

**REVISED FINAL
NORTH RIVER FARMS
ENVIRONMENTAL IMPACT REPORT**

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PREFACE TO THE RECIRCULATED FINAL ENVIRONMENTAL IMPACT REPORT

This chapter of this Environmental Impact Report (EIR) describes the purpose, scope, and intent of this recirculated EIR, legislative authority of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the environmental review process, and relevant environmental analysis of project changes since publication of the Final EIR for the North River Farms Planned Development (PD) Plan (proposed project).

Pursuant to CEQA, if revisions to the EIR are limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified (CEQA Guidelines Section 15088.5(c)). It has therefore been determined that portions of the project EIR will be recirculated to ensure that the public has a meaningful opportunity to comment upon the changes to the EIR in accordance with CEQA Guidelines Section 15088.5. Table PR-1 provides a brief overview of the portions of the Final EIR included in the recirculation and, therefore, available for public comment.

PR.1 HISTORY OF PROJECT ENVIRONMENTAL REVIEW

The Draft EIR for the proposed project was circulated for public review from July 27, 2018, through September 17, 2018, in accordance with the 45-day comment period required under Section 15105(a) of the CEQA Guidelines, and formally extended by one additional week. A total of 200 written comment letters were received on the Draft EIR from agencies, organizations, and individuals. Responses to each comment on the Draft EIR are provided in Appendix T0 of the Final EIR. These responses represent a good-faith, reasoned effort to address the environmental issues identified by the comments. In response to comments provided during public review and discussions between City of Oceanside (City) staff and the project applicant, the Final EIR included revisions made in strikeout/underline format, which included modifications to the project description. These modifications to the project included:

1. A reduction in maximum residential unit count from 689 to 656 units;
2. Improvements to the College Boulevard Bridge to increase vehicle capacity from four lanes to six lanes, with additional pedestrian and bicycle access; and
3. Provision of a temporary fire station at the project site or within the South Morro Hills area, together with housing, permanent funding for staff (two personnel), and purchase an appropriate fire apparatus for the interim station.

Changes made to the Draft EIR were summarized in Chapter 10 of the Final EIR.

On January 28, 2019, the City Planning Commission held a public hearing on the proposed project and associated Final EIR. Members of the public attended the hearing and provided comments on various issues including, but not limited to: fire safety, evacuation risk, greenhouse gas (GHG) emissions and mitigation, loss of agricultural lands, traffic on the local roadway network, flooding and dam failure hazard, land use compatibility, growth inducement, and requests for a City adopted plan for South Morro Hills. The Planning Commissioners also provided public testimony and echoed similar comments raised by members of the public. Specific concerns raised by Planning Commissioners included, but were not limited to: the progress of local planning efforts for South Morro Hills, staffing and location of the newly proposed on-site fire station, affordable housing, diversity of jobs provided by the project, and GHG mitigation. After consideration of City staff presentations, the project applicant presentation, public comment, and deliberation, the Planning Commission recommended that the City Council deny the proposed project.

The proposed project was noticed for a public hearing before the City Council scheduled for March 13, 2019. Prior to the printing of the Council agenda, the project applicant requested that the hearing be vacated to permit the applicant refine the project in response to comments provided at the January 28th Planning Commission hearing. City staff reviewed the project modifications, and the project was referred back to Planning Commission for a new public hearing scheduled for May 6, 2019.

On March 22, 2019, the project applicant submitted a memorandum to the City that detailed proposed significant enhancements to the project. In the referenced memorandum, the project applicant proposed conditions to:

1. Retain additional off-site land in agricultural or open space uses in perpetuity
2. Construct intersection improvements at the Vandegrift Boulevard/N. River Road intersection; and
3. Fund to-be-determined Climate Action Plan implementation measures to reduce GHG emissions.

Appendix T to Final EIR was subsequently revised to assess the potential environmental impacts of these proposed conditions. The environmental impacts were generally beneficial due to the additional retention of land in agricultural and open space uses, traffic improvements, and additional commitment by the applicant to mitigate GHG beyond reducing project emissions to net zero.

Due to the significant project enhancements proposed after January 28, 2019, the proposed project and its associated EIR were scheduled to be reconsidered by the Planning Commission on May 6, 2019. During the Planning Commission hearing, members of the public provided comments similar to that provided on January 28th. Specific concerns raised by the public and/or Planning Commissioners included: the project includes too many units/ is too dense for the area, General Plan consistency, concerns over the progress of local planning efforts for South Morro Hills, the

interim (versus permanent) nature of the proposed on-site fire station, comments seeking preservation of additional agricultural/ open space uses, and concerns with attracting job creating hotel or other commercial uses. Members of the public also suggested that the number and nature of modifications to the project required recirculation of the project's EIR in order to provide the public and decision makers with adequate ability to review the potential impacts to the environment. After consideration on May 6, 2019, the Planning Commission recommended against City Council approval of the project.

On May 21, 2019, the project applicant submitted a letter to the City requesting that City Council postpone the public hearing scheduled for May 22, 2019. The request was considered by City Council on May 22 and the postponement was approved.

Since the May 22nd City Council meeting, the project applicant has worked with City staff, and is now proposing the following further project refinements in response to comments received from the public and Planning Commissioners:

1. A further reduction in maximum residential units count from 656 to 585 dwelling units;
2. Provision of one million dollars (\$1 million) towards the preparation of a community plan for the Wilshire and N. River Road areas of South Morro Hills.
3. Dedication of land for development of a permanent (instead of interim) fire station at the project site, in addition to the applicant's prior commitment to fund its ongoing operations;
4. Preservation of the Bree Property – an additional 37.5 acres land adjacent to the original project site – in permanent agricultural or open spaces uses, and inclusion of the Bree Property within the project boundary;
5. Incentivize restaurant/ brewery uses within the Village Core;
6. Provision of a dog park within Village Core;
7. Upsize sewer within N. River Road between Leon Drive and the western boundary of the project site from a proposed 21-inch pipeline to a 24-inche to respond to the City's request;
8. Addition of a mountain bike trail; and
9. Contribution of \$500,000 to the City for improvements to the Melba Bishop Recreation Center at the City's discretion.

These proposed refinements are discussed in greater detail below. The project applicant has worked with City staff to analyze and incorporate these refinements into this recirculated Final EIR.

PR.2 RECIRCULATION UNDER CEQA

This Recirculated Final Environmental Impact Report (Recirculated Final EIR) is part of the ongoing environmental review process for the project.

Under CEQA, a lead agency is required to recirculate an EIR, or portions of an EIR, when significant new information is added to the EIR after notice is given of the availability of the Draft EIR for public review, but before certification. As used in section 15088.5 of the State CEQA Guidelines, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponent has declined to implement.

“Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- a) a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- b) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- c) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it; or
- d) the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (See, State CEQA Guidelines section 15088.5, subd. (a)(1)–(4))

The project applicant has proposed a number of improvements to the project in response to comments received from the public, City staff, and Planning Commissioners throughout the CEQA and public hearing process. Because these improvements do not result in a new or worsened substantial adverse impacts, or identify a feasible mitigation measure or alternative not adopted by the applicant, recirculation is not required by CEQA. Nonetheless, in an effort to promote meaningful public review, participation, and comprehension, parts of the EIR are being recirculated for review and public comment.

Pursuant to CEQA, if revisions to the EIR are limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified (CEQA Guidelines Section 15088.5(c)). It has therefore been determined that portions of the project EIR

will be recirculated to ensure that the public has a meaningful opportunity to comment upon the changes to the EIR in accordance with CEQA Guidelines Section 15088.5. Table PR-1 provides a brief overview of the portions of the Final EIR included in the recirculation and, therefore, available for public comment.

**Table PR-1
Portions of the Final EIR Included in Recirculation**

Section of Final EIR Included in Recirculation	Rationale for Inclusion in Recirculation
Preface to Recirculated Final EIR	This Preface is included in the recirculation to provide the public with information concerning project modifications currently proposed. The Preface also includes a supplemental analysis prepared to evaluate potential environmental impacts resulting from the proposed modifications. This Preface is a new section of the Recirculated Final EIR that has not previously been released for public review. This Preface also includes a summary of changes to the Final EIR to reflect project modifications.
Chapter 3, Project Description	Chapter 3, Project Description, is included in the recirculation to provide the public with information concerning project modifications and revised figures, which include the Vesting Tentative Map.
Appendix B, North River Farms Planned Development Plan	Appendix B is included in the recirculation to provide the public with information regarding the project modifications as incorporated into the proposed PD Plan
Appendix V, Oceanside General Plan Amendment Consistency Tables	Appendix V is a new appendix to the Recirculated Final EIR. This appendix contains consistency analysis of the project in relation to applicable policies of the General Plan Economic Development Element, General Plan Energy Climate Action Element, and Climate Action Plan.

As discussed within this Preface, no new significant environmental impacts were identified to result from the proposed project modifications.

Under CEQA, recirculation of an EIR requires notice pursuant to Public Resources Code section 21092.1 and State CEQA Guidelines section 15087, and consultation pursuant to State CEQA Guidelines section 15086. Additionally, the lead agency must send a notice of recirculation to every agency, person, or organization that commented on the prior Draft EIR. (See, State CEQA Guidelines section 15088.5, subd.(f)(3).)

Pursuant to CEQA Guidelines Section 15088.5(f)(2), the City requests that reviewers limit all public comments to the recirculated documents described at Table PR-1 above. Comments on such recirculated documents must be received no later than September 26, 2019 at 5:00 p.m. and should reference the project name: North River Farms. Written comment should reference the project name “North River Farms” and be submitted to Rob Dmohowski,

Associate Planner, at the City of Oceanside, 300 N. Coast Highway, Oceanside, CA 92054, or via e-mail to rdmohowski@oceansideca.org.

The Final EIR in its entirety is available on the City of Oceanside website at:

<https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp>

The Recirculated Final EIR has been prepared in accordance with CEQA, Public Resources Code sections 21000, *et seq.* and the State CEQA Guidelines, California Code of Regulations, title 14, sections 15000, *et seq.* (State CEQA Guidelines). The Recirculated Final EIR will be used, in conjunction with other environmental documentation, to enable the City and other interested parties to evaluate the significant environmental impacts associated with the proposed project.

PR.3 PROJECT MODIFICATIONS

The following is a discussion of the refinements that have been made to the proposed project since the May 6, 2019 Planning Commission hearing, in response to recommendation of the public, Planning Commission, and City staff.

Reduction to a Maximum 585 Residential Dwelling Units; Reduced Project Density

The proposed project maximum residential unit count has been reduced to a maximum total of 585 dwelling units. The breakdown by Planning Area is shown in Table PR-2 below.

**Table PR-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	223	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	87	10.0–15.0	40
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	184	6.0-9.9	35

**Table PR-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	91	3.6–5.9	35
Agricultural Easement (Bree Property)	37.5	Planned Development (PD)	Agricultural (A)	—	—	—
Backbone roads	13.1	—	—	—	—	—
Total	214.1	—	—	585	—	—

This reduction is proposed in response to comments regarding the number of residential units proposed and density of proposed development.

This is the third time the total residential unit count has been reduced to respond to comments received during the environmental review process. When the Notice of Preparation (NOP) was issued in November 2017, the project proposed development of a total 725 dwelling units. The applicant reduced the unit count to 689 dwelling units in the Draft EIR to respond to NOP comments; and further reduced to the unit count to 656 units in the Final EIR. The proposal to reduce the number of residential units a fourth time – to 585 residential dwelling units — represents an almost 20 percent reduction in residential units compared to the project proposed in November 2017.

At 585 residential dwelling units, and with the addition of the 37.5-acres Bree property to be permanently preserved in agricultural/ open space uses (discussed below), the proposed overall project density is 2.73 dwelling units per acre. This density is comparable to the nearby Arrowood community, which has an approximate density of 2.2 dwelling units per acre.

Addition of Bree Property as Permanently Preserved Agriculture / Open Space

The proposed project has been revised to incorporate the additional 37.5-acres of agricultural land, known as the “Bree Property,” into the project site (Assessor’s Parcel Number 122-081-30). Refer to Figure PR-1 for the location of this additional property in relation to the original project site.

The project property boundary has been refined to reflect the addition of the Bree property to the project, as shown on Figures 2-1 and 2-2 of the EIR. A condition of project approval will require

the provision of an agricultural easement and/or deed restriction over the Bree Property that will preserve in perpetuity open space/agricultural uses at that property.

This modification is being proposed in response to Planning Commission and staff comments received at the May 6, 2019 Planning Commission hearing. At that time, the applicant proposed to preserve part of the Bree property and other unidentified land, which proposal was discussed in detail at the Planning Commission hearing and in the staff report. Comments expressed concern that all 37.5-acres of the Bree Property should be added to the project and included within the project boundary.

To address these comments, the applicant has agreed to provide an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The Bree property has been incorporated into the project boundary. A refinement to the Vesting Tentative Map (VTM) and Planned Development Plan (PD Plan) reflects the addition of the Bree Property to the project.

With the Bree property incorporated into the project and reduction in the number of units proposed by the project, the overall project density will be reduced to 2.73 dwelling units/acre (585 dwelling units / 214.1 acres = 2.73 dwelling units/acre).

Further, the overall density north of North River Road is 2.05 dwelling units/ acre (281 / 137 acres dwelling units = 2.05 dwelling units/acre).

Permanent Fire Station On site

In response to comments received on the Draft EIR, the applicant agreed to revise the project to include and staff a temporary fire station at the site. The revision was incorporated as mitigation measure MM-PUB-1 in the Final EIR presented to Planning Commission.

Concerns with fire safety and the provision of a temporary -- versus permanent -- fire station were topics discussed at great length at both Planning Commission hearings. (See Section 1.1 above.) To address these concerns, the project has now been modified to grant the City one-acre of land within the Village Core for construction of a permanent fire station. The location of the site proposed for the permanent fire station is shown on Figure PR-2. The project applicant will also fund the ongoing staffing of a two-person crew at this station. The VTM and Figure 10-1 of the PD Plan have also been refined to reflect the location of the fire station within the Village Core. The dedication of the fire station site will be required as a condition of project approval. Mitigation measure MM-PUB-1 has been revised as indicated below:

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

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

Dog Park

The project has been refined to include a one-acre dog park within the Village Core. Table 4-1 and Figure 6-1 of the PD Plan will be revised to reflect the conversion of one-acre of the site to provide the dog park. Because the PD Plan currently allows uses such as dog parks within the Village Core, no further revisions to the PD Plan are needed. The dog park would be available for use by the public. As shown on Figure PR-3, the proposed dog park would be located near public parking and other publicly accessible trails.

Compared to the project as evaluated in the EIR, the conversion to allow for the dog park would result in the equivalent reduction of an acre of proposed agricultural uses within the Village Core. However, the addition and permanent preservation of the Bree Property (discussed previously) would result in a net increase of 36 acres of agricultural uses at the project site, for a total 68.1 acres of on-site agriculture. Therefore, the proposed change would not result in a decrease of agricultural land within the project's boundaries.

Incentivize Restaurant/Brewery Uses within Village Core

To incentivize brewery/restaurant development within the Village Core, the applicant will provide a rent reduction for any restaurant equal to 50% of market rate rent for a one-year period following issuance of the certificate of occupancy. The rent reduction is proposed as a means of enticing future restaurant tenant(s) to the space, and would be assured through modification of the project's conditions of approval to incentivize development of restaurant/retail uses at this location.

The project would include a restaurant/brewery at the hotel site within the Village Core. Both restaurant and hotel uses are already allowed commercial uses within the Village Core under the current PD Plan. Thus, no change to the PD Plan is required because the Village Core allows for commercial uses that include hotels as well as restaurants.

24-inch Off-Site Sewer Improvements

As previously described in the Final EIR, the proposed project included off-site sewer improvements consistent of the upsizing of an approximate 1,800 foot segment of the existing 18-inch sewer pipeline within N. River Road between Leon Drive and the western boundary of the project site to a 21-inch sewer pipeline. The project has now been modified to upgrade the size of this portion of the existing sewer pipeline to 24 inches at the request of the City, as shown on Figure 3-10 of the EIR.

Addition of a Mountain Bike Trail

The project has been modified to include a mountain bike trail along the southern perimeter of the project site within Planning Area 1 and 2, as shown on Figure 3-8 of the EIR. The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. Since bicycle trails are permitted within open space areas and within perimeter edges under the current iteration of the PD Plan, this project modification would not require a change to the PD Plan.

Contribution of Funds

One Million Dollar Contribution Towards South Morro Hills Long-Range Planning

As a condition of project approval, the project applicant will contribute one million dollars (\$1,000,000) in funds towards the preparation of a community plan for the long-range planning efforts for South Morro Hills.

A contribution of \$250,000 was discussed at the May 6, 2019 Planning Commission hearing and included in the City staff report. Comments from Planning Commissioners and numerous members of the public at the May 6, 2019 Planning Commission meeting spotlighted the desire to undertake a long-range planning effort for the South Morro Hills Community. Responding to these comments, the applicant proposes to increase from \$250,000 to \$1,000,000 its previously proposed contribution for the creation of a South Morro Hills Community Plan. This increase in funding was in response to substantial discussion about a long range planning effort for South Morro Hills by City staff, the Planning Commissioners, and the public. The increased funding is intended to stimulate and encourage the City's timely and thorough undertaking of this long-range planning effort. The modification would be implemented through a condition of project approval. Such funding would not affect the project's land use plan or physical impacts on the environment. The City will be required to comply with all such laws as are applicable, including CEQA, in undertaking such future planning efforts.

\$500,000 Contribution to City for Improvements to Melba Bishop Recreation Center

As a condition of project approval, prior to the issuance of the 300th building permit, the project applicant will provide \$500,000 to the City for future improvements, at the City's discretion, to the Melba Bishop Recreation Center. The scope and nature of any such improvements are unknown at this time. If and when the City determines to undertake improvements, it will be required to comply with all such laws as are applicable, including CEQA. The applicant's contribution towards any future improvements will not affect the project's land use plan or physical impacts on the environment.

PR.4 ANALYSIS OF ENVIRONMENTAL IMPACTS RESULTING FROM PROJECT MODIFICATIONS

Aesthetics

Reduction of Dwelling Units and Density

The reduction of dwelling units and proposed density would lessen the overall development intensity within the project site. All proposed development would be located within the same footprint as analyzed in the Final EIR, and would not extend into new areas. While the reduction of dwelling units would lessen the apparent visual bulk and scale of proposed residential uses onsite, this project modification would not substantially alter the anticipated visual change resulting from project development. The remainder of the site would remain visually the same as previously analyzed in the Final EIR.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the visual environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. The proposed easement would result in a beneficial impact to the visual environment of the South Morro Hills area, by permanently preserving agricultural/open space on approximately 37.5 acres.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any changes to the visual environment.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for potential aesthetic and visual impacts associated with the proposed project within the Final EIR. The PD Plan specifies parks are an allowed use in the Village Core. The identification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated visual change resulting from project development.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for potential aesthetic and visual impacts associated with the proposed project within the Final EIR. The PD Plan allows for such uses in the Village Core. The identification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated visual change resulting from project development.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement within N. River Road from 21-inch to 24-inch would not result in any changes to the visual environment.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated visual change resulting from project development or require substantial additional lighting.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any reasonably foreseeable physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time. If and when the City determines to undertake improvements, it will be required to comply with all such laws as are applicable, including CEQA.

Level of Significance of Impacts

As shown above, the aesthetic impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. Therefore, the proposed project would still result in less than significant impacts related to scenic vistas, scenic highways, visual character or quality, and light and glare.

Agriculture and Forestry Resources

Reduction of Dwelling Units and Density

The Final EIR concluded the proposed project would directly contribute to the loss of approximately 176.64 acres of significant agricultural resources, and impacts would be potentially significant. The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. Thus, no additional designated agricultural areas would be directly or indirectly converted or affected by the reduction in dwelling units.

Addition of Bree Property

The Bree property is designated as “Farmland of Local Importance” by the California Department of Conservation and is zoned as “Residential Estate (R-EA)” by the City. The provision of a permanent agricultural/open space easement on the Bree property would increase the amount of preserved agricultural lands in the City by approximately 37.5 acres. The easement would also limit proposed modification would result in a beneficial impact to agricultural resources.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any new impacts to agricultural or forestry resources.

Dog Park

The proposed dog park would be located within the Village Core, in an area previously analyzed for potential agricultural and forestry impacts associated with the proposed project within the Final EIR. Compared to the project as evaluated in the Final EIR, the conversion to allow for the dog park would result in the equivalent reduction of an acre of proposed agricultural uses within the Village Core. However, the EIR conservatively considered agriculture across the entire project site would be considered impacted.

Thus, modifying previously proposed agricultural uses to a dog park would not result in any new impacts to agricultural or forestry resources. Further, the addition and permanent preservation of the Bree Property (discussed previously) would result in a net increase of 36 acres of agricultural uses at the project site, for a total 67.6 acres of on-site agriculture. Therefore, with the addition of this proposed modification, the proposed project would still result in less than significant impacts related to conflicts with agricultural zoning or Williamson Act contract land, conversion of forest land, and indirect conversion of agricultural/forest lands.

Incentivize Restaurant/Brewery Uses within Village Core

The Final EIR previously contemplated the provision of a hotel within the Village Core. Modifying the potential hotel use to a potential restaurant/brewery would not result in any new impacts to agricultural or forestry resources.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any new impacts to agricultural or forestry resources.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not result in any new impacts to agricultural or forestry resources.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impacts

With project refinements, an additional 37.5 acres of agricultural land would be preserved in South Morro Hills in perpetuity. The refinements will thus result in a beneficial impact to agricultural resources when compared to the analysis in the Final EIR. However, the proposed project would still directly contribute to the loss of approximately 176.64 acres of significant agricultural resources, such that impacts would be potentially significant. Incorporation of mitigation measure MM-AG-1 would reduce impacts to a less than significant level.

Compared to the Final EIR, the impacts to agriculture and forestry resources with proposed project refinements would still result in less than significant impacts related to conflicts with agricultural zoning or Williamson Act contract land, conversion of forest land, and indirect conversion of agricultural/forest lands.

Air Quality

Reduction of Dwelling Units and Density

This project modification would result in a shorter construction phase due to the reduced development of residential structures. Therefore, the reduction of dwelling units would result in a reduction of anticipated construction emissions from the proposed project. During operation, reduction of dwelling units would result in fewer average daily trips (ADTs) (refer to the traffic analysis below for additional details). As such, the reduction in dwelling units would result in a reduction of operational emissions, primarily from mobile sources.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the property and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement. This agricultural easement would preclude additional residential development on this property that is currently permitted under the existing land use designations. Therefore, future year trips from this property would be reduced.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any new impacts to air quality.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for development of agricultural uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated impacts to air quality resulting from project development. The inclusion of a dog park, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed dog park would not substantially alter the anticipated construction of the proposed project.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for development of hotel uses associated with the proposed project within the Final EIR.

The specification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated impacts to air quality resulting from project development. The inclusion of a restaurant/brewery, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed restaurant/brewery would not substantially alter the anticipated construction of the proposed project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated construction phase or operation of the project, as it relates to air quality and pollutant emissions.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated construction phase or operation of the project, as it relates to air quality and pollutant emissions. The provision of a mountain bike trail would not result in the any increased exposure of sensitive receptors to potential pollutant emissions, concentrations, or odors.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the air quality impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. Therefore, with the addition of this proposed modification, the proposed project would still result less than significant impacts related to conflicts with the applicable air quality plan, violation of air quality standards, and criteria pollutant emissions. The proposed project may still expose sensitive receptors to substantial pollutant concentrations and objectionable odors. Incorporation of mitigation measures MM-AQ-1 and MM-AQ-2 would reduce impacts to a less than significant level.

Biological Resources

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. This modification would result in the same potential impact to biological resources on- and off-site. No additional areas with potentially sensitive biological resources would be directly or indirectly affected by the reduction in dwelling units.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. Therefore, no new or additional biological resources would be affected by this project modification.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for potential biological resource impacts associated with the proposed project within the Final EIR. Modifying a proposed agricultural use to a dog park would not result in any physical changes to the environment with respect to potential impacts to biological resources. Any off-leash pets would be limited to the area of the dog park and pet waste would be properly disposed of, minimized potential to contaminate runoff on- and off-site.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for potential biological resource impacts associated with the proposed project within the Final EIR. Modifying a proposed hotel use to a restaurant/brewery would not result in any physical changes to the environment with respect to potential impacts to biological resources.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any additional changes to the environment, with respect to potential impacts to biological resources.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site. The proposed mountain bike trail would not be located in any areas with sensitive biological resources beyond those already impacted by the proposed project.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the biological resources impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. With proposed modifications, the project would still be required to implement mitigation measures MM-BIO-1 through MM-BIO-3. Therefore, the proposed project would still result in less than significant impacts related to sensitive species, sensitive habitats, wetlands, wildlife movement and corridors, compliance with local policies protecting biological resources, and compliance with habitat conservation planning.

Cultural Resources

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. This modification would result in the same potential impact to cultural resources on- and off-site. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by the reduction in dwelling units.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by the addition of the Bree property.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by this modification.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for potential cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed agricultural use to a dog park would not result in any physical changes to the environment with respect to potential impacts to cultural, historic, or paleontological resources. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by this modification.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for potential cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed hotel use to a restaurant/brewery would not result in any physical changes to the environment with respect to potential impacts to cultural, historic, or paleontological resources. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by this modification.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any additional changes to the environment, with respect to

potential impacts to cultural resources. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by this modification.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site. No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by this modification.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

No additional areas containing potentially sensitive cultural, historic, or paleontological resources would be directly or indirectly affected by these modification. Therefore, with implementation of mitigation measures MM-CUL-1 through MM-CUL-3, the proposed project would still result in less than significant impacts to historic resources, cultural and archaeological resources, paleontological resources, and human remains.

Energy Consumption

Reduction of Dwelling Units and Density

This project modification would result in a shorter construction phase due to the reduced development of residential structures. Therefore, the reduction of dwelling units would result in a reduction of anticipated construction energy use from the proposed project. During operation, reduction of dwelling units would result in fewer average daily trips (ADTs) (refer to the traffic analysis below for additional details). As such, the reduction in dwelling units would result in a reduction of operational energy consumption from mobile sources, as well as overall residential energy consumption.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the property and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not substantially alter the anticipated construction or operational energy use of the project.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for development of agricultural uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated energy use resulting from project development. The inclusion of a dog park, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT, resulting in a decrease of operational energy consumption (refer to the traffic analysis below for additional details). Additionally, the proposed dog park would not substantially alter the anticipated construction energy use of the proposed project.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for development of hotel uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated energy use resulting from project development. The inclusion of a restaurant/brewery, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT, resulting in a decrease of operational energy consumption (refer to the traffic analysis below for additional details). Additionally, the proposed restaurant/brewery would not substantially alter the anticipated construction of the proposed project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not alter the anticipated construction or operational energy use of the proposed project.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated construction phase or operation of the project, as it relates to energy use.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the energy impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. The proposed project would still result in less than significant impacts to energy consumption, compliance with energy standards and regulations, and local/regional energy demand.

Geology and Soils

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. Therefore, existing geologic conditions and potential hazards would be the same as previously analyzed.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future

development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

The provision of a dog park within the Village Core would not result in any new development beyond the previously analyzed development footprint. Therefore, existing geologic conditions and potential hazards would be the same as previously analyzed.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery instead of a hotel use within the Village Core would not result in any new development beyond the previously analyzed development footprint. Therefore, existing geologic conditions and potential hazards would be the same as previously analyzed.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any new development beyond the previously analyzed development footprint. Therefore, existing geologic conditions and potential hazards would be the same as previously analyzed.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site. The mountain bike trail would be located within the same area previously analyzed for geologic hazards. Therefore, existing geologic conditions and potential hazards would be the same as previously analyzed.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

The existing geologic conditions and potential hazards would be the same as previously analyzed. With the implementation of MM-GEO-1, the proposed project would still result in less than significant impacts to rupture of a known earthquake fault, seismic ground shaking, ground failure, landslides, erosion, and other geologic hazards.

Greenhouse Gas Emissions

Reduction of Dwelling Units and Density

This project modification would result in a shorter construction phase due to the reduced development of residential structures. Therefore, the reduction of dwelling units would result in a reduction of anticipated construction greenhouse gas (GHG) emissions from the proposed project. During operation, reduction of dwelling units would result in fewer average daily trips (ADTs) (refer to the traffic analysis below for additional details). As such, the reduction in dwelling units would result in a reduction of operational emissions, primarily from mobile sources.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the property and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. This agricultural easement would preclude additional residential development on this property that is currently permitted under the existing land use designations. Therefore, future year trips from this property would be reduced. Therefore, no changes to the anticipated impacts to GHGs would occur.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any new impacts to GHG emissions.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for development of agricultural uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated impacts to GHG emissions resulting from project

development. The inclusion of a dog park, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed dog park would not substantially alter the anticipated construction of the proposed project.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for development of hotel uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated impacts to GHG emissions resulting from project development. The inclusion of a restaurant/brewery, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed restaurant/brewery would not substantially alter the anticipated construction of the proposed project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated construction phase or operation of the project.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated construction phase or operation of the project, as it relates to GHG emissions.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the GHG impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. With the implementation of MM-GHG-1 through MM-GHG-3, the proposed project would still have less than significant impacts related to generation of GHG emissions and compliance with GHG reduction plans, policies, and ordinances.

Hazards and Hazardous Materials

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. As such, this proposed modification would not encounter any new or additional hazards or hazardous materials beyond that previously analyzed in the Final EIR. The proposed project would still be required to implement mitigation measure MM-HAZ-1 to reduce potential impacts from demolition of existing structures. The reduction of dwelling units would not substantially alter the use, transport, storage, and disposal of potentially hazardous materials during construction and operation of the proposed project. In the event of an emergency evacuation, a reduction in dwelling units would result in a smaller population to be evacuated, reducing potential impacts to evacuation routes.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. Any use of pesticides or other agricultural chemicals would be used in compliance with local, state, and federal regulations.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment. With existing Oceanside Fire Department facilities, the majority of the project site, and therefore, other areas of South Morro Hills to the east, would not be within the five-minute response time goal (Appendix T7). The provision of a permanent fire station on-site would result in a beneficial impact to emergency response to the surrounding area.

Dog Park

The provision of a dog park within the Village Core would not result in any new development beyond the previously analyzed development footprint. As such, this proposed modification would not encounter any new or additional hazards or hazardous materials beyond that previously analyzed in the Final EIR. Pet waste would be properly disposed of, minimized potential to release hazardous materials on- and off-site.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery instead of a hotel use within the Village Core would not result in any new development beyond the previously analyzed development footprint. As such, this proposed modification would not encounter any new or additional hazards or hazardous materials beyond that previously analyzed in the Final EIR.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any new development beyond the previously analyzed development footprint. As such, this proposed modification would not encounter any new or additional hazards or hazardous materials beyond that previously analyzed in the Final EIR.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site. As such, this proposed modification would not encounter any new or additional hazards or hazardous materials beyond that previously analyzed in the Final EIR.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the hazards and hazardous materials impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. Therefore, with the implementation of mitigation measure MM-HAZ-1, the proposed project would still result in less than significant impacts related to hazardous materials, airport hazards, emergency response and evacuation, and wildland fire.

Hydrology and Water Quality

Reduction of Dwelling Units and Density

The reduction of dwelling units would not affect the potential sources of pollutants during construction and operation or the overall proposed hydrology or drainage within the project site.

Construction best management practices (BMPs) as well as operational source control facilities and drainage management areas would remain the same with this reduction in dwelling units. Development would still occur within the flood hazard zone, and proposed grading elevations and flood control improvements would still be required to remove all proposed housing and other structure from the flood hazard zone.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

Modifying a proposed agricultural use to a dog park within the Village Core would not substantially alter proposed hydrology and drainage of the proposed project during construction and operation. Pet waste would be properly disposed of, minimized potential to contaminant runoff on- and off-site.

Incentivize Restaurant/Brewery Uses within Village Core

Modifying a proposed hotel use to a restaurant/brewery within the Village Core would not substantially alter proposed hydrology and drainage of the proposed project during construction and operation.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any additional changes to the environment, with respect to potential impacts to hydrology and water quality.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development, hydrology, drainage, and use of this portion of the project site.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the hydrology and water quality impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. Therefore, the proposed project would still have less than significant impacts related to water quality, drainage, groundwater, drainage, and flooding.

Land Use and Planning

Reduction of Dwelling Units and Density

The reduction of dwelling units would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

The provision of a dog park within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a dog park within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The proposed adoption of a PD Plan, plan amendments, and other requested discretionary approvals would still be required of the proposed project.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the land use impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. The proposed adoption of a PD Plan, plan amendments, and other requested discretionary approvals would still be required of the proposed project. Therefore, with implementation of required mitigation measures for the other issue areas, the proposed project would still result in less than significant impacts related to physical division of an established community and compliance with applicable plans, policies, and ordinances.

Mineral Resources

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. This modification would result in the same potential impact mineral resources.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for potential cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed agricultural use to a dog park would not result in any physical changes to the environment with respect to potential impacts to mineral resources.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for potential cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed hotel use to a restaurant/brewery would not result in any physical changes to the environment with respect to potential impacts to mineral resources.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any additional changes to the environment, with respect to potential impacts to mineral resources.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

No additional areas containing potentially significant mineral resources would be directly or indirectly affected by project refinements. Therefore, the proposed project would still result in less than significant impacts related to mineral resources.

Noise

Reduction of Dwelling Units and Density

The reduction of dwelling units would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. With respect to noise generation, the reduction of dwelling units would not substantially alter the construction phase of the project. Construction of the proposed project would still be located near the same noise sensitive land uses and the anticipated construction noise impacts would remain the same. During operation, reduction of dwelling units would result in fewer average daily trips (ADTs) (refer to the traffic analysis below for additional details). As such, the reduction in dwelling units would result in a reduction of contribution to traffic noise, both on- and off-site.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment.

Dog Park

The provision of a dog park within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The specification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated impacts to noise resulting from project development. The inclusion of a dog park, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed dog park would not substantially alter the anticipated construction of the proposed project.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The specification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated impacts to noise resulting from project development. The inclusion of a restaurant/brewery, in conjunction with the other proposed modifications to the project, would still result in an overall reduction of project generated ADT (refer to the traffic analysis below for additional details). Additionally, the proposed restaurant/brewery would not substantially alter the anticipated construction of the proposed project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated construction phase or operation of the project, as it related to noise generation.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated construction phase or operation of the project, as it relates to noise generation. The provision of a mountain bike trail would not result in the any increased exposure of sensitive receptors to potential excess noise or vibration levels.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the noise impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. Therefore, with the implementation of mitigation measures MM-NOI-1 through MM-NOI-5, the proposed project would still result in less than significant impacts related to noise levels and generation, groundborne vibration, and airport noise.

Population and Housing

Reduction of Dwelling Units and Density

The reduction of dwelling units would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. This proposed modification would not displace any existing housing or people. The proposed project would directly induce growth through the development of residential and commercial land uses, which would introduce new residents and jobs¹ to the area. SANDAG's Series 13 Regional Growth Forecast estimates an average household size of approximately 2.86 persons per household by 2025². With a reduction of dwelling units, the proposed project would result in a smaller potential buildout population. Using the SANDAG factors, with the proposed reduction in dwelling units, the proposed project would result in an estimated 1,863 people (comprised of approximately 1,673 residents and 190 employees). While the total anticipated population would be reduced from that analyzed in the Final EIR, the proposed project would still introduce a population beyond what is planned for the project site and would be considered growth inducing.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the property and no development,

¹ It is not known how many of the jobs would employ residents that currently live in the region versus how many would relocate to the area. Therefore, this analysis uses SANDAG employment density forecasts to estimate the employee population induced by the proposed project. Refer to Section 4.8, Greenhouse Gas Emissions, of the EIR.

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

improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. Because the Bree property is zoned for residential use, the provision of this agricultural/open space easement would prevent future growth within this specific portion of the project site. However, the remainder of the project site would still be developed as proposed.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any changes in anticipated growth impacts in the area. This fire station would provide fire/medical response to an area beyond the project site that is already underserved.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for development of agricultural uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a dog park instead of agricultural use would not substantially alter the anticipated growth impacts.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for development of hotel uses associated with the proposed project within the Final EIR. The specification of a specific lot to be designated as a restaurant/brewery instead of hotel use would not substantially alter the anticipated growth impacts in the area.

24-inch Off-Site Sewer Improvements

The Final EIR described the project requiring to upsize a portion of an existing sewer line within N. River Road from 18 inches to 21 inches. This increase in capacity of infrastructure within the roadway could result in additional intensification on properties surrounding this sewer line by removing a barrier to growth, and is thereby considering growth inducing. The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the previously anticipated growth impacts in the area.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter anticipated growth impacts to the area.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the population and housing impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. The project refinements would not displace any existing housing or people. Therefore, with this proposed modification, the proposed project would still result in significant and unavoidable impacts related to growth/population and housing.

Public Services

Reduction of Dwelling Units and Density

A reduction in dwelling units would reduce overall demand for public services as the potential service population introduced by the project would be smaller than previously analyzed in the Final EIR.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. The addition of the Bree property would not result in a change in demand for public services.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any change in demand for public services. With existing Oceanside Fire Department facilities, the majority of the project site, and therefore, other areas of South Morro Hills to the east, would not be within the five-minute response time goal (Appendix T7). With the provision of a permanent fire station, the City would be able to better serve the project site and surround area, where deficient emergency response times may currently exist. Mitigation measure MM-PUB-1 has been revised to reflect the change from temporary to permanent.

Dog Park

The provision of a dog park within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a dog park would not result in a substantial change in demand for public services by the project.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a restaurant/brewery would not result in a substantial change in demand for public services by the project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. This modification would not result in a change in demand for public services.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. This modification would not result in a change in demand for public services.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. The funds for Melba Bishop Recreation Center would directly improve the City's provision of parks and recreational facilities for the residents of Oceanside. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

Project refinements would not result in a substantial change in demand for public services. With the implementation of mitigation measure MM-PUB-1, the proposed project would still result in less than significant impacts to public services.

Recreation

Reduction of Dwelling Units and Density

A reduction in dwelling units would reduce overall demand for recreational facilities as the potential service population introduced by the project would be smaller than previously analyzed in the Final EIR. This modification would not otherwise include new or additional recreational facilities beyond those already analyzed in the Final EIR.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. The addition of the Bree property would not result in a change in demand for, or include the development of, recreational facilities.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any change in demand for public services. This conversion would not result in a change in demand for, or include the development of, recreational facilities.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for development of agricultural uses associated with the proposed project within the Final EIR. The provision of a dog park would contribute to the available recreational facilities to residents of the project and surrounding areas. The refinement would thus have a beneficial impact to recreation.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a restaurant/brewery would not result in a substantial change in demand for recreational facilities by the project. This conversion would not result in a change in demand for, or include the development of, recreational facilities.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. This modification would not result in a change in demand for, or include the development of, recreational facilities.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a mountain bike trail would contribute to the available recreational facilities to residents of the project and surrounding areas. Modifying a proposed agricultural use to a mountain bike trail would not result in any substantial changes to the construction of the project, such that additional impacts to the environment would occur.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. This modification would not result in a change in demand for recreational facilities. The funds for Melba Bishop Recreation Center would directly improve the City's provision of parks and recreational facilities for the residents of Oceanside. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the recreation impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. The proposed project would still result in less than significant impacts to recreation.

Traffic and Circulation

Several of the project modifications would result in changes in project trip generation. Table PR-3 provides a revised trip generation table for the proposed project with the inclusion of proposed modifications. As shown in Table PR-3, project trip generation with the inclusion of the project modifications would result in a total ADT of approximately 7,611. As shown in Table 4.17-5 of the Final EIR, the previous project trip generation is approximately 7,921 ADT.

**Table PR-3
Revised Project Trip Generation**

Land Use	Size		Daily Trip Ends (ADTs)				AM Peak Hour						PM Peak Hour					
			Rate ^a		Volume	% of ADT ^a	In:Out		Volume			% of ADT ^a	In:Out		Volume			
							Split	In	Out	Total	Split		In	Out	Total			
<i>Residential Trips</i>																		
Single-Family Detached (≤ 20 DU per acre)	304	DU	8	/DU	2,432	8%	20%	80%	39	156	195	10%	70%	30%	170	73	243	
Single-Family Detached (≤ 6 DU per acre)	281	DU	10	/DU	2,810	8%	30%	70%	68	157	225	10%	70%	30%	197	84	281	
<i>Residential Trip Generation</i>	<i>585</i>	<i>DU</i>		—	<i>5,242</i>	—	—	—	<i>107</i>	<i>313</i>	<i>420</i>	—	—	—	<i>367</i>	<i>157</i>	<i>524</i>	
<i>Commercial Trips</i>																		
Commercial (Primary plus Pass-by)	29.4	KSF	40	/KSF	1,176	3%	60%	40%	21	14	35	9%	50%	50%	53	53	106	
<i>Primary External Trips^d</i>	90%		—		<i>1,058</i>	—	—	—	<i>21</i>	<i>14</i>	<i>35</i>	9%	50%	50%	<i>47</i>	<i>47</i>	<i>94</i>	
<i>Pass-by External Trips^d</i>	10%		—		<i>118</i>	—	—	—	—	—	—	9%	50%	50%	<i>6</i>	<i>6</i>	<i>12</i>	
Restaurant ^b (Primary plus Pass-by)	15	KSF	100	/KSF	1,500	1%	60%	40%	9	6	15	8%	70%	30%	84	36	120	
<i>Primary External Trips^d</i>	90%		—		<i>1,350</i>	—	—	—	<i>9</i>	<i>6</i>	<i>15</i>	8%	70%	30%	<i>76</i>	<i>32</i>	<i>108</i>	
<i>Pass-by External Trips^d</i>	10%		—		<i>150</i>	—	—	—	—	—	—	8%	70%	30%	<i>15</i>	<i>12</i>	<i>27</i>	
Farm ^c	30	acres	2	/acre	60	26%	43%	57%	7	9	16	45%	57%	43%	15	12	27	
Dog Park ^e	1	acre	20	/acre	20	13%	50%	50%	2	1	3	9%	50%	50%	1	1	2	
<i>Subtotal Primary Trips (Residential plus Primary Commercial Trips plus Dog Park Trips)</i>					<i>7,730</i>	—	—	—	<i>146</i>	<i>343</i>	<i>489</i>	—	—	—	<i>506</i>	<i>249</i>	<i>755</i>	
Mixed Use Reduction ^d	5%		—		(387)	—	—	—	(7)	(17)	(24)	—	—	—	(25)	(12)	(38)	
Total Primary Trips					7,343	—	—	—	139	326	465	—	—	—	481	237	717	
Total Driveway Trips					7,611	—	—	—	139	326	465	—	—	—	495	247	741	

Notes:

- ^a Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002
- ^b Restaurant uses "Quality Restaurant" rate from SANDAG.
- ^c For Farm, SANDAG "agriculture" rate applied. For peak splits, Institute of Traffic Engineers 818 "Nursery (Wholesale)" rate applied.
- ^d Primary trips, pass-by trips, and mixed-use credit percentages sourced to SANDAG.
- ^e For Dog Park, SANDAG "Regional (developed) Park" rate applied. SANDAG "City Park" peak splits applied.

Reduction of Dwelling Units and Density

As shown in Table PR-3, the proposed project modifications would result in a reduction of overall ADT. Therefore, the reduction in dwelling units would reduce impacts to the surrounding roadway network.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any changes to the property and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. This agricultural easement would preclude additional residential development on this property that is currently permitted under the existing land use designations. Therefore, future year trips from this property would be reduced. The addition of the Bree property would not alter the projects trip generation and contribution of traffic to the surround roadway network.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any changes to the projects trip generation and contribution of traffic to the surround roadway network.

Dog Park

As shown in Table PR-3, the proposed project modifications would result in a reduction of overall ADT. Therefore, the inclusion of a dog park, with other project modifications, would reduce impacts to the surrounding roadway network.

Incentivize Restaurant/Brewery Uses within Village Core

As shown in Table PR-3, the proposed project modifications would result in a reduction of overall ADT. Therefore, the provision of a restaurant/brewery, with other project modifications, would reduce impacts to the surrounding roadway network.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any changes to the projects trip generation and contribution of traffic to the surround roadway network.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not result in any changes to the projects trip generation and contribution of traffic to the surround roadway network. The mountain bike trail would increase the alternative transportation network within the South Morro Hills area.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. The improvements to Melba Bishop Recreation Center may affect its future trip generation based on potential increases in the size of the facility. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

As shown above, the traffic and circulation impacts with the proposed project refinements will be the same or similar when compared to the analysis in the Final EIR. With the implementation of mitigation measures, the proposed project would still result in less than significant impacts with the exception of the intersections of Vandergrift Boulevard/N. River Road and N. River Road/College Boulevard, as well as the segment of College Boulevard: N. River Road to Adams Street. These three identified locations would remain significant and unavoidable, only partially reduced through implementation of mitigation measures.

Tribal Cultural Resources

Reduction of Dwelling Units and Density

The reduction of dwelling units and density would not result in any new development beyond the previously analyzed development footprint. This modification would result in the same potential impact to tribal cultural resources on- and off-site.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this

project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any physical changes to the environment. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

Dog Park

The proposed dog park would be located within the Village Core in an area previously analyzed for potential tribal cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed agricultural use to a dog park would not result in any physical changes to the environment with respect to potential impacts to tribal cultural resources. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

Incentivize Restaurant/Brewery Uses within Village Core

The proposed restaurant/brewery would be located within the Village Core in an area previously analyzed for potential tribal cultural resource impacts associated with the proposed project within the Final EIR. Modifying a proposed hotel use to a restaurant/brewery would not result in any physical changes to the environment with respect to potential impacts to tribal cultural resources. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not result in any additional changes to the environment, with respect to potential impacts to tribal cultural resources. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

Mountain Bike Trail

The current plan shows a multi-use trail system, and the modification to include a mountain bike trail would be an enhancement to the originally proposed system. The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development and use of this portion of the project site. No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by this modification.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

No additional areas containing potentially sensitive tribal cultural resources would be directly or indirectly affected by the project refinements. Therefore, with the implementation of mitigation measure MM-TCR-1, the proposed project would still result in less than significant impacts to tribal cultural resources.

Utilities and Services Systems

Reduction of Dwelling Units and Density

A reduction in dwelling units would reduced overall demand for public services as the potential service population introduced by the project would be smaller than previously analyzed in the Final EIR.

Addition of Bree Property

The project would now include the provision an easement and/or deed restriction over the entire 37.5-acre Bree property to preserve this specific site in agricultural or open space uses. The provision of this easement would not result in any physical changes to the environment and no development, improvements, or modifications would occur on the Bree property as part of this project. Any future development on the Bree property would be limited to that in support of agricultural/open space uses consistent with the provisions of the easement and is considered speculative at this time. The addition of the Bree property would not result in a change in demand for public utilities.

Permanent Fire Station Onsite

The Final EIR previously contemplated the provision of a temporary fire station within the Village Core. Modifying the fire station from temporary to permanent would not result in any change in demand for public utilities.

Dog Park

The provision of a dog park within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a dog park would not result in a substantial change in demand for public utilities by the project.

Incentivize Restaurant/Brewery Uses within Village Core

The provision of a restaurant/brewery within the Village Core would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The provision of a restaurant/brewery would not result in a substantial change in demand for public utilities by the project.

24-inch Off-Site Sewer Improvements

The proposed modification to increase the size of the off-site sewer improvement N. River Road from 21-inch to 24-inch would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. The construction of this modification would still be located within the existing developed right-of-way of N. River Road and would not result in any new impacts to the environment. This modification would not result in a substantial change in demand for public utilities by the project.

Mountain Bike Trail

The provision of an additional mountain bike trail along the southern perimeter of the project site would not substantially alter the anticipated development of the project site and would not extend development beyond previously analyzed areas. This modification would not result in a substantial change in demand for public utilities by the project.

Contribution of Funds

The contribution of funds to the City for long-range planning efforts for South Morro Hills and improvements to Melba Bishop Recreation Center would not result in any physical changes to the environment. While the planning efforts and Melba Bishop improvements could ultimately result in development and changes to the surrounding area, such changes are speculative at this time.

Level of Significance of Impact

These project refinements would not result in a substantial change in demand for public utilities by the project. With the addition of this proposed modification and implementation of mitigation measure MM-BIO-2, the proposed project would still result in less than significant impacts to public utilities.

Conclusion

The proposed project modifications would not result in any new significant impact on the environment beyond those identified as a result of the proposed project in the Final EIR. No new mitigation measures would be required. Because the overall project development intensity would be reduced as a result of these project modifications, impacts across a number of environmental issue areas, such as air quality, energy, GHG emissions, noise, population and housing, public services, recreation, traffic and circulation, and utilities and service systems would be reduced when compared to what was previously analyzed in the Draft and Final EIR. Despite the beneficial impact of the proposed refinements, the significance determinations in the Final EIR would remain the same, and all mitigation measures would still be required.

PR.5 SUMMARY OF CHANGES TO THE FINAL EIR

Changes have been made to the necessary sections of Final EIR in strikeout/underline format to reflect the addition of the project modifications described in Section 1.3 and analyzed in Section 1.4 above. A summary of major revisions to the Final EIR is provided in Table PR-4 below.

Table PR-4
Summary of Changes to the Final EIR

Location	Change
<i>Executive Summary</i>	
Page ES-1 through ES-3	Revisions related to the site acreage, addition of the Bree Property, dwelling unit count, density, and Village Core uses.
Table ES-1	Site acreages revision.
Table ES-2	Site acreages, dwelling unit, and density revision.
Table ES-3	Removal of Development Agreement.
<i>Chapter 1, Introduction</i>	
Page 1-1	Revision of site acreage.
<i>Chapter 2, Environmental Setting</i>	
Pages 2-1 and 2-2	Revision of site acreage and addition of the Bree Property.
Page 2-3	Addition of Bree Property land use designation and zoning.
Figures 2-1 and 2-2	Figure revisions to reflect project modifications.
<i>Chapter 3, Project Description</i>	
Page 3-1	Site acreage, parcel number revision, and clarification text regarding the addition of the Bree Property.
Pages 3-3 and 3-4	Site acreages, dwelling unit, and density revision. Removal of Development Agreement.
Table 3-1	Site acreages revision.
Table 3-2	Site acreages, dwelling unit, and density revision.
Page 3-7	Revisions related to dwelling units and uses within the Village Core.
Pages 3-8 through 3-10	Revisions related to dwelling units, site acreages, agricultural acreage and open space acreages.
Page 3-13	Revision to include the mountain bike trail.

Table PR-4
Summary of Changes to the Final EIR

Location	Change
Pages 3-19 and 3-21	Off-site sewer size revision.
Pages 3-23 and 3-24	Revision related to contribution of funding and removal of Development Agreement.
Table 3-3	Removal of Development Agreement.
Figures 3-1 through 3-12	Figure revisions to reflect project modifications.
<i>Section 4.2, Agricultural and Forestry Resources</i>	
Page 4.2-1	Clarifying text regarding the addition of the Bree Property.
Page 4.2-15	Revision of on-site agriculture with the addition of the Bree Property.
<i>Section 4.11, Land Use and Planning</i>	
Page 4.11-1 and 4.11-2	Revision of site acreage and addition of the Bree Property.
Page 4.11-8	Revised related to dwelling unit count and Village Core uses.
Table 4.11-1	Site acreages, dwelling unit, and density revision.
<i>Section 4.14, Population and Housing</i>	
Page 4.14-12	Revision of off-site sewer increase.
<i>Section 4.15, Public Services</i>	
Page 4.15-15	Revision to permanent fire station onsite.
Pages 4.15-18 and 4.15-19	Revision related to dog park and on-site parks. Revision to MM-PUB-1.
<i>Section 4.16, Recreation</i>	
Pages 4.16-11 and 4.16-12	Revision related to the dog park and mountain bike trail.
<i>Section 4.17, Traffic and Circulation</i>	
Pages 4.17-57, 4.17-58, 4.17-59, 4.17-61, 4.17-64, 4.17-65	Revisions to MM-TRA-3, MM-TRA-4, MM-TRA-5, MM-TRA-6, MM-TRA-7, MM-TRA-9, MM-TRA-10, MM-TRA-11.
<i>Section 4.19, Utilities and Service Systems</i>	
Pages 4.19-13, 4.19-14, and 4.19-18	Revision of off site sewer increase.
<i>Chapter 5, Cumulative Effects</i>	
Page 5-4	Revision of on-site agriculture.
Page 5-19	Revision to permanent fire station onsite.

The following section provides the text changes to the Final EIR corresponding to the changes identified in Table PR-4 above, presented in strikethrough text (i.e., ~~strikethrough~~) signifying deletions and underline (i.e., underline) signifying additions. Note that changes to Chapter 3, Project Description, are not included here as the entire revised section is included in the Recirculated Final EIR for review.

Executive Summary, Pages ES-1 and ES-2

The ~~176.6~~214.1-acre project site is located in the northeastern portion of the City and comprises a portion of Assessor's Parcel Numbers 157-100-83-00, ~~and 157-100-84-00, and~~ 122-08-30-00 (Figure 2-1 in Chapter 2, Environmental Setting).

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

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

Executive Summary, Pages ES-2 and ES-3

The proposed project proposes a planned development consisting of a General Plan Amendment (GPA), Zoning Ordinance Amendment (ZO), Planned Development (PD) Plan, and Vesting Tentative Map (VTM). If approved, these entitlements would allow the development of a planned residential, mixed-use, sustainable community on ~~176.6~~214.1 acres of land in the northeastern portion of the City along N. River Road. The proposed project would allow for the development of up to ~~656~~ 585 dwelling units, for a total overall density of ~~3.7~~2.73 dwelling units per gross acre. The Draft EIR evaluated development of a total of 689 residential units throughout the analysis, for an overall density of approximately 4 dwelling units per gross acre. The total residential unit count has since been reduced from 689 to 656. The total residential unit count has again been subsequently reduced from 656 to 585. Refer below for a specific unit count breakdown on the project site. Within the specific Planning Areas, the Riverside Village Planning Area has been reduced from 250 to 231 dwelling units and the Village Core Planning Area has been reduced from 130 to 116 dwelling units. The unit counts within the North Village and Hilltop Village remain the same as considered in the Draft EIR.

The reduction to ~~656~~ 585 units would not result in any new impacts when compared to the 689-unit project analyzed in the Draft EIR. Instead, the analysis of 689 residential units presents a conservative analysis within the Draft and Final EIRs. Note that while certain analyses within the

Draft EIR and Final EIR considered development of 689 units, the findings and conditions of approval will permit a maximum of only ~~656~~ 585 dwelling units developed for the proposed project.

The proposed project would also allow for a variety of agricultural uses, housing types, a boutique 100-room hotel or restaurant/retail, an education center, and flexible commercial uses on the site. The proposed project would include the development of up to 30,000 square feet of commercial space (including 5,000 square feet of restaurant space). Since the time of publication of the Draft and Final EIRs, the envisioned use of the potential hotel site within the Village Core has been revised to a restaurant/brewery use. Both restaurant and hotel uses would be permitted within the Village Core under the PD Plan. However, as a condition of approval, the project would incentivize the use for a restaurant/brewery. The potential hotel use remains in the discussion of this EIR and supporting technical studies for a conservative assumption.

Approximately ~~31.6~~ 68.1 acres would be dedicated to agriculture throughout the project site. Another ~~46~~ 17.0 acres of the site are planned for park and open space features, including parks, buffers, trails, and farm plots.

Executive Summary, Tables ES-1, ES-2, and ES-3

**Table ES-1
Proposed Land Uses**

Planning Area	Category	Acreage/Unit
Riverside Village	Single-Family Residential (MDA-R)	28.4
	Park	1.9
	Agriculture	13.3
	Water Quality Basin	1.7
Village Core	Medium-Density Residential/Mixed Use (SC/MDB-R)	13.8
	Park	4 <u>2</u> .8
	Agriculture	9 <u>8</u> .3
North Village	Single-Family Residential (SFD-R)	40.3
	Park	3.6
	Agriculture	9.0
	Water Quality Basin	1.7
	Buffer	1.7
Hilltop Village	Single-Family Residential (SFD-R)	29.5
	Park	2.8
	Buffer	4.1
	Habitat	0.6
<u>Agricultural Easement (Bree Property)</u>		<u>37.5</u>
Backbone Roads		13.1
Total		476.6 <u>214.1</u>

**Table ES-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	234 <u>223</u>	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	44 <u>687</u>	10.0–15.0	40
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R)Single-Family Detached Residential (SFD-R); Agricultural (A)	209 <u>184</u>	6.0–9.9 <u>3.6–5.9</u>	35
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	40 <u>991</u>	3.6–5.9	35
Agricultural Easement (Bree Property)	<u>37.5</u>	Planned Development (PD)	Agricultural (A)	=	=	=
Backbone roads	13.1	—	—	—	—	—
Total	176.6<u>214.1</u>	—	—	656<u>585</u>	—	—

Notes: Planned unit count based on Vesting Tentative Maps and Development Plans concurrently proposed with the proposed project. Dwelling unit counts may be adjusted based on final development plans as proposed, with a maximum of ~~656~~ 585 units proposed. The dwelling unit maximum is applicable to the overall project site within the density ranges noted for each planning area. 10% of density transfer amongst planning areas is acceptable. Lower unit counts and densities may be allowed when present as part of individual development plans.

**Table ES-3
Required Actions and Approvals**

Discretionary Applications	Required Action/Approval
General Plan Amendment	The project site is currently under a City of Oceanside's (City's) General Plan designation of Agricultural District (A). A General Plan Amendment is proposed that would designate the site to be a combination of Agriculture (A), Open Space (OS), Single-Family Residential (SFD-R), Medium Density Residential A (MDA-R), Medium Density Residential B (MDB-R), and Special Commercial (SC). Refer to Section 4.11 for additional information.
Zoning Ordinance Amendment	Currently, the entire project site is designated as Agricultural – (A) under the City's Zoning Ordinance. A Zoning Ordinance Amendment is proposed that would designate the entire property as Planned Development - (PD), with the proposed project serving as the regulating document. Amend the Zoning District/ Land Use Designation Consistency Matrix in Article 2 of the Zoning Ordinance (Appendix – A of the Zoning Ordinance) to include the PD District as being consistent with both the Agricultural (A) and Single Family Detached (SFD) land use designations of the General Plan.
Vesting Tentative Maps	A Vesting Tentative Map, shown on Figures 3-12a and 3-12b, is proposed that would present specific lot configurations for all planning areas. The Tentative Map also creates master lots in the Village Core to be developed separately subject to the City's standard entitlement review process.
Planned Development Plan	A PD Plan is proposed that provides customized zoning regulations and development standards, including residential densities and building types, that will serve as the Project's regulating document. The PD Plan also provide for a variety of performance standards as required by Article 17 of the City's Zoning Ordinance.
Development Plan	A Development Plan is proposed as required by Article 17 of the City's Zoning Ordinance. The Development Plan corresponds to the Vesting Tentative Map presenting the proposed lotting and conceptual grading elements of the proposed project. Development standards for each of the lot types including setbacks, standard building envelopes and building orientation are shown on Sheet 2 of the VTM. The Development Plan package also includes the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, circulation and parking, conceptual landscaping, open space, and storm drainage. Architectural plans, landscape plans, and farm plans for the entire site complete the Development Plan package.
Development Agreement	A Development Agreement is proposed in conjunction with the proposed project. The Development Agreement could allow for the formation of a Community Facilities District along with other terms and conditions acceptable to the City of Oceanside.

Chapter 1, Introduction, Page 1-1

The proposed project proposes the development of a planned residential, mixed-use sustainable community on approximately ~~176.6~~ 214.1 acres of land located in the northeastern portion of the City of Oceanside (City).

Chapter 2, Environmental Setting, Pages 2-1 and 2-2

The ~~176.6~~214.1-acre project site is located in the northeastern portion of the City and comprises a portion of Assessor's Parcel Numbers 157-100-83-00, ~~and 157-100-84-00,~~ and 122-08-30-00 (Figure 2-1 in Chapter 2, Environmental Setting).

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

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

Chapter 2, Environmental Setting, Page 2-3

This project site is currently zoned Agricultural (A) and Agricultural (A) with a Scenic Park (SP) overlay on the southern side of N. River Road (Figure 4.11-1). The Bree Property is zoned as Residential Estate (R-EA).

[...]

The project site has a General Plan land use designation of Agricultural (A) (Figure 4.11-2). The Bree Property has a General Plan land use designation of Estate A Residential (EA-R).

Section 4.2, Agriculture and Forestry Resources, Page 4.2-1

This section describes the existing agriculture and forestry resources of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the North River Farms Planned Development (PD) Plan (proposed project). The following analysis is based on the California Land Evaluation and Site Assessment (LESA) Report prepared for the proposed project by Dudek in March 2018 and incorporated by reference herein. The LESA Report is included in Appendix C of this EIR.

The Draft and Final EIRs evaluated a 176.6-acre project site. Since that time, the project has been revised to incorporate the additional 37.5-acres of agricultural land (Assessor's Parcel Number 122-081-30-00), known as the "Bree Property," into the project site. This results in a total project site acreage of approximately 214.1 acres. A condition of project approval will require the provision of an agricultural easement and/or deed restriction over the Bree Property that will preserve in perpetuity open space/agricultural uses at that property. Due to the condition of project approval to provide the agricultural easement, no development, improvements, or modifications would occur on the Bree property as part of this project. As such, the analysis below of the original project site remains an accurate analysis of potential impact to agricultural resources. It should be noted that the project as revised now contributes an additional 37.5 acres of preserved agricultural land within the City of Oceanside, in addition to previously proposed on-site agriculture and required mitigation.

Section 4.2, Agriculture and Forestry Resources, Page 4.2-15

As shown in Table 4.2-8, the total score for the proposed project is 47.4, which lies between the 40–59 scoring criteria for Significant if both the LE and SA subscores are equal to or greater than 20. As shown in Table 4.2-8, both the LE and SA subscores exceed the threshold of 20. Therefore, the entire project site is considered to represent a significant agricultural resource based on the LESA Model. Development of the proposed would directly contribute to the loss of approximately 176.64 acres of significant agricultural resources, and impacts would be potentially significant. While the proposed project would include approximately ~~31.6~~ 68.1 acres of proposed agricultural uses (including the Bree Property), for the purposes of a conservative analysis, the entire project site would be considered impacted.

Section 4.11, Land Use and Planning, Page 4.11-1

The ~~176.6~~ 214.1-acre project site is located in the northeastern portion of the City and comprises a portion of Assessor's Parcel Numbers 157-100-83-00, ~~and~~ 157-100-84-00, ~~and~~ 122-08-30-00 (Figure 2-1 in Chapter 2, Environmental Setting).

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

Due to the condition of project approval to provide the agricultural easement, no development, improvements, or modifications would occur on the Bree property as part of this project. As such, the analysis presented in this EIR of the original project site remains an accurate assessment of potential

impact on the environment. The addition of the Bree Property to the project site would not result in any new impacts when compared to the original project site analyzed in the Draft and Final EIRs. Note that while certain analyses within the Draft and Final EIRs considered only the original project site of 176.6 acres, the findings and conditions of approval will reflect the total site acreage of 214.1 with a permanent agricultural easement and/or deed restriction over the 37.5-acre Bree Property.

Section 4.11, Land Use and Planning, Page 4.11-2

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

Section 4.11, Land Use and Planning, Page 4.11-8

The proposed PD Plan would establish medium-density and single-family detached residential development with a maximum of ~~656~~585 dwelling units permitted within the project site. The proposed project also would include special commercial (up to 30,000 square feet), a boutique 100-room hotel or restaurant/brewery, agricultural, and open space land uses.

Section 4.11, Land Use and Planning, Table 4.11-1

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

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	234 <u>223</u>	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	44 <u>68</u> <u>7</u>	10.0–15.0	40

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

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R) Single-Family Detached Residential (SFD-R); Agricultural (A)	209 184	6.0-9.9 3.6-5.9	35
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	40091	3.6-5.9	35
<u>Agricultural Easement (Bree Property)</u>	<u>37.5</u>	<u>Planned Development (PD)</u>	<u>Agricultural (A)</u>	=	=	=
Backbone roads	13.1	—	—	—	—	—
Total	176.6 214.1	—	—	656 585	—	—

Notes: Planned unit count based on Vesting Tentative Maps and Development Plans concurrently proposed with the proposed project. Dwelling unit counts may be adjusted based on final development plans as proposed, with a maximum of ~~656~~ 585 units proposed. The dwelling unit maximum is applicable to the overall project site within the density ranges noted for each planning area. 10% of density transfer amongst planning areas is acceptable. Lower unit counts and densities may be allowed when present as part of individual development plans.

Section 4.14, Population and Housing, Page 4.14-12

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

Section 4.15, Public Services, Page 4.15-15

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

Section 4.15, Public Services, Page 4.15-18

The proposed project includes the development of usable recreational open space and facilities as defined in the PD Plan. As discussed in Chapter 3, Project Description, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, Dog Park, and pocket parks and other open spaces (see Figure 3-4, Proposed Open Space). On-site parks would total ~~40~~11.2 acres.

Section 4.15, Public Services, Page 4.15-19

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

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

[...]

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

Section 4.16, Recreation, Pages 4.16-11 and 4.16-12

As described in the PD Plan and in Chapter 3, Project Description, the proposed project would include the development of several neighborhood parks, including the Village Square Park, Village Green, Riverside Village Park, Mill Park, View Park, Dog Park; other pocket parks; and open spaces (see Figure 3-4 in Chapter 3). On-site park, recreation, and open space facilities would total ~~16~~17.0 acres and include a variety of parks, buffers, trails, and community gardens. Of this open space area, ~~10~~11.2 acres would be dedicated to parks.

[...]

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

Section 4.17, Traffic and Circulation , Pages 4.17-57 through 4.17-61

MM-TRA-3 Douglas Drive/N. River Road. Prior to the issuance of the building permit for the 289th260th dwelling unit, the applicant shall provide an eastbound right-turn overlap phase at this intersection.

[...]

MM-TRA-4 N. River Road/College Boulevard. Prior to the issuance of the ~~142nd~~127th building permit, the applicant shall provide the following improvements to the College Boulevard Bridge and surrounding portions of the roadway to the satisfaction of the City of Oceanside:

- Modification of the existing College Boulevard Bridge to accommodate six (6), 11-foot lanes of traffic on the existing concrete deck. The barrier and sidewalk on the north side of the bridge shall be removed, with the barrier replaced with a new type. The existing center barrier shall be removed and replaced with a raised center median.
- Installation of two new 8-foot bicycle and pedestrian cantilevered pathways affixed to the north and south side of the College Boulevard Bridge.
- Restriping of College Boulevard between Adams Street and the eastern limits of the bridge to include the addition of two 11-foot lanes. Additionally, the

existing bicycle lanes shall be reduced to 5 feet in width. The addition of these travel lanes shall occur within the existing right-of-way and requires a width reduction of the existing median.

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

[...]

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

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

[...]

MM-TRA-6 SR-76/College Boulevard. Prior to the issuance of the building permit for the ~~62nd~~ 56th dwelling unit, the applicant shall pay a fair share contribution toward the City-planned improvements at this intersection based on the trips associated with final approved residential dwelling units.

[...]

MM-TRA-7 N. River Road: North River Circle to Stallion Drive. Prior to the issuance of the building permit for the 35th32nd dwelling unit, the applicant shall complete one of the following two options:

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

[...]

MM-TRA-9 N. River Road: Wilshire Road to Sleeping Indian Road. Prior to the issuance of the building permit for the 74th503rd dwelling unit, the applicant shall widen the N. River Road/Sleeping Indian Road intersection to provide an eastbound dedicated left-turn lane.

[...]

MM-TRA-10 Douglas Avenue: SR-76 to El Camino Real. Prior to the issuance of the building permit for the 39th531st dwelling unit, the applicant shall construct a raised median within the existing TWLTL to achieve a Four-Lane Major Road LOS E capacity of 40,000 ADT.

[...]

MM-TRA-11 Douglas Avenue: El Camino Real to N. River Road. Prior to the issuance of the building permit for the 473rd425th dwelling unit, the applicant shall pay a fair share contribution toward the widening of this segment of Douglas Avenue to Six-Lane Major Arterial Standards per the City's Master Transportation Roadway Plan based on the trips associated with the actual approved residential units. Since the widening of Douglas Avenue is funded by mandatory transportation impact fees, the proposed project shall be credited any additional fair share contribution against those fees.

Section 4.17, Traffic and Circulation , Pages 4.17-62 through 4.17-66

Table 4.17-19
Significant Impact Summary

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
<i>Intersections</i>				
<u>2</u>	<u>Vandegrift Blvd/N. River Rd</u>	<u>Direct and Cumulative</u>	<u>MM-TRA-1</u>	<u>Partially reduced; significant and unavoidable.</u> The improvement described at MM-TRA-1 would fully mitigate permanent operational impacts at this intersection to less-than-significant levels. By adopting MM-TRA-1, the City agrees to reasonably cooperate in the acquisition of right-of-way necessary for the improvement from NCTD. It is anticipated that the City will be able to acquire the right-of-way as necessary to this intersection expansion and in the public interest. The expansion offers the greatest public benefit by improving circulation, including bicycle and pedestrian circulation, and would be located within existing development. This improvement will fully mitigate permanent operational impacts at this intersection to less-than-significant levels. However, as it is not certain the needed right-of-way to construct this improvement will be timely acquired by the City, this impact is conservatively considered significant. It is further anticipated that the earliest feasible time for right-of-way acquisition and completion of this improvement, given legal constraints, is the 100th building permit for a “for sale” unit. The identified significant effect would occur at an earlier equivalent dwelling (specifically, at the 19th dwelling unit). Completion of the improvement prior to the issuance of the building permit for the 19th dwelling unit is considered legally infeasible. Temporary impacts until completion of this improvement would thus be considered significant and unavoidable. .
<u>4</u>	<u>N. River Rd/Leon St</u>	<u>Cumulative</u>	<u>MM-TRA-2</u>	<u>Less than significant.</u>
<u>9</u>	<u>Douglas Dr/N. River Rd</u>	<u>Cumulative</u>	<u>MM-TRA-3</u>	<u>Less than significant.</u>
<u>11</u>	<u>N. River Rd/College Blvd</u>	<u>Direct and Cumulative</u>	<u>MM-TRA-4</u>	<u>Partially reduced; significant and unavoidable.</u> To fully mitigate the direct and cumulative impacts to below significant levels, additional lanes would be needed at this intersection. The City’s Master Transportation Roadway Plan does indicate widening of the westbound (College Boulevard) approach to include an additional left-turn lane. Despite widening of the College Boulevard Bridge being out of proportion with project impacts, the applicant has agreed to implement MM-TRA-4 prior to the issuance of the 442 nd 127 th building permit. The additional travel lanes provided by mitigation measure MM-TRA-4 would extend right-turn lanes on College Boulevard at N. River Road, resulting in an improvement in delays. As such, MM-TRA-4 would fully mitigate this impact to less-than-significant once completed. However, the identified impact would occur at an earlier equivalent dwelling unit than the 442 nd 127 th . Accordingly, the bridge improvements identified in MM-TRA-4 are not guaranteed to be

Table 4.17-19
Significant Impact Summary

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
				completed early enough to reduce short-term significant project impacts at this location. Therefore, impacts would remain significant and unavoidable until completion of the bridge improvements.
16	SR-76/Rancho Del Oro Dr	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Rancho Del Oro Drive intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
17	SR-76/Old Grove Rd	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Old Grove Rd. intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
18	SR-76/Frazee Rd	Cumulative	MM-TRA-5	Less than significant. Mitigation Measure MM-TRA-5 would reduce impacts to the SR-76/Frazee Rd. intersection to less than significant because it would provide Adaptive Traffic Signal Controls on SR-76 at up to 8 intersections within the study area, which would improve the circulation of this intersection.
19	SR-76/College Blvd	Cumulative	MM-TRA-6	Less than significant.
<i>Street Segments</i>				
5	N. River Rd: North River Cir to Stallion Dr	Direct and Cumulative	MM-TRA-7	Less than significant.
6	N. River Rd: Stallion Dr to Wilshire Rd	Direct	MM-TRA-8	Less than significant.
7	N. River Rd: Wilshire Rd to Sleeping Indian Rd	Direct	MM-TRA-9	Less than significant.
9	Douglas Ave: SR-76 to El Camino Real	Direct and Cumulative	MM-TRA-10	Less than significant.
10	Douglas Ave: El Camino Real to N. River Rd	Cumulative	MM-TRA-11	Less than significant.
11	College Blvd: N. River Rd to Adams St	Cumulative	MM-TRA-4	Partially reduced; significant and unavoidable. To fully mitigate the cumulative impact to below significant levels, additional lanes would be needed along this roadway segment. According to the City's Master Transportation Roadway Plan, this segment of College Boulevard is proposed to be widened to six lanes. The Master Transportation Roadway Plan identifies this segment as having a future classification of a Six-Lane Major

Table 4.17-19
Significant Impact Summary

ID	Location	Impact Type	Mitigation Measure Number	Significance After Mitigation
				<p>Arterial. However, no improvement plans are identified in the City's Thoroughfare and Traffic Signal Fee Program Update Study, and no funding mechanism is in place for the proposed project to pay a fair share toward.</p> <p>Despite widening of the College Boulevard Bridge being out of proportion with project impacts, the applicant has agreed to implement MM-TRA-4 prior to the issuance of the 442nd 127th building permit. The additional travel lanes provided by mitigation measure MM-TRA-4 would add approximately 10,000 ADT of capacity to College Boulevard, according to City standards for a 6-Lane Major Arterial. As shown in the above analysis and in Appendix N, the proposed project would add approximately 3,886 ADT to College Boulevard between N. River Road and Adams Street (including the bridge) during cumulative scenarios. As such, MM-TRA-4 would fully mitigate this impact to less-than-significant once completed. However, the identified impact would occur at an earlier equivalent dwelling unit than the 442nd 127th. Accordingly, the bridge improvements identified in MM-TRA-4 are not guaranteed to be completed early enough to reduce short-term significant project impacts at this location. Therefore, impacts would remain significant and unavoidable until completion of the bridge improvements.</p>
12	College Blvd: Adams St to SR-76	Cumulative	MM-TRA-6	Less than significant.
13	College Blvd: SR-76 to Frazee Rd	Cumulative	MM-TRA-6	Less than significant.

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

Section 4.19, Utilities and Service Systems, Pages 4.19-13 and 4.19-14

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

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

Section 4.19, Utilities and Service Systems, Page 4.19-18

As described in Chapter 3, the proposed on-site sewer system includes a new gravity sewer in the western portion of N. River Road and an extension of this new sewer in N. River Road west of the project site. A new sewer line would connect directly to the existing 15-inch Rainbow Municipal Water District gravity sewer in N. River Road. This new ~~24~~24-inch gravity sewer in N. River Road would replace an existing 18-inch sewer line and would extend from the western boundary of Melba Bishop Park to Private Street “A” within the project site.

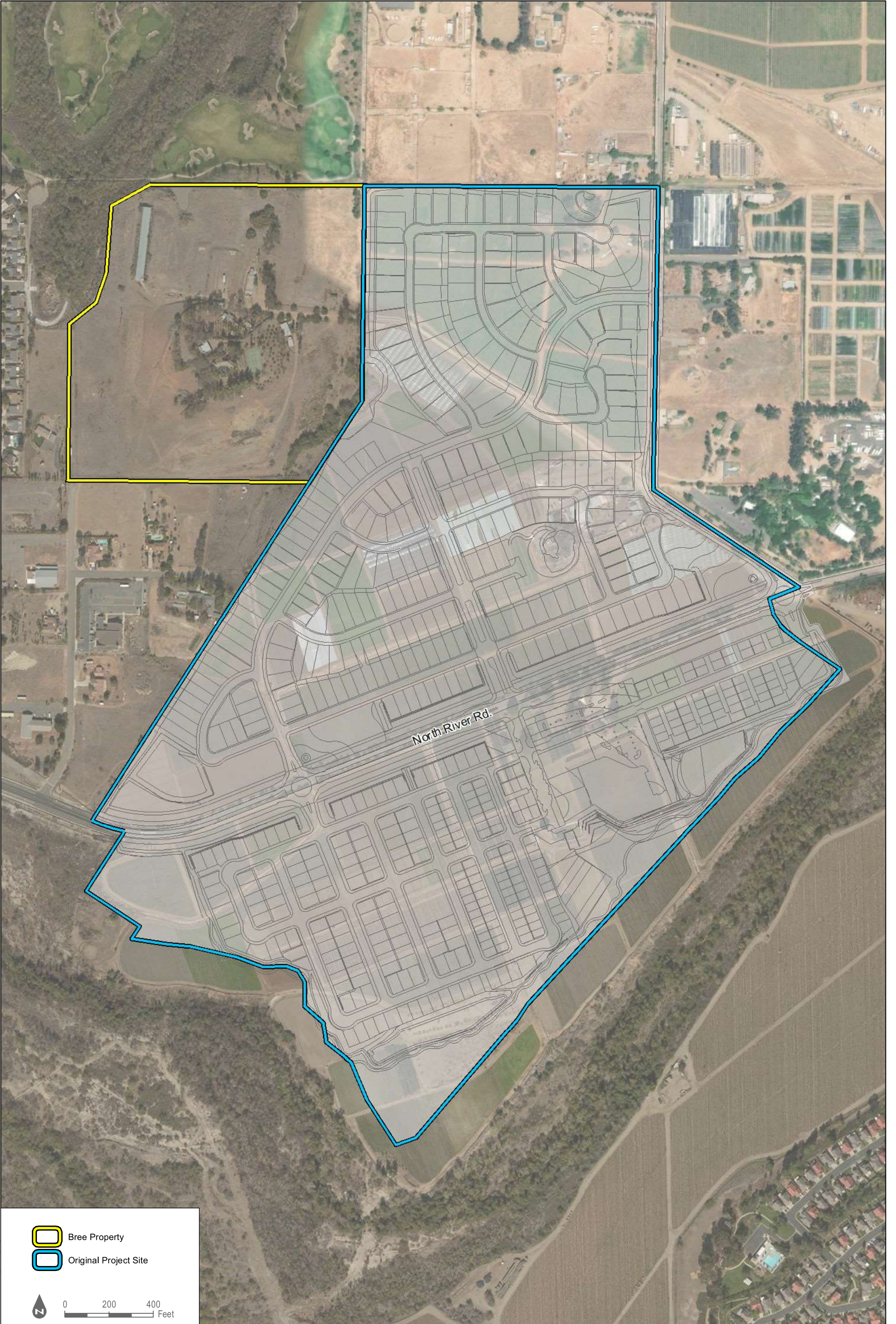
Chapter 5, Cumulative Effects, Page 5-4



As discussed in Section 4.2, Agriculture and Forestry Resources, the entire project site is considered to represent a significant agricultural resource. Development of the proposed project would directly contribute to the loss of approximately 176.6 acres of significant agricultural resources, and impacts would be potentially significant. While the proposed project includes approximately ~~31.6~~68.1 acres of proposed agricultural uses, for the purposes of a conservative analysis, the entire project site would be considered impacted.

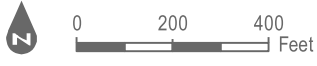
Chapter 5, Cumulative Effects, Page 5-19

Mitigation measure MM-PUB-1 would require the provision of a ~~temporary~~permanent fire station such that response times to the entire project site are within acceptable response goal of 5 minutes. With incorporation of mitigation measure MM-PUB-1, impacts would be less than significant.

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-  Bree Property
-  Original Project Site



AERIAL SOURCE: BING MAPPING SERVICE; SITE PLAN - HUNSAKER 2019

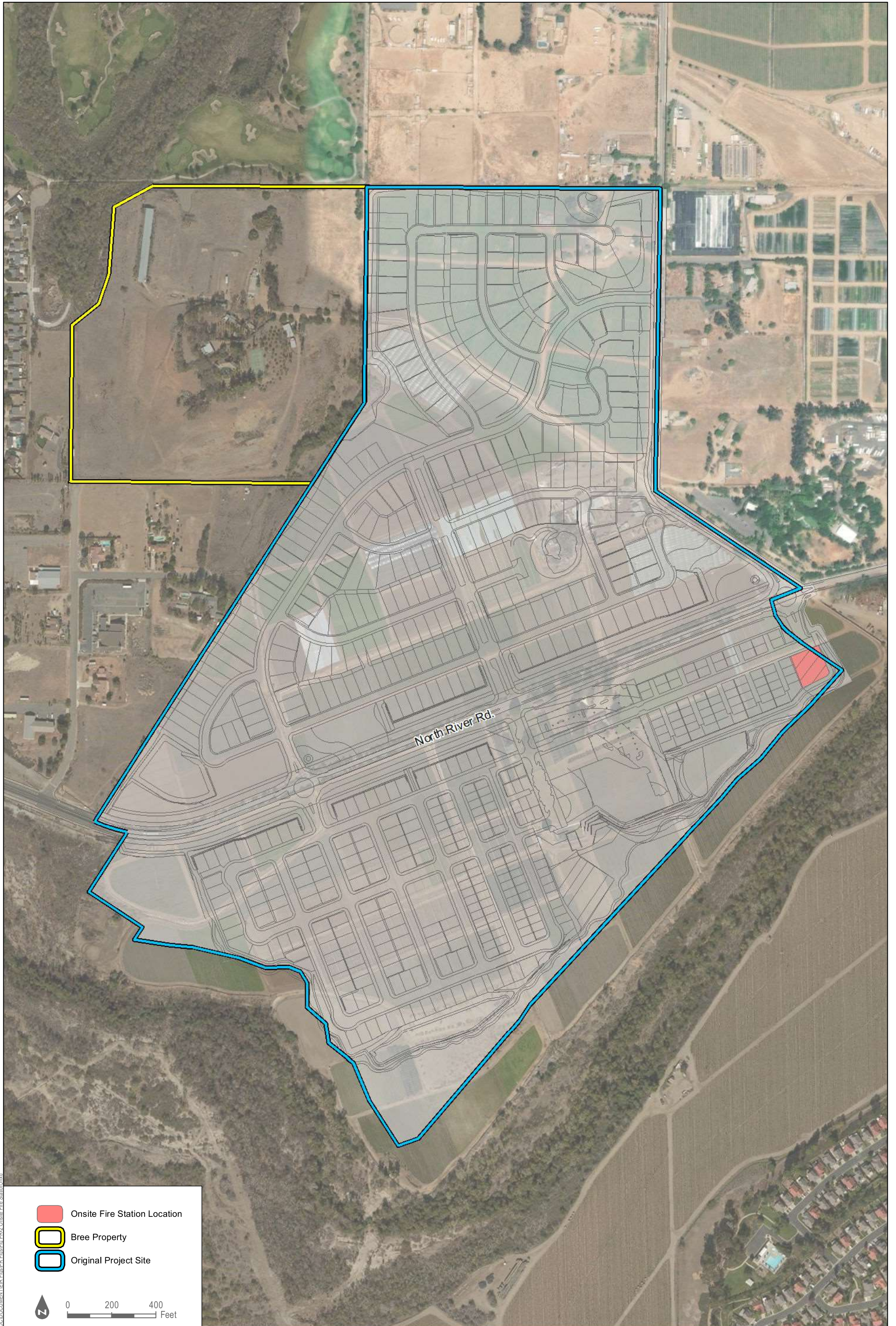


FIGURE PR-1
Bree Property

North River Farms Planned Development Plan EIR

Path: Z:\Projects\97591\MAPDOC\DOCUMENT\ER_FigPR_EIR\Fig PR-1_Bree_Property.mxd

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Onsite Fire Station Location

Bree Property

Original Project Site

0 200 400 Feet

AERIAL SOURCE: BING MAPPING SERVICE; SITE PLAN - HUNSAKER 2019

DUDEK

FIGURE PR-2
Onsite Fire Station Location

North River Farms Planned Development Plan EIR

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SOURCE: SWA 2019

DUDEK

**FIGURE PR-3
Dog Park Location**

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental impacts associated with implementation of the North River Farms Planned Development (PD) Plan (proposed project).

This EIR is an informational document intended for use by the City of Oceanside, other public agencies, and members of the public in evaluating the potential environmental effects of the proposed project.

CEQA Statute, Section 21002, states that public agencies should not approve projects that would result in significant effects on the environment if there are feasible mitigation measures or alternatives that can mitigate or avoid these effects. This EIR evaluates the environmental effects associated with the proposed project and discusses the manner in which the proposed project's significant effects can be reduced or avoided through mitigation measures or feasible alternatives to the proposed project. In accordance with Section 15130 of the CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development. Cumulative impacts occur when the combined effects of several projects may be significant when considered collectively.

This summary provides a brief synopsis of: the proposed project, results of the environmental analysis contained within this environmental document, alternatives to the proposed project that were considered, and major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the proposed project and its environmental effects.

ES.2 PROJECT DESCRIPTION AND LOCATION

ES.2.1 Project Location

The ~~176.6~~214.1-acre project site is located in the northeastern portion of the City and comprises of a portion of Assessor's Parcel Numbers 157-100-83-00~~2~~ and 157-100-84-00~~2~~, and 122-08-30-00 (Figure 2-1 in Chapter 2, Environmental Setting).

The Draft and Final EIRs evaluated a 176.6-acre project site. Since that time, the project has been revised to incorporate the additional 37.5-acres of agricultural land (Assessor's Parcel Number 122-081-30-00), known as the "Bree Property," into the project site. This results in a

total project site acreage of approximately 214.1 acres. A condition of project approval will require the provision of an agricultural easement and/or deed restriction over the Bree Property that will preserve in perpetuity open space/agricultural uses at that property.

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

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

ES.2.2 Project Description

The proposed project proposes a planned development consisting of a General Plan Amendment (GPA), Zoning Ordinance Amendment (ZC), Planned Development (PD) Plan, and Vesting Tentative Map (VTM). If approved, these entitlements would allow the development of a planned residential, mixed-use, sustainable community on ~~176.6~~214.1 acres of land in the northeastern portion of the City along N. River Road. The proposed project would allow for the development of up to ~~656~~585 dwelling units, for a total overall density of ~~3.7~~2.73 dwelling units per gross acre. The Draft EIR evaluated development of a total of 689 residential units throughout the analysis, for an overall density of approximately 4 dwelling units per gross acre. The total residential unit count has since been reduced from 689 to 656. The total residential unit count has again been subsequently reduced from 656 to 585. Refer below for a specific unit count breakdown on the project site. Within the specific Planning Areas, the Riverside Village Planning Area has been reduced from 250 to 231 dwelling units and the Village Core Planning Area has been reduced from 130 to 116 dwelling units. The unit counts within the North Village and Hilltop Village remain the same as considered in the Draft EIR.

The reduction to ~~656~~585 units would not result in any new impacts when compared to the 689-unit project analyzed in the Draft EIR. Instead, the analysis of 689 residential units presents a

conservative analysis within the Draft and Final EIRs. Note that while certain analyses within the Draft EIR and Final EIR considered development of 689 units, the findings and conditions of approval will permit a maximum of only ~~656~~ 585 dwelling units developed for the proposed project.

The proposed project would also allow for a variety of agricultural uses, housing types, a boutique 100-room hotel or restaurant/retail, an education center, and flexible commercial uses on the site. The proposed project would include the development of up to 30,000 square feet of commercial space (including 5,000 square feet of restaurant space). Since the time of publication of the Draft and Final EIRs, the envisioned use of the potential hotel site within the Village Core has been revised to a restaurant/brewery use. Both restaurant and hotel uses would be permitted within the Village Core under the PD Plan. However, as a condition of approval, the project would incentivize the use for a restaurant/brewery. The potential hotel use remains in the discussion of this EIR and supporting technical studies for a conservative assumption.

Approximately ~~31.6~~ 68.1 acres would be dedicated to agriculture throughout the project site. Another ~~16~~ 17.0 acres of the site are planned for park and open space features, including parks, buffers, trails, and farm plots.

Development envisioned by the proposed project would offer four distinct planning areas that are tied together by a strong landscape and American Farm House architectural design theme, influenced by the area and agricultural theme. A key design goal is to create a series of farm plots and agricultural facilities to be found throughout the community that bring together architecture and landscape to establish a distinct identity. A pedestrian circulation system would also link community streetscape, parks, and common open space features across the site providing connectivity between districts. The proposed project also includes on- and off-site road improvements.

The proposed land uses within the project site are summarized by planning area in Table ES-1. The proposed residential land uses are summarized on Table ES-2.

**Table ES-1
Proposed Land Uses**

Planning Area	Category	Acreage/Unit
Riverside Village	<i>Single-Family Residential (MDA-R)</i>	28.4
	<i>Park</i>	1.9
	<i>Agriculture</i>	13.3
	<i>Water Quality Basin</i>	1.7
Village Core	<i>Medium-Density Residential/Mixed Use (SC/MDB-R)</i>	13.8
	<i>Park</i>	<u>42.8</u>
	<i>Agriculture</i>	<u>98.3</u>

**Table ES-1
Proposed Land Uses**

Planning Area	Category	Acreage/Unit
North Village	<i>Single-Family Residential (SFD-R)</i>	40.3
	<i>Park</i>	3.6
	<i>Agriculture</i>	9.0
	<i>Water Quality Basin</i>	1.7
	<i>Buffer</i>	1.7
Hilltop Village	<i>Single-Family Residential (SFD-R)</i>	29.5
	<i>Park</i>	2.8
	<i>Buffer</i>	4.1
	<i>Habitat</i>	0.6
<i>Agricultural Easement (Bree Property)</i>		<u>37.5</u>
<i>Backbone Roads</i>		13.1
Total		<u>176.6214.1</u>

**Table ES-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	<u>234223</u>	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	<u>44687</u>	10.0–15.0	40

Table ES-2
Proposed General Plan Land Use Designations and Zoning by Planning Area

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R); Single-Family Detached Residential (SFD-R); Agricultural (A)	209184	6.0–9.93.6–5.9	35
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	40091	3.6–5.9	35
Agricultural Easement (Bree Property)	37.5	Planned Development (PD)	Agricultural (A)	=	=	=
Backbone roads	13.1	—	—	—	—	—
Total	476.6 214.1	—	—	656585	—	—

Notes: Planned unit count based on Vesting Tentative Maps and Development Plans concurrently proposed with the proposed project. Dwelling unit counts may be adjusted based on final development plans as proposed, with a maximum of 656,585 units proposed. The dwelling unit maximum is applicable to the overall project site within the density ranges noted for each planning area. 10% of density transfer amongst planning areas is acceptable. Lower unit counts and densities may be allowed when present as part of individual development plans.

ES.2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives. The underlying purpose of the proposed project is to implement a planned residential, mixed-use, and sustainable community by repurposing existing, agricultural land situated in the northeastern portion of the City, guided by the following project objectives:

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

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

ES.2.4 Discretionary Actions

Consistent with the City’s General Plan and Zoning Ordinance, the proposed project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a General Plan Amendment, Zoning Ordinance Amendment, Vesting Tentative Map, Planned Development Plan, and Development Plan. These entitlements, listed and described in Table ES-3, would govern the development of the project site.

The City will use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible agencies may use this EIR and supporting documentation in their decision-making process to issue additional approvals or permit authorizations. These additional approvals may include but are not limited to approval of a site-specific Stormwater Pollution Prevention Plan in accordance with the state’s Construction General Permit and approval of off-site habitat mitigation by federal and state resource agencies.

Development proposals for each planning area of the proposed project within the project site would be obligated to submit complete land use applications including but not limited to engineering, architecture, and landscape architectures plans for review and approval subject to the current municipal and building codes, City policies, and project requirements. All applications would be subject to corresponding staff review and any necessary action by the Planning Commission or City Council.

**Table ES-3
Required Actions and Approvals**

Discretionary Applications	Required Action/Approval
General Plan Amendment	The project site is currently under a City of Oceanside’s (City’s) General Plan designation of Agricultural District (A). A General Plan Amendment is proposed that would designate the site to be a combination of Agriculture (A), Open Space (OS), Single-Family Residential (SFD-R), Medium Density Residential A (MDA-R), Medium Density Residential B (MDB-R), and Special Commercial (SC). Refer to Section 4.11 for additional information.
Zoning Ordinance Amendment	Currently, the entire project site is designated as Agricultural – (A) under the City’s Zoning Ordinance. A Zoning Ordinance Amendment is proposed that would designate the entire property as Planned Development - (PD), with the proposed project serving as the regulating document. Amend the Zoning District/ Land Use Designation Consistency Matrix in Article 2 of the Zoning Ordinance (Appendix – A of the Zoning Ordinance) to include the PD District as being consistent with both the Agricultural (A) and Single Family Detached (SFD) land use designations of the General Plan.
Vesting Tentative Maps	A Vesting Tentative Map, shown on Figures 3-12a and 3-12b, is proposed that would present specific lot configurations for all planning areas. The Tentative Map also creates master lots in the Village Core to be developed separately subject to the City’s standard entitlement review process.
Planned Development Plan	A PD Plan is proposed that provides customized zoning regulations and development standards, including residential densities and building types, that will serve as the Project’s regulating document. The PD Plan also provide for a variety of performance standards as required by Article 17 of the City’s Zoning Ordinance.
Development Plan	A Development Plan is proposed as required by Article 17 of the City’s Zoning Ordinance. The Development Plan corresponds to the Vesting Tentative Map presenting the proposed lotting and conceptual grading elements of the proposed project. Development standards for each of the lot types including setbacks, standard building envelopes and building orientation are shown on Sheet 2 of the VTM. The Development Plan package also includes the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, circulation and parking, conceptual landscaping, open space, and storm drainage. Architectural plans, landscape plans, and farm plans for the entire site complete the Development Plan package.
Development Agreement	A Development Agreement is proposed in conjunction with the proposed project. The Development Agreement could allow for the formation of a Community Facilities District along with other terms and conditions acceptable to the City of Oceanside.

ES.3 AREAS OF CONTROVERSY

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated November 22, 2017 to interested agencies, organizations, and parties. The initial 30-day public scoping period was extended and ended on January 30, 2018. Additionally, two public scoping meetings were held on December 13, 2017 and January 16, 2018 at the Melba Bishop Recreation Center (5306 N. River Road, Oceanside, California 92057) to gather additional public input. Both scoping meetings were recorded and are viewable on the City's website for the proposed project (<http://www.ci.oceanside.ca.us/gov/dev/planning/project/nrfp.asp>). Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and comments are included in Appendix A to this EIR.

A total of 75 comment letters were received as a result of the NOP and public scoping meeting. Comments covered a variety of topics, including scenic views, visual character, light and glare, agricultural resources, air quality, biological resources, electrical capacity, greenhouse gas emissions, hazardous materials, evacuation, wildfires, pesticides, floodplains, groundwater infiltration, stormwater runoff, water quality, erosion, land use compatibility, consistency with land use plans, density, traffic noise, consistency with the Regional Housing Needs Assessment, fire and police protection services, emergency response times, school capacity, traffic, Assembly Bill 52 consultation, water supply, cumulative impacts, growth inducement, and alternatives.

Specifically, comments received during the NOP process included concerns about a need for roadway improvements, the distinction between farmland and landscaping areas, scenic views along N. River Road, the scenic parkway overlay, degradation of the visual character of the Morro Hills community, new light sources, conversion of agricultural land to other uses, adjacency to the San Luis Rey River, consistency with the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan, electrical capacity, greenhouse gas impacts, contamination of soils, evacuation times during an emergency, pesticides, floodplain concerns, groundwater infiltration, stormwater runoff capacity, riverbank erosion, high density for the site, compatibility with land use plans, traffic noise to existing residents, existing school capacity, traffic impacts to multiple roadways, analysis of vehicle miles traveled, Assembly Bill 52 consultation, water supply, cumulative effects to agricultural land, compensatory mitigation for biological impacts, growth impacts, and alternatives compatible with existing zoning and planning designations.

ES.4 EFFECTS NOT FOUND TO BE SIGNIFICANT

Environmental impacts associated with aesthetics, energy consumption, hydrology and water quality, mineral resources, and recreation were found to be less than significant.

ES.5 IMPACTS DETERMINED TO BE SIGNIFICANT

Table ES-4 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines, Section 15123(b)(1). Impacts associated with agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, traffic and circulation, tribal cultural resources, and utilities and service systems were identified as significant. However, implementation of mitigation measures would reduce impacts to a less-than-significant level for agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, public services, tribal cultural resources, and utilities and service systems.

Table ES-4
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Agricultural Resources		
Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland),	Implementation of MM-AGR-1 , refer to Section 4.2.	Less than significant
Air Quality		
Health impacts of toxic air contaminants	Implementation of MM-AQ-1 , refer to Section 4.3.	Less than significant
Objectionable odors	Implementation of MM-AQ-2 , refer to Section 4.3.	Less than significant
Biological Resources		
Impacts to nesting birds	Implementation of MM-BIO-1 , refer to Section 4.4.	Less than significant
Impacts to riparian habitat and sensitive natural communities	Implementation of MM-BIO-2 , refer to Section 4.4.	Less than significant
Impacts to federally protected wetlands	Implementation of MM-BIO-2 , refer to Section 4.4.	Less than significant
Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	Implementation of MM-BIO-2 and MM-BIO-3 , refer to Section 4.4.	Less than significant
Cultural Resources		
Impacts to archaeological resources	Implementation of MM-CUL-1 , refer to Section 4.5.	Less than significant
Impacts to paleontological resources	Implementation of MM-CUL-2 and MM-CUL-3 , refer to Section 4.5.	Less than significant
Impacts to human remains	Implementation of MM-CUL-1 , refer to Section 4.5.	Less than significant
Geology and Soils		
Risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides	Implementation of MM-GEO-1 , refer to Section 4.7.	Less than significant
Result in substantial soil erosion	Implementation of MM-GEO-1 , refer to Section 4.7.	Less than significant

Table ES-4
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Impacts associated with on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	Implementation of MM-GEO-1 , refer to Section 4.7.	Less than significant
Impacts associated with expansive soil	Implementation of MM-GEO-1 , refer to Section 4.7.	Less than significant
Greenhouse Gas Emissions		
Impacts associated with the generation of greenhouse gas emissions	Implementation of MM-GHG-1 through MM-GHG-3 , refer to Section 4.8.	Less than significant
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Implementation of MM-GHG-1 through MM-GHG-3 , refer to Section 4.8.	Less than significant
Hazards and Hazardous Materials		
Significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Implementation of MM-HAZ-1 , refer to Section 4.9.	Less than significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Implementation of MM-HAZ-1 , refer to Section 4.9.	Less than significant
Land Use and Planning		
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project	Implementation of MM-AQ-1 , refer to Section 4.3. Implementation of MM-BIO-2 through MM-BIO-3 , refer to Section 4.4. Implementation of MM-CUL-1 through MM-CUL-3 , refer to Section 4.5. Implementation of MM-GEO-1 , refer to Section 4.7. Implementation of MM-HAZ-1 , refer to Section 4.9. Implementation of MM-NOI-1 through MM-NOI-3 , refer to Section 4.13. Implementation of MM-TRA-1 through MM-TRA-15 , refer to Section 4.17.	Less than significant
Conflict with any applicable habitat conservation plan or natural community conservation plan	Implementation of MM-BIO-2 through MM-BIO-3 , refer to Section 4.4.	
Noise		
Generation of noise levels in excess of standards established in the local general plan or noise ordinance	Implementation of MM-NOI-1 through MM-NOI-4 , refer to Section 4.13.	Less than significant
Generation of excessive groundborne vibration or groundborne noise levels	Implementation of MM-NOI-5 , refer to Section 4.13.	Less than significant
Generation of substantial temporary or periodic increase in ambient noise levels	Implementation of MM-NOI-1 and MM-NOI-2 , refer to Section 4.13.	Less than significant

Table ES-4
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Population and Housing		
Direct and cumulative growth inducement	No feasible mitigation	Significant and unavoidable
Public Services		
Fire protection services response time	Implementation of MM-PUB-1 , refer to Section 4.15.	Less than significant
Traffic and Circulation		
Direct impacts to intersections	Implementation of MM-TRA-1 and MM-TRA-4 , refer to Section 4.17.	Significant and unavoidable: MM-TRA-1 and MM-TRA-4
Cumulative impacts to intersections	Implementation of MM-TRA-1 through MM-TRA-6 , refer to Section 4.17.	Significant and unavoidable: MM-TRA-1 and MM-TRA-4 Less than significant: MM-TRA-2, MM-TRA-3, MM-TRA-5, and MM-TRA-6
Direct impacts to segments	Implementation of MM-TRA-7 through MM-TRA-10 , refer to Section 4.17.	Less than significant
Cumulative impacts to segments	Implementation of MM-TRA-4, MM-TRA-6, MM-TRA-7, MM-TRA-10, and MM-TRA-11 , refer to Section 4.17.	Significant and unavoidable: MM-TRA-4 Less than significant: MM-TRA-6, MM-TRA-7, MM-TRA-10, and MM-TRA-11
Tribal Cultural Resources		
Impacts to tribal cultural resources as defined in California Public Resources Code Section 21074	Implementation of MM-TCR-1 , refer to Section 4.18.	Less than significant
Utilities and Service Systems		
Construction of new stormwater drainage facilities	Implementation of MM-BIO-2 , refer to Section 4.4.	Less than significant

ES.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

As discussed in this EIR, implementation of the proposed project would result in significant impacts to population and housing, and transportation and traffic. The significant impacts that cannot be mitigated to a less-than-significant level and, therefore, are considered significant unavoidable impacts are related to population and housing (growth inducement), and traffic and circulation. Refer to Sections 4.14 and 4.17 of this EIR for additional information.

ES.7 ANALYSIS OF ALTERNATIVES

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, EIRs are required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (14 CCR 15126.6(a)). This EIR “must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation” (14 CCR 15126.6(a)). The alternatives discussion is required even if these alternatives “would impede to some degree the attainment of the project objectives, or would be more costly” (14 CCR 15126.6(b)).

ES.7.1 No Project (No Build) Alternative

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

As described in Chapters 2 and 4 of this EIR, the vast majority of the project site is cover by agricultural fields, with associated uses such as structures converted for office space and farm operations, storage areas, a transfer facility, and several vacant, dilapidated single-family structures. A number of unpaved access roads are distributed across the site.

ES.7.2 Existing Zoning – Residential Alternative

The Existing Zoning – Residential Alternative is shown on Figure 7-1. This alternative would develop residential land uses that are allowed under the City’s existing General Plan and zoning designations. The project site has a General Plan land use designation of A (Agriculture) and is zoned A-SP (Agriculture – Scenic Park Overlay). Per the City’s General Plan and zoning ordinance, residential development shall only be permitted if it does not interfere with existing agricultural operations and the open space character of the area is preserved. Minimum lot areas shall be determined by topography, adjacent land uses, and infrastructure; however, under no circumstances shall lot areas be less than 2.5 acres (City of Oceanside 2002). Based on the requirements of the City’s General Plan and the zoning ordinance, the project site could feasibly be developed with 61 residential lots at approximately 2.5 acres each while also providing an internal roadway network to service each lot. It is assumed that one single-family residential unit would be located on each lot. As the designation would remain agricultural, such uses would still be permitted on site. No commercial land uses are included in this alternative.

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

ES.7.3 Existing Zoning – Agriculture Alternative

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

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

ES.7.4 Reduced Development Alternative

The Reduced Development Alternative is shown on Figure 7-3. As shown on Figure 7-3, this alternative provides a combination of residential and commercial development, while reducing land use intensity and the overall development footprint. The proposed development area of this alternative is confined to be outside the 100-year flood hazard zone. Additionally, the majority of the southern portion of the site would remain as existing agricultural uses in its existing

condition. To allow for 71 single-family residential units on large lots (ranging from 1 to 2.5 acres) and approximately 7 acres of special commercial (including hotel, restaurant, retail, and educational uses), a General Plan and Zoning Ordinance Amendment to allow for lots smaller than 2.5 acres. Landscaping would be similar as the proposed project.

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

ES.7.5 Clustering Alternative

The Clustering Alternative is shown on Figure 7-4. The purpose of this alternative is two-fold: (1) to reduce the land use intensity such that the alternative would not exceed the City's efficiency metric of 3.5 metric tons of carbon dioxide equivalent per service population per year (MT CO₂e/SP/yr), and (2) reduce the overall development footprint on site. As shown on Figure 7-4, this alternative would include 600 high-density residential units on the north side of N. River Road, approximately 3.6 acres of special commercial (including hotel, restaurant, and retail) on the south side of N. River Road, approximately 5.3 acres of open space and parks, and internal roadways, with the remainder of the site retained as the existing agricultural land uses in its existing condition. The development of this alternative would require a General Plan and Zoning Ordinance Amendment. The proposed development area of this alternative is confined to be outside the 100-year flood hazard zone. Landscaping would be similar as the proposed project.

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

ES.7.6 Single-Family Residential Alternative

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

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

ES.7.7 Environmentally Superior Alternative

Table ES-5 outlines the comparative impacts between each alternative and the proposed project. The No Project (No Build) Alternative would result in the least environmental impacts and would be the environmentally superior alternative. However, CEQA Guidelines, Section 15126.6(e)(2), states that if the environmentally superior alternative is the “no project” alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. In this case, the environmentally superior alternative is the Existing Zoning – Residential Alternative.

**Table ES-5
Summary of Analysis for Alternatives to the Proposed Project**

Issue Areas	Proposed Project	Alternatives to the Proposed Project					
		No Project (No Build)	Existing Zoning – Residential	Existing Zoning – Agriculture	Reduced Development	Clustering	Single-Family Residential
Aesthetics	NS	▼	▼	—	▼	—	—
Agricultural Resources	LTS	▼	▼	▼	▼	▼	▼

**Table ES-5
Summary of Analysis for Alternatives to the Proposed Project**

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

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

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

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

NS Not a potentially significant impact

LTS Less than Significant with mitigation measures

SU Potentially significant and unavoidable impact

ES.8 ISSUES TO BE RESOLVED BY LEAD AGENCY

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed project, the key issues to be resolved include decisions by the City, as lead agency, as to the following:

- Whether this environmental document adequately describes the environmental impacts of the proposed project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether there are other mitigation measures or alternatives that should be considered for the proposed project besides those identified in the Draft EIR.

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CHAPTER 1 INTRODUCTION

This chapter of this Environmental Impact Report (EIR) describes the purpose, scope, and legislative authority of the EIR, the intent of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the environmental review process, and other pertinent environmental rules and regulations.

1.1 PURPOSE OF THE EIR

This EIR addresses the environmental effects associated with the North River Farms Planned Development (PD) Plan (proposed project). The proposed project proposes the development of a planned residential, mixed-use sustainable community on approximately ~~176.6~~14.1 acres of land located in the northeastern portion of the City of Oceanside (City). The proposed project requires approval of certain discretionary actions by the City and, therefore, is subject to the environmental review requirements of CEQA. A detailed description of the proposed project is provided in Chapter 3, Project Description, of this EIR. The City, as the CEQA lead agency, has prepared this EIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed project.

1.2 INTENDED USE OF THE EIR

This EIR was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), CEQA Guidelines (14 CCR 15000 et seq.), and the City's Environmental Review Procedures.

The EIR is an informational document that will provide the City's decision makers, public agencies, responsible and trustee agencies, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project, (2) possible ways to minimize any significant environmental impacts, and (3) feasible alternatives to the proposed project that would reduce or avoid significant impacts associated with the proposed project (California Public Resources Code, Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project. The analysis and findings in this EIR reflect the independent judgment of the City.

The City is the lead agency for the EIR and will perform the entitlement processing of the proposed project. As the designated lead agency, the City has assumed responsibility for preparing this EIR, and the analysis and findings in this EIR reflect the City's independent judgment. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to certification of

the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of environmental effects related to the proposed project that will culminate with the approval or denial of applicable permits.

1.3 SCOPE OF THE EIR

For the proposed project, the City determined that a Project EIR, as defined by CEQA Guidelines, Section 15161, was required. The City made this determination based on the scope and the location of the proposed project. As such, and in accordance with CEQA Guidelines, Section 15060(d), the City opted not to prepare a detailed Initial Study and to instead immediately begin preparation of an EIR for the proposed project.

In the absence of an Initial Study, this Draft EIR evaluates all subject areas listed in Appendix G to the CEQA Guidelines, which include the following: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy consumption, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise and vibration, population and housing, public services, recreation, traffic and circulation, tribal cultural resources, utilities and service systems, cumulative impacts, and growth-inducing impacts.

As a “Project EIR,” this EIR is “focused primarily on the changes in the environment that would result from the development project” (14 CCR 15161). In addition, as a Project EIR, this EIR examines all phases of the proposed project including planning, construction, and operation (14 CCR 15161). Where environmental impacts have been determined to be significant, this EIR recommends mitigation measures directed at reducing or avoiding those significant environmental impacts. Alternatives to the proposed project are identified to evaluate whether there are ways to minimize or avoid significant impacts associated with the proposed project.

1.4 THE EIR AND CEQA ENVIRONMENTAL REVIEW PROCESS

1.4.1 CEQA Overview

CEQA requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant adverse effect on the environment. The following is stated in CEQA Guidelines, Section 15151 (14 CCR 15151):

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.

Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Accordingly, this EIR has been prepared to identify and disclose the significant environmental effects of the proposed project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this EIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this EIR, along with other factors in considering approval of the proposed project.

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the proposed project and alternatives to the proposed project would have on the environment should the proposed project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated November 22, 2017, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2017111069) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. Two public scoping meetings were held on December 13, 2017, and January 16, 2018, at the Melba Bishop Recreation Center (5306 N. River Road) to gather additional public input. Both scoping meetings were recorded and are viewable on the City's website for the proposed project (<http://www.ci.oceanside.ca.us/gov/dev/planning/project/nrfp.asp>). The initial 30-day public scoping period was extended and ended on January 30, 2018.

Comments received during the NOP public scoping period were considered part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including the loss of agricultural lands, fire risk and evacuation plans, land use compatibility with applicable plans, utility infrastructure and supply, traffic generation and roadway improvements, visual impact, emergency access resulting from residential development, growth inducement, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment have been incorporated in the analysis in Chapters 4, 5, 6, and 7 of this EIR.

1.4.3 Draft EIR and Public Review

This Draft EIR was prepared under the direction and supervision of the City. The Draft EIR will be made available to members of the public, responsible agencies, and interested parties for a 45-day public review period in accordance with CEQA Guidelines, Section 15105.

Public review of the Draft EIR is intended to focus “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (14 CCR 15204). The Notice of Completion of the Draft EIR will be filed with the State Clearinghouse as required by CEQA Guidelines, Section 15085. In addition, the Notice of Availability of the Draft EIR will be distributed pursuant to CEQA Guidelines, Section 15087. Interested parties may provide comments on the Draft EIR in written form. This EIR and related technical appendices are available for review during the 45-day public review period at the following locations:

City of Oceanside Development Services Department
300 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Civic Center
330 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Mission Branch
3861-B Mission Avenue
Oceanside, California 92508

City of Oceanside website: <http://www.ci.oceanside.ca.us/gov/dev/planning/project/nrfp.asp>

Interested agencies and members of the public may submit written comments on the adequacy of the Draft EIR to the City’s Development Services Department at the address above, addressed to Rob Dmohowski, Associate Planner, or emailed at rdmohowski@ci.oceanside.ca.us. Comments on the Draft EIR must be received by the close of business on the last day of the 45-day review period unless the City grants an extension.

1.4.4 Final EIR Publication and Certification

Once the 45-day public review period has concluded, the City will review all public comments on the Draft EIR and provide a written response to all written comments pertaining to environmental issues as part of the Final EIR. The Final EIR will include all written comments received during the public review period; responses to comments; and, if applicable, edits and

errata made to the Draft EIR. The City will then consider certification of the Final EIR (14 CCR 15090). If the EIR is certified, the City may consider project approval (14 CCR 15092).

When deciding whether to approve the proposed project, the City will use the information provided in the Final EIR to consider potential impacts to the physical environment. The City will also consider all written comments received on the Draft EIR during the 45-day public review period in making its decision to certify the Final EIR as complete and compliant with CEQA and in making its determination whether to approve or deny the proposed project. Environmental considerations, as well as economic and social factors, will be weighed by the City to determine the most appropriate course of action.

Prior to approving the proposed project, the City must make written findings and adopt a Statement of Overriding Considerations with respect to any significant and unavoidable environmental effect identified in the Draft EIR (14 CCR 15091, 15093). If the proposed project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within 5 working days after project approval (14 CCR 15094.)

Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR’s evaluation of the proposed project’s environmental effects in considering whether to approve or deny applicable permits.

1.4.5 Mitigation Monitoring and Reporting Program

CEQA requires that a lead agency “adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment” (14 CCR 15097, 15091). The final Mitigation Monitoring and Reporting Program (MMRP) will be incorporated into the Final EIR. The City, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required by the MMRP.

1.5 ORGANIZATION AND CONTENT OF THE EIR

This EIR is organized as follows:

- **Executive Summary.** This chapter outlines the proposed project and conclusions of the environmental analysis, and provides a summary of the proposed project compared to the alternatives analyzed in the EIR. This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant project impact.
- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the EIR, the applicable environmental review process and procedures, and format and organization of the EIR.

- **Chapter 2, Environmental Setting.** This chapter describes the project location, physical environmental setting, and regulatory setting.
- **Chapter 3, Project Description.** This chapter provides a thorough description of the proposed project, including its location, characteristics, project objectives, and required discretionary actions.
- **Chapter 4, Environmental Impact Analysis.** This chapter discusses the regulatory and environmental setting, and provides an analysis of project impacts, proposed mitigation measures to reduce or avoid any significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- **Chapter 5, Cumulative Effects.** This chapter describes the methodology used to evaluate the cumulative impacts of the proposed project and provides an analysis of the cumulative effects for each issue area evaluated in the EIR.
- **Chapter 6, Other CEQA Considerations.** This chapter addresses the proposed project’s potential growth-inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable, and provides an analysis of the significant irreversible changes in the environment that would result from the proposed project.
- **Chapter 7, Alternatives.** This chapter analyzes a range of reasonable alternatives to the proposed project that have the potential to reduce or avoid significant impacts associated with the proposed project.
- **Chapter 8, References.** This chapter lists the references and sources cited in each section of the EIR.
- **Chapter 9, List of Preparers.** This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this EIR.
- **Appendices.** The appendices include various technical studies and correspondence prepared for the proposed project, as listed in the table of contents.

CHAPTER 2 ENVIRONMENTAL SETTING

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

2.1 PROJECT SETTING

2.1.1 Project Location

The project site is located in the City of Oceanside (City), which is within the northwestern portion of San Diego County (County). The project site is located in proximity to Interstate (I-) 5 (approximately 6 miles to the west), I-15 (approximately 6.8 miles to the east), and State Route (SR-) 76 (approximately 0.3 miles to the south from its closest point).

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

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

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

The project site is located within the Morro Hills Neighborhood Area (as defined by Figure LU-24 of the City's General Plan) and marks the western entry to a region known as South Morro Hills within the City. The project site is generally bisected into northern and southern sections by N. River Road. The northern portion of the project site is bordered on the east by Wilshire Road. Beyond Wilshire Road, neighboring land uses include agricultural land, the Paradise Falls wedding venue, and a dog and horse training facility. To the west, the project site borders the Arrowood residential community and golf course, and a residential subdivision known as Greenbrook Estates, along with single-family residential uses and a church. Existing agricultural lands and the San Luis Rey River border the project site to the south. The site is located on the U.S. Geological Service (USGS) 7.5-minute Morro Hill quadrangle map in Section 34, Township 10 South, Range 4 West.

2.1.2 Existing Land Uses

On-Site Land Uses

The project site is in agricultural production, including farm operations, a few single-family homes currently used as office space, and abandoned structures associated with agricultural product processing and sales, as shown on Figure 2-2, Project Site and Surroundings. Several vacant, dilapidated single-family structures are located in the northern and central portions of the project site. Additional on-site structures include a single-family residence converted into an office building, storage structures, temporary greenhouses, a transfer facility, an equipment maintenance area, and a water filtration facility with an approximately 265,000-gallon aboveground water tank with associated plastic-lined basins. A network of unimproved dirt roads provides access to the agricultural fields. As previously mentioned, N. River Road laterally bisects the project site.

Surrounding Land Uses

To the west of project site is a mix of uses including churches, an elementary school, parks, and a mix of residential uses and older established residential subdivisions. To the east of the project site is Morro Hills, a rural agricultural community with a substantial amount of productive agricultural land. The San Luis Rey River is located to the south of the site, and a Arrowood Golf Course and residential uses border the project site to the north. Additional information regarding the surrounding land uses can also be found in Sections 4.1, Aesthetics, and 4.11, Land Use and Planning.

2.1.3 Existing Zoning Designations

This project site is currently zoned Agricultural (A) and Agricultural (A) with a Scenic Park (SP) overlay on the southern side of N. River Road (Figure 4.11-1). The Bree Property is zoned as Residential Estate (R-EA).

Zoning designations immediately surrounding the project site include Agricultural (A), Agricultural (A) with a Scenic Park (SP) overlay, Open Space (OS) with a Scenic Park (SP) overlay, Residential Estate A (RE-A), and Residential Estate B (RE-B-SP-EQ).

2.1.4 Existing General Plan Land Use Designations

The project site has a General Plan land use designation of Agricultural (A) (Figure 4.11-2). The Bree Property has a General Plan land use designation of Estate A Residential (EA-R).

Land use designations immediately surrounding the project site include Agricultural (A), Estate A Residential (EA-R), Open Space (OS), and Estate B Residential (EB-R).

2.2 REGIONAL SETTING

2.2.1 Climate

The project site is located within the Peninsular Ranges approximately 7.5 miles from the Pacific Ocean. It has a Mediterranean climate characterized by mild, dry summers and wet winters. Average temperatures near the City range from approximately 53–68 degrees Fahrenheit (°F), and the area generally receives an average rainfall of approximately 10.5 inches per year (Western Regional Climate Center 2016).

2.2.2 Air Basin

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California. The SDAB lies in the southwestern corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles.

The favorable climate of San Diego also works to create air pollution problems. Sinking, or subsiding air from the Pacific High, creates a temperature inversion known as a subsidence inversion, which acts as a “lid” to vertical dispersion of pollutants. Weak summertime pressure gradients further limit horizontal dispersion of pollutants in the mixed layer below the subsidence inversion. Poorly dispersed anthropogenic emissions combined with strong and direct sunshine leads to photochemical reactions that result in the creation of ozone (O₃) at this surface layer. In addition, light winds during the summer further limit ventilation.

In the fall months, the SDAB is often impacted by Santa Ana winds, which are the result of a high-pressure system over the Nevada and Utah regions that overcomes the westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. The Santa Ana winds are powerful and can blow the SDAB’s pollutants out to sea. However, a weak Santa Ana can transport air pollution from the South Coast Air Basin and greatly increase O₃ concentrations in the San Diego area.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to the County. This often produces high O₃ concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to San Diego can also occur within the stable layer of the elevated subsidence inversion, where high levels of O₃ are transported.

2.2.3 Soils

According to U.S. Department of Agriculture (USDA 2016a), the following nine soil types are found on the project site (Figure 4.2-3): Bonsall sandy loam, 2% to 9% slopes, eroded (BIC2); Bosanko clay, 2% to 9% slopes (BsC); Bosanko clay, 9% to 15% slopes (BsD); Fallbrook sandy loam, 9% to 15% slopes, eroded (FaD2); Placentia sandy loam, 5% to 9% slopes (PeC2); Placentia sandy loam, 9% to 15% slopes (PeD2); Tujunga sand, 0% to 5% slopes (TuB); Visalia sandy loam, 0% to 2% slopes (VaA); and Visalia sandy loam, 2% to 5% slopes (VaB).

According to USDA (2016b), the Bonsall series consists of moderately well-drained, sandy loams or loams grading to decomposed granodiorite. Bosanko series consists of well-drained, moderately deep clays that formed in material derived from acidic igneous rock. The Fallbrook series consists of deep, well-drained sandy loams that formed in material weathered from granitic rocks. The Placentia series soils consist of moderately well-drained sandy loams that have sandy clay subsoil; these soils formed in granitic alluvium. The Tujunga series consist of very deep, excessively drained sands derived from granitic alluvium; these soils are on alluvial fans and flood plains. The Visalia series soils consist of moderately well-drained, very deep sandy loams derived from granitic alluviums.

2.2.4 Terrain

The topography of the project site is generally flat, with a slight slope towards the agricultural area and San Luis Rey River in the southern end of the project site. Elevations range from approximately 90 feet above mean sea level in the southern project site, to approximately 240 feet above mean sea level in the northern project site. Due to the high level of existing disturbance caused from agricultural use, the site is generally topographically uniform except for the general trending southerly slope.

2.2.5 Watersheds and Hydrology

The project site is located within the Lower San Luis Hydrologic Area (HA) 903.1 of the San Luis Rey Hydrologic Unit (HU). The major water source in the vicinity of the North River Farms Planned Development (PD) Plan (proposed project) is the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River immediately south of the project site flows approximately 7.5 miles until its confluence with the Pacific Ocean.

The southern portion of the project site is located within the 100-year floodplain of the San Luis Rey River. The 500-year floodplain occurs north of the 100-year floodplain on site. For additional information and detailed discussion related to the floodplain, refer to Section 4.10, Hydrology and Water Quality.

2.2.6 Vegetation and Habitats

The following 10 vegetation communities/land cover types were mapped on site and in off-site areas: southern arroyo willow riparian forest, disturbed southern willow scrub, mulefat scrub, non-vegetated channel, disturbed wetland, disturbed habitat, urban/developed, row crops, non-native woodland, and eucalyptus woodland. These vegetation communities and land cover types are described in more detail in Section 4.4, Biological Resources (see Figure 4.4-2a).

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department. Water service is within the existing 420 Pressure Zone. The 420 Pressure Zone is fed by two operating pressure-reducing stations. One pressure-reducing station is located at the intersection of North Old River Road and College Boulevard. The other pressure-reducing station is located at the intersection of Wilshire Road and Las Tunas Drive, which is supplied from the existing 10-inch 480 Pressure Zone pipeline in Wilshire Road. There are two existing pressure-reducing stations connected to the 420 Pressure Zone, which are not currently active, but one could be activated as a backup facility when necessary. An existing 14-inch 420 Pressure Zone water main is located in N. River Road within the project site (Appendix O).

Historically, on-site structures have been served by septic systems, and evidence of such systems are found on site (Appendix I). The project site is in the service area of the City's Wastewater Division. The existing public sewer system includes the 18-inch through 30-inch N. River Road Trunk Sewer, which extends east to Stallion Drive. The existing 8-inch collector sewer extending north of N. River Road in Stallion Drive is the easternmost part of the City sewer service area at this time. Sewage collected by the N. River Road Trunk Sewer flows west and ultimately flows to the North Valley Lift station near the intersection of Plumosa Street and N. River Road. This lift station conveys the sewage flow in the trunk sewer to the San Luis Rey Plant for treatment and disposal (Appendix P).

Stormwater utilities are also managed by the City. As discussed in Section 4.10, the existing site drainage areas flow through overland sheet flow, largely in a southwesterly direction (Appendices K and L). On-site runoff reach the San Luis Rey River through overland land flow, and there is also an existing channel conveying off-site flows through the site (Appendices K and L). The Series 100 outlet begins at the northeastern portion of the project site and flows south parallel to Wilshire Road until discharging into a desilting basin. The Series 110 outlet is similar

to 100, flowing south towards a desilting basin. It is assumed that the discharge from the two desilting basins will outlet to the east of Wilshire Road together with flow from a portion of N. River Road. The Series 200 outlet is located south of N. River Road, and the area gently slopes towards the San Luis Rey River. The Series 300 outlet is similar to 200 but discharges downstream of 200. The Series 400 outlet is the southernmost portion of the project site and discharges downstream of 300 (Appendix L and Figure 4.10-2).

The City implements and oversees solid waste and recycling services in order to ensure compliance with state regulation and the City’s Municipal Code. Waste Management disposes of solid waste collected in the City at the El Sobrante Landfill located at 10910 Dawson Canyon Road, Corona, California 92883 (City of Oceanside 2012). Recyclables are collected by Waste Management and delivered to the Waste Management Materials Recovery Facility located at 2050 North Glassell Street, Orange, California 92865. Existing solid waste generated from the current agricultural operations include agricultural/green waste and general solid waste from operational needs.

Refer to Section 4.19, Utilities and Services Systems, for additional discussion.

2.3 APPLICABLE PLANNING DOCUMENTS

The following describes a select portion of local and regional planning documents applicable to the proposed project. Additional details regarding the regulatory setting can be found in each individual environmental issue area section in this EIR and in Section 4.11, Land Use and Planning.

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan “for the physical development of the County or City, and of any land outside its boundaries which . . . bears relation to its planning” (California Government Code, Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City’s General Plan is the primary source of long range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City’s General Plan is founded on the community’s vision for the City and expresses the community’s long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City’s General Plan contains the following 10 elements: Land Use (amended in 1989), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2013–2021 Housing Element adopted in August 2013), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in

1981). Each of the City’s General Plan elements contains goals for the future of the City. In addition, the City’s General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the City’s General Plan’s Land Use element.

The project site is located in the Guajome Regional Park sphere of influence, which is defined in Figure LU-15 of the Land Use Element. The Land Use Element identifies policies to ensure that development within the sphere of influence is compatible with its recreational and scenic areas.

2.3.2 Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) (SANDAG 2003), which is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) has been prepared, and although the Oceanside Subarea Plan has not been approved or permitted, it is used as a guidance document for projects in the City (City of Oceanside 2010). Refer to Section 4.4 for additional discussion regarding the Oceanside Subarea Plan.

2.3.3 Regional Plans

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

San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) is the regional planning agency for the County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG prepared the *San Diego Forward: The Regional Plan* (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how the region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050. For additional information regarding the Regional Plan, refer to Sections 4.3, Air Quality; 4.8, Greenhouse Gas Emissions; 4.11, Land Use and Planning; and 4.17, Traffic and Circulation.

Regional Air Quality Plan

The San Diego Air Pollution Control District (SDAPCD) and the SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The Regional Air Quality Strategy (RAQS) for the San Diego Air Basin was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O₃. The RAQS relies on information from the California Air Resources Control Board and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The California Air Resources Control Board mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of the General Plans (SANDAG 2017a, 2017b).

In December 2016, the SDAPCD adopted the revised RAQS for the County. Since 2007, the San Diego region reduced daily VOC emissions and NO_x emissions by 3.9% and 7.0%, respectively. The SDAPCD expects to continue reductions through 2035 (SDAPCD 2016). These reductions were achieved through implementation of six VOC control measures and three NO_x control measures adopted in the SDAPCD's 2009 RAQS (SDAPCD 2009). In addition, the SDAPCD is considering additional measures, including three VOC measures and four control measures to reduce 0.3 daily tons of VOC and 1.2 daily tons of NO_x, provided they are found to be feasible region wide. In addition, SDAPCD has implemented nine incentive-based programs, worked with SANDAG to implement regional transportation control measures, and reaffirmed the state emission offset repeal. For additional information regarding air quality plans, refer to Section 4.3.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

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

will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices (BMPs) in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the RWQCB on February 12, 2016, and finalized in March 2016.

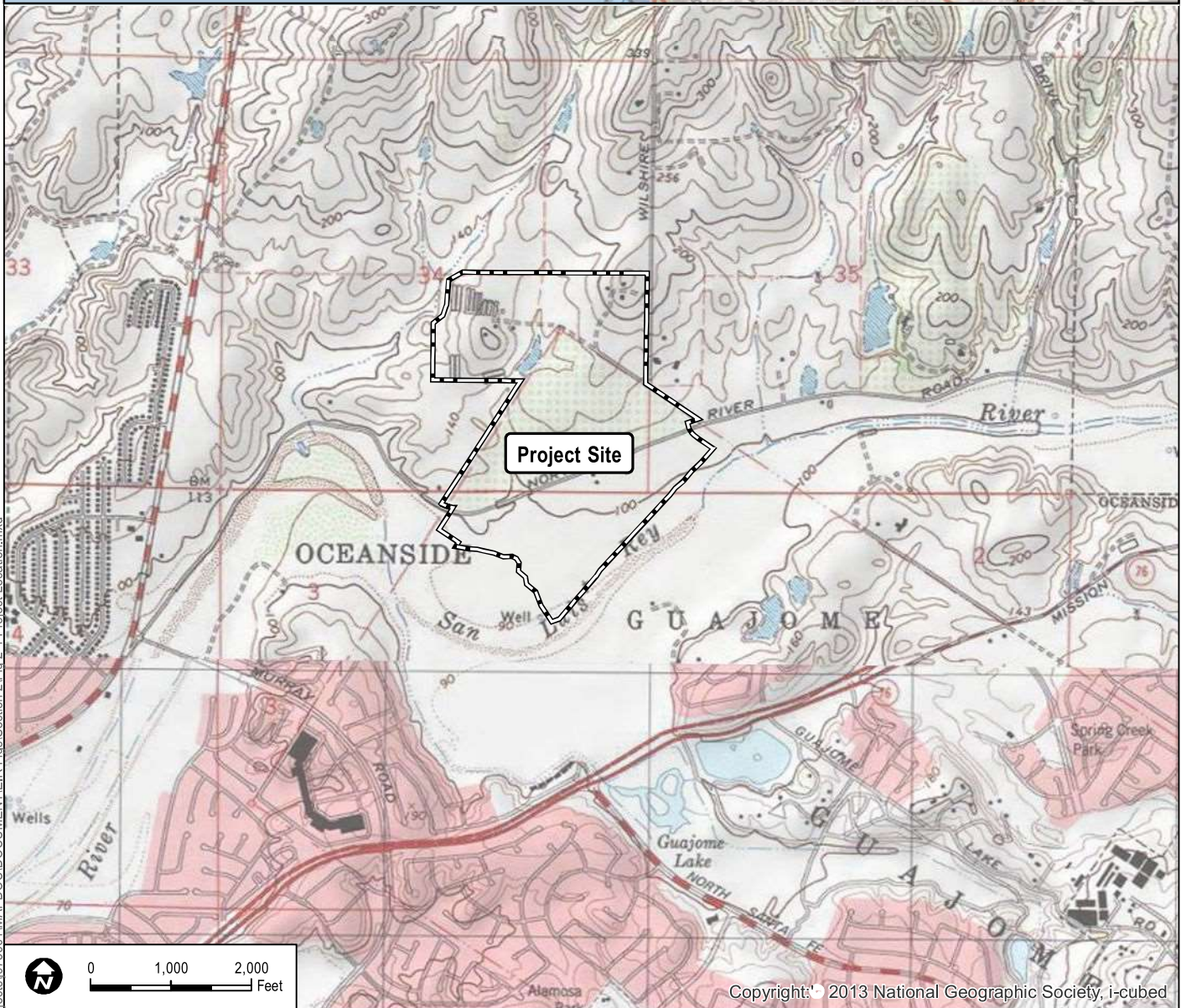
The goal of the WQIP is to further the Clean Water Act's objective to protect, preserve, enhance, and restore water quality and beneficial uses. By prioritizing and addressing water quality conditions that are influenced by storm drain discharges, the Participating Agencies in the San Luis Rey Watershed will be able to use key resources to address the most important issues. Furthering the Clean Water Act's objective will be accomplished through an adaptive planning and management process. This process identifies the priority and highest priority water quality conditions linked to storm drain discharges and implements strategies through the jurisdictional runoff management programs. These strategies will be used to improve the quality of storm drain discharges that will, in turn, improve water quality in receiving waterbodies (City of Oceanside et al. 2016). For additional information regarding water quality plans, refer to Section 4.10.

Oceanside Municipal Airport Land Use Compatibility Plan

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

For additional information regarding the ALUCP, refer to Section 4.13, Noise, and Section 4.9, Hazards and Hazardous Materials.

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SOURCE: USGS 7.5-Minute Series San Luis Rey Quadrangle.

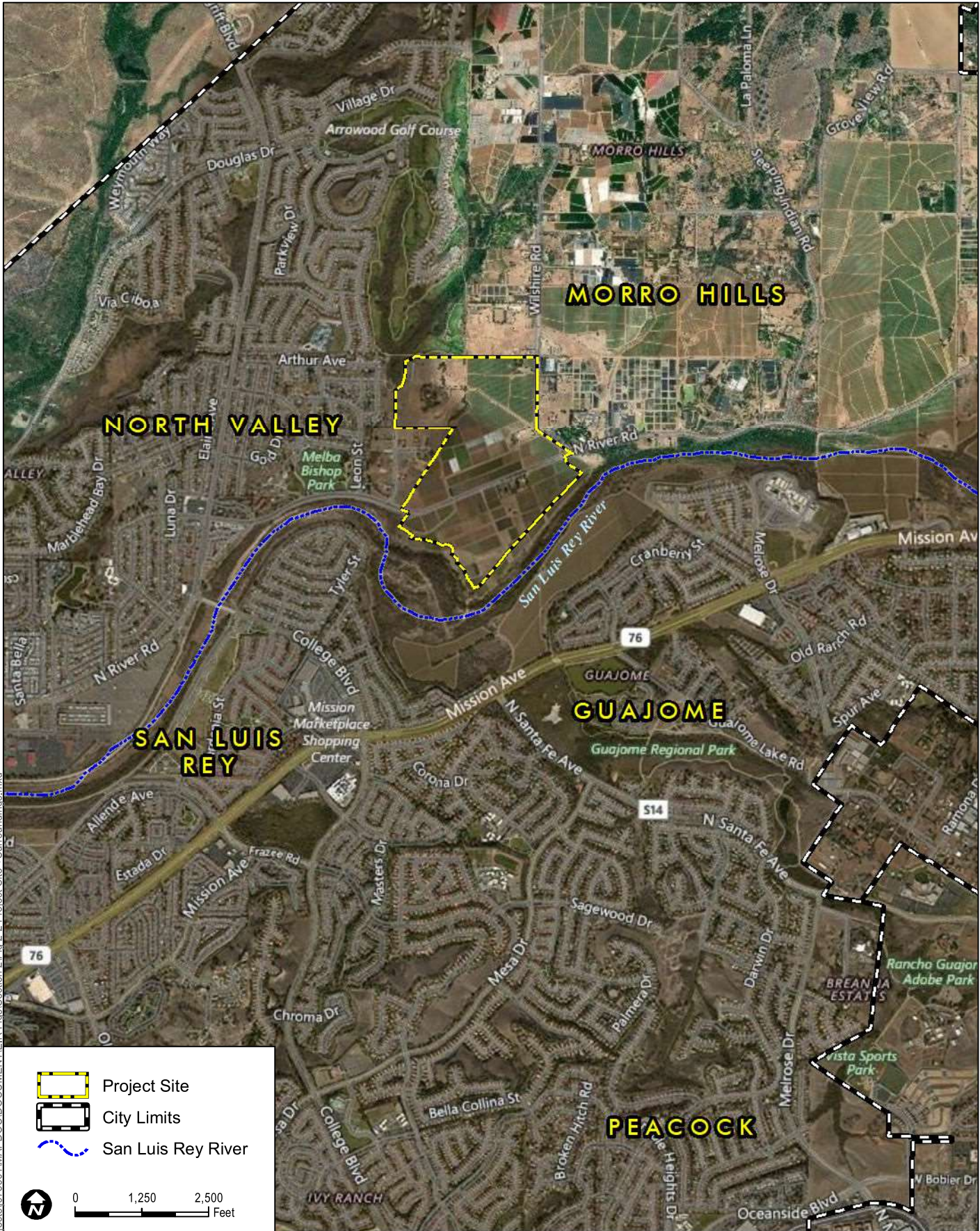
FIGURE 2-1

Project Location

North River Farms Planned Development Plan EIR



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CHAPTER 3 PROJECT DESCRIPTION

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the North River Farms Planned Development (PD) Plan (proposed project), which is located in the South Morro Hills neighborhood within the northeastern portion of the City of Oceanside (City). This chapter also includes a statement of the project objectives, a general description of the proposed project's technical, economic, and environmental characteristics, and a summary of the discretionary actions required to approve the proposed project. The proposed project would establish a PD Plan to provide guidelines and standards for the implementation of future development of the proposed project. The PD Plan is included as Appendix B to this Environmental Impact Report (EIR). The underlying purpose of the proposed project is to implement a planned residential, mixed-use, and sustainable community by repurposing generally vacant, existing agricultural land situated in the northeast portion of the City.

3.1 PROJECT LOCATION

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

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

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

The project site marks the western entry to a region known as South Morro Hills within the City. The project site is laterally bisected into northern and southern sections by N. River Road. The northern portion of the project site is bordered on the east by Wilshire Road. Beyond Wilshire Road, neighboring properties include agricultural lots, the Paradise Falls wedding venue, and a

dog and horse training facility. To the west, the project site borders the Arrowood Golf Course and residential subdivision along with single-family residential uses and a church. Existing agriculture and the San Luis Rey River border the site to the south. The project site boundary is shown on Figures 3-1 and 3-2.

The project site is currently used by West Coast Tomato Growers as agricultural land to cultivate tomatoes. Several vacant single-family structures are located in the northern and central portions of the project site. Additionally, structures on site include a single-family residence converted into an office building, storage structures, temporary greenhouses, a transfer facility, an equipment maintenance area, and a water filtration facility with an approximately 265,000-gallon aboveground water tank with associated plastic-lined basins. A network of unimproved dirt roads and an irrigation system also extend throughout the project site.

3.2 PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives. The underlying purpose of the proposed project is to implement a planned residential, mixed-use, and sustainable community on existing agricultural land situated in the northeastern portion of the City, guided by the following project objectives:

1. Provide visual and functional compatibility with adjacent residential neighborhoods, other nearby land uses, development, and natural features.
2. Provide for varying housing densities and diverse housing types to support an inclusive multi-generational approach to meet the current and future housing demand on a site located near transit, retail, recreational amenities, and schools.
3. Use agriculture as an organizing element of the overall neighborhood plan and provide better public access to agricultural uses.
4. Provide for the long-term preservation of agriculture through an urban farm and other amenities that will serve as community assets and as a transition between urban uses and adjacent agricultural land.
5. Design buildings, spaces, and uses that enhance and respect the agricultural character of the area.
6. Create flexibility in the plan to accommodate possible changes in the demand for housing types, the local economy, commercial, retail, and community needs during implementation.
7. Create a walkable and bikeable environment that promotes and enhances the pedestrian experience throughout the site, with safe, convenient, and attractive connections between communities, open space, parks, paseos, agriculture, and other amenities.

8. Provide a plan that creates connectivity to adjacent neighborhoods, the City of Oceanside bike master plan, the transit center, and the San Luis Rey River Trail.
9. Provide for a mix of land uses that integrate housing, commercial, educational, and neighborhood serving retail on a single site with public open space, an urban farm, naturalized environments, and recreation areas — in an overall design that advances sustainability principles.
10. Provide opportunities for physical improvements to public infrastructure such as public roadways, utilities, sidewalks, intersections, and bike and pedestrian connections.
11. Provide a sufficient number of residences to support necessary improvements to public facilities and allow for an urban farm, education, and retail/commercial components.
12. Include a mix of land uses and facilities that will maintain a positive fiscal impact on the City of Oceanside’s general fund.

3.3 PROJECT OVERVIEW AND MAJOR COMPONENTS

The proposed project proposes a planned development consisting of a General Plan Amendment, Zoning Ordinance Amendment, PD Plan, Development Plan, ~~Development Agreement~~, and Vesting Tentative Map. If approved, these entitlements would allow the development of a planned residential, mixed-use, and sustainable community on ~~176.6~~14.1 acres of land in the northeastern portion of the City along the N. River Road alignment.

The proposed project would allow for the development of up to ~~656~~585 dwelling units, for a total overall density of ~~3.72~~.73 dwelling units per gross acre. The Draft EIR evaluated development of a total of 689 residential units throughout the analysis, for an overall density of approximately 4 dwelling units per gross acre. The total residential unit count has since been reduced from 689 to 656. The total residential unit count has again been subsequently reduced from 656 to 585. Refer to Section 3.3.1 for a specific unit count breakdown on the project site. ~~Within the specific Planning Areas, the Riverside Village Planning Area has been reduced from 250 to 231 dwelling units and the Village Core Planning Area has been reduced from 130 to 116 dwelling units. The unit counts within the North Village and Hilltop Village remain the same as considered in the Draft EIR.~~

The reduction to ~~656~~585 units would not result in any new impacts when compared to the 689-unit project analyzed in the Draft EIR. Instead, the analysis of 689 residential units presents a conservative analysis within the Draft and Final EIRs. Note that while certain analyses within the Draft EIR and Final EIR considered development of 689 units, the findings and conditions of approval will permit a maximum of only ~~656~~585 dwelling units developed for the proposed project.

The proposed project would also allow for a variety of agricultural uses, housing types, a boutique hotel or restaurant/retail, an education center, and flexible commercial uses on the site. Approximately

~~31.668.1~~ acres would be dedicated to agriculture throughout the project site. Another ~~16~~17.0 acres of the site are planned for park and open space features, including parks, buffers, trails, and farm plots.

The proposed project would establish zoning, land use regulations, density, development criteria, infrastructure, and design standards for future site development. The proposed project has been prepared in accordance with the provisions of the City’s Zoning Ordinance, specifically Article 17, which outlines the requirements of the PD district. As presented in Section 1701 of the Zoning Ordinance, the specific purposes of the PD district are as follows:

- Establish a procedure for the development of parcels of land in order to reduce or eliminate the rigidity, delays, and inequities that otherwise would result from application of zoning standards and procedures designed primarily for small parcels
- Ensure orderly and thorough planning and review procedures that would result in quality urban design
- Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity
- Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those who will directly benefit from it

The standards found in the PD Plan provide for a variety of residential densities and building types within a comprehensive site design utilizing common infrastructure and site amenities. The customized zoning regulations and development standards promote compatibility with adjacent uses, including by providing for agricultural and open spaces. Subject to the PD Plan standards and guidelines, the ultimate density and buildout of the site would be determined by future development plans and subject to additional discretionary review, as discussed below.

Development envisioned by the proposed project would offer four distinct planning areas that are tied together by a strong landscape and American Farm House architectural design theme, influenced by the area and agricultural theme. A key design goal is to create a series of farm plots and agricultural facilities to be found throughout the community that bring together architecture and landscape to establish a distinct identity. A pedestrian circulation system would also link community streetscape, parks, and common open space features across the site providing connectivity between districts. The proposed project also includes on- and off-site road improvements.

3.3.1 Land Uses

The proposed land uses within the project site are summarized by planning area in Table 3-1. The proposed residential land uses are summarized on Table 3-2. Figure 3-1 shows the planning areas, and Figure 3-2 identifies proposed land uses.

**Table 3-1
Proposed Land Uses**

Planning Area	Category	Acreage/Unit
Riverside Village	Single-Family Residential (MDA-R)	28.4
	Park	1.9
	Agriculture	13.3
	Water Quality Basin	1.7
Village Core	Medium-Density Residential/Mixed Use (SC/MDB-R)	13.8
	Park	42.8
	Agriculture	98.3
North Village	Medium-Density Residential A (MDA-R) Single-Family Residential (SFD-R)	40.3
	Park	3.6
	Agriculture	9.0
	Water Quality Basin	1.7
	Buffer	1.7
Hilltop Village	Single-Family Residential (SFD-R)	29.5
	Park	2.8
	Buffer	4.1
	Habitat	0.6
	Agricultural Easement (Bree Property)	37.5
	Backbone Roads	13.1
	Total	476.6214.1

**Table 3-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
PA-1: Riverside Village	45.2	Planned Development (PD)	Medium-Density Residential A (MDA-R); Agricultural (A)	234 223	6.0–9.9	35
PA-2: Village Core	24.9	Planned Development (PD)	Special Commercial/Medium-Density Residential B (SC/MDB-R); Agricultural (A)	44687	10.0–15.0	40
PA-3: North Village	56.4	Planned Development (PD)	Medium-Density Residential A (MDA-R) Single-Family	209184	3.6–5.96 0-9.9	35

**Table 3-2
Proposed General Plan Land Use Designations and Zoning by Planning Area**

Area	Gross Acres	Proposed Zoning Designation	Proposed General Plan Land Use Designation	Proposed Residential Dwelling Units	Proposed Land Use Density Range (dwelling unit per acre)	Maximum Building Height (feet)
			Detached Residential (SFD-R); Agricultural (A)			
PA-4: Hilltop Village	37.0	Planned Development (PD)	Single-Family Detached Residential (SFD-R); Open Space (OS)	400 <u>91</u>	3.6–5.9	35
<u>Agricultural Easement (Bree Property)</u>	<u>37.5</u>	<u>Planned Development (PD)</u>	<u>Agricultural (A)</u>	<u>=</u>	<u>=</u>	<u>=</u>
Backbone roads	13.1	—	—	—	—	—
Total	176.6<u>214.1</u>	—	—	656<u>585</u>	—	—

Notes:

Planned unit count based on Vesting Tentative Maps and Development Plan concurrently proposed with the proposed project. Dwelling unit counts may be adjusted based on final development plans as proposed, with a maximum of ~~656~~585 units proposed. The dwelling unit maximum is applicable to the overall project site within the density ranges noted for each planning area. 10% of density transfer amongst planning areas is acceptable. Lower unit counts and densities may be allowed when present as part of individual development plans.

3.3.1.1 Planning Areas

The proposed project designates four separate districts that would support a variety of potential uses as described below. Please refer to the PD Plan, included as Appendix B, for additional details regarding development standards, conceptual architecture, and other guidelines related to each planning area.

Riverside Village

As shown on Figure 3-1, the Riverside Village is approximately 45.2 acres and is located in the southwestern corner of the project site, west of the Village Core and south of N. River Road. The Riverside Village would be composed of a mix of single-family detached and cluster homes, a proposed park, and agriculture. This planning area would be developed as medium-density residential, with approximately ~~231~~223 dwelling units at a proposed density of 6.0–9.9 dwelling units per acre.¹ The minimum lot area would be 3,000 square feet with a maximum structure height of 35 feet.

¹ Where the PD Plan does not address a particular residential development standard, the applicable standards of the City of Oceanside Zoning Ordinance will apply. The Medium Density Residential A (RM-A) standards will apply to the Riverside Village and Village Core. The standards for the Single Family Residential (RS) zoning district will apply to the North Village and Hilltop Village. If there is a discrepancy between the provisions of the Zoning Ordinance and the regulations set forth in the PD Plan, the PD Plan would supersede.

Direct access would be provided from N. River Road with internal pedestrian and vehicular access to the Village Core. The Riverside Village would also have direct access to the agricultural lands and the San Luis Rey River to the south.

Village Core

The Village Core is located near the center of the project site east of the Riverside Village and south of N. River Road, as shown on Figure 3-1. The approximately 24.9-acre Village Core would contain approximately ~~46-87~~ residential dwelling units at a proposed density of 10.0–15.0 dwelling units per acre. The minimum lot area would be 2,000 square feet with a maximum structure height of 40 feet for residential (limited to two stories) and commercial. The Village Core would also contain the proposed location for the permanent on-site fire station (refer to Section 4.15).

The proposed project would allow for flexibility in the mix of allowed use within the Village Core. For the purposes of analysis within this EIR and its supporting technical studies, a conservative assumption of 30,000 square feet of commercial space (including 5,000 square feet of restaurant space) and a 100-room hotel was used. The ultimate buildout of the Village Core would be determined by future development plans. The potential land uses envisioned for the Village Core include mixed-use residential, a boutique hotel, maker spaces, retail shops, a farmers market, collaborative work space, and the Village Square Park, which are described below. Since the time of publication of the Draft and Final EIRs, the envisioned use of the potential hotel site within the Village Core has been revised to a restaurant/brewery use. Both restaurant and hotel uses would be permitted within the Village Core under the PD Plan. However, as a condition of approval, the project would incentivize the use for a restaurant/brewery. The potential hotel use remains in the discussion of this EIR and supporting technical studies for a conservative assumption. Refer to Table 4-5 in Appendix B for a list of all permitted uses within the Village Core.

Boutique Hotel. The proposed project conceptually plans for a boutique-style hotel with farm-style cottages or other low-rise structures.

Maker Spaces. The proposed project conceptually provides an area for a “creation hub,” flexible building spaces with high ceilings, convertible 200- to 300-square-foot stalls with utility hookups to allow for creativity in retail, artistry, vending, and making. These establishments would act as communal workshops where makers can share ideas and tools. In addition to the flexible spaces, there could be an opportunity for additional farmers market vending, a commercial kitchen, and collaborative work spaces.

Farmer’s Market. A permanent farmer’s market would be located within the Village Green. The farmer’s market would provide opportunities for sale of goods grown within the agricultural areas of the project site.

Collaborative Work Space. Office spaces are proposed within the Village Core that provide flexible open plan workspaces with share common amenities.

Education Center. The education center is the inspirational component of the core and a key value of the community that bridges the farm to the home.

Programming

Hand-On Workshops. A series of do-it-yourself workshops designed to introduce a variety of ecological principles that can be easily replicated in participant’s own homes, schools, or backyards. These 1–2 hour workshops are hosted by subject-matter experts and address a variety of topics, such as rain barrel installation, composting, seed propagation, and fruit harvesting and canning basics. Participants will experience the education through hands-on engagement.

Family Based Education. Eco-Tots is special garden experience for toddlers and their parents, where children learn through hands-on experiences in the garden. Creating seed balls, harvesting rainwater, creating garden inspired art projects, and making music are a few of the favorite activities of this program. This 1.5-hour-long program engages families in proactive ecological education.

Garden Volunteer Opportunities. Scheduled volunteer garden opportunities allow community members to participate and learn at a higher level by aiding the ecology center’s farm team in the propagation, maintenance, and harvesting of the garden spaces.

Community Table Farm Dinners. Each community table dinner pairs a renowned chef with a local farmer to work collaboratively on designing a completely sustainable meal.

Events and Festivals. Seasonal offerings may include Earth Day festivals, farmer’s markets, educational movie nights, or speaker series.

Demonstrations. These can include cooking demonstrations using fresh produce harvested from the gardens, rain barrel installation demonstrations, and local artisans sharing their handmade crafts.

North Village

As shown on Figure 3-1, the North Village is approximately 56.4 acres located north of N. River Road and south of the Hilltop Village. The North Village would allow for approximately ~~209~~184 residential units with a proposed density of approximately ~~3.6~~5.96~~0-9.9~~ dwelling units per acre. The minimum lot area would be 4,000 square feet with a maximum height of 35 feet. The proposed residential lots would be buffered from N. River Road through a combination of agricultural fields and landscape buffers. Pedestrian trails would be provided throughout the North Village and would allow for connection to the Village Core. The North Village would contain a north-to-south Village Promenade (as further described in Section 3.3.2). Primary access would be from N. River Road.

Hilltop Village

As shown on Figure 3-1, the Hilltop Village would be located north of the North Village. The Hilltop Village would allow for development of approximately ~~100~~91 single-family residential units on 37.0 acres for a proposed density of 3.6–5.9 dwelling units per acre. The minimum lot area would be 6,000 square feet and a maximum structure height of 35 feet. Primary access would be from the Village Promenade off N. River Road and Wilshire Road to the east.

3.3.1.2 Agriculture

Approximately ~~68.13~~6 acres would be dedicated to agriculture throughout the project site as shown on Figure 3-3. The proposed agricultural land uses would include the following:

Agricultural Easement. An easement and/or deed restriction over an entire 37.5-acre property (known as the “Bree property”) to preserve this specific site in agricultural or open space uses. A condition of project approval will require the provision of an agricultural easement and/or deed restriction over the Bree Property that will preserve in perpetuity open space/agricultural uses, subject to the City’s applicable land use regulations, at that property.

Community Garden. Community gardens bring residents together to share, learn, and grow food in shared spaces. These gardens would provide fresh produce and plants, neighborhood improvement, a sense of community, and a connection to the environment. Residents would be given the opportunity to manage their own garden plot and grow food with and for their family and neighbors.

Agriculture Trails. The proposed trail network within the community is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. Each trail type seeks to engage the resident with agriculture. This comprehensive system promotes alternative modes of travel and facilitates easy access within the project site and greater community without the use of automobiles. The trail network within project site has been designed to connect to the City’s planned off-site trail network by connecting to the existing trail along N. River Road and also providing a “river trail” adjacent to the San Luis Rey River setback.

Production Agriculture. The food produced at the project site would be available at an on-site farm stand and in-home vegetable box delivery program, along with produce from our neighbor’s yields.

Agritourism. Agritourism is defined as any business conducted by or for a farmer for the education of the public to promote the products of the farm and to generate additional farm income. Agritourism can include a variety of facilities and activities including education, farm dinners, festivals, farm visits, lodging, tours, demonstrations, wineries, animal interactions, trails, and museums. A farm is envisioned to be associated with the proposed hotel and/or restaurant.

3.3.1.3 Open Space and Landscaping

Approximately 17.0 acres of the project site are planned for park and open space features including a variety of parks, buffers, trails, and community gardens as shown on Figure 3-4. Detailed programming and design for the initial installation would be developed in collaboration with the City's Recreation and Parks Department.

Neighborhood Parks

Several neighborhood parks are proposed throughout the project site as indicated on Figure 3-4 and are described below.

Dog Park. A 1-acre dog park would be provided within the Village Core and would be available for use by the public.

Village Green. This proposed park is located near the center of the project site within the Village Core and would serve as a community gathering area. The Village Green would support a farmer's market and community events. This park would include trees, seating, an open lawn, and community garden plots.

Riverside Village Park. This park would be located within the Riverside Village planning area and would contain active recreational facilities with a pool. Other amenities proposed include potential for community garden plots, lawn areas, benches and tables, and flexible play areas for outdoor games such as bocce ball.

Mill Park. Mill Park would be located within the North Village planning area. The proposed location of this park contains rock outcroppings and small oak trees and the design would be informed by the existing natural features. Amenities would include a playground, picnic tables, and a shade structure.

View Park. This park would be located at the northern terminus of the Village Promenade within the Hilltop Village. Proposed amenities may include a pool, basketball court, play areas, and volleyball.

Pocket Parks and Other Open Space. The proposed project would include pocket parks and other small open space features throughout the project site. Additional open space would be provided in conjunction with landscaped internal roadways, perimeter edges, and drainage/water quality features.

Conceptual Landscaping

Conceptual landscaping for the proposed project is primarily composed of street trees, entries, parks, perimeter edges, hedgerows, slopes, and open spaces. The proposed landscaping within the project site would be composed of native, drought-tolerant plant species consistent with the proposed project's plant palette identified in Section 7.5 of the PD Plan (Appendix B).

Landscaping design would provide effective screening of parking areas, retaining walls, utility enclosures and cabinet, and service areas. The proposed irrigation system would be designed to conserve water in a manner consistent with, or more efficient than, the standards established by state water use regulations.

3.3.2 Circulation and Access

3.3.2.1 Conceptual Circulation

The project site is located approximately 0.75 miles north of State Route 76, approximately 1.5 mile east of Vandegrift Boulevard, and approximately 1 mile northeast of College Boulevard. The San Luis Rey Transit Center is located approximately 0.5 miles west of the project site.

The proposed project proposes a roadway system, which includes an existing arterial, N. River Road, and a variety of local residential streets. With the exception of N. River Road, the roadways proposed within the project site are local streets that are designed to accommodate the low level of traffic generated within the proposed project. The proposed internal roadway network is shown on Figure 3-5. The proposed project also proposes improvements to Wilshire Road. Off-site roadway network improvements are discussed below at Section 3.3.6, Off-Site Improvements.

Wilshire Road Improvements

The proposed project includes reconstruction of the existing Wilshire Road intersection at N. River Road to improve turning movements, reconfigure vehicle lanes and make safety improvements. The proposed intersection improvements include a roundabout and would accommodate convenient and safe at-grade pedestrian and vehicular movements. Frontage improvements along the property edge are anticipated to improve drainage and provide landscape treatments. By the City's General Plan forecast Year 2030, Wilshire Road would maintain its Collector Road classification with a right-of-way (ROW) between 50 and 70 feet.

Street Type A – N. River Road

N. River Road is currently built as a two-lane collector road and is designated in the City's General Plan Circulation Element as a four-lane major road. This designation requires an 80 foot paved curb-to-curb width with 100 feet of right-of-way dedication, capable of accommodating up to 35,000 daily cars while maintaining the City's General Plan targeted Level of Service D or better conditions. The proposed project would complete widening along its frontage, and complete the installation of two travel lanes, sidewalks, and landscape improvements within an average 112-foot-wide right-of-way. This would include a multipurpose trail/sidewalk, parkway landscaping and landscaping adjacent to the interior of the sidewalk. The multipurpose trail is proposed along the entire north side of the proposed project. Large canopy street trees would be incorporated into the parkway and the median would be landscaped to serve as a bioswale.

Roundabouts are proposed in two locations along N. River Road. One at the west entry to the proposed project at the Riverside Village entrance, and one at the intersection with Wilshire Road. The primary objectives of the roundabouts are to improve the traffic flow and safety of the intersections and to provide an efficient circulation system by increasing the efficient movement of traffic while decreasing traffic speed. Proposed roadway sections and diagrams are illustrated on Figures 3-6a and 3-6b.

Street Type B – Village Promenade Collector Road

The Village Promenade Collector Road would serve as the prominent street within the community, and it has been designed to intersect N. River Road at the heart of the community. Designed with one lane of travel in each direction, the Village Promenade Collector Road would provide a physical and visual connection between community commercial land uses at the southern area of the project site and the northern residential areas. The roadway would be built for slower travel speeds and to foster easy pedestrian connectivity. The Village Promenade Collector Road provides for on-street angled parking. This road would be designed and built using local collector standards with a right-of-way of 80 feet.

Street Type C-1 – Private Local Road with Median

This private local road would serve as a continuation of the Village Promenade Collector Road, as well as the connector between the Village Core, North Village and Hilltop Village. This roadway section would have a 100-foot ROW and include a large landscaped, bioswale median, a multipurpose trail, and Class II bike lanes.

Street Type C-2 – Private Local Road

This private local roadway would continue the Village Promenade transition to the Hilltop Village. It is designed with larger landscape parkways to accommodate large canopy trees with a rural character. Class II Bike lanes and sidewalks would be located on both sides within the 66-foot ROW.

Street Type D-1, D-2, and D-3 – Private Local Road

These residential roadways would incorporate non-contiguous sidewalks, planter areas with appropriate canopy trees and a narrow roadway section to slow traffic and facilitate pedestrian use. Variations in planter size, sidewalk location, and on-street parking would be modified to respond to the lot size, frontage and street character. Vehicular traffic volumes on local residential streets would be low, resulting in a limited need for wider street sections. Private local roads would have ROWs ranging from 44 to 60 feet.

Alleys

Alleys and alley loaded housing product are components of the Village Core to provide a village-oriented pedestrian experience. Alleys would be strategically located in order to allow prominent front entries and to minimize the appearance of garage doors and avoid driveway conflicts on primary streets.

3.3.2.2 Community Entry

Entries into the project site would identify the project site as a community distinct from others in the region. Primary project entries would occur at the eastern and western ends of N. River Road. Entries would incorporate farm plots and would be simple in order to reinforce the agricultural character of the Plan. Entry design would also incorporate features to express community identity with signage and lighting to create a memorable landscape gateway that reinforces the agricultural theme.

3.3.2.3 Pedestrian Circulation and Trail Network

The pedestrian circulation system would link the community streetscapes, planning areas, parks, and common open space features to provide easily accessible connectivity throughout. Additionally, a perimeter trail system would allow connections between the north and south planning areas.

The proposed trail network within the project site is composed of an interconnected system of on-street sidewalks, Class II and III bicycle lanes, and Class I trails. A mountain bike trail would be provided along the southern perimeter of the project site, within Planning Areas 1 and 2. This comprehensive system promotes alternative modes of travel and facilitates ease of access within the project site and the surrounding community without the use of automobiles. Figure 3-7 depicts the proposed trail network.

The trail network within the project site has been designed to connect to the City’s planned off-site trail network by connecting to the existing trail along N. River Road and also providing a “river trail” adjacent to the San Luis Rey River setback.

The proposed project would incorporate complete streets into the proposed project, which are designed to be operated by all users, regardless of age and ability. All roadways would accommodate vehicles, transit, bicyclists, and pedestrians where possible.

3.3.2.4 Bicycle Circulation

As previously described, the proposed project includes an integrated system of bicycle facilities and allows for future linkages and improvements, which would add benefits to the City’s bicycle system. These facilities would provide for safe, convenient travel and bicyclists throughout the project site and connect with regional trails. Figure 3-8 depicts the proposed project’s bicycle network.

3.3.2.5 Public Transit and Ride Sharing

The North County Transit District (NCTD) operates the San Luis Rey Transit Center located at Vandegrift Boulevard and N. River Road located approximately 1 mile from the Village Core. This center is 30 minutes from the Oceanside and Vista transit centers. The transit center accommodates five local and regional bus routes and provides connections to Camp Pendleton and SPRINTER rail services, as well as local BREEZE bus service within northeastern Oceanside.

NCTD does not currently provide service to the project site or to the areas to the east along N. River Road. NCTD indicated that future service may be expanded to the area (Appendix A). The proposed project includes east/west bus stop infrastructure along N. River Road within the project site to prepare for any future contemplated service by NCTD.

The close proximity of this transit hub, plus extensive pedestrian and bicycle connections, and ridesharing, carpooling, and car sharing would provide residents and employees within the project site with simple and efficient transportation options. The Village Core would include a combination of on-site parking areas and on-street parking. The mix of employment and retail uses would share parking during the day and evening. Bicycle and pedestrian networks would be further integrated to connect the larger project to the rest of the City. The Village Core would be accessible to bicycles at several points along the N. River Road frontage. Ample bicycle parking would be integrated throughout the Village Core. Charging stations would also be provided for electric vehicles, and car-sharing opportunities would be integrated into the Village Core.

3.3.2.6 Parking

Off-street parking would be incorporated with any proposed development to best serve the proposed use or mix of uses on the property. Off-site parking is not permitted to meet residential parking requirements. On-street parking would also be provided. In order to facilitate an efficient and effective parking system throughout the project site, a Parking Management Plan (or equivalent mechanism) would be incorporated with development as proposed in each planning area. Such a plan would be implemented and regulated by the appropriate HOA to help manage guest parking and ensure resident parking within respective garages. Refer to the PD Plan (Appendix B) for additional parking guidelines.

3.3.3 Architectural Design

The concept and vision for the proposed project is that of a traditional American village. Proposed development would offer a variety of architectural styles including Cottage, Americana, Modern Farmhouse, California Bungalow, and Craftsman styles. The proposed project would include attached and detached housing featuring one- and two-story structures with potential square footages ranging from 1,200 to 3,800 square feet, with potential for three-

story elements in the Village Core or for agricultural facilities. Additional details and analysis related to architectural design can be found in Section 4.1, Aesthetics.

3.3.3.1 Site Furniture

Site furniture, public art, and other design features would be incorporated into public spaces throughout the project site to enhance the usability and appearance of community spaces, and to provide opportunities for people to gather and interact. High-quality seating, tables, bollards, bicycle racks, trash receptacles, flagpoles, and tree grates would be incorporated into site design. Site furniture would be compatible in size, design, and color with the surrounding architecture and landscape design. Refer to the PD Plan (Appendix B) for additional details related to site furnishings.

3.3.3.2 Fences and Walls

Fencing and walls within the neighborhood would be intended to distinguish project areas while creating a welcoming appearance that encourages and controls pedestrian movement between residential, commercial, and public use areas.

Any front yard fencing for residences would consist of fencing or walls with a maximum height of 3 feet, located a minimum 3 feet from the sidewalk. Materials would be limited to stone, masonry, or finished wood product and would be used in combination with a hedge or shrub from the approved Plant Palette. Front courtyards would be permitted with courtyard walls of up to 5 feet in height with a combination of solid and view materials (a combination of masonry and open metal/wood) with a minimum solid to transparent ratio of 70% solid to 30% transparent. Courtyard walls may encroach into front- and side-yard setbacks; however, they would be required to be no closer than 3 feet to the property line to allow for a landscape area.

On corner lots, front yard fencing would be continuous along the front and side property line along a street. For corner lots, side-yard fencing along street frontages would be located a minimum of 4 feet from the sidewalk. Side-yard fencing would not overlap more than 50% of the street-facing house facade. Side-yard fences adjacent to streets would not extend past 50% of the building facade. No barbed or razor wire would be allowed. Chain-link and plastic/vinyl fencing would be prohibited on residential properties but could be used to provide security for some farm or other facilities as long as the fencing is out of public view. All chain-link fencing would be black, vinyl-clad fencing, or equivalent with posts to match.

Perimeter walls and fences would be minimized to the greatest extent possible. To reduce their visual prominence, walls and fences would be used in combination with berming, tree, vine, shrub, and hedge planting. Solid fences or walls used for privacy or security would be used in either side- or rear-yard conditions. Such fencing would be limited to 6 feet in height.

View fences are intended to allow views of open space from private lots while providing security. View fences would consist of wood or steel posts with wood pickets, wire mesh or decorative wrought iron.

View fences would not exceed 6 feet in height and would not be less than 5 feet in height. View fences or partial view fences are required where residential uses abut open space areas and slopes when they are not adjacent to arterial roads. When solid side-yard privacy fencing intersects open space view fencing that is less than 6 feet in height, the privacy fencing would step down to provide a height transition of 12 inches maximum and no less than 18 inches in length. Fencing along the perimeter of the urban farm may consist of post and cable or equivalent open-type fencing.

3.3.3.3 Lighting

Landscape lighting would be incorporated carefully to avoid light pollution and adhere to Dark Sky Guidelines while providing safety and accentuating key community features. The purpose of efficient lighting design is to improve nighttime visibility by avoiding glare, minimize building and site light trespass onto neighboring property and wildlife corridors, and increase visibility of the night sky.

Outdoor Site Lighting

All outdoor site lighting fixtures would be bi-level LED, which would reduce the demand for electricity. All light fixtures for the proposed project would be a coordinated palette of decorative fixtures, unique to the neighborhood. Ornamental, pedestrian-scale pole lights are proposed for local street lighting, with optics and shields that direct the light to the ground. Pole lights in neighborhoods would not exceed 20 feet in height to maintain a pedestrian scale.

Lighting will be designed to minimize light levels to the intended application (i.e., security) and to direct the lighting onto high use areas or objects to be lighted. Low-level, pedestrian-scale fixtures would be utilized to the degree possible. All streetlights would be equipped with cut-off shields to minimize visibility from adjacent areas of the community, San Luis Rey River corridor, and public use areas. Sport court lighting, if any, would be planned to minimize illumination of neighboring uses and residential areas, as well as avoid direct view of light sources. Parking lot lights would be no higher than necessary to provide efficient lighting of the area and would not exceed 28 feet, including the base.

Landscape Lighting

Landscape lighting would be limited to important landscape areas, entry and sign features, public parks or pedestrian use areas. Light fixtures would be hidden from direct view and the light source would be shielded from view at night. Landscape light fixtures would be durable and easily maintained.

Building Mounted Lighting

Building mounted fixtures could be used at the project site as long as the fixtures are scaled appropriately for their location on the building and the light source is completely shielded from view.

Park and Trail Lighting

Lights in parks and service areas would be designed to avoid spillover onto adjacent use areas, and to shield the direct view of the light source. Low-pressure sodium or other light types that contrast excessively with the normal use areas lighting would be prohibited. Off-street trail systems and pedestrian shortcuts would use low-level lighting sources such as lighted bollards.

3.3.4 Conceptual Grading and Construction Phasing

The proposed project is anticipated to be implemented in four phases generally corresponding to the four separate planning areas. It is anticipated that development of the proposed project would occur over several years and that the timing and sequence of project phases may be adjusted as necessary in response to market conditions. Multiple project phases may develop concurrently and additional project phases may also be allowed as identified in conjunction with specific development proposals. Necessary infrastructure and utilities, private roads, entry and access points, neighborhood amenities, private parks, trails and community landscaping would be developed accordingly as planned and as required in conjunction with specific development proposals for each phase and planning area. The following improvements are anticipated in conjunction with each phase:

Phase 1

Phase 1 would be in conjunction with the first development phase proposed within the project site and would include the following:

- Mass site grading for creation of master lots and storm drainage improvements
- Master utilities in N. River Road
- Sewer and water stubs off of N. River Road to service individual planning areas
- Roadway widening, sidewalk, dry utilities, and landscape improvements as identified for N. River Road (including roundabouts)
- Main project entry at N. River Road

Phases 2, 3, and 4

Phases 2, 3, and 4 would include the following:

- Initial planning area and development of in-tract improvements and residential units approved as part of specific development plans within individual planning areas
- Landscaping along internal roads and intersections
- Planning area amenity areas

For the purposes of analysis, it was assumed that construction of the proposed project would commence mid-2019 occurring over a 5-year period with buildout at the end of 2024.

Demolition of existing on-site structures would last for 1 month. Site preparation would occur thereafter and would require approximately 1 month. Grading of approximately 155 acres of the project site would be completed over a 7-month period from the end of 2019 through the beginning of 2020. Approximately 1,040,000 cubic yards of cut and fill would occur within the site. Balancing activities are anticipated to be performed through the use of off-road construction equipment (e.g., excavators, graders, dozers, and scrapers).

Site paving would occur over a 6-month period following grading, which would include the paving of roadways and other asphalt surfaces.

The development of site infrastructure and building construction, including single-family and medium-density residential uses, the Village Core, and agriculture facilities, would occur over 4 years beginning in late 2020. For purposes of construction and operational air quality and greenhouse gas emissions modeling, it was assumed that architectural coatings would be applied halfway through the building construction phase, in late 2022 and would last approximately 2 years. Additional detail regarding construction assumptions can be found in Section 4.3, Air Quality.

3.3.5 Public Utilities

The project site is surrounded by existing development with existing infrastructure. The project site is not currently connected to public utility services. However, water, sewer, and electric lines exist on or adjacent to the project site on N. River Road with the potential to serve future development on the property. The proposed project would connect to this existing infrastructure as described below:

- An access easement across the northern portion of the project site for road purposes has been granted by the property owner to the City.
- An easement has been granted to San Diego Gas & Electric for the benefit of public utilities ingress and egress on the north side of the project site.
- An easement has been granted to the City for public street and highway purposes for the benefit of N. River Road.
- An easement has been granted to the County of San Diego for Wilshire Road.

Water Facilities

Water service to the proposed project would be provided by the City via connections to the adjacent water infrastructure from the existing 420 pressure zone. Proposed on-site water system piping would consist of 8-inch- and 12-inch-diameter water mains, as shown on Figure 3-9. The existing

inactive pressure reducing station located at the intersection of Wilshire Road and N. River Road would be reconstructed as part of the proposed water system improvements. Refer to Section 4.19, Utilities and Services Systems, for additional information.

Sewer Facilities

There is an existing 15-inch sewer line within N. River Road that is operated by the Rainbow Municipal Water District. This existing 15-inch sewer line would remain in place up to the westernmost intersection within the proposed intersection within the project site; to the west of this proposed intersection, a proposed new ~~24~~24-inch sewer line would convey flows from both the proposed project and Rainbow Municipal Water District, as shown on Figure 3-10. The on-site private sewer system is anticipated to gravity flow in pipes of an 8-inch diameter. Refer to Section 4.19 for additional information.

Site Drainage

Storm drain systems and connections would be designed to accommodate the proposed future development. The system is designed to bypass off-site flows through the project site and outlet into the San Luis Rey River.

Flows from the proposed project north of N. River Road would be routed to a bio-filtration basin located on the western portion of the proposed project and treated in the western basin, and then conveyed south to an outlet point along the San Luis Rey River.

Flows from the proposed project south of N. River Road would be routed to a bio-filtration basin located at the southwestern area of the proposed project and treated in the southwestern basin. Following water quality treatment and hydromodification management, project runoff water would be conveyed to outlet points along the San Luis Rey River.

For stormwater runoff on N. River Road, the road is proposed as an inverted section with a bio-filtration swale. Runoff would be collected in the center median to promote water quality treatment, and then routed through the proposed project to an outlet point along the San Luis Rey River. Off-site flows from the north would enter the proposed project along the northwest boundary and be conveyed via storm drain south to an outlet point along the San Luis Rey River. The biofiltration basins would treat runoff to the maximum extent practicable by capturing and detaining inflows for treatment, which is achieved through filtration, sedimentation, sorption, biochemical processes, and vegetative uptake prior to discharge into the San Luis Rey River. Refer to Section 4.10, Hydrology and Water Quality, for additional information.

Electrical

The proposed project would connect to existing adjacent electrical lines. The proposed project would incorporate solar photovoltaic panels on residential units and non-residential uses to offset the energy use. Refer to Section 4.3 and Appendix D2, PV Loads Report, for additional information.

3.3.6 Off-Site Improvements

The proposed project would require several off-site improvements, as shown on Figures 3-11a through 3-11f. These improvements include storm drainage facilities, roadway network construction, and sewer improvements. The construction of these facilities is incorporated into the analysis assumptions throughout this EIR.

Storm Drainage Facilities

The proposed project would construct two storm drain pipe outfalls south of the project site, extending from the Riverside Village and Village Core Planning Areas for approximately 180 and 220 feet, respectively (Figure 3-11a). These two off-site storm drain features would be installed through trenches and would extend south of the project site boundary.

Sewer Improvements

The proposed project would upsize an approximate 1,800 foot segment of the existing 18-inch sewer pipeline within N. River Road between Leon Drive and the western boundary of the project site to a ~~24~~24-inch sewer pipeline (Figure 3-11b). Construction would require an approximately 30-foot work area within the N. River Road right-of-way.

Roadway Network Improvements

The proposed project includes several roadway network improvements, some of which are required as mitigation measures for significant traffic impacts. Refer to Section 4.17, Traffic and Circulation, for the full traffic analysis.

N. River Road

N. River Circle to Stallion Drive

The following two options are proposed for improvements for this segment of N. River Road, as required by mitigation (refer to Section 4.17 and Figure 3-11c):

- **Option 1:** Restripe this segment of N. River Road to remove on-street parking and the bicycle lane buffer to provide four 11-foot lanes, maintain a 10-foot two-way left-turn lane, and maintain the 5-foot bicycle lanes. This option would meet the City's Secondary Collector standards, providing a level of service (LOS) E capacity of 30,000 average daily traffic (ADT).
- **Option 2:** Restripe this segment of N. River Road to provide two 11-foot eastbound travel lanes, maintain a 10-foot two-way left-turn lane, one 11-foot westbound lane, a 2-foot bicycle lane buffer, a 4-foot bicycle lane in the eastbound direction, and a 5-foot bicycle lane in the westbound direction while maintaining the 8-foot on-street parking on the northern side of the roadway. This option would provide an LOS E capacity of 20,000 ADT.

Wilshire Road to Sleeping Indian Road

As required by mitigation (refer to Section 4.17), the proposed project would improve the intersection of N. River Road/Sleeping Indian Road by widening the eastbound approach and providing an eastbound dedicated left turn lane (Figure 3-11e). Acquisition of right-of-way may be required.

Sidewalk Connection

The proposed project would connect the existing sidewalk on the southern side of N. River Road, just west of Stallion Drive, to the project right-of-way (approximately 550 feet) (Figure 3-11c). This currently unimproved area is within City property.

Wilshire Road

The proposed project would obtain right-of-way from an eastern property for the improvement and straightening of Wilshire Road (Figure 3-11e). If necessary, right-of-way would be obtained from Paradise Falls to allow for the installation of the proposed roundabout and potential southerly entry point to the Paradise Falls property.

Douglas Avenue

As required by mitigation (refer to Section 4.17), the segment of Douglas Avenue between SR-76 and El Camino Real would be improved through the construction of a raised median within the existing two-way left-turn lane (Figure 3-11f). This improvement would meet the City's Four-Lane Major Road standards, providing an LOS E capacity of 40,000 ADT.

Intersection Improvements

Additional intersection ~~restriping~~ improvements would occur at the following locations:

- **Vandegrift Boulevard/N. River Road:** Implementation of the proposed project would require construction of a second northbound right turn lane with overlapping traffic signal phasing.
- **N. River Road/College Boulevard:** Implementation of the proposed project would require restriping this intersection by lengthening the southbound dual left-turn lanes by approximately 100 feet to provide additional storage for this heavily trafficked turn movement, removing turn vehicles from the southbound flow on N. River Road.

As part of the bridge improvements described below, the northbound right-turn lane would be extended to match the widening of the bridge. An additional 12-foot northbound through lane would be provided on N. River Road for a total of three northbound through lanes. One northbound lane would be a shared through/left-turn lane, and the other two would be right-turn only onto N. River Road.

College Boulevard Bridge Improvements

As mitigation for the proposed project, (refer to Section 4.17), the College Boulevard Bridge, which crosses the San Luis Rey River, southwest of the project site would be improved to increase travel lanes within the existing bridge while still accommodating bicycles and pedestrians. The bridge, as currently built, carries four lanes of traffic, two bike lanes and one sidewalk on the north side. Proposed improvements would include the following:

- Modification of the existing College Boulevard Bridge to accommodate six (6), 11-foot lanes of traffic on the existing concrete deck. The barrier and sidewalk on the north side of the bridge would be removed; the barrier would be replaced with a new type. The existing center barrier would be removed and replaced with a safety rail median.
- Bicycles and pedestrians would be accommodated by two new 8-foot pathways cantilevered from each side of the bridge. The cantilevered pathways would be affixed to the existing concrete deck without disturbing the San Luis Rey River below.
- The roadway between Adams Street and the eastern limits of the College Boulevard Bridge is a four-lane roadway with 5-foot sidewalks along both sides. The proposed project would include the addition of two 11-foot lanes between Adams Street and the eastern limits of the College Boulevard Bridge. The improvements would be completed within the existing right-of-way by restriping the roadway and reducing the width of the existing median. The dedicated northbound right-turn lane to Adams Street would be converted to a mixed-flow lane consisting of a through-lane and right-turn lane.
- The N. River Road/College Boulevard intersection would be restriped as described above. In addition, the curb-to-curb width on College Boulevard would be 86 feet, to match the curb-to-curb width as part of the proposed bridge widening. A new sidewalk would also be provided along the eastern portion of the N. River Road intersection, to create a connection to the 8-foot-wide pathway planned along the eastern edge of the bridge.
- The City owns and maintains the San Luis Rey River Bike Trail, a Class II bicycle trail along the eastern bank of the San Luis Rey River. The trail traverses College Boulevard below the bridge along the eastern bridge abutment. The width of the eastbound bicycle facilities would be reduced to 5 feet to allow for room for the travel lanes. The existing width of the bicycle facilities for westbound bicyclists would also be reduced to 5 feet between Adams Street and Mance Buchanon Park. The proposed improvements would include a connection between the cantilevered pathway and the San Luis Rey River Bike Trail.

Supplemental environmental analysis of this proposed off-site improvement is provided in Appendix T13.

3.3.7 Other Project Components

As a condition of project approval, the project applicant will contribute one million dollars (\$1,000,000) in funds towards the preparation of a community plan for the long-range planning efforts for South Morro Hills.

As a condition of project approval, prior to the issuance of the 300th building permit, the project applicant will provide \$500,000 to the City for future improvements, at the City’s discretion, to the Melba Bishop Recreation Center. The scope and nature of any such improvements are unknown at this time. If and when the City determines to undertake improvements, it will be required to comply with all such laws as are applicable, including CEQA.

3.4 DISCRETIONARY ACTIONS

Consistent with the City’s General Plan and Zoning Ordinance, the proposed project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a General Plan Amendment, Zoning Ordinance Amendment, Vesting Tentative Map, ~~Development Agreement~~, PD Plan, and Development Plan. These entitlements, listed and described in Table 3-3, would govern the development of the project site.

The City will use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals. These additional approvals may include but are not limited to approval of a site-specific Stormwater Pollution Prevention Plan and approval of off-site habitat mitigation by federal and state resource agencies.

Development proposals for each planning area of the proposed project within the project site would be obligated to submit complete land use entitlement applications including but not limited to engineering, architecture, and landscape architectures plans for review and approval subject to the current municipal and building codes, City policies, and project requirements pursuant to the PD Plan. All applications would be subject to corresponding staff review and any necessary action by the Planning Commission or City Council.

**Table 3-3
Required Actions and Approvals**

Discretionary Applications	Required Action/Approval
General Plan Amendment	The project site is currently designated by the City of Oceanside’s (City’s) General Plan as Agricultural District (A). A General Plan Amendment is proposed that would re-designate the site to the following: Agricultural (A), Open Space (OS), Single-Family Residential (SFD-R), Medium Density Residential A (MDA-R), Medium Density Residential B (MDB-R), and Special Commercial (SC). Refer to Section 4.11 for additional information.
Zoning Ordinance Amendment	Currently, the entire project site has a zoning designation of Agricultural – (A) pursuant to the City’s Zoning Ordinance. A Zoning Ordinance Amendment is proposed that would designate

**Table 3-3
Required Actions and Approvals**

Discretionary Applications	Required Action/Approval
	<p>the entire property as Planned Development – (PD), with the proposed PD Plan serving as the regulating document.</p> <p>Amend the Zoning District/ Land Use Designation Consistency Matrix in Article 2 of the Zoning Ordinance (Appendix – A of the Zoning Ordinance) to include the PD District as being consistent with both the Agricultural (A) and Single Family Detached (SFD) land use designations of the General Plan.</p>
Vesting Tentative Maps	<p>A Vesting Tentative Map, shown on Figures 3-12a and 3-12b, is proposed that would present specific lot configurations for all planning areas. The Tentative Map also creates master lots in the Village Core to be developed separately subject to the City's standard entitlement review process.</p>
Planned Development Plan	<p>A PD Plan is proposed that provides customized zoning regulations and development standards, including residential densities and building types, that will serve as the Project's regulating document. The PD Plan also provide for a variety of performance standards as required by Article 17 of the City's Zoning Ordinance.</p>
Development Plan	<p>A Development Plan is proposed as required by Article 17 of the City's Zoning Ordinance. The Development Plan corresponds to the Vesting Tentative Map presenting the proposed lotting and conceptual grading elements of the proposed project. Development standards for each of the lot types including setbacks, standard building envelopes and building orientation are shown on Sheet 2 of the VTMap. The Development Plan package also includes the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, circulation and parking, conceptual landscaping, open space, and storm drainage. Architectural plans, landscape plans, and farm plans for the entire site complete the Development Plan package.</p>
Development Agreement	<p>A Development Agreement is proposed in conjunction with the proposed project. The Development Agreement could allow for the formation of a Community Facilities District along with other terms and conditions acceptable to the City of Oceanside.</p>

3.5 OTHER PERMITS AND APPROVALS

Responsible and trustee agencies will use this EIR and supporting documentation in their decision-making process to issue permits and process additional entitlements for the proposed project. These additional approvals may include, but are not limited to, the following permits or approvals described in Table 3-4.

**Table 3-4
Required Actions and Approvals**

Agency	Required Action/Approval
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement
City of Oceanside	Sewer and potable water connection approval
City of Oceanside Fire Department	Fire and Life Safety Plan Review
San Diego Regional Water Quality Control Board	National Pollutant Discharge Elimination System Construction General Permit (State Water Resources Control Board Order 2009-09-DWQ)

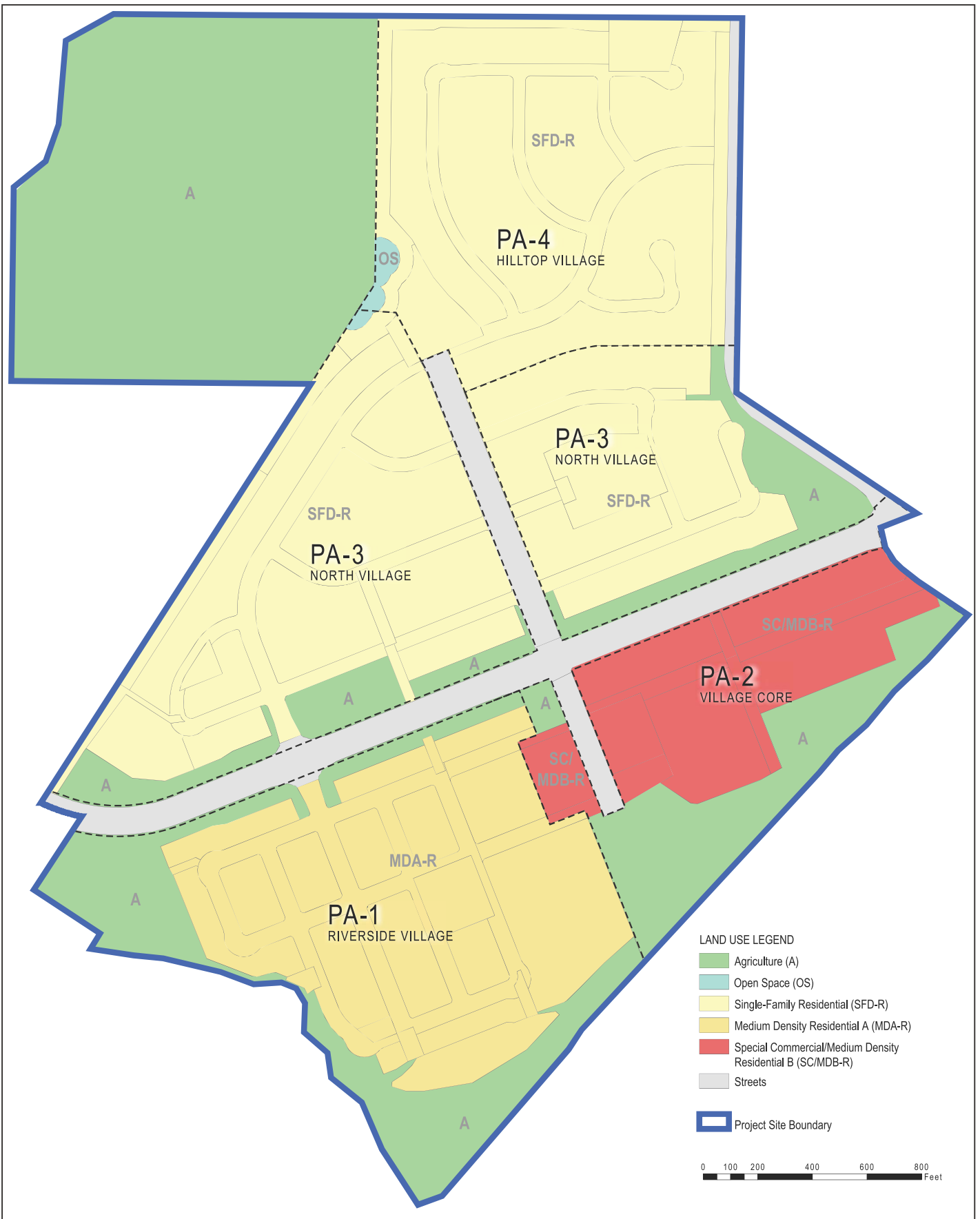
Table 3-4
Required Actions and Approvals

Agency	Required Action/Approval
	Clean Water Act Section 401 Certification Groundwater Dewatering
San Diego Air Pollution Control District	Authority to construct and/or permits to operate
U.S. Army Corps of Engineers	Section 404 pre-construction notification
State Geologist and the State Mining and Geology Board	Surface Mining and Reclamation Act (SMARA) Statement of Reasons ¹

Notes:

- ¹ Section 2762(d) of the SMARA has specific lead agency noticing requirements prior to permitting a use which would preclude future extraction of identified mineral resources. The City will process a statement specifying the City's reasons for permitting a proposed use in an area that contains mineral resource deposits of regional or statewide significance. The Statement of Reasons will be circulated for a 60-day public review and provided to the State Geologist and the State Mining and Geology Board for review and comment.

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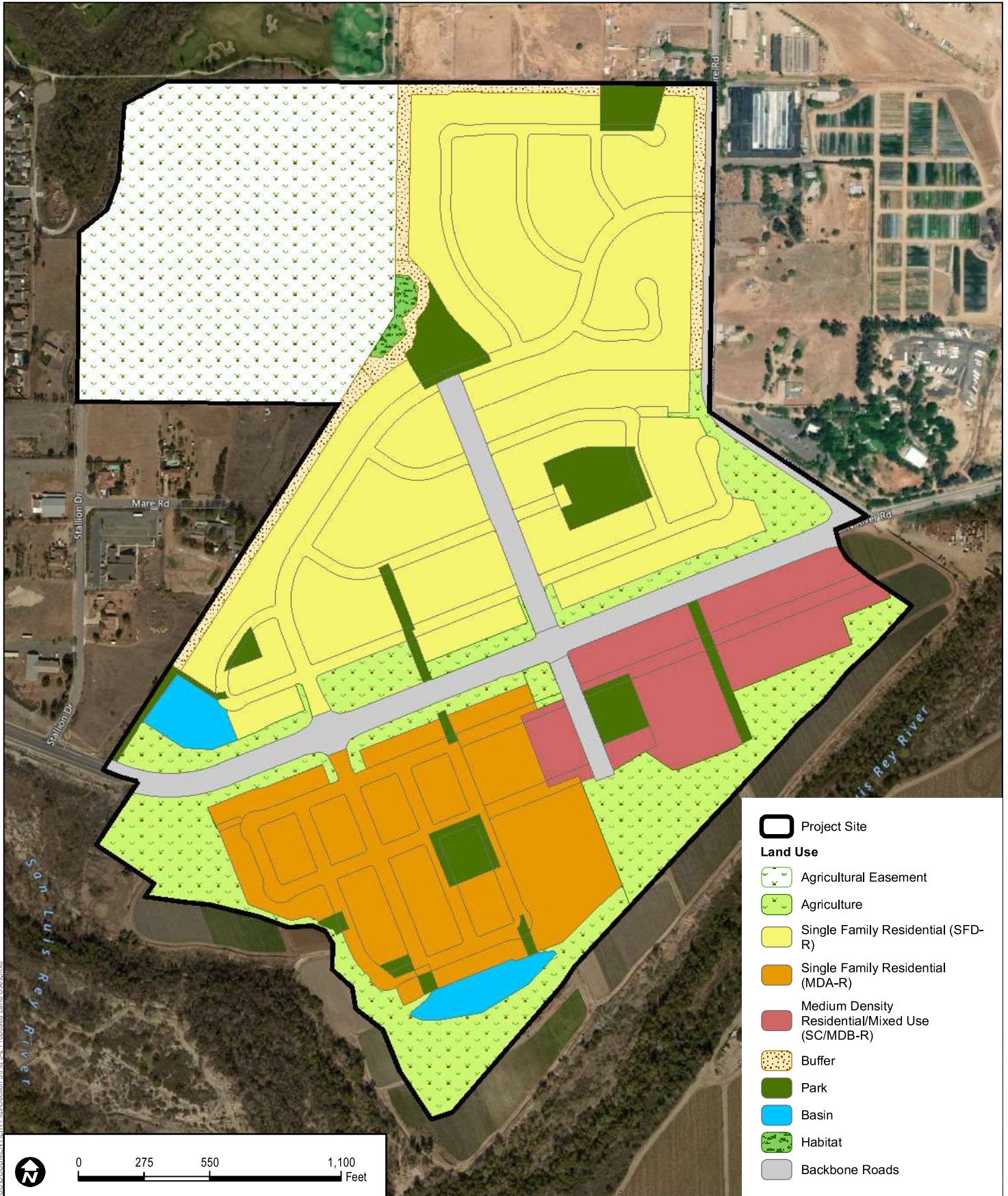


SOURCE: SWA 2019

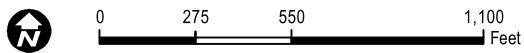
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**FIGURE 3-1
Proposed Planning Areas**

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- Project Site
- Land Use**
- Agricultural Easement
- Agriculture
- Single Family Residential (SFD-R)
- Single Family Residential (MDA-R)
- Medium Density Residential/Mixed Use (SC/MDB-R)
- Buffer
- Park
- Basin
- Habitat
- Backbone Roads



AERIAL SOURCE: BING MAPPING SERVICE

DUDEK

**FIGURE 3-2
Proposed Land Uses**

North River Farms Planned Development Plan EIR

Path: Z:\Projects\9759011MAP\DOC\DOCUMENT\EIR_Figs\Section 3\Fig. 3-2_Proposed Land Uses.mxd

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SOURCE: SWA 2019

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FIGURE 3-3
Proposed Agricultural Areas

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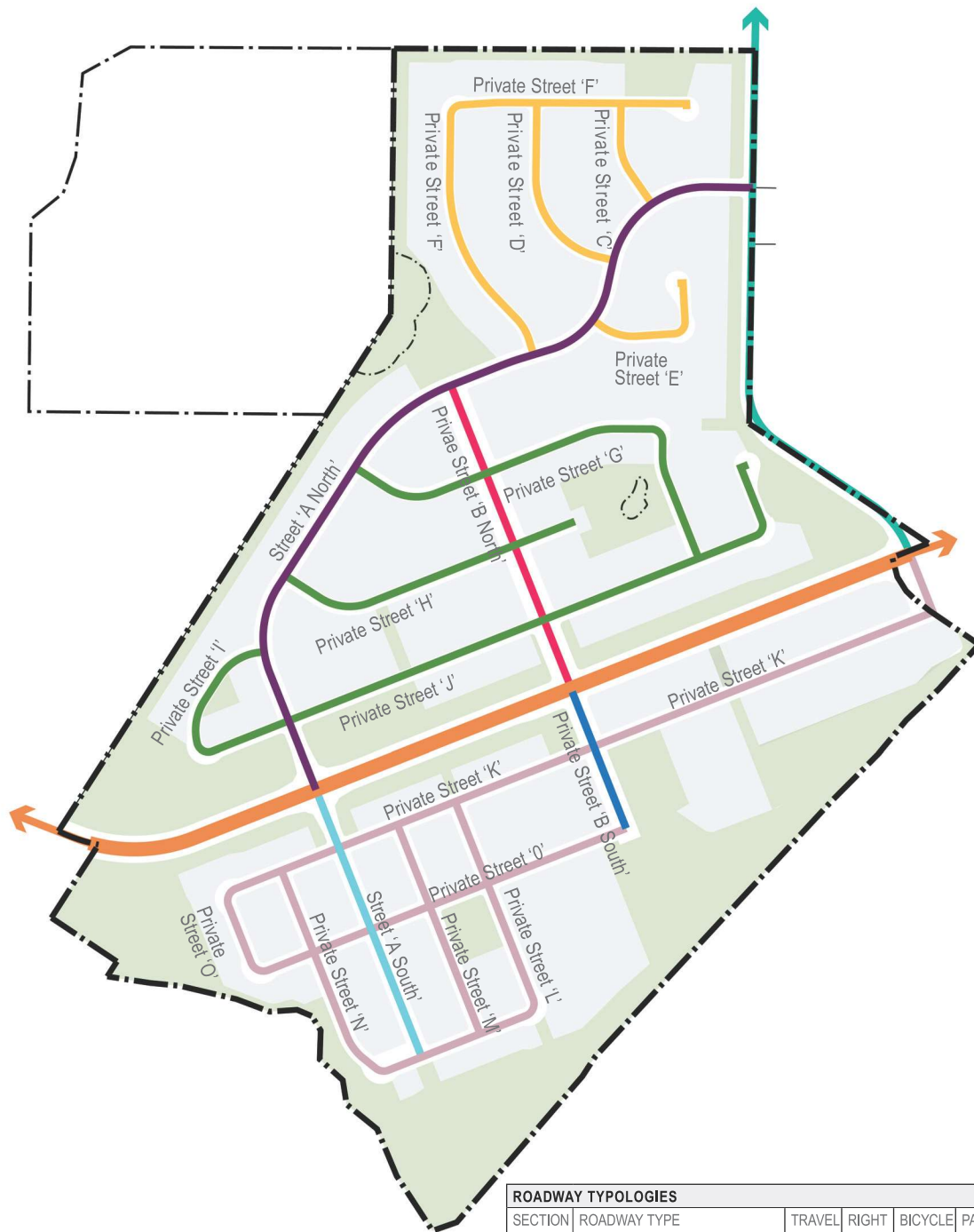
- EDGE BUFFER
- PASEO
- FARM
- PARK

SOURCE: SWA 2019

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**FIGURE 3-4
Proposed Open Space**

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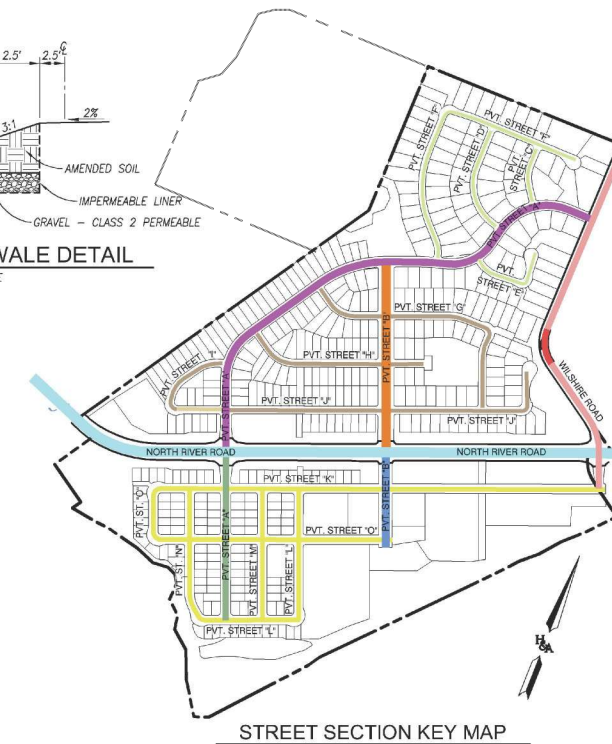
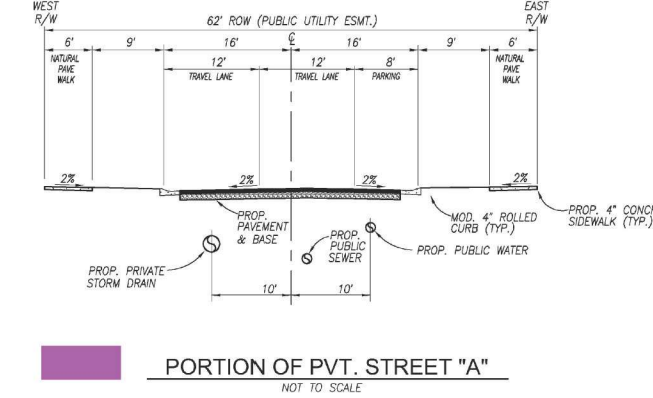
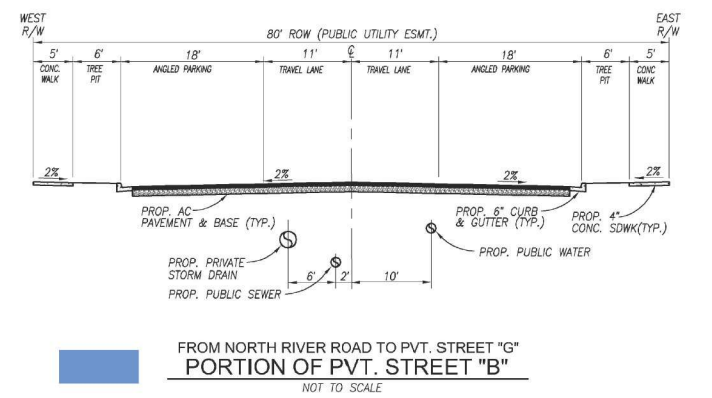
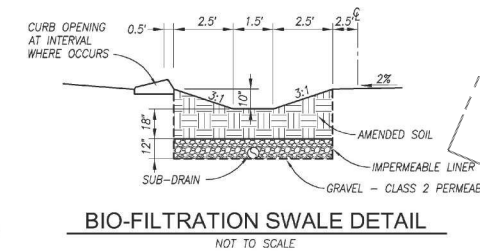
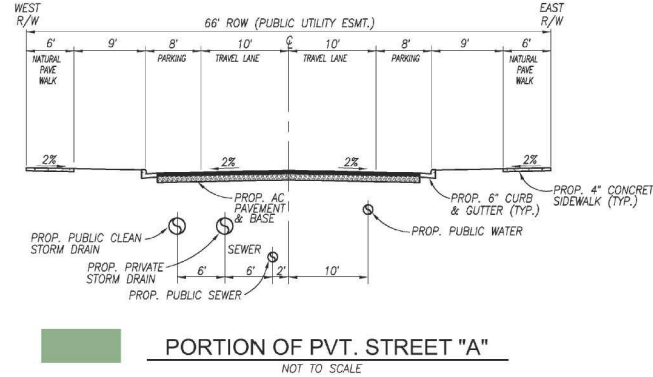
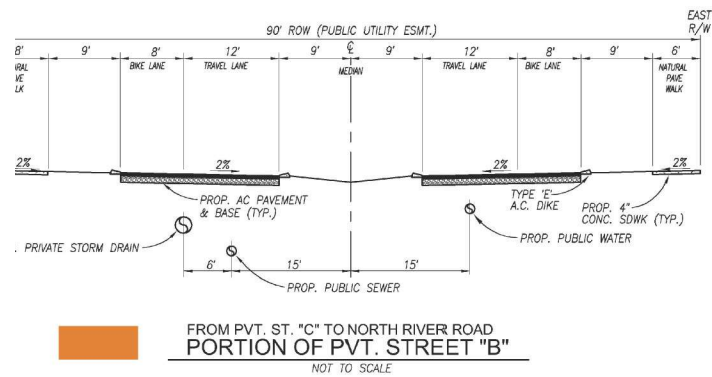
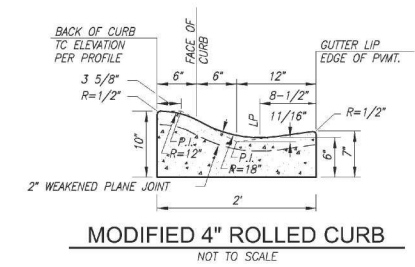
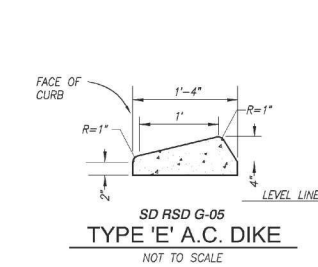
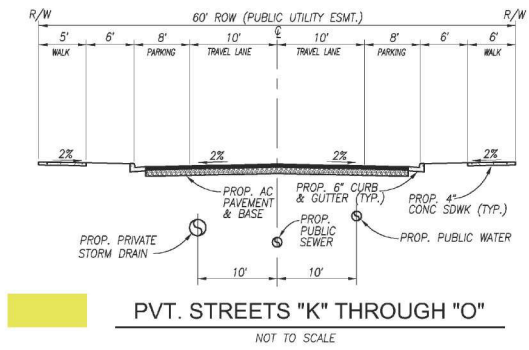
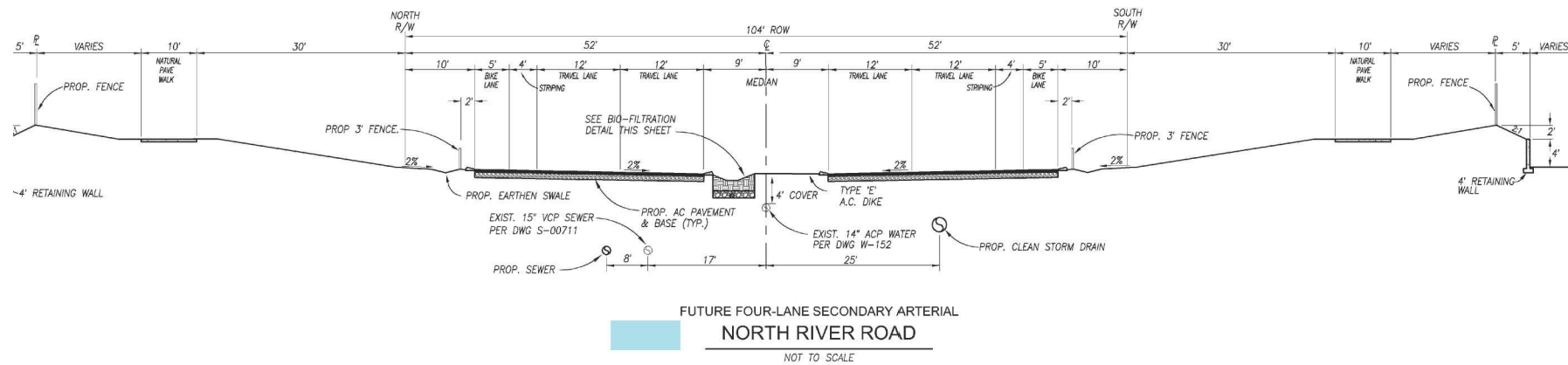
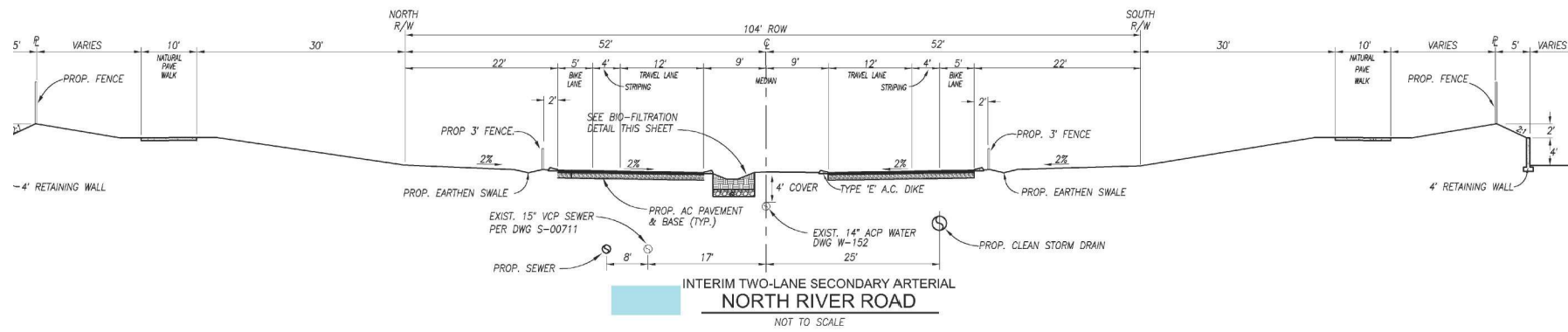
ROADWAY TYPOLOGIES							
SECTION	ROADWAY TYPE	TRAVEL LANES	RIGHT OF WAY	BICYCLE CLASS	PARKING	SPEED LIMIT	PAVEMENT WIDTH
1	North River Road (Interim)	2	104'	I and II	None	30 mph	60'
2	North River Road (Future)	4	104'	I and II	None	55 mph	84'
3	Private Street 'A' North	2	62'	I and II	On-Street	25 mph	32'
4	Private Street 'A' South	2	66'	I and II	On-Street	25 mph	36'
5	Private Street 'B' North	2	90'	I and II	None	25 mph	58'
6	Private Street 'B' South	2	80'	None	On-Street; Angled	25 mph	58'
7	Private Streets 'G' - Street 'J'	2	50'	None	On-Street; One side only	25 mph	32'
8	Private Streets 'K' through 'O'	2	60'	None	On-Street	25 mph	36'
9	Private Streets 'C' - Street 'F'	2	44'	None	On-Street; One side only	25 mph	32'
10	Wilshire Road 'A'	2	55'	None	None	25 mph	24'

SOURCE: SWA 2019



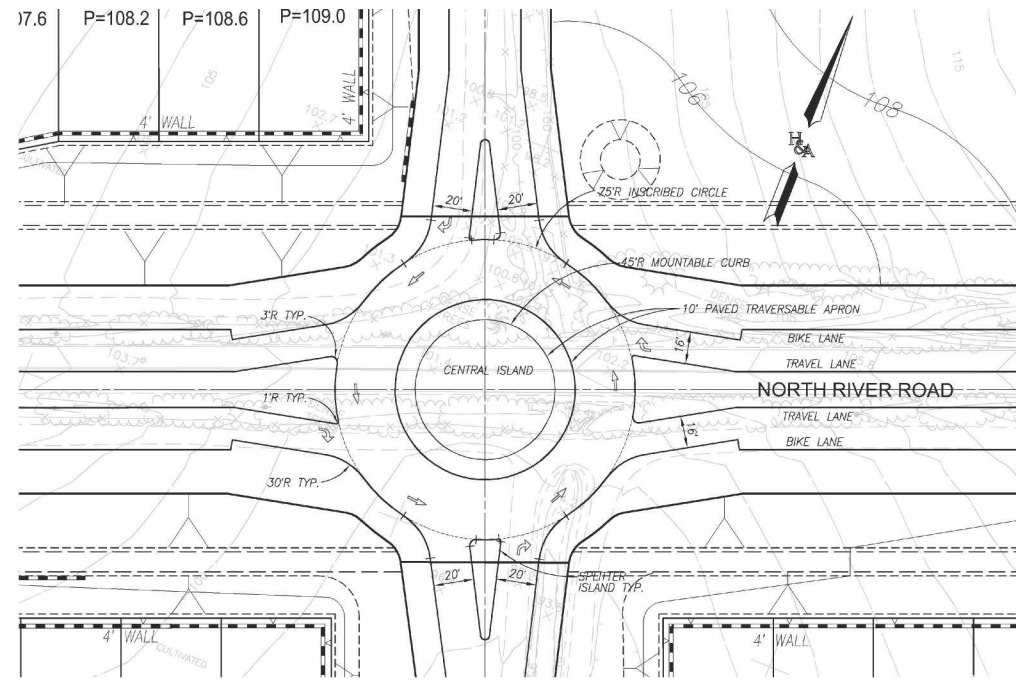
FIGURE 3-5
Proposed Roadway Network

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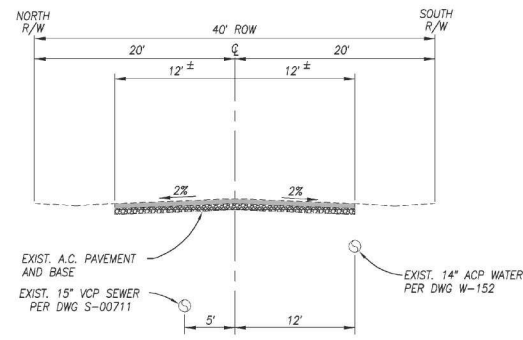
SOURCE: HUNSAKER AND ASSOCIATES 2018

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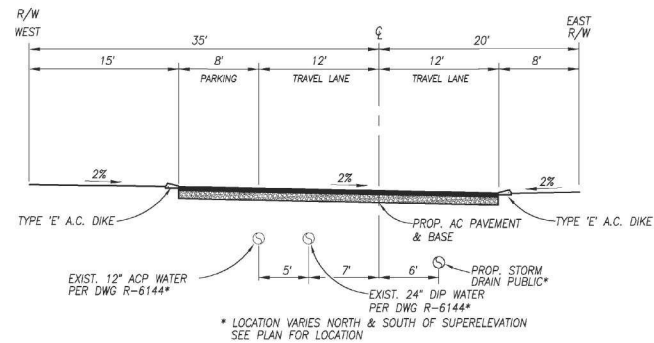


WEST ROUNDABOUT DETAIL
SCALE: 1" = 40'

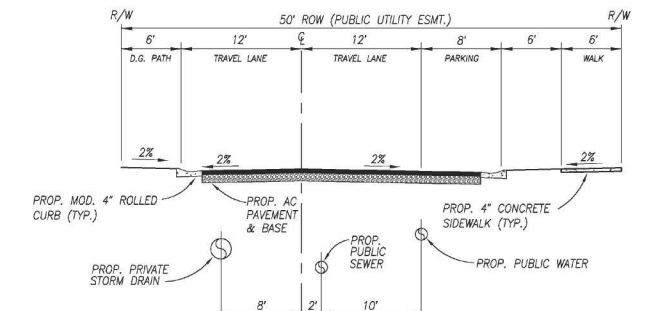
ROUNDABOUT DESIGN BASED ON U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION PUBLICATION NO. FHWA-RD-00-067 "ROUNDABOUTS: AN INFORMATIONAL GUIDE"



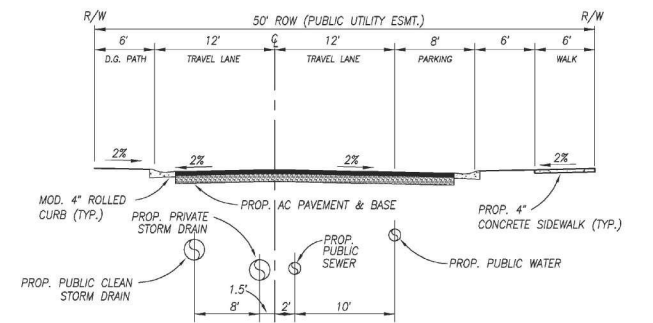
EXISTING NORTH RIVER ROAD
NOT TO SCALE



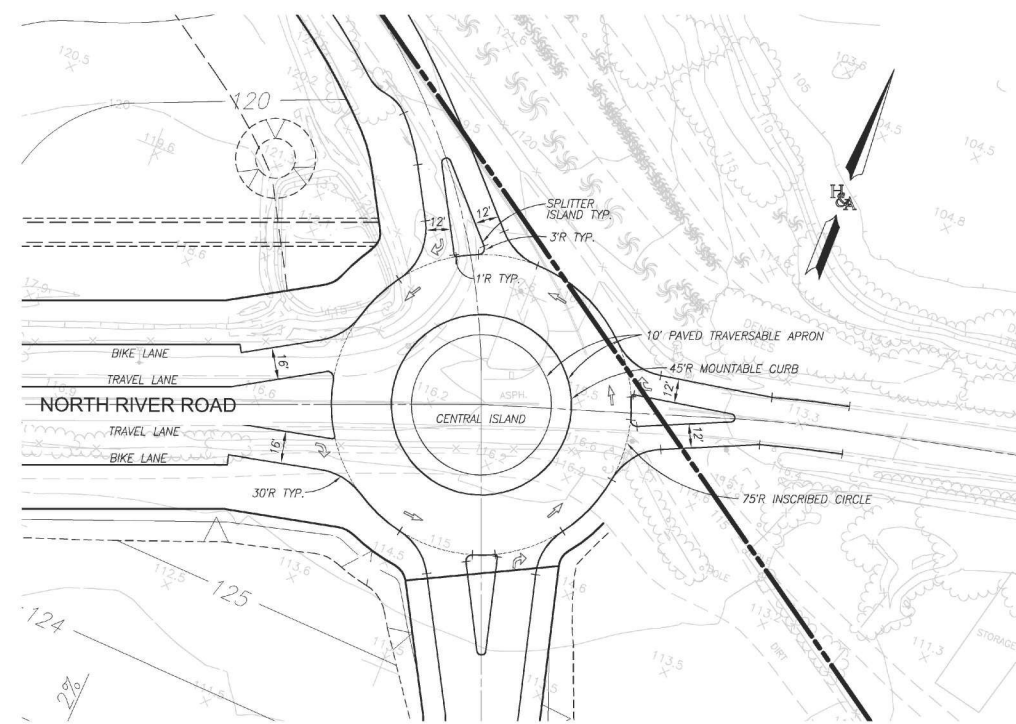
2% SUPER ELEVATION TWO-LANE COLLECTOR WILSHIRE ROAD (FULL WIDTH)
NOT TO SCALE



PVT. STREETS "G" THROUGH "J"
NOT TO SCALE

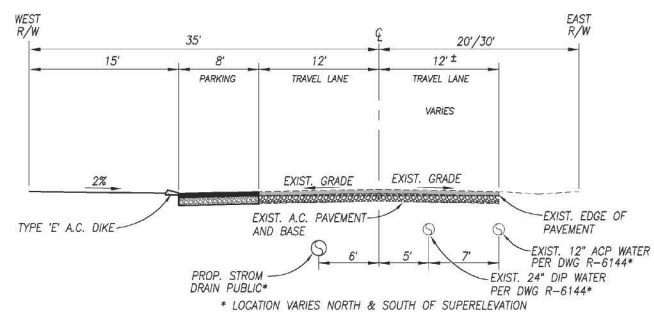


WEST OF PVT. STREET "A" PORTION OF PVT. STREET "J"
NOT TO SCALE

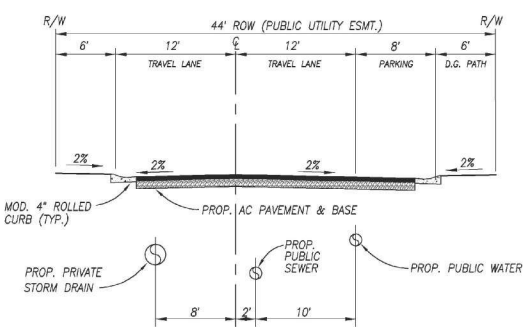


EAST ROUNDABOUT DETAIL
SCALE: 1" = 40'

ROUNDABOUT DESIGN BASED ON U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION PUBLICATION NO. FHWA-RD-00-067 "ROUNDABOUTS: AN INFORMATIONAL GUIDE"



TWO-LANE COLLECTOR WILSHIRE ROAD (HALF WIDTH)
NOT TO SCALE



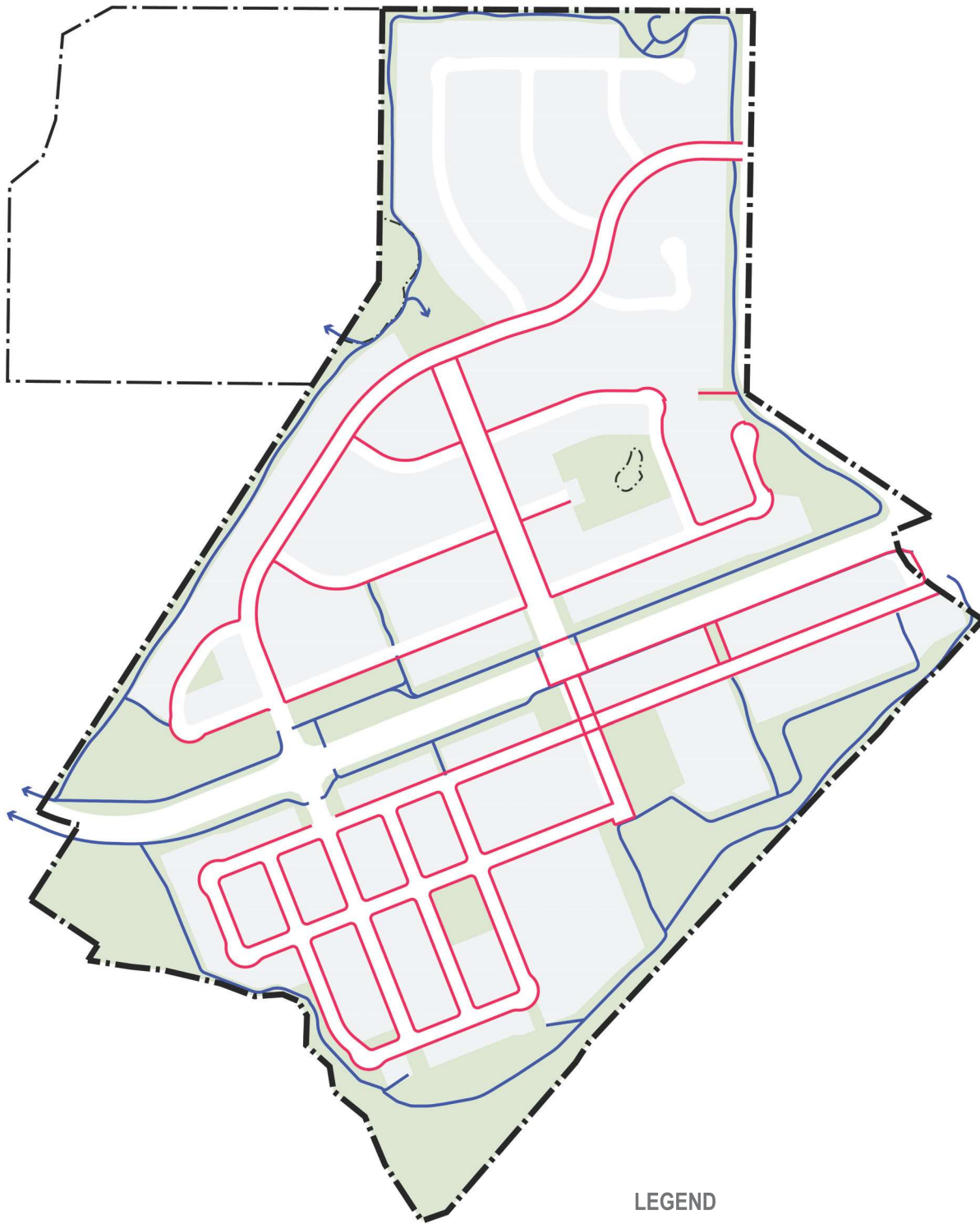
PVT. STREETS "C" THROUGH "F"
NOT TO SCALE



STREET SECTION KEY MAP
NOT TO SCALE

SOURCE: HUNSAKER AND ASSOCIATES 2018

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LEGEND

— OFF-STREET TRAIL | 3.78 MILES

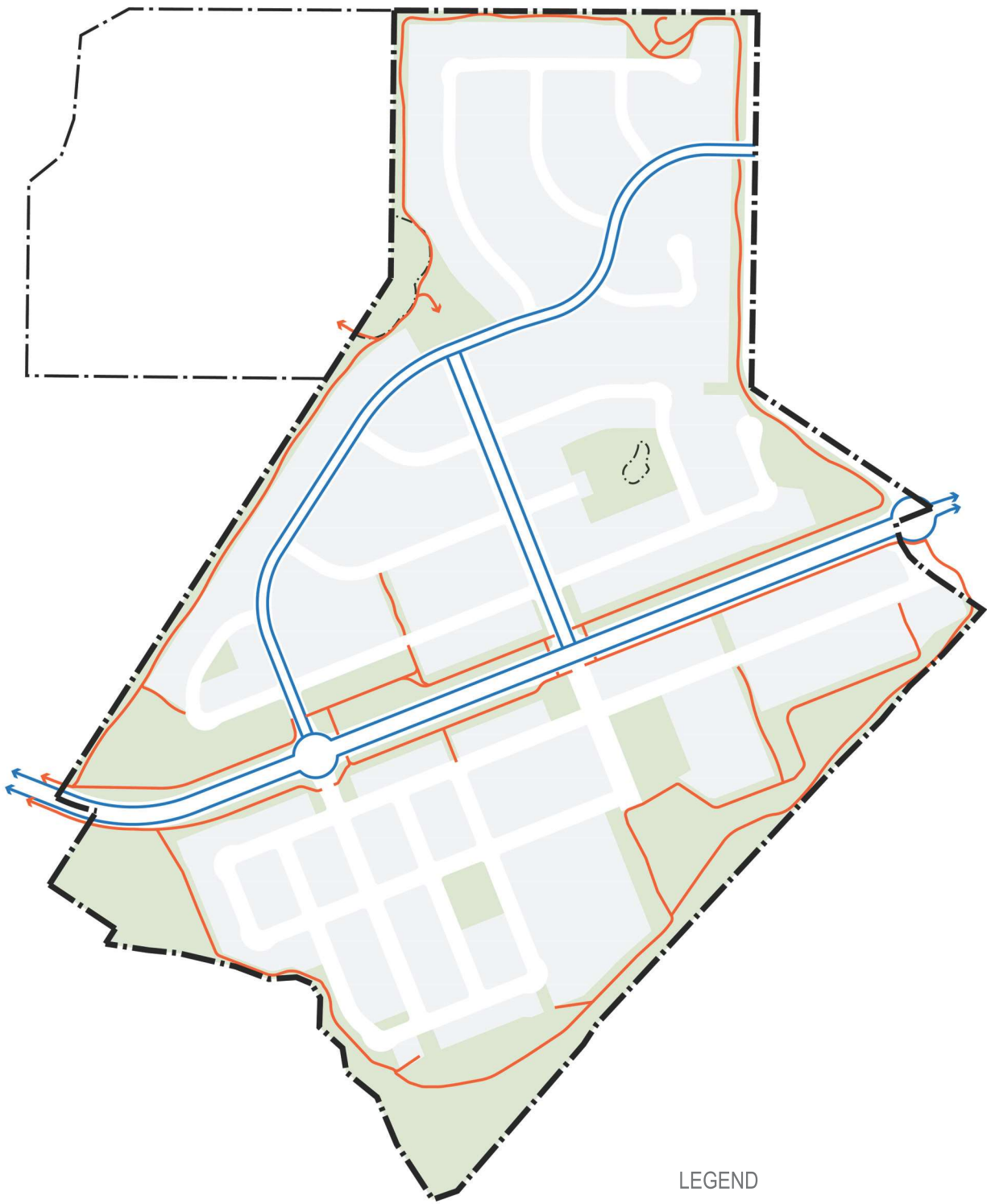
— STREET ADJACENT TRAIL | 6.17 MILES

SOURCE: SWA 2019

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FIGURE 3-7
Proposed Pedestrian and Trail Network

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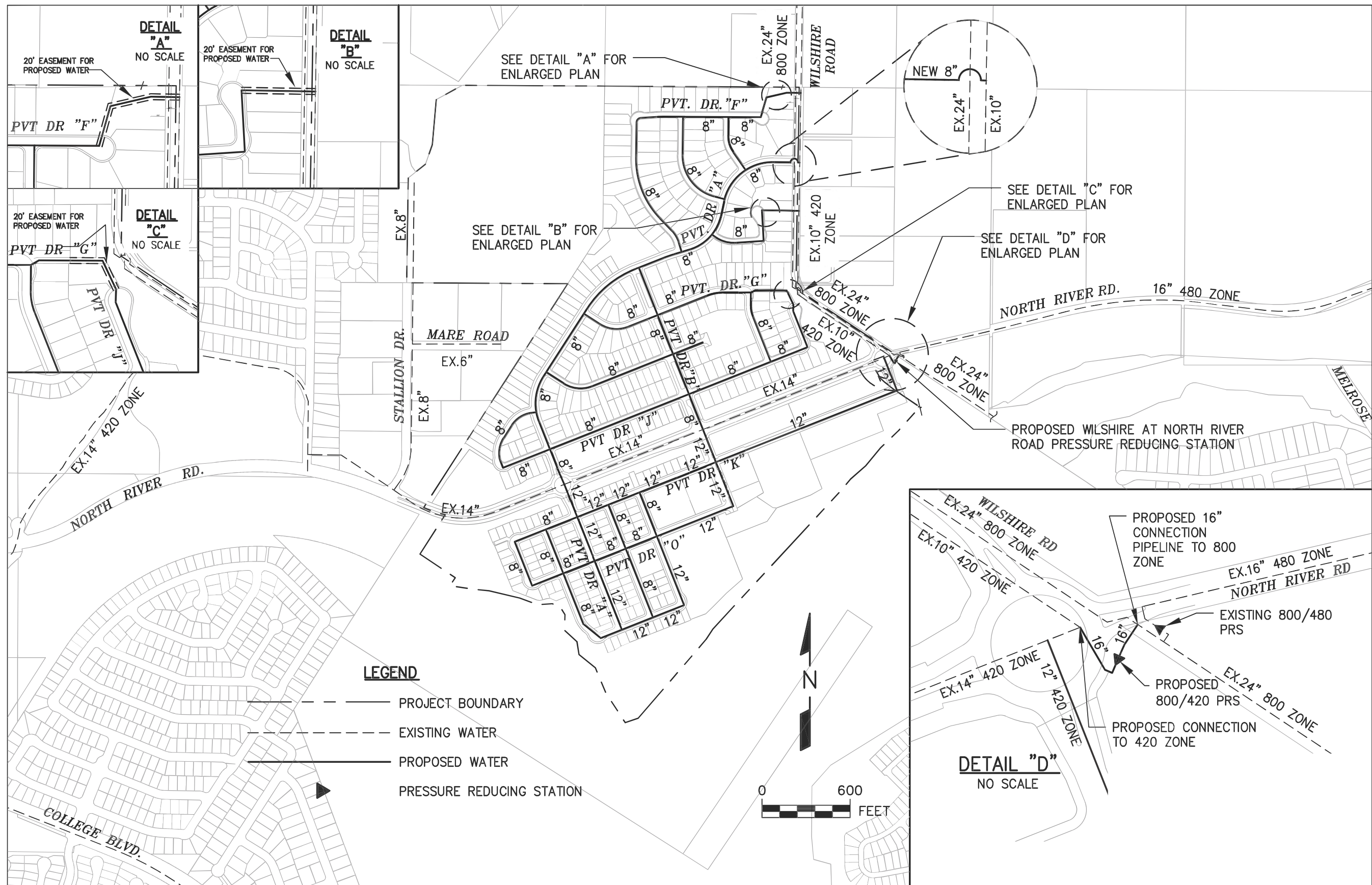
- CLASS I BIKE TRAIL | 3.95 MILES
- CLASS II BIKE TRAIL | 3.3 MILES

SOURCE: SWA 2019



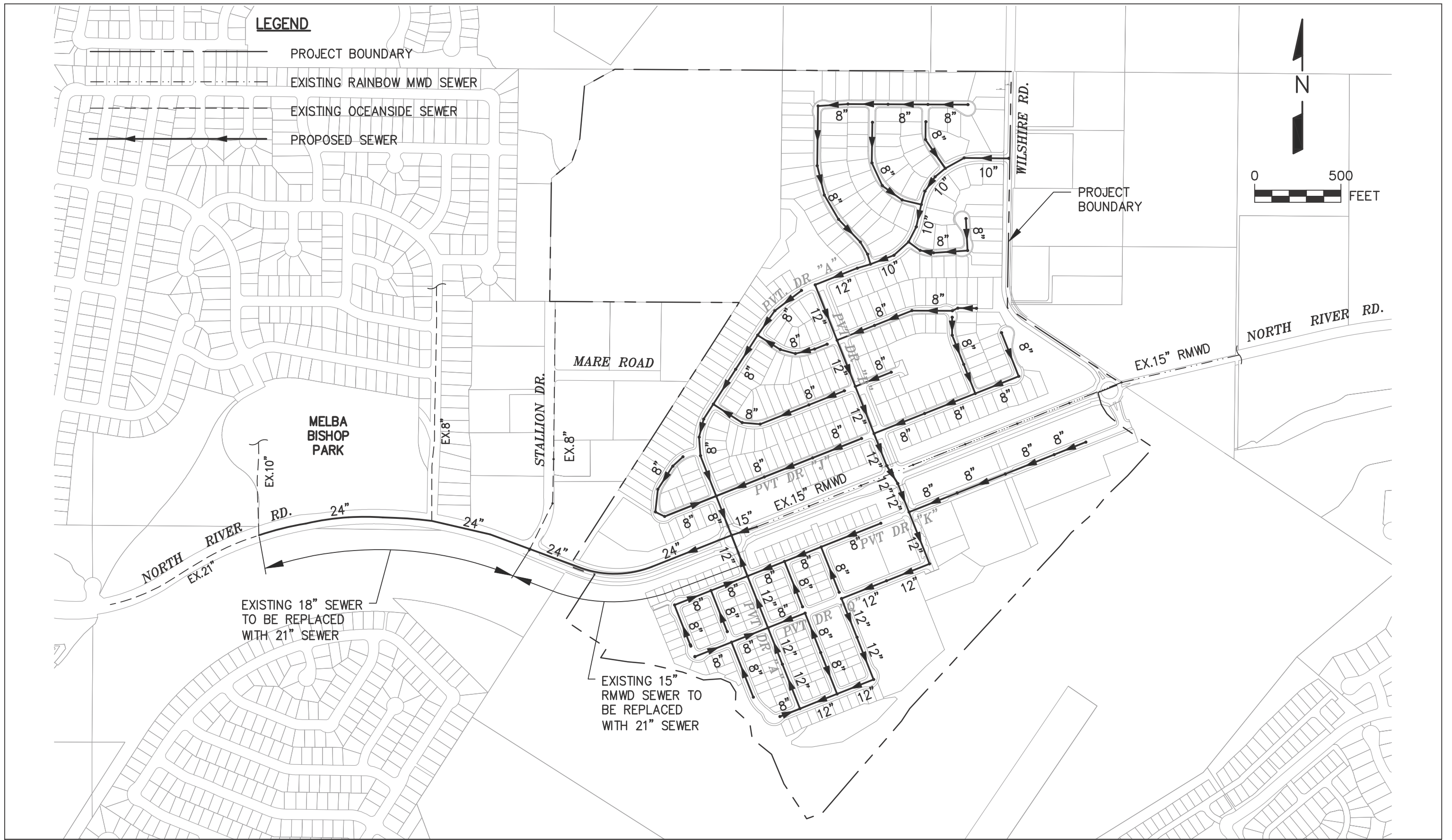
FIGURE 3-8
Proposed Bicycle Network

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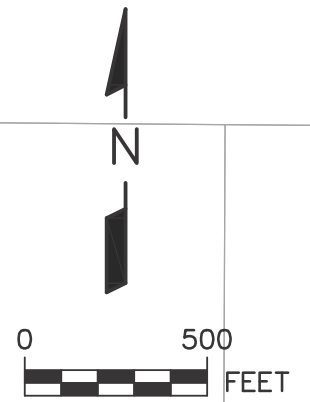
SOURCE: DEXTER WILSON ENGINEERING 2019

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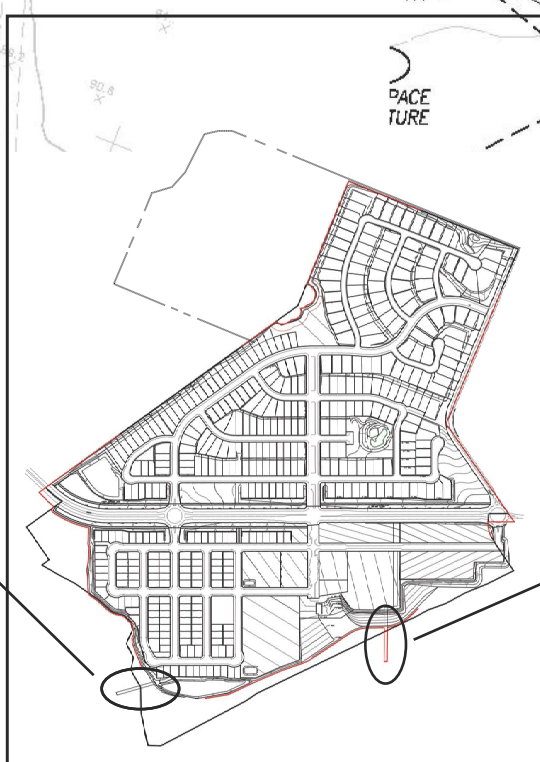
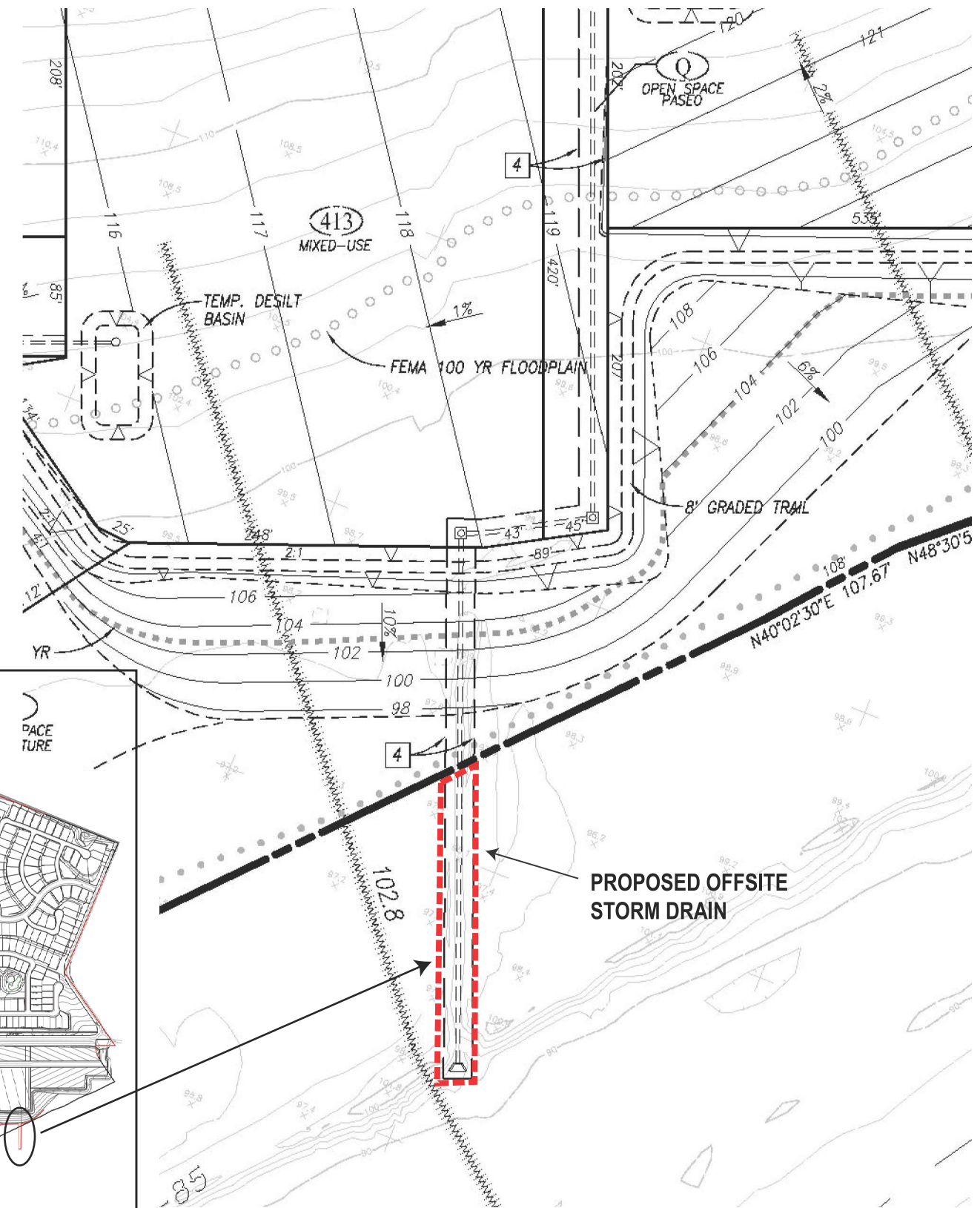
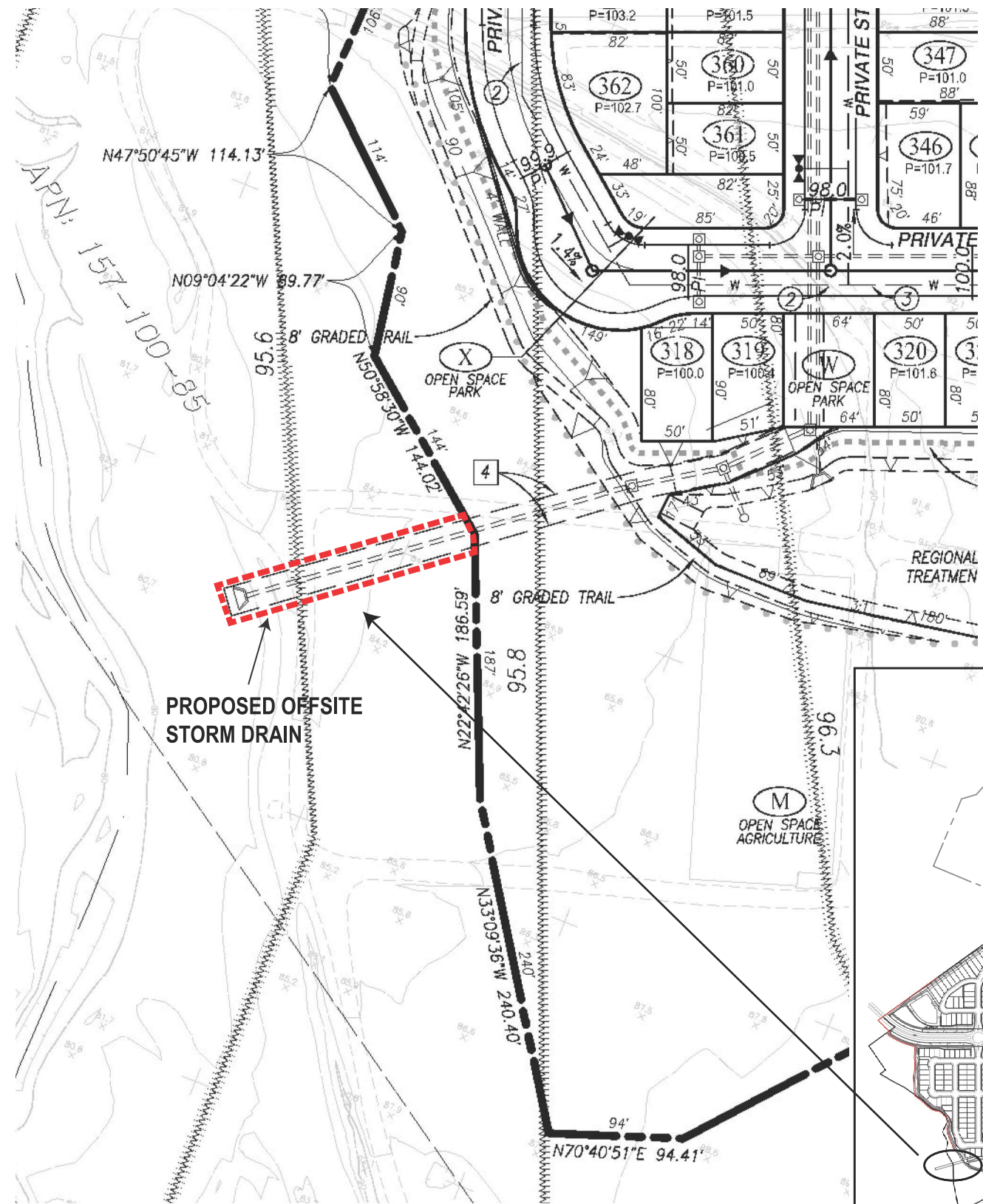
LEGEND

- PROJECT BOUNDARY
- EXISTING RAINBOW MWD SEWER
- EXISTING OCEANSIDE SEWER
- PROPOSED SEWER



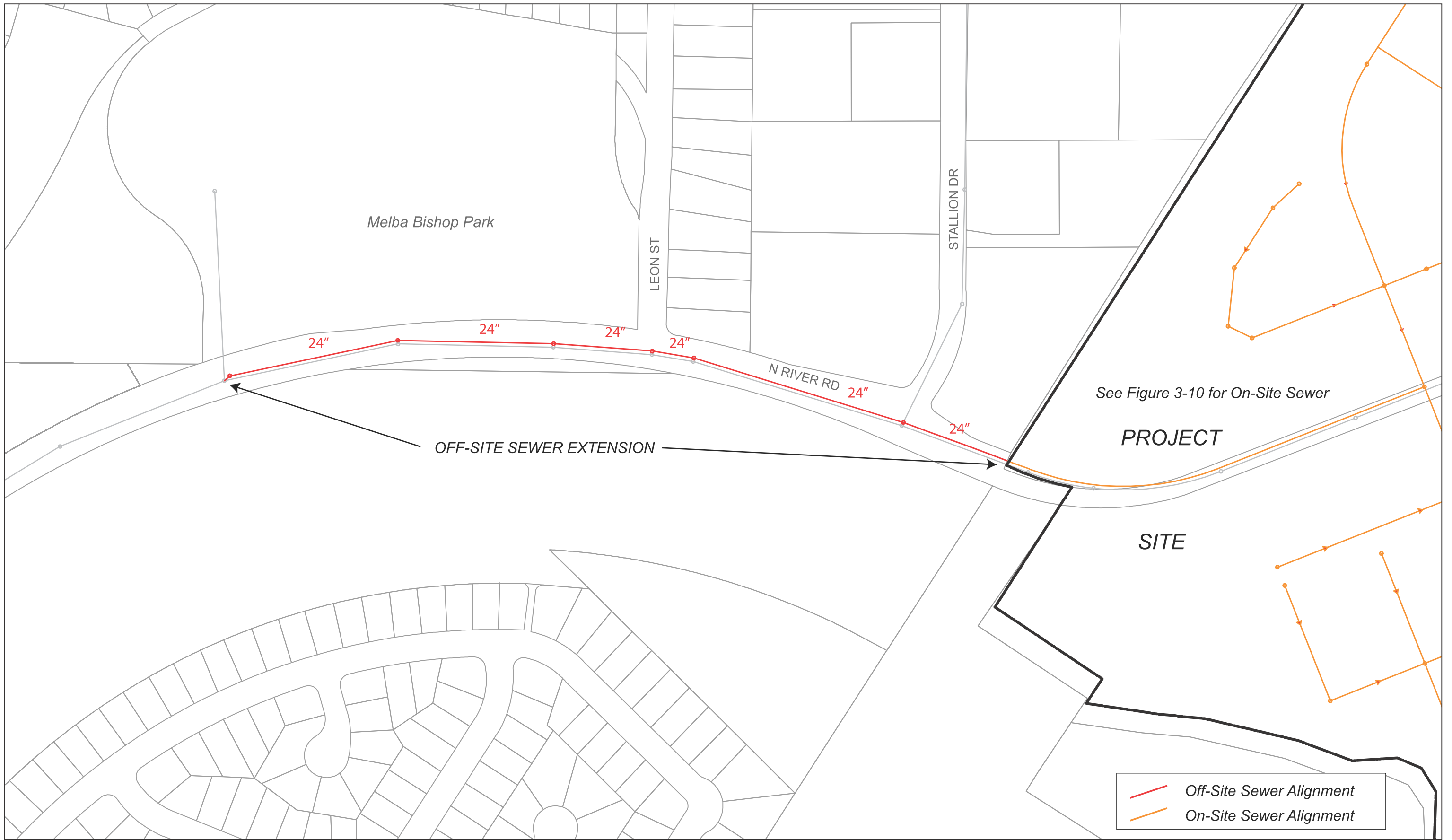
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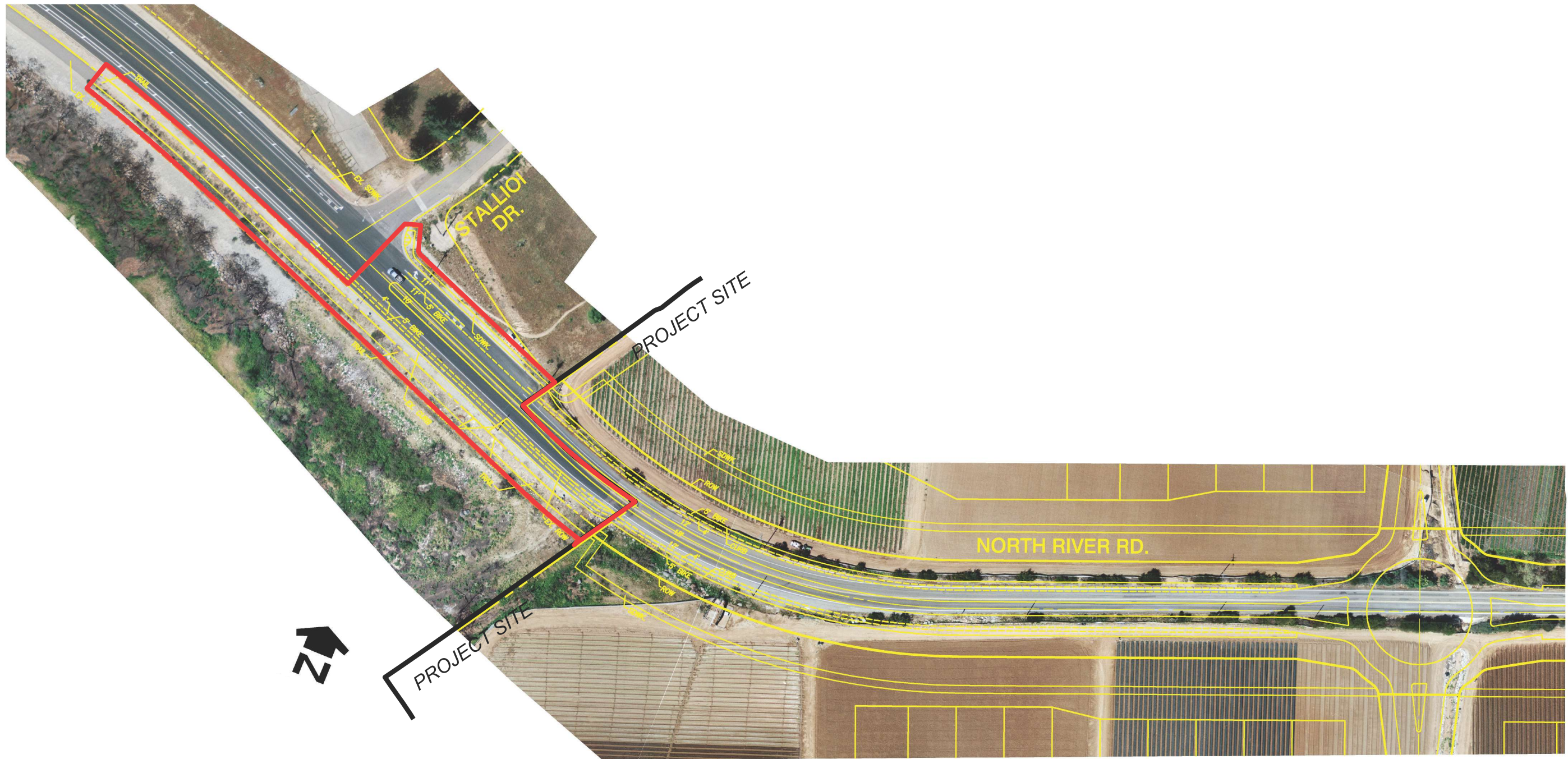
SOURCE: HUNSAKER & ASSOCIATES 2018

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SOURCE: HUNSAKER AND ASSOCIATES, INC. 2018

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Limits of Work

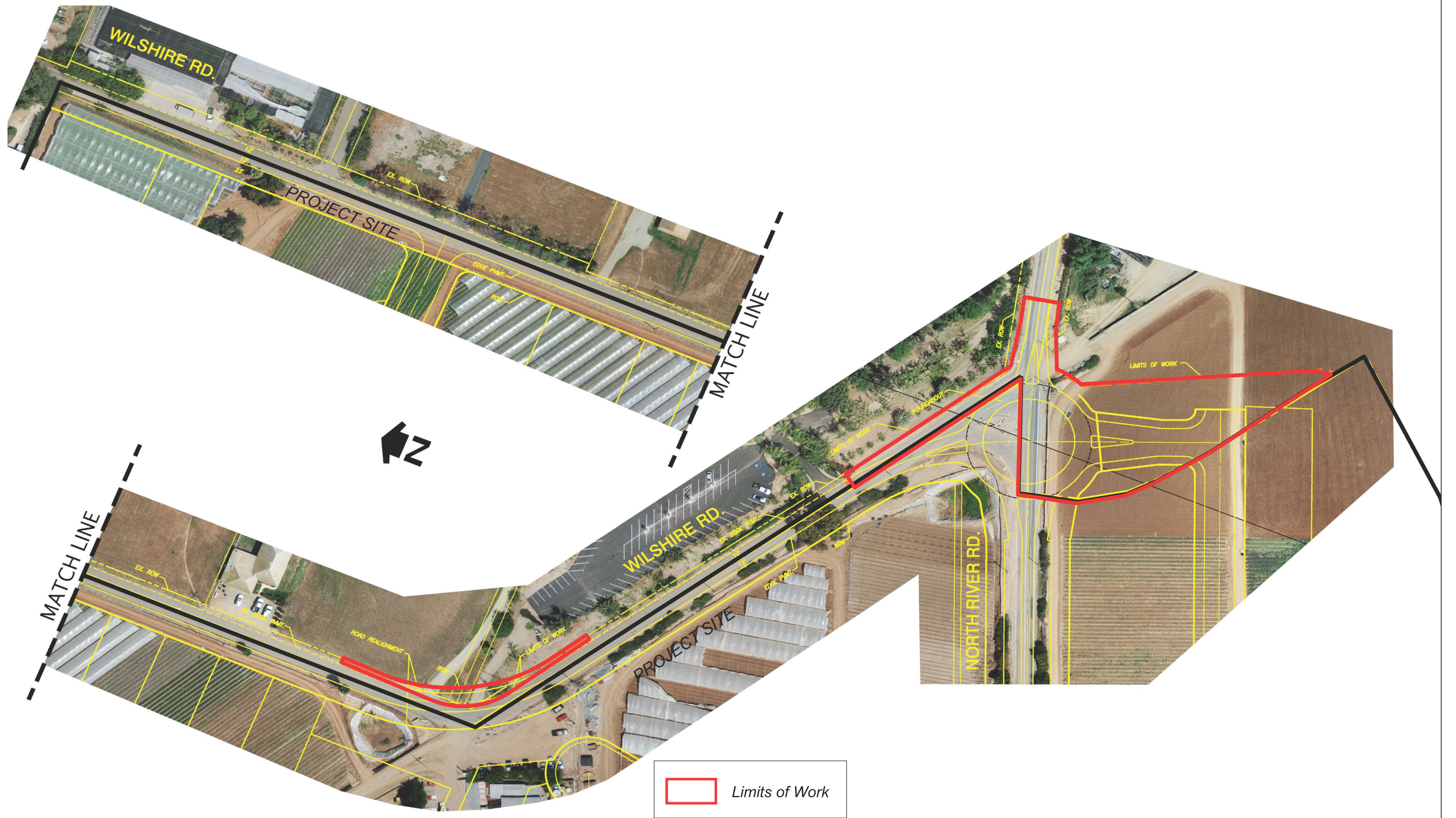
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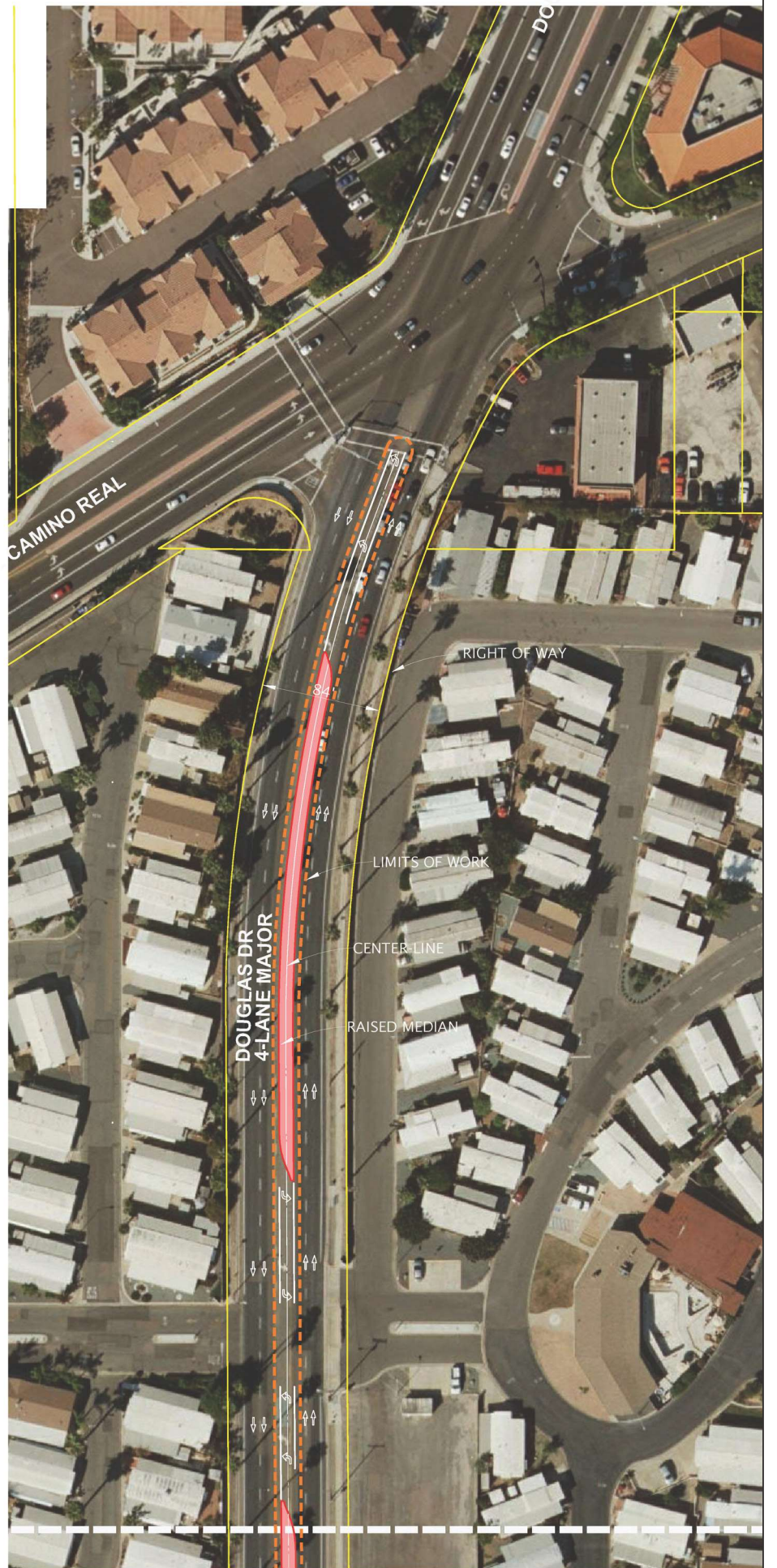
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NOTE:
THIS IS A PRELIMINARY DESIGN BASED ON RECORD INFORMATION. PARCEL LINES, RIGHT OF WAY AND TOPO OBTAINED FROM SANGIS, AERIAL IMAGRY OBTAINED FROM ESRI.

SOURCE: HUNSAKER AND ASSOCIATES, INC. 2018

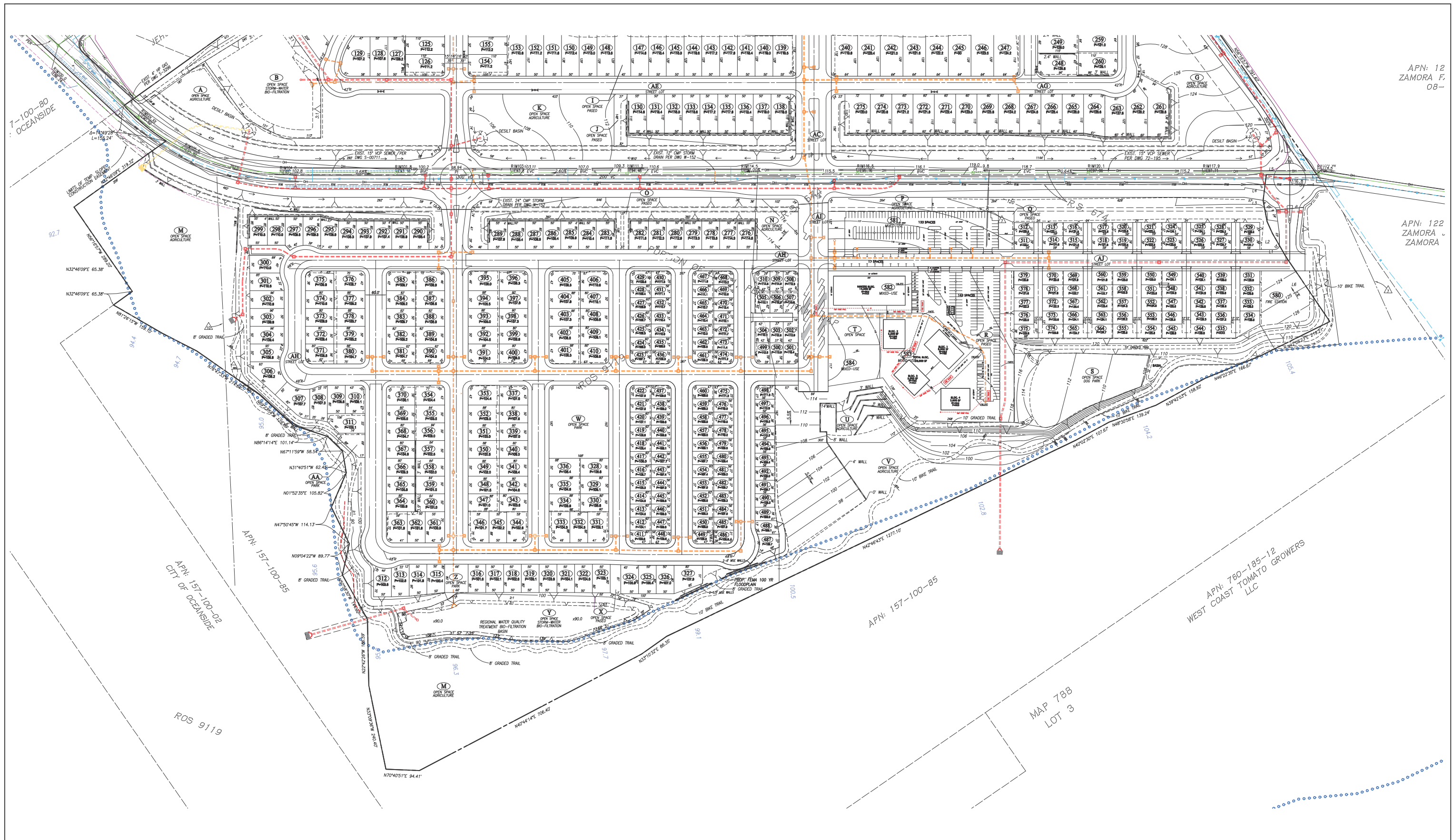
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FIGURE 3-11f
Proposed Off-Site Street Improvements–Douglas Drive

North River Farms Planned Development Plan EIR

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SOURCE: HUNSAKER AND ASSOCIATES 2019

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FIGURE 3-12b
Vesting Tentative Map—South Half
 North River Farms Planned Development Plan EIR

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