	Single-Family Residential (RMA)	20.6
	Single-Family Residential (RMB)	7.8
	Park	1.9
	Agriculture	13.3
	Water Quality Basin	1.7
Village Core	Medium-Density Residential/Mixed Use	13.8
	Park	1.8
	Agriculture	9.3
North Village	Single-Family Residential (RS)	40.3
	Park	3.6
	Agriculture	9.0
	Water Quality Basin	1.7
	Buffer	1.7
Hilltop Village	Single-Family Residential (RS)	29.5
	Park	2.8
	Buffer	4.1
	Habitat	0.6
	Backbone Roads	13.1
<b>Total</b>		<b>176.6</b>

↑ O6-5  
 Cont.

O6-6

<sup>15</sup> (Phil Diehl, Oceanside Says No to Rural Development, The San Diego Union Tribune (Feb. 28, 2017, 8:50 a.m. PST), <http://www.sandiegouniontribune.com/communities/north-county/sd-no-river-farms-20170228-story.html#>; Phil Diehl, Rural or Urban: Oceanside Examines Morro Hills (Mar. 12, 2017, 8:00 a.m. PST), <http://www.sandiegouniontribune.com/communities/north-county/sd-no-river-farms-20170312-story.html>.)

<sup>16</sup> (DEIR, *supra*, at 3-3 [emphasis added].)

<sup>17</sup> (*Id.* at 3-4-3-8.)

<sup>18</sup> (*Id.* at p. 3-4 [Table 3-1 Proposed Land Uses].)

<sup>19</sup> (*Ibid.*)

<sup>20</sup> (*Ibid.*)

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**iii. The Project’s Description Mischaracterizes Riverside Village as “Single-Family Residential” Development.**

At first glance, the Project’s description of the proposed land uses may appear sufficient. However, read in context with the governing restrictions on residential development, it becomes misleading, inaccurate, and incomplete, as it does not reflect the projected density of the proposed development or its substantial likelihood of future expansion. Upon closer inspection, the individual planning areas reveal a much higher projected density, consistent with the Project as initially proposed in early 2017.

For purposes here, the pertinent designations include the RS and RM designations. The RS designation, referenced in describing the proposed land use for North Village and Hilltop Village, is the only residential district designation for “single-family” residential developments.<sup>21</sup> Per the Zoning Ordinance, the RS designation is intended to “provide opportunities for single-family residential land use” and specifically excludes the construction of “[d]uplexes, triplexes and fourplexes,” as all new residential construction in an RS district must be single-family dwellings or approved accessory structures.<sup>22</sup> Importantly, an RS district’s base density is 3.6 dwelling units per gross acre, with a maximum density of 5.9.<sup>23</sup>

In contrast, the RM designation, used to describe Riverside Village, contemplates medium-density development and specifically excludes “single-family residential” dwellings, contrary to representations made in the DEIR.<sup>24</sup> In fact, the RM designation expressly prohibits the construction of single-family dwellings in favor of “patio homes, duplexes, townhouses, multi-dwelling structures, and cluster housing[.]”<sup>25</sup> Unless preexisting, “no new single-unit conventional (SU-C) single-family dwellings, as defined in this Article, shall be permitted” in an RM district.<sup>26</sup> Also significant, RM designations, unlike RS designations, allow for a maximum density of up to 20.9 dwellings per gross acre.

Thus, to characterize the development contemplated in Riverside Village as “Single-Family Residential” is not only misleading, but inaccurate, as a single-family dwelling *cannot* be constructed in Riverside Village under the identified designations RMA or RMB.

**iv. The Project Allows for the Construction of 1,000 Dwelling Units, Not Just 689.**

Aside from improperly characterizing the nature of the development in Riverside Village as “single-family” residential, the DEIR’s vague references to the residential districts result in an

<sup>21</sup> (Compare DEIR, at 3-4, Table 3-1 Proposed Land Uses [describing North Village and Hilltop Village as “Single-Family Residential (RS)”]; with Zoning Ordinance, § 1010, at p. 10-2 [“RS Single-Family Residential District”].)

<sup>22</sup> (Zoning Ordinance, § 1010, at p. 10-2.)

<sup>23</sup> (*Ibid.*)

<sup>24</sup> (Compare DEIR, at 3-4, Table 3-1 Proposed Land Uses [describing Riverside Village as “Single-Family Residential” but using the RMA and RMB designations]; with Zoning Ordinance, § 1010, at p. 10-2 [“RM Medium-Density Residential District”].)

<sup>25</sup> (Zoning Ordinance, § 1010, at p. 10-2.)

<sup>26</sup> (*Ibid.*)

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inaccurate and incomplete estimation of proposed density. While the DEIR frequently refers to development as contemplating a maximum of 689 units at 4 units per gross acre, using the proposed designations as outlined in the Project description allows for development at a much higher density.

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Cont.

### v. The Project Description Allows for Construction of at Least 732 Dwelling Units at Riverside Village, North Village, and Hilltop Village, Alone.

Again, the DEIR identifies Riverside Village as having 20.6 acres designated RMA and 7.8 acres designated RMB. North Village and Hilltop Village include designations for single-family residential, RS, at 40.3 and 29.5 acres, respectively.<sup>27</sup> Village Core's designation as stated in the DEIR does not clearly correspond to a designation in the City's Zoning Ordinance, but it does generally categorize 13.8 acres as "medium-density residential/mixed use development[.]"<sup>28</sup>

↑ O6-10

Momentarily putting aside the Project's improper failure to meaningfully describe Village Core's proposed designation, the Project's description of the Riverside Village, North Village, and Hilltop Village planning areas allows for development at a much higher density than that contemplated in the DEIR.

As to Riverside Village, the DEIR describes the proposed land uses as including 20.6 acres zoned RMA and 7.8 acres zoned RMB. Per the Zoning Ordinance, RM-A, or "RMA" as used in the DEIR, is a Medium Density A District with a base density of 6.0 dwelling units per gross acre and a maximum potential density of 9.9.<sup>29</sup> RM-B, or "RMB" as used in the DEIR, refers to a Medium Density B District, which requires an increased base density of 10.0 dwelling units per gross acre with a maximum potential density of 15.0.<sup>30</sup>

↑ O6-11

Accordingly, the 20.6 acres designated RMA for Riverside Village can have a maximum potential density of 9.9 dwelling units per gross acre, whereas the 7.8 acres designated RMB can have a maximum density of 15.0 dwelling units per gross acre. Based on this, we can estimate that the maximum dwelling units in Riverside Village could be up to 203 for the portion identified zoned RMA (9.9 dwelling units multiplied by 20.6 acres). For the 7.8 acres zoned RMB, the Project description allows for the construction of up to 117 dwelling units (15.0 multiplied by 7.8). In total, the maximum number of dwelling units authorized by the Project's description of the Riverside Village planning area alone is 320 units.

Likewise, using the RS district's maximum density of 5.9 dwellings per gross acre, North Village and Hilltop Village could add an additional 411 dwelling units.<sup>31</sup> For North Village, a

↓ O6-12

<sup>27</sup> (DEIR, at 3-4, Table 3-1 Proposed Land Uses.)

<sup>28</sup> (*Ibid.*)

<sup>29</sup> (Zoning Ordinance, § 1010, at p. 10-2.)

<sup>30</sup> (*Ibid.*)

<sup>31</sup> (*Ibid.*)

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total of 237 additional units could be constructed (40.3 acres multiplied by 5.9 dwellings per acre). Hilltop Village could add 174 dwelling units (29.5 by 5.9).

Thus, based on the designations provided in the Project's description, the total dwelling units contemplated for 3 of the 4 identified planning areas (Riverside Village, Village Core, and North Village), could include up to about 732 dwelling units, already in excess of the 689 dwelling units identified as the maximum density in the DEIR.

**vi. The Project Authorizes at Least 288 Additional Units in the Village Core Planning Area for a Total of 1,020 Dwelling Units.**

Again, because the DEIR refers to the Village Core as "Medium-Density Residential/Mixed Use," it is unclear which associated land use designation and density restriction applies. This is, in itself, problematic as it does not allow an accurate projection of the Project's proposed density.

Regardless, because the Project description does propose a "Medium-Density" residential development for Village Core, using the RM classifications to estimate proposed density makes sense. Using the RM classification, Village Core's maximum potential density could be up to 20.9 dwelling units per gross acre. This would add an additional 288 units (20.9 dwelling units multiplied by 13.8 acres).

On whole, this conservative estimate of the Project's potential development would result in a total of 1,020 dwelling units,<sup>32</sup> well beyond the 689 units referenced in the Project's description and used as the basis for the analysis conducted in the DEIR. Unsurprisingly, 1,020 dwelling units is much closer to the proposed Project's initial estimate of approximately 1,000 units.<sup>33</sup> Although this higher estimate accurately reflects the projected development based on the Project description, it could also be included independently as representative of the substantial likelihood of future development.

Aside from being consistent with the Project as originally proposed, these higher density estimates align with similar projects constructed by the same developer in the area. For example,

<sup>32</sup> This estimate is conservative because the Project description, in conjunction with the Zoning Ordinance, could easily authorize development based on total gross acreage for each of the planning areas. If we instead use the gross acreage of each planning area as identified in Table 3-2 of the DEIR, the amount of dwelling units increases to 1,546—over 2 times the estimated 689 units relied upon as the basis for the DEIR. For Riverside Village, with a gross acreage of 45, the total dwelling units could be up to 474 (45.2 multiplied by 10.5 units per gross acre, the average of the RMA and RMB designations). For Village Core, it could be up to 520 units (gross acreage 24.9 multiplied by the RMC density of 20.9). For North Village and Hilltop Village, the combined total could be an additional 551 dwelling units (93.4 gross acres multiplied by 5.9, the maximum density for RS districts). For gross acreage of each planning area, see DEIR, at 3-5, Table 3-2 Proposed General Plan Land Use Designations and Zoning by Planning Area.

<sup>33</sup> Both articles discuss the proposed development as including approximately 1,000 dwelling units, see sources cited, *supra*, fn. 16.

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| O6-14  
| O6-15  
| O6-16  
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the developer's Palomar Station in nearby San Marcos plans for 370 apartments on 15 acres.<sup>34</sup> Likewise, the developer's Mission Lane master-planned community, also in Oceanside, "calls for up to 420 homes on 35.5 acres".<sup>35</sup> The boutique hotel proposed in the current Project iteration is unlikely to remain within the range estimated and evaluated in the current DEIR. It will likely result in a hotel that will never be built and will likely transform into three story condominiums, similar to the Villa Stora project.

Even the City, on the same webpage that it hosts the DEIR, lists a "Project Description" that sets an entirely different maximum build-out:

**Project Description:** The North River Farms project application represents a request for a General Plan Amendment, Zone Amendment, Tentative Map and Development Plan for the North River Farms Planned Development Plan. Located on a 177-acre site on North River Road between Stallion Drive and Wilshire Road, the project proposes to construct 725 dwelling units with associated agricultural, commercial, and recreational uses. The Planned Development would constitute the zoning, use regulations, and development criteria for future development of the property. The project area would be divided into four planning areas supporting different housing types and farm plots.

The Riverside Village would consist of 45.1 acres of medium density residential (RMA and RMB) uses. This area includes 12.9 acres of agricultural uses, and 4.2 acres of open space/recreational. Residential densities in the Riverside Village would range from 6.0 to 15.0 dwelling units to the acre.

The Village Core would consist of 25.0 acres of mixed uses including a hotel, maker spaces, retail shops, a farmers market venue, collaborative work spaces, a park, farm facilities, and an education pavilion. Residential densities in the core would range from 15.1 – 20.0 dwelling units to the acre.

The North Village would consist of 51.8 acres of single-family and medium density residential (RS, RMA) uses. Residential densities in the North Village would range from 3.6 to 9.9 dwelling units to the acre.

The Hilltop Village would consist of 41.4 acres of single-family detached homes. The base density would range from 3.6 dwelling units per acre to a maximum density of 5.9 dwelling units per acre.<sup>36</sup>

Thus, as further detailed below, the DEIR must be substantially revised to adequately, accurately, and completely describe the Project in a way that includes its maximum build-out

<sup>34</sup> *Ibid.*

<sup>35</sup> *Ibid.*

<sup>36</sup> (City of Oceanside, North River Farm Planned Development Project, available at <https://www.ci.oceanside.ca.us/agv/dev/planning/project/nrfp.asp> (last accessed Sept. 6, 2018 at 6:10 p.m. PST).)

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O6-19

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potential. For these reasons, among others, the City must also revise its environmental analysis accordingly.

↑ O6-19  
Cont.

### b. The DEIR Improperly Assumes a Post-Development Baseline.

The idea of a “baseline” in the context of a DEIR is a fundamental tenet of its legitimacy. As a general matter, a baseline is important in part because it operates as the starting point by which all future comparison is made. It follows that an EIR, like the DEIR here, which purports to report the environmental impacts of a proposed project, must start at the beginning. In other words, the baseline used as the yardstick by which relative change is measured must, itself, be a sound source for comparison.

Experts explain the concept of a false baseline as the shifting “waistline” problem. For many of the same reasons it would be difficult to determine weight loss if the starting scale measured you 30 pounds underweight, an EIR is likewise of little value if potential impacts and alternatives are evaluated relative to a false or shifting starting point. CEQA acknowledges this by defining how a project must determine its baseline. According to Title 14 Section 15125(a), a baseline condition must reflect existing conditions when a notice of preparation (“NOP”) is published. If no NOP is published, the baseline must reflect the time at which environmental analysis is commenced.<sup>37</sup>

↑ O6-20

Here, the NOP for the project was published in 2017 and the Project site was, and still is, currently zoned Agricultural (A) with a Scenic Park (SP) overlay on the south side of N. River Road.<sup>38</sup> Therefore, baseline conditions should reflect the existing conditions, applicable plan designations, and zoning for the Project area in effect at the time. Yet, the DEIR’s impact analysis and conclusions are based on the assumed approval of the underlying entitlements it purports to evaluate.<sup>39</sup> For example, in its evaluation of change in aesthetics, the DEIR answers the question of whether the Project would adversely impact the scenic vista as though the approval had already occurred:

↑ O6-21

Would the project have a substantial adverse effect on a scenic vista? [...] With the future approval and adoption of the rezone from A and A (SP) to PD, the proposed project would not conflict with applicable land use plans or ordinances, as it relates to scenic resources (refer to Section 4.11, Land Use and Planning). [...] Because, the City has not designated any portion of N. River Road as a scenic corridor or as a scenic vista, and because current views are brief and partial

<sup>37</sup> (14 Cal. Code Regs., § 15125, subd. (a).)

<sup>38</sup> (Notice of Preparation (NOP), Environmental Impact Report (Nov. 22, 2017), available at <https://www.ci.oceanside.ca.us/civica/filebank/blobdownload.asp?BlobID=46470>.) Unsurprisingly, the possible density unit range identified in the NOP is 985–1,935. Again, well above the density evaluated in the DEIR. (See *id.*, at Tbl.-1 North River Farms Development Plan, at p. 2.)

<sup>39</sup> In addition to the example above, the Sierra Club’s comment, dated September 7, 2018, identifies and discusses issues regarding the baseline with respect to air quality impacts, among other issues identified that are important for consideration in revising this DEIR.

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obstructed, the proposed project would not adversely affect scenic or panoramic views away from the project site. Impacts would be less than significant.<sup>40</sup>

Similar issues exist throughout the DEIR. Thus, because the DEIR evaluates the Project against a false or shifting baseline that is inconsistent with existing baseline conditions, the resulting analysis likewise fails, rendering the DEIR legally insufficient.

**c. The DEIR Fails to Properly Evaluate Inconsistencies with Existing Land Use Designations, Allowing for Only 61 Dwelling Units in the Project Area.**

Separately, the Project fails to properly consider its impacts relative to the applicable general, regional, and specific plans.<sup>41</sup> This also renders the Project's DEIR legally inadequate.

CEQA guidelines require an evaluation of the Project in its existing environmental and regulatory setting—not in a vacuum. Accordingly, an EIR must discuss and evaluate inconsistencies between the proposed Project and its applicable general, specific, and regional plans.<sup>42</sup>

Here, existing land use designations allow for a maximum density of 61 dwelling units for the entire Project area. This is consistent with the applicable general, regional, and specific plans, but entirely inconsistent with the massive development proposed by this Project. Another example of this inconsistency is that the City's General Plan permits residential development only where such development does not interfere with existing agricultural resources. Although the DEIR acknowledges that the entire Project site will be considered a significant agricultural resource based on the Land Evaluation and Site Assessment Model ("LESA"), it still fails to properly consider the significant impacts or mitigation thereof in accordance with the same. Thus, the DEIR likewise fails for improperly evaluating those inconsistencies in accordance with CEQA.

**2. Conclusion**

The adequacy of an EIR's project description is inextricably linked to the adequacy of its analysis of environmental effects. If the description, baseline, and consistency requirements are not met, the resulting environmental analysis will likely reflect the same mistakes.<sup>43</sup> For example, if an EIR bases its cumulative impact analyses on general plan projections, it must explain why these projections function as a realistic predictor of related impacts.<sup>44</sup> Moreover, a general plan's projections of future growth and related impacts are an inadequate basis for an

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<sup>40</sup> (DEIR, at 4.1-14-4, 1-15, 4, 1-16.)

<sup>41</sup> (14 Cal. Code Regs., §15125, subd. (d).)

<sup>42</sup> (*Ibid.* ["applicable" plans have been adopted and legally apply to a proposed project].)

<sup>43</sup> (See *Laurel Heights*, *supra*, 47 Cal.3d 376 [EIR failed to describe or analyze project accurately].)

<sup>44</sup> (See 14 Cal. Code Regs. § 15130, subd. (b)(1)(B).)

4002.101 / 7773680.2

# APPENDIX T0 (Continued)

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EIR's cumulative impact analysis if the plan's projections do not cover a sufficiently wide area or exclude relevant data.<sup>45</sup>

This is particularly true in situations like those at issue here, where the Project as originally envisioned was a higher density development and the DEIR's statements regarding Project density are inconsistent, vague, and often incomplete. Because the DEIR relies on inaccurate estimates of projected development density, the analysis that follows is also flawed. In sum, limiting the DEIR analysis to 689 units qualifies as impermissible CEQA piecemealing. It follows that the other specific DEIR analyses related to traffic, air quality, public resources, etc., must likewise be revised to adequately consider the potential for full build-out relative to the existing environmental conditions at the time of the NOP.

In addition to the problems identified in this comment and the various additional comments submitted, the DEIR also fails to properly consider cumulative impacts; improperly rejects feasible alternatives; insufficiently considers the traffic and circulation impacts;<sup>46</sup> fails to evaluate the impacts on ingress/egress in the event of an earthquake or fire (like the recent Lilac Fire), either of which would require a mandatory evacuation via this route; fails to properly substantiate the significance threshold for greenhouse gas emissions and their reduction from proposed mitigation measures; and fails to propose adequate mitigation and ignores feasible alternatives, among other major inadequacies.

Once the DEIR is revised to include an accurate Project description, then additional substantive issues may be raised and addressed. South Morro Hills Association reserves its right to submit supplemental information and evidence up to the public hearing on the Project.<sup>47</sup>

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↑ O6-26

↓ O6-27

<sup>45</sup> (See *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692 [no explanation of why analysis of cumulative air quality impacts was limited to Central Valley]; *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421 [air quality analysis defective for failure to include contribution to pollution from offshore oil operations].)

<sup>46</sup> For a detailed review of issues related to traffic and circulation, please see the comment from the Department of Transportation ("Caltrans"), dated September 10, 2018. In that comment, Caltrans identifies several problems with the traffic studies, including inconsistent inclusion of a new interchange at Rancho Del Oro and SR-78; incorrect land configurations; improper use of condominium and apartment project trip generation instead of single-family detached; trip distribution using SR-76 appears low and unreasonable and needs to be substantiated; several SR-76 intersections need to be added to the network and analyzed; failure to include or justify the exclusion of several corresponding SR-76 segments and intersections; and, clarification of several impact findings at various locations.

<sup>47</sup> (See, e.g., *Galante Vineyards v. Monterey Peninsula Water Management* (1997) 60 Cal.App.4th 1109, 1119-1120 [applicant has right to present comments "prior to the close of the public hearing on the project."]; *Coal. for Student Action v. City of Fullerton* (1984) 153 Cal.App.3d 1194, 1197 [same principle].)

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## APPENDIX T0 (Continued)

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Please do not hesitate to contact me should you have any questions regarding the above.

↑ O6-27  
| Cont.

Sincerely,



Charles S. Krolkowski  
Newmeyer & Dillion, LLP

CSK:slt

cc: South Morro Hills Association

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# APPENDIX T0 (Continued)

## O7 FRIENDS OF LOMA ALTA CREEK

Comment Letter O7



550 Hoover St.  
Oceanside CA 92054  
nadia550@sbcglobal.net  
760-803-6813

September 17, 2018

City of Oceanside  
300 N. Coast Highway  
Oceanside CA 92054

Email: [RDmohowski@ci.oceanside.ca.us](mailto:RDmohowski@ci.oceanside.ca.us)  
Copy for official Record: [zbeck@ci.oceanside.ca.us](mailto:zbeck@ci.oceanside.ca.us)

RE: Draft EIR- North River Farms Comments

To whom it may concern:

Thank you for offering us the opportunity to comment on this proposed project. Friends of Loma Alta Creek (Friends) want to ensure all development in the City is appropriate and will not overly impact the natural resources of the area and will significantly contribute to sustainability of the City while complying with existing zoning, Housing Element, Land Use and other elements. We believe any project, particularly one of this scope and size, should have a positive public benefit not only for the direct area but for all who pay taxes, play, and work and do business in the Project Area and for the entire City.

07-1

We ask that the comment period be extended for two weeks due to problems with notifications and delays in bulk mailing as well as for the time required to properly analyze such a complex document on a highly controversial project.

### INFRASTRUCTURE:

- We do not find this project gives any added benefit to the city and indeed places a severe tax burden on the entire City of taxpayers to pay for upgrades and maintain infrastructure for the life of the project, including but not limited to capital costs for capacity increase, additional personnel required and pension costs. Kindly analyze projected overall costs.
- Kindly analyze water usage for residential and commercial uses versus agriculturally zoned usage.

07-2

07-3

### FLOODWAY DEVELOPMENT:

- This section was not adequately analyzed. It is incomprehensible that anyone in today's world would propose building in or adjacent to a flood zone. Not only would insurance likely be prohibitive, due to the enhanced fire and flood risk, it might not be available at all through a standard carrier.
- Please properly analyze floodway development impacts on the South Side of N River Road, including the amounts of grading, fill, soil removal and any structural supports or construction additions that would be needed to build in that area.

07-4

07-5

## APPENDIX T0 (Continued)

- There is a serious concern that an approved CLOMR would ever be allowed for the portion of the site South of N River Road. 07-6
  - This area is a well know corridor area, and documented in the MHCP Sub Area Plan, for endangered species including the gnatcatcher and the Least Bell's vireo. It is also in the Ag Exclusion Zone. That was not properly analyzed or disclosed in the ESA letter in Appendix L. We believe the letter is defective. 07-7  
<https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=26078>
  - And is located in the hardline preserve for both animals (above) and for plant communities. 07-8  
<https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=26077>
  - Please analyze how removing this open space land from the floodplain will affect CRS, the Community Rating System for other existing residential or commercial properties. 07-9
  - Please include Lake Henshaw dam in the analysis for inundation potential. 07-10
- SAFETY:**
- There were no statistics presented in the DEIR in order to justify single lane diets and roundabouts. There were no crash statistic or engineering studies of one lane roundabouts on N River Road and why they would carry the flow of traffic we currently have or even if our streets are wide enough to accommodate them without removal of precious parking spaces. I read a Highway Safety Administration document that stated unequivocally that 20,000 trips per day cannot support a single lane diet and/or single lane roundabout. Even without this project, that number is already exceeded. <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/> 07-11
  - A proper fire risk map was not prepared, given numerous requests by the public to include it. This should be analyzed and included in the EIR. 07-12
  - Please analyze the approximate costs for fire insurance and whether or not an approved carrier would even insure structures on this site in light of the recent Lilac Fire. See attached: <https://www.cnbc.com/2018/01/18/after-wildfires-it-gets-tougher-to-insure-a-home-in-california.html> 07-13  
And until such studies are done, no development should be allowed in high fire risk areas. See Insurance Report here: <https://www.insurancejournal.com/news/west/2018/01/04/476178.htm>
- PARKING:**
- Please explain in detail any parking that will be eliminated on N River Road. 07-14
- AFFORDABLE HOUSING:**
- Please analyze how this project contributes to affordable housing, and indeed if any is included in the project Application or DEIR. Ninia Hammond posted on Facebook that they were considering 9 units! Proposing 9 total units out of almost 700 homes is insulting to the intelligence of the average person. A proposal on Facebook by a project lobbyist cannot seriously be considered part of the project DERI or application. Affordable housing should be placed on Infill sites or Smart Growth corridors on residentially zoned land so the residents can adequately use public services, shopping and transit. This project fails on all counts. 07-15
- CUMMULATIVE EFFECTS:**
- Sadly it appears the consultants looked also at this plan in an isolated manner, particularly failing to address the major and minor roadways that lead to the project area. Each area within a mile or two and beyond will be directly impacted, particularly quiet neighborhood streets in Morro Hills. I personally observed the impact on road safety and movement during the recent Lilac Fire and it took up to 2 ½ hours or more to evacuate with existing dwellings. This must be more properly 07-16

# APPENDIX T0 (Continued)

analyzed regarding traffic volume, fire safety issues and zones, and exactly where humans and animals from over 650 homes will go in this risky fire zone. Thousands of homes are already at high risk as shown on the attached map. <https://fox5sandiego.com/2017/12/07/evacuations-ordered-in-oceanside/> Please advise how adding more homes here will *not increase evacuation times*.

- These expected impacts were either not studied at all or ignored or summarily dismissed with conclusory statements that did not elucidate the true or reasonably anticipated impacts:
  - Aesthetics - kindly explain how adding over 650 structures, many 3 stories being proposed, plus a hotel and commercial structures does not impact significantly impact the rural vista that is currently there. To say that added glare from project lighting is not a significant impact does not concur with the fact of no lighting or minimal lighting on existing property with the proposed project... We are shocked that this is just being brushed off. Adding the mass of buildings on the existing topography of flat to rolling hills is a huge impact. Kindly analyze and photograph "as is" versus proposed project aesthetics
  - Farmland- kindly explains how a mass conversion of farmland, the majority of it being designated prime farmland and important farmland is not an insurmountable cumulative impact. Proposing to use PACE or other *offsite* mitigation is unacceptable. Kindly analyze in light of this recent court case, <https://www.kpbs.org/news/2018/sep/13/judge-issues-tentative-ruling-carbon-offsets-new-d/>
  - Farmland- indirect impacts were not analyzed including loss of jobs, loss of agricultural production income, impacts of dangerous chemicals and spraying on the proposed project and so forth. You must use a fiscal study newer than 2002 for agricultural economic impacts. That is stale.
  - Greenhouse Gas- kindly analyze how this farmland contributes to greenhouse gas increases versus the impact by the proposed project, including *all phases at build out*. It should be noted that the proposed Climate Action Plan, or CAP, relies heavily on farmland to mitigate increased greenhouse gas level in the City of Oceanside. Please explain in detail how removal of such lands and adding mass development of dwelling and other structures along with the concomitant traffic increases impacts the CAP and Oceanside's ability to meet it greenhouse gas goals and reductions.

### LAND USE PLANNING:

Kindly explain how the proposed residential and commercial development is compatible with existing land uses and zoning of agriculturally zoned land. This was not properly analyzed either with substance, photographs or utilizing personal observations. This land, as we personally observe it, is adjacent to other farmland, rolling hills with little or no housing and no commercial structure development. Kindly analyze with a serious analysis, not conclusory statements about this housing and commercial development becoming a "gateway" to Morro Hills as a positive. The proposed development is an encroachment on agricultural and rural lands and seemingly violates everything about the Land Use Element and Zoning Ordinance.

Increased zoning 10 fold from approximately 70 as allowed by zoning has not been properly analyzed in regard to the Land Use element.

### Traffic:

- The proposed project used a dated SANDAG model from 2002, 16 years ago. Please explain why they didn't use and analyze traffic using the latest SANDAG model.

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Cont.

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## APPENDIX T0 (Continued)

<ul style="list-style-type: none"><li>• Please explain why the applicant used net trip generation instead of vehicle miles traveled, the accepted method utilized now. It is estimated the project could add up to 25 million VMT in a year. That was not properly analyzed.</li></ul>	07-27
<ul style="list-style-type: none"><li>• The City failed to analyze impacts from freight/produce/flower/equipment deliveries from oversized vehicles in the project and surrounding areas.</li></ul>	07-28
<ul style="list-style-type: none"><li>• The proponent failed to do the basic engineering or measure the streets to determine if roundabouts are a serious measure to be included in this plan.</li></ul>	07-29
<ul style="list-style-type: none"><li>• Please analyze where pedestrians and bicyclists will travel.</li></ul>	07-30
<ul style="list-style-type: none"><li>• Please explain how the roundabouts and lane reductions won't create a bottleneck on well-traveled N River Road.</li></ul>	07-31
<ul style="list-style-type: none"><li>• Please explain in detail how this project has the legal authority to change the adopted Circulation Element that specified N River Road as Major Arterial to a secondary collector.</li></ul>	07-32
<ul style="list-style-type: none"><li>• This project fails the Smart Growth analysis standards as it is more than a mile from public transit, offers no enhanced, lifetime costs for enhanced public safety services, no guarantee of a "library" being built and so forth. Kindly analyze and include this information in the ERI.</li></ul>	07-33
<p><b>PUBLIC SAFETY:</b></p> <ul style="list-style-type: none"><li>• The impacts on public safety were not properly discussed or analyzed in regard to fire safety. Without presenting any factual data, one could not reasonably be expected to analyze and discuss potential impacts. Conclusory statements regarding public safety needing more stations, more personnel and the fact that response times are below expect would not lead one to factually analyze those impacts. It is clear that higher fire dangers and more storms will increase due to climate change. <a href="https://www.c2es.org/content/wildfires-and-climate-change/">https://www.c2es.org/content/wildfires-and-climate-change/</a> and <a href="https://www.pbs.org/newshour/show/climate-change-is-making-wildfires-more-extreme-heres-how">https://www.pbs.org/newshour/show/climate-change-is-making-wildfires-more-extreme-heres-how</a><ul style="list-style-type: none"><li>○ Under every scenario, even using dated data, there is no acceptable road service level now or for any future project. Kindly explain how this project does not contribute to unmitigable impacts and any possible justification for same.</li><li>○ Fire safety &amp; response times- kindly analyze how this project will contribute to increased response times and why no fire station is proposed for the massive project.</li><li>○ Jobs-to-Housing ratio- kindly explain how development of more houses and contributes to an increased jobs to housing ratio, a priority for the City.</li></ul></li></ul>	07-34
	07-35
	07-36
	07-37
<p><b>PUBLIC SERVICES/IMPACTS &amp; COSTS</b></p> <ul style="list-style-type: none"><li>• No discussion was made of public services costs relative to the increased density and zoning changes. Kindly analyze. Merely stated conclusions that developers will pay impact fees certainly does not explicitly discuss or analyze the true cost for public services, including public safety, libraries (does not meet the standard) and parks/greenspace needs. It is factual that such impact fees do not lead to increased services due to relatively modest amounts paid, which certainly would NOT purchase a new fire station, more police employees, or an enhanced library system nor maintain added infrastructure for a lifetime.</li><li>• Please explain how Phases are guaranteed to be built regarding public services to ensure that commercial uses are not built first.</li><li>• There is no discussion about vehicles utilizing "side streets" or alternatives during road closures, fire evacuation, or simply large amounts of bumper-to-bumper traffic generated seasonally or during weekends. Please analyze the expected impacts on each street that would be impacted.</li></ul>	07-38
	07-39
	07-40

## APPENDIX T0 (Continued)

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### PROJECT/ALTERNATIVES/CONCLUSION

This project and its alternatives simply have too many significant, unavoidable impacts in order to be considered in the DEIR's iteration of alternatives. We will only support the NO PROJECT alternative as the preferred alternative at this time, particularly in light of the project proposal to place homes in the flood zone and adjacent to the floodway in all of the other Alternatives.

07-41

Again, we find this DEIR analysis overall fails at many levels as outlined above, to justify a project of this size, scope and density. This project should not continue to the next level.

Again, we support NO PROJECT alternative due to the massive amounts of unavoidable, serious environmental impacts with the project or any of the proposed alternatives. There is no reasonable justification to change the area from existing zoning of 2 1/2 dwellings per acre to tenfold of over 650 homes, to convert prime and important agriculturally zoned farmland OR to build in a flood zone.

07-42

Very sincerely,



Nadine L. Scott, Attorney  
Friends of Loma Alta Creek

Cpy:file

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

### 08 SOUTH MORRO HILLS ASSOCIATION

Comment Letter 08



Larry Balma President  
September 17, 2018

Mr. Dmohowski  
Associate Planner in charge collecting comments on NRFs EIR  
City of Oceanside  
Planning Division  
Development Services Department  
760-435-3563  
[rdmohowski@ci.oceanside.ca.us](mailto:rdmohowski@ci.oceanside.ca.us)

Dear Mr. Dmohowski,

#### HISTORY

**The South Morro Hills Association (SMHA) is against the Integral/North River Farms (NRFs) proposal as planned.**

The subject property is owned by the Self Realization Fellowship (SRF). They never offered the land for sale. Integral came to them and made a purchase contract with the contingency that Integral must first obtain entitlement to their NRFs PD and then pay SRF the agreed amount \$\$\$. It is not the Mission Statement of the SRF to turn Prime Farmland into High Density Housing Tracts, however Money Talks.

The land has been continuously farmed commercially since early in the last century. Prior to that the Native American Indians inhabited the land next to the river and ground their acorns and corn in the rock outcropping as evidenced by the mortars in the granite boulders. An Herb Farmer gifted the property to the SRF over 40 years ago. The SRF leased the land to Herb Thyme farms for years and then to Rocket Farms until a few years ago when West Coast Tomatoes took over the lease to grow vegetables.

The SMHA began with a meeting of eighteen property owners on February 18, 1977. It has evolved into a membership of over one hundred members including large scale Commercial Farmers, Lifestyle Farmers and Estate Homeowners. The SMHA began with the hope to work together as neighbors to preserve the South Morro Hills agricultural area, by keeping informed, voicing concerns, and working with the City and others to maintain adequate City services and orderly development of surrounding areas.

O8-1

## APPENDIX T0 (Continued)

In 2009 the SMHA formed an ad-hoc committee, Neighborhood Character and Vision, to work with the Large Farmers on a Vision Plan for the entire agricultural area of 3500 acres. That committee evolved into Agritourism and Vision now named AgriVision. The City Council directed Staff time and \$\$ to work with SMHA on our Plan. We worked together with Staff and Consultants to identify agritourism opportunities that could be entered into the Agricultural Zoning Ordinance. Opportunities that will help farmers be more profitable and provide economic increase to the City. A \$50mm Reclaimed Water Project is the first part of our Vision to be unanimously approved by Council to move forward with SMHs Farmers to be the first recipients of the Reclaimed Water.

O8-1  
Cont.

Recently, spurred by the NRFs high Density PD, the Council directed Staff to continue working with the SMHA AgriVision to help plan future Infrastructure needs. We have shown our AgriVision plan to NRFs along the way and have repeatedly asked them to incorporate our vision into their plan. NRFs refuses to respect our plan, however they continue to pull agritourism opportunities from our AgriVision and use them in their marketing effort and pander to the Council citing economic and Cultural benefits to the City of Oceanside. They have no feasible business plan to support their proposed hotel and farming operation.

O8-2

A 100-unit hotel will never be built. It was added to the NRF PD in order to say they had economic benefit of TOT tax. Such a hotel needs to be 150 to 200 rooms to pencil out and then it needs to be situated on a golf course or by the beach to survive. Who would stay in a "Holiday Inn" in the middle of a high-density housing tract? The idea was taken from the Paradise Falls Wedding venue adjacent to the east of NRFs PD. Paradise Falls is planning 12 to 24 cabins onsite, a "Boutique" hotel, to complement and enhance their wedding experience.

O8-3

The proposed Farming and Ecology Center will only survive if the City of Oceanside subsidizes the project forever. Farmer D, Daron Joffe, has aligned with the Leichtag Foundation of Encinitas. Farmer D and Luke Girling of Cyclops Farms in Oceanside have declined to work with NRFs agricultural proposal because it is not feasible. Evan Marks from the Ecology Center in San Juan Capistrano has been subsidized by the City of San Juan, who owns the land, to the tune of \$ hundreds of thousands over the last ten years. He has never before farmed more than a few thousand square feet of land. I wonder what Evan Marks proposal will ask for... I'm sure that NRFs unplanned Eco Farm project is not something the City of Oceanside wants to be responsible for.

The SMHA AgriVision Plan provides for feasible, sustainable agricultural farmland supporting agritourism venues. Beach House Winery in SMHs is a perfect example of a successful operation. Commercial farming operations must be compatible with housing. Nurseries are the most profitable farming operations in San Diego County and we currently have several large nurseries in SMHs.

O8-4

## APPENDIX T0 (Continued)

### NRFs DEIR Comments

The following is a brief list of comment items that the SMHA has concerning the NRFs DEIR. This DEIR has apparently been rushed to publish considering the size, complexity and huge impact and cumulative impacts to the entire 3500 acres of Oceanside's Agricultural Region of SMHs.

The SMHA has engaged a Land Use Attorney, Charles S. Krolikowski of Newmeyer & Dillion LLP, to study and prepare comments to the North River Farms DEIR on behalf of the South Morro Hills Association. The firm will submit a separate letter that goes into detail. Most of my comments have been submitted by others in greater technical detail. SMHA Board Member Karen Green, Environmental Biologist will also submit her detailed comments.

O8-5

### NRFs DEIR Fails to Meet Many of CEQA's Most Basic Legal Requirements.

#### BASELINE Conditions of the Article 14 Agricultural Zone

- The draft EIR (DEIR) did not follow CEQA guidance for defining baseline conditions for the evaluation of significance of impacts.
- A NOP of an EIR for the project was published in 11-22-2017. Therefore, baseline conditions should reflect the actual physical existing conditions, General Plan designation and Zoning for the subject property in effect at the time of the NOP
- The Agricultural Zoning Ordinance, Article 14, 2.5-acre agricultural land parcels with an Estate Home Overlay. These are the "Actual Existing Physical Conditions" on the 177-acre proposed building site.
- RE, RS, RM, RH and RT Residential zones listed in the PD are defined in Article 10. The "Actual Existing Physical Conditions" in the residential zoning ordinance assume that the building would occur in a residential zone. The DEIR must do their studies of these new residential DU Impacts as they relate to the existing agricultural zone baseline.

O8-6

NRFs must redo all their studies using the agricultural zone Baseline. **The impacts will be all be quite significant.**

#### NRFs DEIR's Project Description is Inaccurate, Incomplete, Inconsistent, and Inadequate—as is the Resulting Environmental Analysis.

Aside from improperly characterizing the nature of the development in Riverside Village as "single-family" residential, the DEIR's vague references to the residential districts

O8-7

## APPENDIX T0 (Continued)

result in an inaccurate and incomplete estimation of proposed density. While the DEIR frequently refers to development as contemplating a maximum of 689 units at 4 units per gross acre, using the proposed designations as outlined in the Project description easily allows for development at a much higher density.... Over 1000 DUs.

The NRFs DEIR must be substantially revised to adequately, accurately, and completely describe the Project in a way that includes its maximum build-out potential. For these reasons, among others, the City must also revise its environmental analysis accordingly.

O8-7  
Cont.

### AGRITOURISM

Agritourism is being developed in the city of Oceanside, and throughout the agricultural areas in California, the rest of the country, and many parts of the world. It is not putting a few acres of agricultural land in the middle of a new housing project. It is, according to the "Agritourism Strategic Plan of the City of Oceanside (incorporated by reference), "Any business conducted by a farmer for the enjoyment of the public to promote the products of the farm and to generate additional farm income. It includes a variety of facilities and activities that are increasingly available in San Diego County, such as agricultural festivals, farm visits, farm tours, demonstration farms, farm stays, wineries, bursary trails, and agricultural museums." Having land in agriculture use by itself is not agritourism. Nor are 689 housing units.

O8-8

### AESTHETICS Vistas and Views

In the Executive Summary ES.2.3 the list of objectives for the project states in item #1 Provide visual and functional compatibility with adjacent residential neighborhoods, other nearby land uses, development, and natural features.

The SRF parcel of prime farmland is the northeast corner of the 2,200-acre Rancho Guajome land grant of 1895. There is a scenic view corridor stretching from the hilltops surrounding Guajome Regional Park then north across highway 76 into SMHs. The DEIR fails to include images or any mention of this. The views and vistas that the DEIR deemed as not-significant is far from the truth.

Oceanside is unique in that it offers its citizens the views and vistas of the ocean to the west with farming to the northeast. I know of no one who lives in our city that doesn't appreciate the view of the agricultural fields as they drive through South Morro Hills or as they look across the San Luis Rey Valley. The DEIR did no study of the views across the SLR Valley and what most see off in the distance, the Sleeping Indian lying down with the fields of agriculture surrounding him as he sleeps. In the DEIR they used

O8-9

## APPENDIX T0 (Continued)

images that benefit their position that the loss of these views and vistas are not-significant. NRFs needs to provide more studies from more vistas.

↑  
O8-9  
Cont.

The loss of farmland views is a **significant impact** to Oceanside and our visitors.

### **TRAFFIC is Significant and Cannot be Mitigated**

The traffic impacts are Significant and Cannot be Mitigated according to the DEIR

NRFs DEIR failed to study traffic impacts east and north of the project site. They failed to include intersections south to Hwy 76 across College and Douglas Bridges. They used average daily trips rather than the more current and acceptable Level of Service (LOS) Peak Hour Trips.

O8-10

The Lilac fire mandatory evacuation once again shows just how impacted our roadways can be. They fail to mention that Sleeping Indian Road is an evacuation route for Fallbrook.

O8-11

The Melrose Bridge was included on the City General Plan anticipating a total build out of SMHs 3500 acres that would add approximately 1000 DUs. They are proposing to build 689 DUs and are offering mere pocket change toward an Environmental study for the Melrose Bridge. It is absurd to think that the City, Citizens of Oceanside, Landowners of SMHs will ultimately be saddled with a multi-million-dollar bill to construct a bridge because of NRFs.

O8-12

Expand the traffic study to all affected areas north, east, south and west. Calculate, quantify significance and apply mitigation measures and \$\$ contributions to the City infrastructure.

North River Road improvements proposed by NRFs only considers the frontage through their parcel. They plan to leave enough frontage on either side of the road to accommodate two more lanes in the future. However, that frontage is calculated as the projects landscape buffer. When North River Road is widened the landscape buffer disappears, and it will turn into a wall in front of DUs, merely another high-density subdivision. Our SMHs AgriVision plan is calling for huge agricultural buffers between clustered DUs and future roadways in order to maintain the rural feeling that will add to success for agritourism.

O8-13

NRFs should be encouraged to work within the framework of AgriVision or put off this project until an updated vision plan is in place. Piecemeal development and its cumulative effect on the additional 2000-acres in SMHs is extremely poor planning for our rolling hills agricultural area.

Traffic is a **significant impact** on the entire population of Oceanside and surrounding areas especially during times of disaster evacuations.

## APPENDIX T0 (Continued)

### PUBLIC SAFETY – Fire and Police

The SMHA Educational Committee has hosted meetings with the Oceanside Fire and Police Departments over the years.

The Firemen explained that their response times to SMHs are greater than the required five-minute response time. If a fire were to break out inside our home the heat that builds up in that room will reach "Flash Point" in five minutes time and every combustible in the room will ignite. Since the Fire Department cannot be there in time to help, they instructed us on how to properly store and use fire extinguishers. Failure to take such action on our own could result in our homes being destroyed.

The Firemen also suggested that we should speak with our family doctor and be prepared for any health emergencies because of the longer response times for an EMT.

We have had the Oceanside Police Department instruct us on how to contact 911 and comment with the operator during any type of emergency. The Police response time will take longer than optimum. The Officers said that we should consider attending certified self-defense classes in order to be properly prepared for any emergencies.

We in SMHs rural agricultural land accept our own responsibility, however sprawling high-density residential development such as NRFs will demand adequate Police and Fire public safety from the City of Oceanside.

A token additional ambulance as suggested by NRFs will not change the response times. NRFs DEIR must further study the public safety needs and cumulative needs for future development in SMHs.

**Public Safety** cannot be mitigated, it must be addressed.

08-14

08-15

08-16

### AGRICULTURAL Resources

Only direct impacts were considered in the NRFs DEIR. There was no discussion of the indirect impacts associated with beginning the conversion of these agricultural lands, e.g., how one project could lead to others and what the potential cumulative impacts such things as higher traffic volumes/speeds effecting the ability of other farms in the area from continuing with agriculture.

Our General Plan states that residential development shall be permitted provided that such development does not interfere with existing agricultural operation. Land use compatibility is of primary importance to agricultural area with the conflicts potentially leading to the economic non-viability of the agricultural area. North River Farms PD is a

08-17

## APPENDIX T0 (Continued)

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subdivision and in no way respects the agricultural area on which is proposes to build as well as respecting the surrounding agricultural lands.

The DEIR identified specific factors that should be considered including impact on land use, land values and taxes, loss of ag infrastructure, etc. The DEIR included no such analysis on either current or future agricultural operations.

The DEIR states that the entire project site is considered to represent a significant agricultural resource based on the LESA Model. Impacts to our agricultural resources are significant and the mitigation method they propose is to buy credits in the San Diego County PACE program which doesn't provide any real land on which to grow, it just puts money in a fund to be used however the county sees fit. This is Oceanside Prime agricultural land, producing food for our city, state and nation. We can't allow this to happen. I understand Oceanside doesn't have a mitigation bank YET, but as we continue to develop our Oceanside AgriVision plan this is something the city needs to create. There are plenty of parcels in South Morro Hills that can be preserved as agricultural land. Oceanside needs to develop a mitigation bank for our city and the NRFs project can wait and can buy credits then. In the event the City adopts an effective agricultural conservation or mitigation program prior to the applicant filing its first application for a grading permit, the applicant shall be required to purchase mitigation credits from an adopted program.

Cumulative Impacts regarding agricultural lands must be studied. This is an unmitigated significant impact.

↑  
O8-17  
Cont.

O8-18

### Air Quality

The City of Oceanside has worked for the last three years on our Energy/Climate Element Action Plan (E-CAP) and Economic Development Element (EDE). The NRFs project negates all the E-CAP and EDE studies for our agricultural area contribution to our air quality and economy. The reports state that SMHs do not produce green-house gases (GHG) because of the carbon that our agriculture consumes. The NRFs project will negatively affect our air quality by adding a significant amount of auto emissions along with a drain on the City's future economy along with the huge infrastructure costs.

Since NRFs is increasing our GHG 100%, quite a significant impact, they should have to mitigate 100% and not 30% as they propose. This mitigation credit must also be applied to the City of Oceanside.

This is a significant impact, not to be dismissed.

O8-19

## APPENDIX T0 (Continued)

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### HAZARDOUS Waste

It appears that NRFs has not done any soils testing over the farm. Perhaps this is because they intend to deeply grade the north side and push that dirt into the flood plain toward the river, thus dispersing and covering up the hazardous waste.

There will absolutely be some areas that will need to be cleaned up prior to grading. For years there was a dump site on the south side where all the used greenhouse plastic and whatever else was buried. This dumpsite should be found, tested and cleaned up. NRFs stated that they knew about this problem, yet it is not addressed.

The subject parcel is actually 234-acres gross in size. I imagine that Integral intends to sell 57-acres as wetlands mitigation. Wetlands mitigation garners the highest dollar per acre price, approaching \$500K. That could be \$25mm. By not disclosing this dumpsite the cleanup problem would be passed off to others. This sounds unlawful to me.

This is another **significant impact** on the environment that NRFs has not even addressed in the DEIR.

08-20

### SANDAG – Smart Growth?

The NRFs project located in SMHs, is not located in a smart growth area. However, they tout their project as "Smart Growth" containing "Affordable Housing." City Planning Staff has identified Smart Growth parcels all over the city that can more than fulfil the City's needs to meet SANDAG Regional Housing Needs Assessment.

08-21

### HYDROLOGY – 100 Year Floodplain

Residents in SMHs have seen the effects of flood waters in the San Luis Rey river. The San Luis Rey river on the surface looks like a meandering stream, however it runs underground all year long. The underground water does not necessarily follow the water visible on the surface. North River Road by Melba Bishop Park was washed out in the early '90s during a year of heavy rainfall. This along with a huge flood east of Interstate 5, that flooded the business park, was catalyst to the Army Core of Engineers to construct a concrete/rip-rap river wall and levee from Stallion Road west to the ocean. This improved river channel stops on the north side of the river where the agricultural zone begins, which just happens to be very near the property line of the NRFs parcel. If the river wall was extended east by the Army Core of Engineers, it would no doubt follow the 100-year floodplain line.

08-22

## APPENDIX T0 (Continued)

During a meeting with NRFs and Dudek, I suggested that they should consider turning the 100-year floodplain, which is currently farmed by West Coast Tomatoes, back to riparian habitat and selling the 70+ acres for mitigation. NRFs asked Dudek if this was possible and the reply was yes, however it would take about five years to accomplish. That amount of time and additional expense is not part of Integrals plan even if it would bring profit of \$\$mms.

How can Integral think that pushing dirt into the river basin and building houses on top of the fill dirt is a safe solution?

This is a **significant impact and is unlawful to ignore.**

O8-22  
Cont.

### **WATER Supply – 100% Increase over Ag**

I have heard claims that agriculture uses more water than residential. However, the water that does not evaporate percolates down through the soil and into the ground water aquifer. It must also be noted that all of the irrigation on the parcel currently comes from well water and not municipal water.

The NRFs residential project will be unable to use well water for homes or landscape and thus the entire water demand for the PD will be 100% greater demand on our municipal water and utilities department.

O8-23

### **BIOLOGICAL Impacts**

The DEIR analysis is inconsistent in determining that it is growth-inducing but has no cumulative impacts on biological resources. The Agricultural Exclusion Zone had very specific requirements for additional evaluation if these lands were to be converted to other uses. That is not just the buffer along the SLR River. Agricultural lands themselves, whether they include actual habitat or not have substantial secondary benefits for wildlife - from forage in fields by small mammals to birds of prey. The agricultural land in SMHs provides substantial opportunities for forage, cover and migration of birds, mammals, amphibians and seed dispersal for native plants. Converting agricultural acres into hundreds of more homes removes all of that secondary value while also adding additional impacts to the little remaining habitat.

The Department of Fish and Wildlife along with Karen Green will comment on the more technical aspects of the biological impacts of NRFs high-density PD on our agricultural land.

The **biological impacts are significant and require more study.**

O8-24

## APPENDIX T0 (Continued)

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### CONCLUSION

This piecemeal project by Integral that completely ignores our City's General Plan and ignores all the cumulative effects to the 3500 acres of agricultural land and the surrounding communities is all about "Profit" and not about any benefits to agriculture or the City of Oceanside.

During our first discussion with Integral I related that the SMHA worked for ten years with the developers of the Arrowood PD. We successfully dropped the number of DUs from 4000 down to 1006. Arrowood buffered the SMHs border with one acre lots and a golf Course which was required to be built prior to any homesites. Integrals response was that would take too long to sell and that they "want to get in and get out."

Integral's NRFs project should be placed on hold until the SMHA AgriVision Plan is completed and adopted into the General Plan. At that time, they will be able to develop NRFs in compliance with AgriVision which will result in a project that all of Oceanside can be proud of.

Respectfully submitted,

**Larry Balma**  
President  
**South Morro Hills Association**  
LB1122@hotmail.com  
760-419-2211

O8-25

# APPENDIX T0 (Continued)

## I1 DUBOIS, STEVE (1)

Comment Letter I1

**Robert Dmohowski**

**From:** stevedubois1@aol.com  
**Sent:** Tuesday, August 07, 2018 1:29 PM  
**To:** Robert Dmohowski  
**Subject:** North River Farms EIR

Rob:

Concerning the proposed North River Farms project.

Comments:

Water - Where is the water going to come from to service 689 homes proposed for the North River Farms project? We continually are asked to conserve water and that a 55 Gal/Person/Per Day restriction may be imposed. Assumption - 689 homes with 2 people per home = 1373 people @ 55 Gal/Day = 75,790 Gal/Day x 365 days in a year = 27,663,350 Gal/Yr. This is a **VERY CONSERVATIVE** estimate **Where is going to come from?**

I1-1

Electricity - We are asked to conserve electricity during peak usage periods. To service 689 homes, where is all the extra electricity going to come from? Do each of the 689 homes have PV Solar systems to sustain there electrical needs... **NO**. so where will the extra electricity come from?

I1-2

The other utilities and governmental support required is beyond my understanding as is the access roads and traffic management required to relieve the already over crowded Vandergrif/Collage/76 HWY routs. In an emergency like we saw with the Lilac fire, there simply is not enough exit routs to safely handle what is currently in the community to say nothing of another 689+ vehicles who will be trying to escape.

I1-3

Regards.

Steve duBois  
Arrowood community resident.

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I2 MRAZ, JASON

Comment Letter I2



August 21, 2018

Dear Honorable Mayor and City Council,

I have been a resident of Oceanside for more than 14 years and I plan to live here forever. I own 3 parcels in South Morro Hills for the purpose of raising my family and building a business in crop production. I would like to offer my concerns on the EIR for the proposed North River Farms development.

- I have heard a myriad of proposals with no definite plan. Anywhere from 61 homes on 2.5 acres, to 600+ homes, including retail and a boutique hotel, the latter of which does not make sense for our area.

The current mixed-use North River Village Community condos on Waterview Way that were built with and around the San Luis Rey Transit Center is a good example of a developer suggesting boutique/retail when a community isn't ready for it. The entire ground level of the mixed-use North River Village Community is still entirely VACANT. The Fresh n Easy Grocery store across the street has also been VACANT for over a year. Why re-zone AG and build-in more retail when there is no demand or request from the community?

Please don't let developers convince city council of a shiny carrot when Oceanside's Ag community could possibly provide a larger and more long-term return through managing and protecting our agricultural resources. Oceanside's own General Plan says: "*the agriculture industry in the City is valued at approximately \$12 million annually. This accounts for approximately 10% of the County's agricultural output.*" Please respect the General Plan and give us farmers a chance to boost that annual earning. Help us serve and protect Oceanside's precious grow lands.

- Table ES-4 Lists "Fire Protection Services" as a "Significant Impact" with "no feasible mitigation." In California, Fire Season is now unpredictable. There are currently 15 ongoing fires (as of August 9<sup>th</sup>). Only 9 months ago, the same region of this proposed development was a clogged artery for evacuations. The scope of this development risks 1000s of lives, homes, and livestock. In addition, the initial build out would block this pathway during the heart of fire season. It seems downright reckless to inflict this on that area.

<https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=47802>

- In chapter 4 it says this development requires a re-zoning of the land. "4.3.4 - the project could also impact air quality against the SANDAG amount." This doesn't seem right without a city-wide vote.

<https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=47807>

A supported agricultural region is vital to the wellness of Oceanside as a community. If council truly believes we need another housing development, please consider looking elsewhere. I am not against development, but I urge the City to develop a safe and considerate plan to protect Oceanside citizens, our resources and our Family Farms.

Thank you,

Jason Mraz / Oceanside Resident / Farm Bureau Member / Business Owner

I2-1

I2-2

I2-3

I2-4

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I3 LOWE, MARGOT

Comment Letter I3

1

4834 Northerly St  
Oceanside, CA 92056-2101  
August 12, 2018

Rob Dmohowski  
Associate Planner  
City of Oceanside  
Development Services Department  
300 North Coast Highway  
Oceanside, CA 92054

Rob Dmohowski

I urge you to take the **No Build**, ie **no Project** alternative for North River Farms area. I object to the North River Farms proposed development.

I 13-1

1. Too many people.

I 13-2

2. Too much traffic.

I 13-3

3. Too environmentally damaging. Loss of habitat for wildlife.

I 13-4

4. Tax burden for infrastructure – water sewer, fire, schools, falls on existing taxpayer – Me.

I 13-5

5. No sufficient egress in case of fire.

I 13-6

6. The only people to benefit are the developer and politicians bought by the developer.

I 13-7

7. A lot of people with a lot of expertise made the General Plan. What is the purpose if City Council is just going to do what it wants anyway.

I 13-7

8. I don't want more people in Oceanside; but, if I have to have more residences, then I don't want the 'rabbit warren' high-density housing like the ones you have

I 13-8

## APPENDIX T0 (Continued)

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2

allowed to be built lately. We may be required by the state to provide 'affordable housing' – this is not 'affordable housing'.

↑ I3-8  
Cont.

9. Why do we have to have 'economic development'? I see no need. I like Oceanside the way it is.

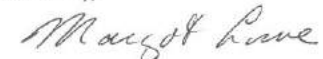
10. Why do we have a higher ratio of people to jobs? I see no need. Oceanside is a perfect place for retirees; we do not need to have a community with a 1:1 ratio of people to jobs.

I3-9

I moved here from the Los Angeles area –it was the only place between Los Angeles and San Diego that was not all built up. Now you want to ruin that.

Please choose the **No Build, No Project** alternative.

Sincerely,

  
Margot Lowe

## APPENDIX T0 (Continued)

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### I4 HENDRICKS, RICHARD

Comment Letter I4

**Robert Dmohowski**

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**From:** Rich Hendricks <therichman10@msn.com>  
**Sent:** Wednesday, August 22, 2018 9:05 AM  
**To:** Robert Dmohowski; City Council  
**Subject:** Draft Environmental Impact Report

Hi All,

Living in South Morro Hills since 2007, the proposed development is not the right fit for this area. The proposed development by Integral is out of whack with the character and demographics for our neighborhood. The density will have a detrimental effect on current residents and is outside the parameters of the designated usage for our land. North River Farms is the wrong developmental plan for this area and should be opposed.

I4-1

Thanks,

Richard Hendricks  
1340 Sleeping Indian Rd  
Oceanside CA 92057  
(760) 846-6186

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I5 MCDOWELL, WILLIAM (1)

Comment Letter I5

**Robert Dmohowski**

**From:** Wmcd01@sbcglobal.net  
**Sent:** Monday, August 27, 2018 3:03 PM  
**To:** Robert Dmohowski  
**Subject:** Public Review DEIR NRF

Rob Dmohowski, Associate Planner  
Development Services Department  
300 N. Coast Hwy  
Oceanside, CA 92054

After reviewing the Draft Environmental Impact Report for the North River Farms project I have the following concerns and would like to provide comments/objections as follows:

### MITIGATION FOR LOSS OF AGRICULTURAL ACREAGE

Section 15130 of Article 9 of the California Code of Regulations requires that the lead agency discuss the cumulative effect of a project when the incremental impact is significant, as defined in Section 15065 (a) (3)

Subject DEIR acknowledges that the conversion of agricultural land to residential represents a significant environmental impact and proposes to mitigate by the purchase of credits through the San Diego County's Agricultural Conservation Easement (PACE) Program, or alternatively, through a non-existent Oceanside City program. This will not mitigate the loss of a valuable agricultural resource to the City of Oceanside. The preservation of agriculture as a valuable resource is a policy objective in the Oceanside General Plan. Purchase of credits in the PACE Program will not mitigate the loss of 177 acres of prime farmland in the City of Oceanside. If this method of mitigation were to be used, the end result would be the elimination of all agriculture in the City of Oceanside while preserving an equal number of acres in Ramona or Valley Center or some other San Diego County location. This is nonsensical, any mitigation for this loss must be within the same geographic area where the project is located. The policy objective of the Oceanside General Plan is to preserve agriculture in Oceanside, not San Diego County.

The NRF project, as proposed, represents a significant environmental impact through loss of agricultural acreage within the City of Oceanside. Preservation of agriculture has long been a policy objective of the Oceanside General Plan and no meaningful mitigation has been proposed. DEIR, as presented, is not complete and the lead agency is required to provide a cumulative analysis of the agricultural impact of the project as set out in Section 15130. Providing a list of current projects is not an analysis. No meaningful mitigation has been proposed for the loss of the agricultural acreage and the cumulative analysis must take into account past and current projects not yet approved, as well as those that are reasonably foreseeable in the future. And taking into account that each instance of converting agricultural land to higher density residential uses makes the next project easier to approve and therefore more likely.

Thank you.

William W. McDowell  
921 Sleeping Indian Road  
Oceanside, CA 92057

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I6 MCDOWELL, WILLIAM (2)

Comment Letter I6

**Robert Dmohowski**

**From:** Wmcd01@sbcglobal.net  
**Sent:** Tuesday, August 28, 2018 4:14 PM  
**To:** Robert Dmohowski  
**Subject:** Public Review DEIR NRF

Rob Dmohowski, Associate Planner  
Development Services Department  
Oceanside, CA 92054

The DEIR has failed to address the following:

1. DEIR states that the project is necessary to meet the state mandated fair housing requirements for affordable housing. This statement is unsupported by meaningful analysis and contradicted by Oceanside City funded studies which reach different conclusions including explanations of the variety of ways the City can address future housing requirements. To state that this project is necessary to meet future requirements is false and simplistic in the extreme.
2. DEIR does not sufficiently address the cumulative environmental effects from past, current and reasonably likely future projects. It is inconceivable that a major development like Arrowood would not be included in the analysis. It was approximately ten years ago and it converted agricultural land to residential, and was approved based on commitments by the City that the development would provide a "buffer" against further loss of Oceanside agricultural land. Land use conflicts between agricultural land and non-agricultural land always results in non-viability of agricultural areas i.e. when an acre is taken from agriculture it is gone forever.
3. DEIR does not address the main issue i.e. what is the cumulative effect of changing minimum parcel size on future development. Each instance of converting agricultural land to higher density residential uses makes approval of the next project more likely. I think that is called "sprawl".
4. DEIR does not provide a convincing rationale that putting a community garden in the middle of a housing development somehow promotes or is compatible with agriculture. There is no data or examples to support this conclusion.
5. DEIR does not provide any meaningful mitigation of the loss of agricultural acreage with the Oceanside City limits.
6. Traffic congestion is already a significant problem in the project area. The minor changes that are contained in the DEIR will inevitable worsen the problem with the addition of approx. 700 building units on the only route in and out of South Morro Hills from the City of Oceanside.

I6-1

I6-2

I6-3

I6-4

I6-5

I6-6

Thank you.

William W. McDowell  
921 Sleeping Indian Road  
Oceanside, CA 92057

## APPENDIX T0 (Continued)

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I7 STALLARD, ALEXANDRA

Comment Letter I7

**Robert Dmohowski**

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**From:** Alexandra Stallard <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:18 PM  
**To:** City Council  
**Subject:** A message from Alexandra



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I7-1

Alexandra Stallard

Sstallard@sandiegozoo.org

92028

## APPENDIX T0 (Continued)

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18 TARTARI, ALLISON

Comment Letter 18

**Robert Dmohowski**

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**From:** Allison Tartari <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 9:37 PM  
**To:** City Council  
**Subject:** A message from Allison



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

18-1

Allison Tartari

brosilla@gmail.com

92106

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## 19 LAJINESS, AMY

Comment Letter 19

**Robert Dmohowski**

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**From:** Amy Lajiness <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 7:07 PM  
**To:** City Council  
**Subject:** A message from Amy



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

19-1

Amy Lajiness

amy.lajiness@gmail.com

92124

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I10 METZLER, ANDREA

Comment Letter I10

From: Andrea Metzler <[matt@firesuite.net](mailto:matt@firesuite.net)>  
Date: August 23, 2018 at 11:22:31 AM PDT  
To: <[Council@ci.oceanside.ca.us](mailto:Council@ci.oceanside.ca.us)>  
Subject: A message from Andrea



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. We also need more housing, especially affordable housing, in Oceanside. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I10-1

Andrea Metzler

[andreametzler2009@gmail.com](mailto:andreametzler2009@gmail.com)

92081

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I11 CHAU ANDY

Comment Letter I11

**Robert Dmohowski**

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**From:** Andy Chau <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:17 PM  
**To:** City Council  
**Subject:** A message from Andy



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I11-1

Andy Chau

tyummk@gmail.com

92081

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I12 SENIOR, ANGELA

Comment Letter I12

### Robert Dmohowski

**From:** Angela Senior <matt@firesuite.net>  
**Sent:** Saturday, August 25, 2018 9:59 AM  
**To:** City Council  
**Subject:** A message from Angela



Dear Mayor and Honorable Council Members:

My husband and I support North River Farms because we are looking for a city to relocate to which is environmentally conscious. We believe that Oceanside could well lead the way with this innovative approach to housing. I am particularly impressed with the thoughtfulness of North River Farms with regards to the land upon which it will sit. Let's face it any developer can build homes, pave new walkways and do a big recreation center with little or no care as to the impact of their actions. Consciousness and construction can coexist. This new concept of a "Farm To Table" lifestyle is an exciting one. I have found throughout my life as a homeowner that a community is only as good as it's residents. Consequently, a neighborhood is also only as great as the neighbors who live there. People can and do live anywhere but are they thriving? North River Farms seems to be offering just that. This is exactly why my husband (Alfred) and I could absolutely see moving our family from Temecula back to North County specifically, Oceanside.

I12-1

It is our hope that this council will move forward with these plans. Thanks in advance for your consideration.

Angela Senior

Seni369@aol.com

92592

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I13 MATHEWS, ASHLEY

Comment Letter I13

**Robert Dmohowski**

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**From:** Ashley Mathews <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 6:11 PM  
**To:** City Council  
**Subject:** A message from Ashley



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I13-1

Ashley Mathews

ashleypaigemathews@yahoo.com

92065-4825

## APPENDIX T0 (Continued)

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114 ROBERTSON, CANDACE

Comment Letter 114

**Robert Dmohowski**

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**From:** Candace Robertson <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 6:13 PM  
**To:** City Council  
**Subject:** A message from Candace



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

|114-1

Candace Robertson

Candace.robertson920@gmail.com

92008

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## 115 BADGER, CHARLES E.

Comment Letter 115

**R.E. BADGER & SON, INC.**  
P.O. BOX 830  
RANCHO SANTA FE, CA 92067  
TELEPHONE (858) 756-1402  
SINCE 1922

CHARLES E. BADGER  
PRESIDENT, R.E. BADGER & SON, INC.

February 23, 2018

Honorable Mayor Peter Weiss  
Deputy Mayor Chuck Lowery  
Councilman Jerry Kern  
Councilman Jack Feller  
Councilwoman Esther Sanchez

Dear Oceanside City Council,

I am writing to voice my support for the North River Farms sustainable agricultural neighborhood. My family has farmed in North County for nearly one hundred years. From the time my grandfather began cultivating ground in 1922, until today much has changed. Yet the speed of change has never been greater than today. In order to survive and be able to continue to feed our communities, agriculture must change quickly too. The North River Farms "agrihood" would be an excellent strategy to keep agriculture and our local community and culture strong. Although my family currently farms from Fallbrook down to the city of San Diego, most of our family's farm management activities occur in the Encinitas/Olivenhain/Rancho Santa Fe area. Nowhere in our county has urban encroachment on our farms been more intense than in this area. My biggest problem is while most of my neighbors want local produce, they don't understand what I have to do to produce it for them. There is still too much disconnect between our urban community members and our agricultural producers. Organic spray programs and fertilizers are criticized by neighbors who don't realize it is these operations that produce the organic, sustainable produce they desire.

The North River Farms project would be invaluable in bridging this divide. It would intertwine urban and agricultural interests in a way never before attempted here in San Diego. It would involve our neighbors in our sustainable agricultural practices on a daily basis. Our San Diego farming heritage of small family-owned farms would be on display to those who benefit the most from local produce. And it would streamline our agricultural economic model so that the farmer would receive more profit for his/her labor than the many middlemen who currently move and sale our produce in large box stores and grocery stores.

To criticize the North River Farms project as just another attempt by some farmers to cash in on valuable land is to completely miss the true design of the project. While adding valuable open space, woefully needed housing so our children can afford to live here and economic value to our struggling agriculture, the North River Farms project will point the way for other similar ventures we so badly need here in San Diego. I therefore urge you to seriously consider the merits of such a forward-thinking proposal.

Chuck Badger

115-1

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I16 BELL, CHERI (1)

Comment Letter I16

**From:** Cheri bell <[Cheri\\_Bell@cox.net](mailto:Cheri_Bell@cox.net)>  
**Date:** August 29, 2018 at 5:35:14 PM PDT  
**To:** <[council@ci.oceanside.ca.us](mailto:council@ci.oceanside.ca.us)>  
**Subject:** North River Farms

PLEASE PLEASE PLEASE help this master planned community to be built. There is nothing like it around. It will really show our county that Oceanside is trying to change the horrible reputation and stigma that has plagued or positive growth. Oceanside needs to lead by example and create more farm/neighbor communities. There are too many concrete and asphalt neighborhoods around and that's the opposite than this community. PLEASE PLEASE PLEASE give this project the chance to "Be the change."

I16-1

Respectfully,

Cheri Bell  
Realtor and Neighbor

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I17 GILHOI, CHRISTI

Comment Letter I17

**From:** Christi Gilhoi <matt@firesuite.net>  
**Sent:** Tuesday, August 28, 2018 7:46 PM  
**To:** City Council <Council@ci.oceanside.ca.us>  
**Subject:** A message from Christi



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I17-1

Christi Gilhoi

[cgilhoi111@gmail.com](mailto:cgilhoi111@gmail.com)

92075

## APPENDIX T0 (Continued)

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I18 DANNERTH, CHRISTINE

Comment Letter I18

**From:** Christine Dannerth <matt@firesuite.net>  
**Sent:** Wednesday, August 15, 2018 8:08 PM  
**To:** City Council <Council@ci.oceanside.ca.us>; info@northriverfarms.com  
**Subject:** A message from Christine



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I18-1

Christine Dannerth

[Cdannerth@gmail.com](mailto:Cdannerth@gmail.com)

92037

## APPENDIX T0 (Continued)

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**I19 WALTERS, COURTNEY**

Comment Letter I19

**From:** Courtney Walters <matt@firesuite.net>  
**Sent:** Tuesday, August 28, 2018 9:24 AM  
**To:** City Council <Council@ci.oceanside.ca.us>  
**Subject:** A message from Courtney



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I19-1

Courtney Walters

[courtney7800@gmail.com](mailto:courtney7800@gmail.com)

92117

## APPENDIX T0 (Continued)

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**APPENDIX T0 (Continued)**

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**I20      ALLAN, DONNA**

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I21 BOTZ, EDRALYN

Comment Letter I21

**From:** Edralyn Botz <matt@firesuite.net>  
**Sent:** Sunday, August 12, 2018 7:09 AM  
**To:** City Council <Council@ci.oceanside.ca.us>; info@northriverfarms.com  
**Subject:** A message from Edralyn



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I21-1

Edralyn Botz

[Ragabotz@gmail.com](mailto:Ragabotz@gmail.com)

92057

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I22 LEE, EMILY

Comment Letter I22

### Robert Dmohowski

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**From:** Emily Lee <matt@firesuite.net>  
**Sent:** Friday, August 17, 2018 10:05 PM  
**To:** City Council; info@northriverfarms.com  
**Subject:** A message from Emily



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I22-1

Emily Lee

Emmalee.lee@gmail.com

92584

## APPENDIX T0 (Continued)

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### I23 CHAVEZ, GABRIEL

Comment Letter I23

**Robert Dmohowski**

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**From:** Gabriel Chavez <matt@firesuite.net>  
**Sent:** Sunday, August 19, 2018 2:41 PM  
**To:** City Council; info@northriverfarms.com  
**Subject:** A message from Gabriel



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I23-1

Gabriel Chavez

[gabrielchavez.ca@gmail.com](mailto:gabrielchavez.ca@gmail.com)

92056

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I24 MEJIA, GERONIMO

Comment Letter I24

**Robert Dmohowski**

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**From:** geronimo mejia <matt@firesuite.net>  
**Sent:** Monday, August 27, 2018 3:49 PM  
**To:** City Council  
**Subject:** A message from geronimo



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I24-1

geronimo mejia

geronimomejia@hotmail.com

92104

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I25 JONES, HEIDI

Comment Letter I25

#### Robert Dmohowski

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**From:** Heidi Jones <h.jones@firesuite.net>  
**Sent:** Friday, August 24, 2018 6:59 PM  
**To:** City Council  
**Subject:** A message from Heidi



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I25-1

Heidi Jones

heidi.k.jones@gmail.com

92507

## APPENDIX T0 (Continued)

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### I26 CRUZ, ISABEL

Comment Letter I26

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**From:** Isabel Cruz [<mailto:isabelfoodgirl@gmail.com>]  
**Sent:** Wednesday, April 25, 2018 3:17 PM  
**To:** City Council  
**Subject:** Letter of support NRF

April 25th, 2018

Honorable Mayor Peter Weiss  
Deputy Mayor Chuck Lowery  
Councilman Jerry Kern  
Councilman Jack Feller  
Councilwoman Ester Sanchez

Re: Letter of Support for North River Farms Project

Dear Oceanside City Council,

I have been a restaurant owner and chef in San Diego for over 20 years. Together with my family we own a farm in rural Oregon. I also am a mother who is passionate about the environment.

When I first heard about North River Farms I thought what a great concept; but it is so much more than that, it is a amazing opportunity for San Diego. There are over 200 farm focused communities across the country, San Diego is long over due for a project of this nature.

As a chef I believe anytime people can get connected to their food source it is a good thing and, as a mother I wish there was a North River Farms when my children were growing up.

Teaching children to love and respect food and nature is something we should all strive for. North River Farms will create a natural learning setting through the surroundings. A community built with a holistic approach fostering sustainability and wellness is a win for everyone as well as for Mother Nature.

I wholeheartedly offer my support of the North River Farms project.

Thank you for your time,  
Isabel Cruz

I26-1

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I27 DALATEN, JACQUELYN

Comment Letter I27

**Robert Dmohowski**

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**From:** Jacquelyn Dalaten <matt@firesuite.net>  
**Sent:** Monday, August 27, 2018 6:24 AM  
**To:** City Council  
**Subject:** A message from Jacquelyn



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I27-1

Jacquelyn Dalaten

Jdshopsusa@gmail.com

92128

## APPENDIX T0 (Continued)

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## I28 VITTI, JAN

Comment Letter I28

**Robert Dmohowski**

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**From:** Jan Vitti <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:22 PM  
**To:** City Council  
**Subject:** A message from Jan



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I28-1

Jan Vitti

Jhv1@cox.net

92051

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I29 BURNS, JENNIFER

Comment Letter I29

**Robert Dmohowski**

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**From:** Jennifer Burns <matt@firesuite.net>  
**Sent:** Tuesday, August 21, 2018 4:40 PM  
**To:** City Council  
**Subject:** A message from Jennifer



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I29-1

Jennifer Burns

burnslove@aol.com

92057

## APPENDIX T0 (Continued)

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## I30 FOSTER, JENNY

Comment Letter I30

**From:** Jenny Foster <matt@firesuite.net>  
**Sent:** Tuesday, August 28, 2018 1:43 PM  
**To:** City Council <Council@ci.oceanside.ca.us>  
**Subject:** A message from Jenny



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I30-1

Jenny Foster

[jenny@organikseo.com](mailto:jenny@organikseo.com)

92058



## APPENDIX T0 (Continued)

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### I31 ZAVATTERO, JOE

Comment Letter I31

#### Robert Dmohowski

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**From:** Joe Zavattero <matt@firesuite.net>  
**Sent:** Tuesday, August 21, 2018 1:08 PM  
**To:** City Council  
**Subject:** A message from Joe



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I31-1

Joe Zavattero

Joezavattero@hotmail.com

92008

## APPENDIX T0 (Continued)

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## I32 WRIGHT, KATIE

Comment Letter I32

**Robert Dmohowski**

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**From:** Katie Wright <matt@firesuite.net>  
**Sent:** Sunday, August 26, 2018 5:14 PM  
**To:** City Council  
**Subject:** A message from Katie



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I32-1

Katie Wright

kwright.gryn@gmail.com

92057

## APPENDIX T0 (Continued)

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## I33 GONZALEZ, KIMBERLY

Comment Letter I33

**Robert Dmohowski**

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**From:** Kimberly Gonzalez <matt@firesuite.net>  
**Sent:** Monday, August 27, 2018 10:00 PM  
**To:** City Council  
**Subject:** A message from Kimberly



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I33-1

Kimberly Gonzalez

kingonzalez121@gmail.com

92025

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I34 HORAI, KJERSTI

Comment Letter I34

**Robert Dmohowski**

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**From:** Kjersti Horais <mat@firesuite.net>  
**Sent:** Friday, August 24, 2018 8:42 PM  
**To:** City Council  
**Subject:** A message from Kjersti



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I34-1

Kjersti Horais

kjersti@cox.net

92054

## APPENDIX T0 (Continued)

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### I35 WEBSTER, KRISTA

Comment Letter I35

**Robert Dmohowski**

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**From:** Krista Webster <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 8:58 PM  
**To:** City Council  
**Subject:** A message from Krista



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I35-1

Krista Webster

kwebster3@hotmail.com

92009

## APPENDIX T0 (Continued)

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## I36 KRELL, KRISTY

Comment Letter I36

### Robert Dmohowski

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**From:** Kristy Krell <matt@firesuite.net>  
**Sent:** Saturday, August 25, 2018 6:23 AM  
**To:** City Council  
**Subject:** A message from Kristy



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I36-1

Kristy Krell

kristinkrell@gmail.com

92544

## APPENDIX T0 (Continued)

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### I37 OLMSTEAD, LANA

Comment Letter I37

#### Robert Dmohowski

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**From:** Lana Olmstead <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:17 PM  
**To:** City Council  
**Subject:** A message from Lana



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I37-1

Lana Olmstead

Lolms18733@gmail.com

92009

## APPENDIX T0 (Continued)

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## I38 DUDEK, LAURA

Comment Letter I38

From: laura dudek <[matt@firesuite.net](mailto:matt@firesuite.net)>  
Date: August 22, 2018 at 7:14:14 AM PDT  
To: <[Council@ci.oceanside.ca.us](mailto:Council@ci.oceanside.ca.us)>  
Subject: A message from laura



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I38-1

laura dudek

[lls68lls@gmail.com](mailto:lls68lls@gmail.com)

92024

## APPENDIX T0 (Continued)

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## I39 CUNNINGHAM, LEANNA

Comment Letter I39

**Robert Dmohowski**

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**From:** Leanna Cunningham <matt@firesuite.net>  
**Sent:** Saturday, August 25, 2018 8:44 AM  
**To:** City Council  
**Subject:** A message from Leanna



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I39-1

Leanna Cunningham

Cunninghamleanna7@gmail.com

92054

## APPENDIX T0 (Continued)

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## I40 REYES, MARY ANN

Comment Letter I40

**Robert Dmohowski**

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**From:** Mary Ann Reyes <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 9:57 PM  
**To:** City Council  
**Subject:** A message from Mary Ann



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I40-1

Mary Ann Reyes

maryann.reyes@gmail.com

92130

## APPENDIX T0 (Continued)

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## I41 GILMORE, MIA

Comment Letter I41

**From:** Mia Gilmore <[matt@firesuite.net](mailto:matt@firesuite.net)>  
**Date:** August 21, 2018 at 6:48:58 PM PDT  
**To:** <[Council@ci.oceanside.ca.us](mailto:Council@ci.oceanside.ca.us)>  
**Subject:** A message from Mia



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I41-1

Mia Gilmore

[Miamore2k3@aol.com](mailto:Miamore2k3@aol.com)

92078

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I42 ZAVADA, MICHAEL

Comment Letter I42

#### Robert Dmohowski

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**From:** Michael Zavada <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:24 PM  
**To:** City Council  
**Subject:** A message from Michael



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I42-1

Michael Zavada

zavada69@hotmail.com

92107

## APPENDIX T0 (Continued)

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I43 HAKALA-WOLF, MICHELLE

Comment Letter I43

**Robert Dmohowski**

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**From:** Michelle Hakala-Wolf <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 5:27 PM  
**To:** City Council  
**Subject:** A message from Michelle



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I43-1

Michelle Hakala-Wolf

mdhakala@yahoo.com

92124

## APPENDIX T0 (Continued)

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I44 WALSH, MOLLY

Comment Letter I44

From: Molly Walsh <[matt@firesuite.net](mailto:matt@firesuite.net)>  
Date: August 21, 2018 at 6:46:31 PM PDT  
To: <[Council@ci.oceanside.ca.us](mailto:Council@ci.oceanside.ca.us)>  
Subject: A message from Molly



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

| 44-1

Molly Walsh

[some.star.dust@gmail.com](mailto:some.star.dust@gmail.com)

92009

## APPENDIX T0 (Continued)

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### I45 BUCHANAN, NELLY

Comment Letter I45

**Robert Dmohowski**

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**From:** Nelly Buchanan <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 6:23 PM  
**To:** City Council  
**Subject:** A message from Nelly



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I45-1

Nelly Buchanan

nellydpt@yahoo.com

92054

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I46 MIANI, NICOLE

Comment Letter I46

**Robert Dmohowski**

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**From:** Nicole Miani <nmiani@firesuite.net>  
**Sent:** Sunday, August 26, 2018 6:26 PM  
**To:** City Council  
**Subject:** A message from Nicole



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I46-1

Nicole Miani

nmiani@yahoo.com

92009

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I47 NGUYEN, PHUONG

Comment Letter I47

**Robert Dmohowski**

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**From:** Phuong Nguyen <matt@firesuite.net>  
**Sent:** Friday, August 17, 2018 8:43 PM  
**To:** City Council; info@northriverfarms.com  
**Subject:** A message from Phuong



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I47-1

Phuong Nguyen

Pknguyen100@gmail.com

92122

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I48 RAHMAN, RATIN

Comment Letter I48

#### Robert Dmohowski

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**From:** Ratin Rahman <matt@firesuite.net>  
**Sent:** Saturday, August 25, 2018 2:00 PM  
**To:** City Council  
**Subject:** A message from Ratin



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I48-1

Ratin Rahman

ratin3@gmail.com

92081

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I49 GREEN, REGAN

Comment Letter I49

**Robert Dmohowski**

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**From:** Regan Green <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 6:33 PM  
**To:** City Council  
**Subject:** A message from Regan



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I49-1

Regan Green

regan.green26@gmail.com

92057

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I50 FARNSWORTH, RYAN

Comment Letter I50

**Robert Dmohowski**

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**From:** Ryan Farnsworth <matt@firesuite.net>  
**Sent:** Friday, August 24, 2018 9:35 PM  
**To:** City Council  
**Subject:** A message from Ryan



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future. This is something that has been in our past history and we as a community want options that bring us back to nature, the food we eat and how this land can provide for us in healthy ways. As a free country we hope you support our freedom to create ways in which we want to live. Thank You!

I50-1

Ryan Farnsworth

Ryanf4u@hotmail.com

92057

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I51 JUNG, SARAH

Comment Letter I51

**Robert Dmohowski**

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**From:** Sarah Jung <matt@firesuite.net>  
**Sent:** Sunday, August 26, 2018 12:47 AM  
**To:** City Council  
**Subject:** A message from Sarah



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I51-1

Sarah Jung

Blessedsarah@hotmail.com

92056

## APPENDIX T0 (Continued)

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I52 MORAN, SHERYL

Comment Letter I52

From: Sheryl Moran <[matt@firesuite.net](mailto:matt@firesuite.net)>  
Date: August 23, 2018 at 7:03:53 PM PDT  
To: <[Council@ci.oceanside.ca.us](mailto:Council@ci.oceanside.ca.us)>  
Subject: A message from Sheryl



Dear Mayor and Honorable Council Members:

I support North River Farms because I am excited to see these creative ideas come to Oceanside. Farming, education, and creating as part of a broader community is something that appeals to me. This is a place that I would either visit or live. Infrastructure, improvements and planning are part of the future of Oceanside and I think North River Farms has done a good job of looking toward the future.

I52-1

Sheryl Moran

[sherylmoran89@yahoo.com](mailto:sherylmoran89@yahoo.com)

92057

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

### I53 KARLEEN, BARBARA

Comment Letter I53

Robert Dmohowski

**From:** Barbara J Karleen <Barbara\_Karleen@msn.com>  
**Sent:** Sunday, August 19, 2018 2:29 PM  
**To:** City Council  
**Subject:** River Farms Development

As a retired CA certified residential real estate appraiser and a current resident in the Arrowood development in Oceanside, I can not protest enough this inane River Farms development. I am fully aware that the land has far more value as residential/commercial development than it has as agricultural land. That being said, we were part of the mandatory evacuation last December due to the Lilac Fire. The ingress/egress that already exists in this area for emergencies is completely insufficient. We were lucky this last time. Fire is not the only consideration however. There always exists the potential for a major earthquake. I was living in Cupertino when the Loma Prieta earthquake occurred on October 17, 1989 and can tell you that it was absolute chaos. I also had to evacuate relatives in the Lexington Fire in the Santa Cruz mountains in the 70s with insufficient escape routes. In order for such a development as the River Farms to be even remotely considered, it is IMPERATIVE that improvements to roads and evacuations routes MUST be completed PRIOR to any development approval. To do otherwise is not only folly but putting too many people's very lives at serious risk alone not to mention their very property.

I53-1

I53-2

The Melrose extension should be approved, however, as the existing routes are insufficient and this would be a mitigating risk factor in an emergency.

I53-3

Thank you.  
Barbara Karleen  
5137 Mendip St  
Oceanside, CA 92057

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I54 BRAZEAU, CAROL

Comment Letter I54

**Robert Dmohowski**

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**From:** Carol Brazeau <cbraze@me.com>  
**Sent:** Sunday, August 19, 2018 5:08 PM  
**To:** City Council  
**Subject:** Message from Carol Brazeau

To the Oceanside City Council,

I would like to express my opposition to the North River Development project. I moved to this area two years ago from the San Francisco Bay area to get away from the crowded roads and congested areas.

I will be at the meeting on Wednesday.

Carol Brazeau  
5611 Chincoteague Ct  
Oceanside, California

I54-1

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I55 BRAZEAU, CAROL

Comment Letter I55

**Robert Dmohowski**

**From:** Carol Brazeau <cbraze@me.com>  
**Sent:** Sunday, August 19, 2018 5:47 PM  
**To:** City Council  
**Subject:** Message from Carol Brazeau

When I read this I am furious! City council members should not have the right to decide on this project over the public's objections!

I55-1

Can you explain what the benefits would be - besides extra tax dollars?

As well, you really must look further out than just today... it's not just this zone change, this extension, nor the cost to Taxpayers for support of this development... it's all the other dominoes that will fall. Water during a drought, Utilities when we're having "brown-outs" now, The traffic that will inundate even "new roads", when thousands of people -and nearly as many cars- are added to our daily commutes. This development won't be just a "One and Done". It will be just the true beginning of an all out assault on our semi-rural, northeast Oceanside area ...one that has been testing the edges of our neighborhoods (and our resolve) for decades. Do you really want to lose the semi-rural and rural character of our neighborhoods? TRAFFIC: You thought it was bad last December? IF this development were to go through and Melrose Extend... Well, my dear, "You Ain't Seen Nothin' Yet!" Any "new" roads will not be enough in size nor in number to help with evacuations of thousands of more people and -only God knows how many more vehicles!? A MELROSE Extension on the SOUTH side of Highway 76 involves: ...Eminent domain - people having their homes and lands taken to make way for the road and the subsequent invasion of a multitude of toxin belching cars, ...Plunking down a busy, many-lane road in the midst of -and through- a rural/greenbelt area, to run rampant over parkland, horse property, truck farms, greenhouses and into/through a very quiet neighborhood. ...Changing the character of neighborhoods that people have invested into over the years, BECAUSE of their character, the relative serenity, the lack of traffic, and the SAFETY inherent in such areas. (Which, of course, will be lost!) ...How many millions\$\$\$ will this short extension on the South from 76 to Melrose cost? How much of that will you and I have to pay through taxes? ...Would you be willing to pay for such a convenience on a trip-by-trip basis, a toll? ...rather than have all the Taxpayers pay for it? (If not, then shouldn't you rethink your support?) ...ALL of this, simply to convenience people who are PASSING THROUGH --who do not live in -or have ties to- our communities-- shortening THEIR trips less than a mile of travel, a few minutes, and a traffic light cycle; ...NOT worth the disruption, ...strangers through both our neighborhood & near an Elementary School (Jeffries Ranch), ...pollution where there now is none, ...while increasing the traffic through OUR community manyfold. A MELROSE Extension on the NORTH side of Highway 76 involves: Not only: ...A road, ...A bridge over the River, at what cost? and ...Zoning changes to the Agricultural Lands, BUT ...Loss of Agriculture in the Morro Hills/Sleeping Indian Areas (just to start!) ...Change of Zoning to Commercial (Strip Malls) along the road. -You didn't think that Home Depot would be the ONLY business on Melrose?- ...Change of Zoning to High Density & Mixed Development as the Large 'Family' and Corporate Agricultural holdings are converted into MORE High Density Projects (remember, Jerry Kern was working closely with several of them, with the aim of Melrose Extension paving the way -pun intended- for development of their land! ... and NOT at their expense, but at the City's expense... which means - you guessed it!- HIGHER TAXES for you and me, not only for the initial development, but then the costs of covering the increased needs for Police, Fire, Schools, etc., etc...

I55-2

I55-3

I55-4

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I56 MAYSE, CARRIE

Comment Letter I56

**From:** carrie mayse <[carriemayse@yahoo.com](mailto:carriemayse@yahoo.com)>

**Date:** August 22, 2018 at 1:51:33 PM PDT

**To:** <[council@ci.oceanside.ca.us](mailto:council@ci.oceanside.ca.us)>

**Subject:** No river development

Dear council members, The idea of letting these developers control you without a public vote today is incredibly inappropriate. Listen to the citizens we do not want this development our roads are not big enough the infrastructure cannot handle it the sewer you away land of the eminent domain there are way too many problems with fire routes this is putting peoples and livestock at risk in an evacuation or fire. Adding the low income housing takes from our peaceful enjoyment of their homes and their safety with fire concerns please listen to the community thank you ,  
C Mayse

I56-1

Sent from my iPhone

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

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## I57 RADIGAN, CHERYL

Comment Letter I57

**Robert Dmohowski**

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**From:** Cheryl Radigan <cheryl.lp22@icloud.com>  
**Sent:** Sunday, August 19, 2018 10:40 AM  
**To:** City Council  
**Subject:** New development planned

PLEASE consider the already high cost of water here due to its scarcity. Adding more water customers in an already over loaded water system is insanity.  
Our area is unique in its beauty and serenity. Making it look just like the rest of SoCal with nonstop housing and endless 'development' and traffic is also insanity.  
Please stop and realistically evaluate what's at stake here. NO AMOUNT OF COMPENSATION can bring back what is carelessly allowed to destroy this area...you can never go back and change your mind later.

We trust your integrity and the power you hold over our idyllic way of life here.

Cheryl Radigan, property owner

Sent from my iPhone

I 157-1  
I 157-2  
I 157-3

## APPENDIX T0 (Continued)

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# APPENDIX T0 (Continued)

## I58 DRESSER, CODY

Comment Letter I58

**From:** Cody Dresser <cody.dresss@gmail.com>  
**Sent:** Tuesday, August 21, 2018 3:31 PM  
**To:** City Council <Council@ci.oceanside.ca.us>  
**Subject:** Stop the NRFs project it is too dense and the City of Oceanside cannot handle the traffic.

The request by Integral to negotiate a Development Agreement for North River Farms is premature.

The NRFs' proposal is to build 689 Dwelling Units, a 100-unit Hotel and 30,000 square feet of Commercial space on 177 acres. As the current Zoning only permits 61 Dwelling Units, I find this outrageous. The proposed project constitutes greater than a ten-fold increase in the allowable density!

I58-1

NRFs' is trying to exhaust all the development opportunity that is currently available over the 3500 acres of land in SMHs. The South Morro Hills Association has been working continually on Agritourism and a Vision Plan for over five years, long before NRFs' proposed plan. This project will damage SMHs' agriculture and the entire City of Oceanside.

I58-2

Staff's recommendation last February was to send the NRFs' proposal back to the drawing board. However, Council allowed integral to continue through the process and directed them to work with the SMHA and to come back with something between 100 and 400 DUs. Representatives of the Association have met with NRFs' many times and every meeting began with their statement, "Density is not on the table." Huh??

I58-3

If NRFs' would step back and work with City Staff and the SMHA AgriVision Plan SMHs' could become a beautiful, viable, economic contributor to the City.

I58-4

I respectfully request that you do not allow Integral to negotiate a development agreement at this time as it could create a vested rights situation that the City and its constituents may not want.

I58-5

Thanks Cody Dresser SMH Homeowner and Member

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### 159 STEELE, DANIELLE (1)

Comment Letter 159

**From:** danielle steele <[danisteele01@gmail.com](mailto:danisteele01@gmail.com)>  
**Date:** August 22, 2018 at 7:31:27 PM PDT  
**To:** <[council@ci.oceanside.ca.us](mailto:council@ci.oceanside.ca.us)>  
**Subject: Oppose item #14 tonight's meeting**

I Danielle Steele oppose item #14 on tonight's city council meeting. I live one block away from this proposed housing project. The traffic congestion at North River/Vandegrift/College is outrageous all ready. There is no way those stop lights can handle more cars on the road. And North River Rd, it is a small country road that has a lot of open space where we see tons of wildlife. My backyard I see so many varieties of birds and if you decide to build I don't know what will happen to all of the birds habitats. Come and sit one evening along North River and you will see tons of swallows. They live in the riverbed. They do not go to San Juan Capistrano anymore because they pushed them out with building. And lastly My water bill is \$200 a month what is it going to be like when we have more houses to suck up the water supply?

This development is a very poor plan for northeast Oceanside

Danielle Steele  
5133 Francis St  
Oceanside, Ca 92057

Sent from my iPhone

| 159-1

| 159-2

| 159-3

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I60 BITKER, DEBBIE

Comment Letter I60

**Robert Dmohowski**

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**From:** Debbie Bitker <dbitker01@yahoo.com>  
**Sent:** Monday, August 20, 2018 2:19 PM  
**To:** City Council  
**Subject:** North River Farms

In regards to the North River Farms Project.

I live down here on North River Rd. Come down here and watch the corner of N River Rd, and College at 5pm on weekdays. It is gridlock. We don't need more traffic. It's easy for people that don't have to deal with what happens after to want something. Try living down here. We have the base getting out and it is an endless stream of cars. The bridge backs up, the streets backs up. Things come to a stop. People blocking the intersection, including the buses. It horrifies me to think of even more traffic. Plus, add the horrible drivers already out there. There is no room for added traffic down here.

I60-1

Debbie Bitker

## APPENDIX T0 (Continued)

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## APPENDIX T0 (Continued)

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### I61 MASTRO, DEBBIE (1)

Comment Letter I61

**Robert Dmohowski**

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**From:** Debbie Mastro <critterlovermm@aol.com>  
**Sent:** Monday, August 20, 2018 8:31 PM  
**To:** City Council  
**Subject:** north river road

Please don't discuss further the North River Road project, not allowing the public to view the EIR or bypass the peoples right to vote on SOAR, for or against. Can we not just wait? Thank you for listening.

I61-1

Thank you,  
Debbie Mastro

~ BE THE CHANGE YOU WISH TO SEE IN THE WORLD ~

## APPENDIX T0 (Continued)

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