DATE: January 26, 2009

TO: Chairman and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A GENERAL PLAN AMENDMENT (GPA-5-07) AND ZONE AMENDMENT (ZA-5-07) TO CHANGE THE LAND USE AND ZONING DESIGNATION OF 10 PARCELS OF LAND LOCATED NORTH OF SR-76, EAST OF CANYON DRIVE, WEST OF BENET ROAD, AND SOUTH OF CAMP PENDLETON. – GALLANT & CASSAN ZONE AMENDMENT – APPLICANT: CITY OF OCEANSIDE**

RECOMMENDATION

Staff recommends that the Planning Commission by motion:

(1) Certify the Environmental Impact Report (EIR) and associated findings by adopting Planning Commission No. 2009-P02.

(2) Recommendation of approval to the City Council for a General Plan Amendment (GPA-5-07) and Zone Amendment (ZA-5-07) by adopting Planning Commission Resolution No. 2009-P03 with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Background: The site is located north of State Route (SR) 76, east of Canyon Drive, west of Benet Road and north and south of the extension of Benet Road, and south of Camp Pendleton. It contains the Prince of Peace Abbey, one single-family home associated with the Prince of Peace of Abbey, open space and undeveloped lands, the San Luis Rey River, the City water reservoir, Gallant Truck Salvage facility, Ecology Auto Park, and the Hanson Aggregates facility.

This area of the City was included in the San Luis Rey River Flood Control Project, and to implement that, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners between the late 1980's and mid-1990's. This current project involves the results of such purchases and exchanges between and among the City, the Abbey, and the owners of two pre-

existing industrial sites. The General Plan Land Use maps and Zoning maps were not updated at that time to reflect these changes. All uses have been in existence since the early 1900's, with the exception of the Hanson Aggregates facility which was approved, by the Planning Commission on September 8, 2004, to operate a concrete batch plant at 1050 Airport Road. The Prince of Peace Abbey located north of the Gallant and Cassan industrial lands, has been in existence since the early 1950's and operates as a religious facility for the Order of Saint Benedict Benedictine Roman Catholic Church.

Site Review: The project site encompasses 10 parcels consisting of different types of uses and topography ranging from steep hill sides, relatively flat pads, a river, and developed industrial lands. All 10 parcels share distinct zoning and land use designations. The existing land use designation consist of Estate-B Residential (EB-R), Public Institution (PI), General Industrial (GI), Open Space (OS), Research Park Industrial (RP-I), and Light Industrial (LI). The underlying neighborhood area is East Side Capistrano and Airport Neighborhood, and the surrounding land uses include: Light Industrial (LI) and General Industrial (GI) uses, such as an auto wrecking facility, and the Hanson's Aggregate use. A religious facility known as the Prince of Peace Abbey with the land use designation of Public Institution (PI) exist to the north of Benet Road and South of Camp Pendleton, and Open Space (OS) lands known as the San Luis Rey River and other undeveloped lands exist to the south and north east of the project site.

Surrounding uses include single-family residential to the east zoned Residential Single-Family (RS), and Light Industrial (IL) uses along Airport Road, such as the Oceanside Municipal Airport and other eclectic types of light industrial uses. The SR-76 is located to the south of the project site and west of the site is the Loma Alta Residential Neighborhood that exist with Residential Single-Family (RS) zoned properties.

Project Description: The applicant has requested a General Plan Amendment and a Zone Amendment described as follows:

General Plan Amendment (GPA-5-07) represents a request for the following:

The City of Oceanside is requesting a change to the land use designations for 10 parcels within the Airport and Capistrano Neighborhood (refer to the attached map), in order to create more opportunities for open space lands, and to bring some non-conforming properties into conformance with the uses and the land use designations. The table below depicts the existing and proposed changes to the land use designations:

Area	Existing	Proposed	Acreage
1	EB-R	OS	143.25 AC
2	PI	OS	4.34 AC
3	EB-R	PI	0.46 AC
4	RP-I	OS	10.87 AC
5	GI	PI	0.83 AC
6	PI	OS	3.85 AC
7	PI	GI	5.00 AC

8	OS	GI	3.31 AC
9	GI	OS	1.13 AC
10	LI	OS	22.98 AC

Zone Amendment (ZA-5-07) represents a request for the following:

The City of Oceanside is requesting a change to change several zoning designations for 10 parcels within the Airport and Capistrano Neighborhood, in order to create more opportunities for open space lands, and to bring some non-conforming properties into conformance with the uses and the land use designations.

The project is subject to the following Ordinances and City policies:

1. General Plan Land Use Element
2. Zoning Ordinance
3. City of Oceanside Draft Subarea Plan
3. California Environmental Quality Act (CEQA)

ANALYSIS

KEY PLANNING ISSUES

1. General Plan conformance

The General Plan Land Use Map designations on the subject properties are estate-B Residential (EB-R), Public Institutions (PI), Research Park Industrial (RP-1), General Industrial (GI), Open Space (OS) and Light Industrial (LI). These land use designations permit a full range of residential, industrial and open/undeveloped uses as proposed by the project. The proposed land use changes would be consistent with the existing uses on the parcels, the surrounding properties, and the goals and objectives of the City's General Plan as follows:

Land Use Element III. Natural Resource Management

Goal 3.11: Vegetation and Wildlife Habitats

Objective: To provide special management of sensitive historical, cultural, recreational, and environmental areas and areas with unique planning considerations within the City.

Policy: Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

The proposed General Plan and Zone Amendment would allow all properties to be in conformance with the current planning and land uses. This proposes change to the land use designation and zoning designations would allow four pieces of land to become in

conformance with the existing uses, such as the single-family home associated with the Prince of Peace Abbey that consist of a land use designation of General Industrial (GI). The other parcels are within the portions of the Gallant and Cassan's properties that currently possess a land use designation of Open Space (OS) to be changed into General Industrial (GI), and remaining two parcels of the four are portions of the Prince of Peace Abbey's property that has a land use designation of Estate-B Residential (EB-R) to be changed into Public Institution (PI). The remaining six properties to be changed, consist of land use designations of Estate-B Residential (EB-R), Research Park Industrial (RP-I), Light Industrial (LI), and Public Institution (PI). These six parcel are to be changed to Open Space (OS), and would provide opportunities for additional habitat lands for the City of Oceanside. This would be consistent with the City's draft Subarea Plan, in terms of allowing for more undeveloped and open space lands for conserving natural biotic communities and sensitive plant and wildlife species.

2. Zoning Ordinance Compliance

The project is located in the RE-B (Residential Estate-B), Public Space (PS), IP (Industrial Park District), IG (Industrial General), and OS (Open Space) land use designations. The applicant proposes changing the Zoning District map for 10 parcels as attached in the referenced map with this report. The 10 parcels would be changed as follows:

Area	Existing	Proposed	Acreage
1	RE-B	OS	143.25 AC
2	PS	OS	4.34 AC
3	RE-B	PS	0.46 AC
4	IP	OS	10.87 AC
5	IG	PS	0.83 AC
6	PS	OS	3.85 AC
7	PS	IG	5.00 AC
8	OS	IG	3.31 AC
9	IG	OS	1.13 AC
10	IL	OS	22.98 AC

The proposed Zoning Designation changes would not only provide approximately 186.42 additional acres of open space, but would allow for the existing non-conforming uses to posses the appropriate zoning designations that permit the existing uses.

DISCUSSION

Issue: Will the proposed land use and zoning designation changes meet the current regulations and the surrounding properties?: The proposed time land use and zoning designation changes would be consistent with, and compatible with, the Zoning Ordinance and the Goals and policies established in the General Plan, and the surrounding developments and uses in the surrounding area.

Recommendation: Staff finds that the overall zoning and land use changes for all 10 parcels is consistent with the existing properties and with the surrounding properties. No impacts to aesthetics would be expected with the implementation of the proposed project. Approximately 186 of the approximately total 196 acres of the project are proposed for open space. The proposed project would protect the existing views of vehicles traveling north on Benet Road. The four developed areas north of Benet Road that exist with the Gallant and Cassan's industrial lands and the Prince of Peace of Abbey's developed lands would remain.

The biological impacts as well as the cumulative impacts were analyzed with the Environmental Impact Report, and it has been established that no adverse impact to habitats or common or sensitive species would be expected with this land use and zoning designation change. All of the undeveloped lands are proposed to be designated as open space and this would make these properties consistent with the City of Oceanside's Subarea Plan.

ENVIRONMENTAL DETERMINATION

The proposed amendments were reviewed under the provisions of the California Environmental Quality Act and an Environmental Impact Report (EIR) was prepared stating that there will not be a significant adverse impact upon the environment. The EIR will be considered as part of the Commission's action on the proposed amendments.

This EIR has been prepared for the proposed project, which is intended to inform public decision makers, responsible and interested agencies, and the general public of potential environmental effects of the proposed project.

A number of issues were analyzed as possessing no significant impact, and are therefore addressed in the EIR. These issues are:

Land Use	Noise
Traffic and Circulation	Biological Resources
Aesthetics	

Of the five issues addressed in the EIR, no significant impacts were identified, because there is no development associated with this General Plan and Zone Amendment changes. Therefore the EIR analyzed that no significant impact are expected, therefore no mitigation is necessary.

PUBLIC NOTIFICATION

Legal notice was published in the North County Times and notices were sent to property owners of record within a 1500-foot radius of the subject property, individuals and/or organizations requesting notification, applicant and other interested parties. As of

January 15, 2009, no communication supporting or opposing the request has been received.

SUMMARY

The proposed project is in compliance with the goals objectives and polices set forth in the General Plan, draft Subarea Plan, and Zoning Ordinance. The land use and zoning designation revisions would allow a change to the land use designations for 10 parcels within the Airport and Capistrano Neighborhood, in order to create more opportunities for open space lands, and to bring several non-conforming properties into conformance with the uses and the land use designations. The Commission's action should be:

-- Certify the Environmental Impact Report (EIR) and associated findings by adopting Planning Commission Resolution No. 2009-P02.

-- Recommend approval to City Council for the General Plan Amendment (GPA-5-07) and Zone Amendment (ZA-5-07) by adopting Planning Commission Resolution No. 2009-P03 with findings and conditions of approval attached herein.

PREPARED BY:

Scott Nightingale
Planner II

SUBMITTED BY:

Jerry Hittleman
City Planner

REVIEWED BY:
Richard Greenbauer, Senior Planner

JH/SN/fil

Attachments:
1. Planning Commission Resolution No. 2009-P02
2. Planning Commission Resolution No. 2009-P03
3. The Gallant & Cassan General Plan and Zone Amendment EIR

PLANNING COMMISSION
RESOLUTION NO. 2009-P02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR A CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: GPA-5-07, ZA-5-07
APPLICANT: City of Oceanside Property Management
LOCATION: North of SR-76, east of Canyon Drive, west of Benet Road and South of Camp Pendleton

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, an Environmental Impact Report was prepared and circulated for public and agency review and proper notification was given in accordance with the California Environmental Quality Act; and

WHEREAS, the Planning Commission, after giving the required notice, did on the 26th day of January 2009, conduct a duly advertised public hearing on the content of the Final Environmental Impact Report; and

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

For the Final Environmental Impact Report:

1. The Final Environmental Impact Report was completed in compliance with the provisions of the California Environmental Quality Act (CEQA).
2. Pursuant to the California Environmental Quality Act of 1970 and State Guidelines thereto; a Environmental Impact Report has been prepared stating that no adverse impacts to habitats or common or sensitive species would be expected. No impact to aesthetics would be expected with implementation of the proposed project. Approximately 186 of the approximately total 196 acres of the project are proposed for open space. The proposed project would also protect the existing views of vehicles traveling north on Benet Road.
3. The Environmental Impact Report has been determined to be accurate and adequate documents, which reflect the independent judgment and analysis of the Planning Commission. On the basis of the entire record before it, the Planning Commission finds

that there is no substantial evidence that the project, with implementation of the mitigation measures proposed, will have a significant impact on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby certify the Final Environmental Impact Report Report for General Plan Amendment (GPA-5-07) and Zone Amendment (ZA-5-07) subject to the following recommendations and conditions:

1. Notice is HEREBY GIVEN that the time within which judicial review must be sought on this decision is governed by the provisions of the California Environmental Quality Act.

PASSED AND ADOPTED Resolution No. 2009-P02 on January 26, 2009 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____

Claudia Troisi, Chairperson
Oceanside Planning Commission

ATTEST:

_____

Jerry Hittleman, Secretary

I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2009-P02.

Dated: January 26, 2009

PLANNING COMMISSION
RESOLUTION NO. 2009-P03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE RECOMMENDING APPROVAL OF A GENERAL PLAN AND ZONING AMENDMENT ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO:	GPA-5-07, ZA-5-07
APPLICANT:	City of Oceanside
LOCATION:	North of SR-76, east of Canyon Drive, west of Benet Road and South of Camp Pendleton

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a General Plan Amendment, Zone Amendment under the provisions of Articles 45 of the Zoning Ordinance of the City of Oceanside for the following:

a land use change and zoning designation changes to ten parcels within the Airport and Capistrano Neighborhood, in order to create more opportunities for additional open space lands within the City of Oceanside, and to bring some non-conforming properties into conformance with the uses and the land use designations;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 26th day of January, 2009 conduct a duly advertised public hearing as prescribed by law to consider said application;

WHEREAS, pursuant to the California Environmental Act of 1970, the Planning Commission finds that a Environmental Impact Report has been prepared stating that no adverse impact upon the environment;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020;

WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, the Environmental Impact Report, together with any comments received, incorporated into the conditions of approval for the project, were presented to the Planning Commission, and the Planning Commission reviewed and considered the information contained in these documents prior to making a decision on the project.

WHEREAS, the documents or other material which constitute the record of proceedings upon which the decision is based will be maintained by the City of Oceanside Planning Division, 300 North Coast Highway, Oceanside, California 92054.

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

FINDINGS:

For the General Plan Amendment:

1. The proposed land use changes as specified in the attached documents and within the Environmental Impact Report is compatible with the surroundings and with the existing use of the property. The land use changes would allow the legal non conforming uses to be compatible with the land use designation.
2. There is no future developments associated with the land use changes, therefore the existing uses would be compatible with the proposed land use changes.

For the Open Space Zone Amendment:

1. The proposed new Open Space – OS Zone is in compliance with the surrounding Land Use Designation, and would allow the properties to be safe from any future developments.
2. The Open Space – OS Zone is compatible with surrounding and abutting undeveloped lands and would enable consistency with the City of Oceanside Subarea Plan.

For the Public Space Amendment:

1. The proposed Public and Semi-Public zone – PS would allow the existing uses associated with the Prince of Peace Abbey property that is currently zoned Public Space and Semi-Public – PS to be consistent with the existing uses and the proposed land use changes.

2. Allowing the Zone Amendment would be compatible with the surrounding Public Space and Semi-Public properties and would not be a detriment or negative impact to the surrounding area, because the uses are existing and no additional impacts are necessary for the zone amendment.

For the General Industrial Zone Amendment:

1. The proposed General Industrial – IG would allow the existing industrial uses to be conforming to the existing uses, such as the Gallant and Cassan properties that currently possess small portions of Public Space and Semi-Public and Open Space parcels.

2. Allowing the Zone Amendment to bring the existing properties into conformance with the existing uses would be compatible with the many of the surrounding industrial uses and lands located to the south east off of Airport Road, and would not be a detriment or negative impact to the surrounding area, because the uses are existing and no additional impacts are necessary for the zone amendment.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby recommend approval to the City Council of General Plan Amendment (GPA-5-07), Zone Amendment (ZA-5-07).

PASSED AND ADOPTED Resolution No. 2009-P03 on January 26, 2009 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____

Claudia Troisi, Chairperson
Oceanside Planning Commission

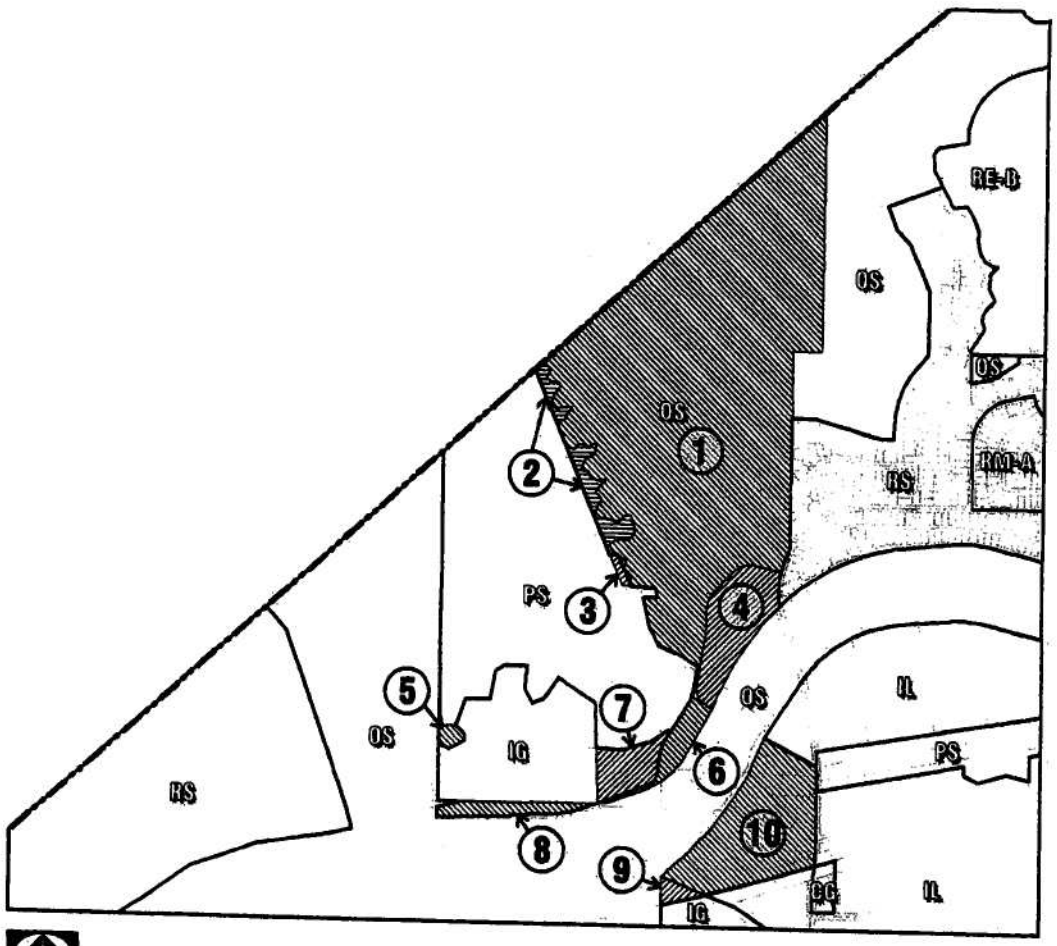
ATTEST:

_____

Jerry Hittleman, Secretary

I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2009-P03.

Dated: January 26, 2009



Area	Zoning Classification		Acreage
	Existing	Proposed	
1	RE-B	OS	143.25 AC
2	PS	OS	4.34 AC
3	RE-B	PS	0.46 AC
4	IP	OS	10.87 AC
5	IG	PS	0.83 AC
6	PS	OS	3.85 AC
7	PS	IG	5.00 AC
8	OS	IG	3.31 AC
9	IG	OS	1.13 AC
10	IL	OS	22.98 AC

LEGEND

PROPOSED ZONE CHANGES

NORTH
NOT TO SCALE

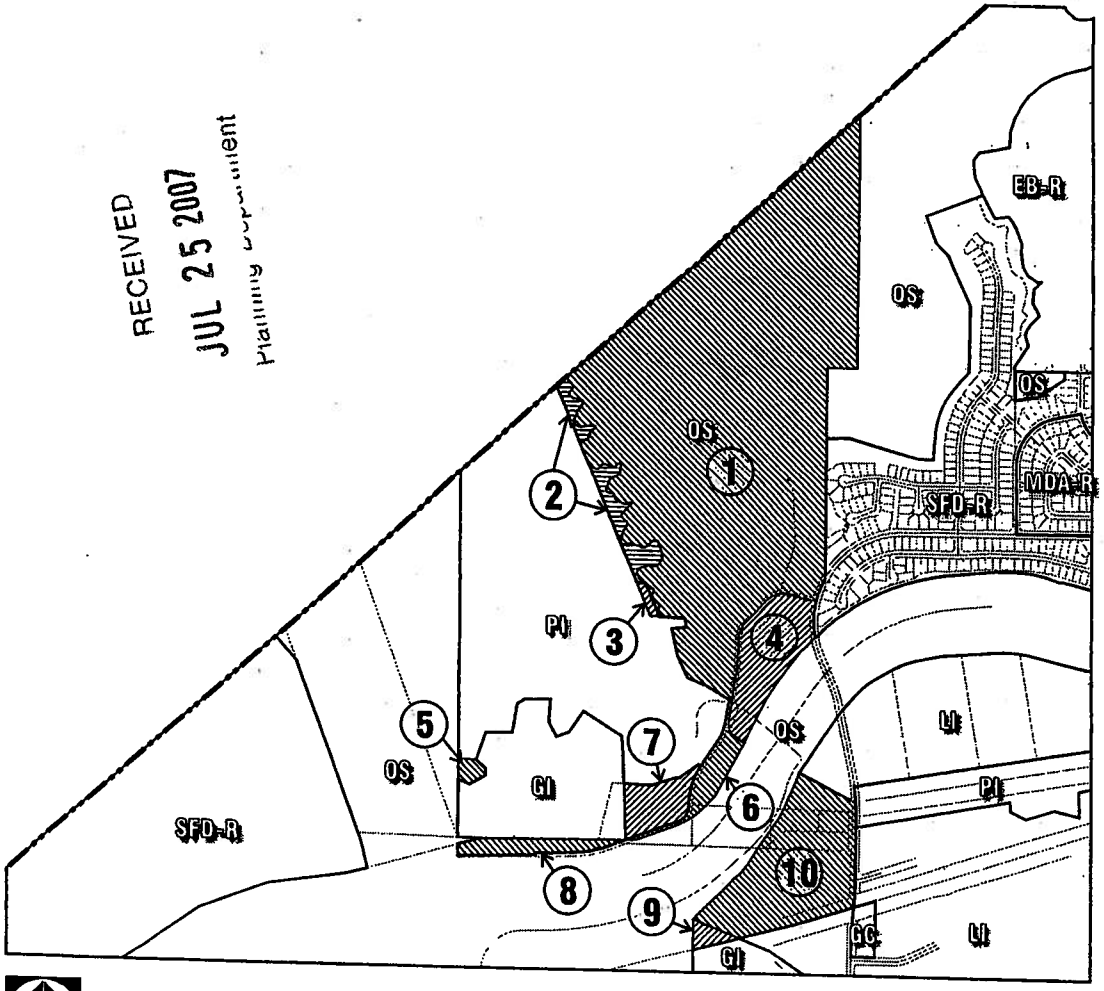
SOURCE: JACK HENTHORN & ASSOCIATES

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

EXISTING AND PROPOSED ZONING

FIGURE III-2

RECEIVED
JUL 25 2007
Planning Department



Area	General Plan Designation		Acreage
	Existing	Proposed	
1	EB-R	OS	143.25 AC
2	PI	OS	4.34 AC
3	EB-R	PI	0.46 AC
4	RP-I	OS	10.87 AC
5	GI	PI	0.83 AC
6	PI	OS	3.85 AC
7	PI	GI	5.00 AC
8	OS	GI	3.31 AC
9	GI	OS	1.13 AC
10	LI	OS	22.98 AC

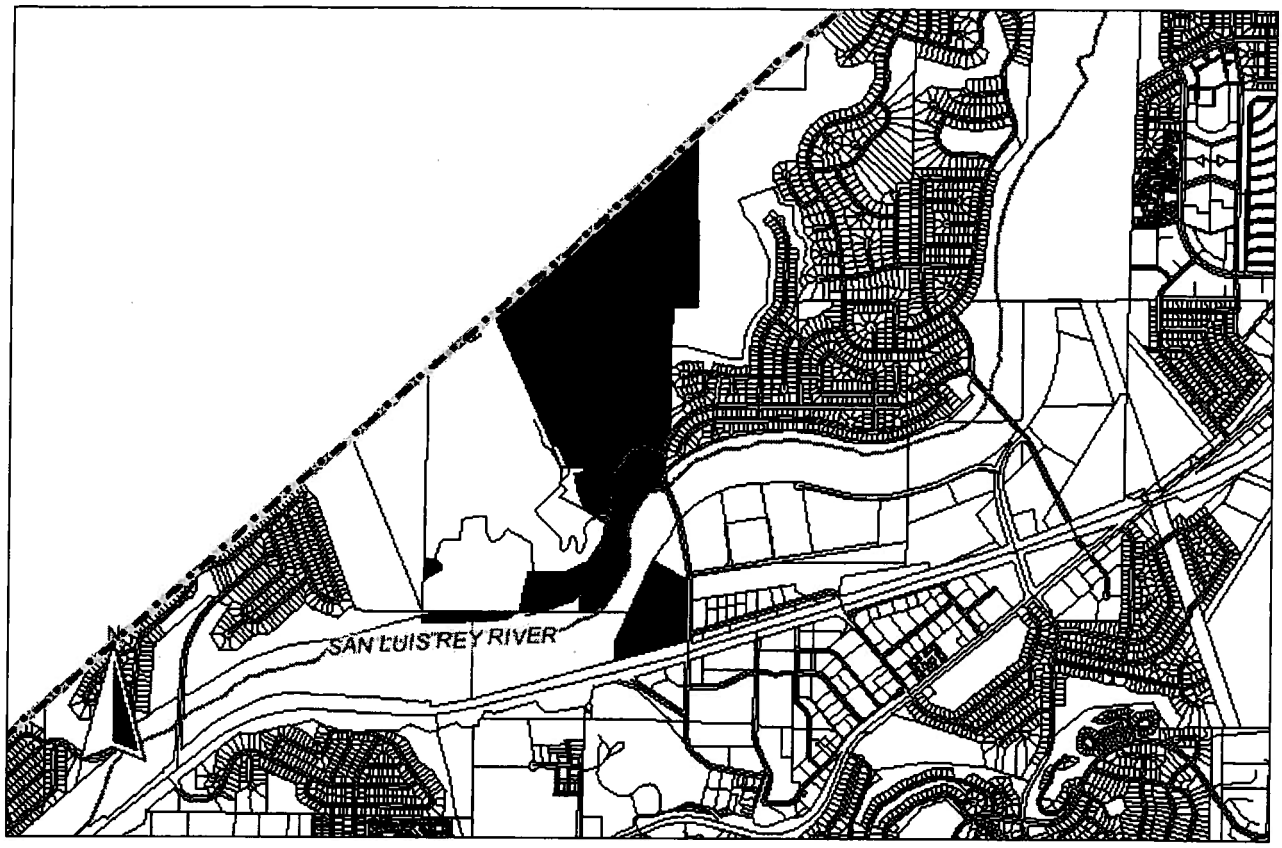
LEGEND

PROPOSED LAND USE CHANGES

NORTH
NOT TO SCALE

CITY OF OCEANSIDE
Jack Henthorn & Associates • 5365 Avenida Encinas • Suite A • Carlsbad, CA 92008 • PH: (760) 438-4090 FAX: (760) 438-0981

GENERAL PLAN AMENDMENT
AREA CALCULATIONS



File Number: **GPA-5-07 & ZA-5-07**

Applicant: **The City of Oceanside**

Description:
GENERAL PLAN AMENDMENT (GPA-5-07) and ZONE AMENDMENT (ZA-5-07) to change the land use and zoning designation of ten parcels of land to enable opportunities for additional open space land located north of SR-76, east of Canyon Drive, west of Benet Road, and south of Camp Pendleton. The project is situated in the East Side Capistrano and Airport Neighborhood – **GALLANT & CASSAN ZONE AMENDMENT**

Environmental Determination:
An Environmental Impact Report (EIR) has been prepared stating that if the conditions of approval are implemented, there will not be a significant adverse impact upon the environment. Under the provisions of the California Environmental Quality Act, the Planning Commission will consider the EIR during its hearing on the project.

City of Oceanside, Planning Division
300 N. Coast Highway
Oceanside, CA 92054 (760) 435-3520

GALLANT & CASSAN ZONE AMENDMENT

Application For Planning Commission Hearing

Planning Department (760) 435-3520
Oceanside Civic Center
300 North Coast Highway
Oceanside, California 92054-2885

RECEIVED JUL 25 2007

Please Print or Type All Information

STAFF USE ONLY		
ACCEPTED	7/25/07	BY SN.
HEARING		
GPA	GPA-5-07	
MASTER/SP.PLAN		
ZONE CH.	ZA-5-07	
TENT. MAP		
PAR. MAP		
DEV. PL.		
C.U.P.		
VARIANCE		
COASTAL		
O.H.P.A.C.		

PART I – APPLICANT INFORMATION

1. APPLICANT: City of Oceanside Public Works Dept.	2. STATUS: Owner/Agent
3. ADDRESS: 300 N. Coast Hwy Oceanside, CA 92054	4. PHONE/FAX: (760) 435-5171
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing): William Marquis	
6. ADDRESS: SAME	7. PHONE/FAX: SAME

PART II – PROPERTY DESCRIPTION

8. LOCATION: W.Airport Rd, Benet Rd, Benet Hill Rd			9. SIZE: 196 Acres
10. GENERAL PLAN: Various -	11. ZONING: See Attached	12. LAND USE: Exhibits ----------	13. ASSESSOR'S PARCEL NUMBER: ----------

PART III – PROJECT DESCRIPTION

14. GENERAL PROJECT DESCRIPTION:
General Plan Amendment and Zone Change to make land use and zoning designations consistent with existing land uses.

15. PROPOSED GENERAL PLAN	16. PROPOSED ZONING	17. PROPOSED LAND USE	18. NO. UNITS	19. DENSITY
OS/P1/G1	OS/PS/1G	N/A	N/A	N/A

20. BUILDING SIZE	21. PARKING SPACES	22. % LANDSCAPE	23. % LOT COVERAGE
N/A	N/A	N/A	N/A

PART IV – ATTACHMENTS

ALL APPLICATIONS				DEV. PLANS, C.U.P.s & TENT. MAPS	
X	24. DESCRIPTION/JUSTIFICATION	X	25. LEGAL DESCRIPTION	X	30. FLOOR PLANS AND ELEVATIONS
	26. 300-FT. RADIUS MAP		27. PROPERTY OWNERS' LIST		31. CONSTRUCTION SCHEDULE
X	28. ENVIRONMENTAL ASSESSMENT	X	29. PLOT PLANS	X	32. OTHER: Title Reports, exhibits

PART V – SIGNATURES

THE APPLICANT OR HIS/HER REPRESENTATIVE MUST BE PRESENT AT THE HEARING. FAILURE TO BE PRESENT MAY RESULT IN DENIAL OF THE APPLICATION.

SIGNATURES OF ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

33. APPLICANT OR REPRESENTATIVE (Print): William F. Marquis	34. DATE: 07/25/07	37. OWNER (Print): William F. Marquis	38. DATE: 07/25/07
Sign: William F. Marquis		Sign: William F. Marquis	
I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.			
35. APPLICANT (Print): William F. Marquis	36. DATE: 07/25/07	39. OWNER Print):	40. DATE
Sign: William F. Marquis		Sign:	

RECEIVED JUL 25 2007 Planning Department

SCOTT

NORTHWEST OCEANSIDE
GENERAL PLAN AMENDMENT AND ZONE CHANGE

Project Description

This project is a change in land use designations and zoning associated with ten pieces of land in an area of the northwest portion of the City of Oceanside. The overall area is located north SR-76, east of Canyon Drive, west of Benet Road, and south of Camp Pendleton. It contains the Prince of Peace Abbey and the San Luis Rey River (Figure 1), and is on Thomas Brothers page 1086, sections B-3, B-4, B-5 and C-3, C-4, C-5.

This stretch of the river is included in the San Luis Rey River Flood Control Project, and to implement that, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners in the early 1990s. This current project involves the results of such purchases and exchanges between and among the City, the Abbey, and the owners of two pre-existing industrial sites.

While parcels including the new boundaries were defined and recorded, the General Plan's Land Use Element Maps and Zoning Maps were not modified to show these. This project proposes to change the land use designations and zoning per the agreements of the sales and exchanges. In contrast to the existing land use designations and zoning, these proposed land use designations and zoning will reflect the actual on-the-ground uses .

Also included in this project is a large (approximately 145 acres) area of undeveloped land between the Abbey and the residential area to the east. The land use designation will be changed from residential to open space. These ten proposed land use designation changes are shown in Figure 2, and include the following land uses:

Land Use Designation	Zoning Classification
EB-R	RE-B (Residential Estate B)
PI	PS (Public & Semipublic)
OS	OS (Open Space)
RP-I	IP (Industrial Park)
GI	IG (General Industrial)
LI	IL (Limited Industrial)

Potential Environmental Effects

Based on a review of the proposed project, the City of Oceanside has determined than an Environmental Impact Report (EIR) will need to be prepared in conformance with the California Environmental Quality Act (CEQA). The following issues will, at a minimum, be evaluated in the EIR:

Aesthetics	Biological Resources
Land Use	Noise
Traffic	Cumulative Effects

The EIR will also evaluate a reasonable range of alternatives, to include the no project alternative.

RECEIVED
MAY 29 2008
Planning Department

FILED
Gregory J. Smith, Recorder/County Clerk
APR 18 2008
A. Consul
BY _____ DEPUTY

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTHWEST OCEANSIDE GENERAL PLAN AMENDMENT AND REZONE (GPA-5-07; ZA-5-07) (SCH No. 2007081157)

Prepared By:

The City of Oceanside
300 North Coast Highway
Oceanside CA 92054

And:

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019
(619)441-0144

April 2008

FILED IN THE OFFICE OF THE COUNTY CLERK
San Diego County on APR 18 2008
Posted APR 18 2008 Removed MAY 19 2008
Returned to agency on MAY 19 2008
Deputy A. Consul

TABLE OF CONTENTS

EXECUTIVE SUMMARY S-1

I INTRODUCTION 1

II ENVIRONMENTAL SETTING 3

III PROJECT DESCRIPTION 9
A. PROJECT OBJECTIVE 9
B. PROJECT FEATURES 9

IV ENVIRONMENTAL ANALYSIS 47
A. AESTHETICS 47
B. BIOLOGICAL RESOURCES 53
C. LAND USE 55
D. NOISE 59
E. TRANSPORTATION/TRAFFIC 61

V EFFECTS FOUND NOT TO BE SIGNIFICANT 65

VI ALTERNATIVES TO THE PROPOSED DEVELOPMENT 67
A. NO PROJECT ALTERNATIVE 67
B. PLAN CONFORMANCE ONLY ALTERNATIVE 68

VII CUMULATIVE IMPACTS 75

VIII UNAVOIDABLE SIGNIFICANT IMPACTS 76

IX GROWTH INDUCING IMPACTS 76

X REFERENCES 77

XI PERSONS INVOLVED IN PREPARATION OF THE EIR 78

LIST OF FIGURES

II-1. Regional Location 4
II-2. Property on USGS San Luis Rey Quadrangle 5
II-3. Aerial Photo of General Project Area 7
III-1. Existing and Proposed Land Use Designations 15
III-2. Existing and Proposed Zoning 17
III-3. Aerial Photo with Existing Land Uses 19
III-4. Aerial Photo with Proposed Land Uses 21
III-5. Views of Area 1 23
III-6. Views of Area 1 25
III-7. Views of Area 1 27
III-8. Views of Area 2 29
III-9. Views of Area 3 31
III-10. Views of Area 4 33
III-11. Views of Area 5 35
III-12. Views of Area 6 37
III-13. Views of Area 7 39
III-14. Views of Area 8 41
III-15. Views of Area 8 43
III-16. Views of Areas 9 and 10 45
IV-1. Views from State Route 76 49
IV-2. Views from Benet Road 51
VI-1. Aerial Photo With Existing Land Uses 69
VI-2. Project Areas and Land Uses 71
VI-3. Airport Road 73

LIST OF APPENDICES

A. Initial Study
B. Notice of Preparation

EXECUTIVE SUMMARY

PROJECT DESCRIPTION

The project objective is to bring the land use designations and zoning in the area into conformance with current planning and uses. This stretch of the river was included in the San Luis Rey River Flood Control Project, and to implement that, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners.

This project proposes to change the land use designations and zoning on four pieces of land, per the agreements of the sales and exchanges. Six pieces of land are to be placed in Open Space per the City's *Final Oceanside Subarea Habitat Conservation Plan / Natural Communities Conservation Plan, Review Draft* (Subarea Plan).

ENVIRONMENTAL ANALYSIS

A. AESTHETICS

Impact. No impacts to aesthetics would be expected with implementation of the proposed project. Approximately 186 of the approximately total 196 acres of the project are proposed for open space. The proposed project would also protect the existing views of vehicles traveling north on Benet Road.

The four developed areas would remain. The road on Area 3 is only visible from close approximation, as it is on the top of the ridge. The existing house and yard of Area 5 are visible only as part of the existing industrial facility. The truck yard (Area 7) is only visible from the Abbey property above. Views of the yard from West Airport Road are blocked by a slope and solid fence. Some of the narrow strip of Area 8 is only visible as extended pavement from West Airport Road, with the balance behind the solid fence.

Mitigation. No mitigation is proposed, as no significant impacts were identified.

B. BIOLOGICAL RESOURCES

Impact. No adverse impacts to habitats or common or sensitive species would be expected. All of the undeveloped areas are proposed to be designated as open space. Positive long-term effects to biological resources would be expected with the project. The changing of land use designation in Area 1 from residential to open space adds approximately 146 acres to the overall open space

habitats of the general area. Placing Areas 1, 2, 4, 6, 9, and 10 in open space also gives a continuous corridor of open space habitats between the Camp Pendleton border on the north to SR 76 on the south, and includes the river.

Mitigation. No significant impacts to biological resources are expected. No mitigation is proposed.

C. LAND USE

Impact. This project is a series of proposed changes in land use designations and zonings. The impetus for these proposed changes are largely from two sources:

- Land exchanges and purchases between and among the City, the Abbey, and two industrial property owners to accommodate the San Luis Rey Flood Control Project were done in the late 1980s and early 1990s. The General Plan Land Use maps were not changed at that time to reflect these changes.

- The City's Subarea Plan specifically calls for changes in land use designation of some areas.

No impacts to land use would occur with this project. In addition to the designation of riparian and wetland areas as open space, the Subarea Plan calls for an upland buffer. If redevelopment is proposed on the industrial sites in the future, any such future project would require this buffer.

Mitigation. No significant impacts have been identified. No mitigation is proposed.

D. NOISE

Impact. The project does not propose any new noise generators. Areas 7 and 8, proposed for industrial use designation, are presently under industrial use. This project would not affect their ongoing operations.

Mitigation. As no significant impacts were identified, no mitigation is required.

E. TRANSPORTATION/TRAFFIC

Impact. The proposed project is limited to a General Plan Amendment and Rezone. It does not propose any development to generate traffic; as such, there would be no impacts to traffic.

A General Plan Amendment changes land uses designation(s), and therefore can change the amounts of traffic that would generally be expected when eventual development does occur. These changes would likely result in a reduction in probable future traffic for areas being placed into open space. These changes could result in a theoretical increase of allowable traffic for two

areas, on the existing industrial Areas 7 and 8, but the current non-conforming use of these areas is already industrial.

Mitigation. No significant impacts have been identified. No mitigation is proposed.

I INTRODUCTION

This draft Environmental Impact Report (EIR) addresses the environmental effects associated with the implementation of the proposed Northwest Oceanside General Plan Amendment and Rezone project.

The EIR has been prepared by professional environmental consultants according to the requirements of the City of Oceanside and with Section 21000 et seq. of the California Environmental Quality Act of 1970, as amended (CEQA) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.) It is an informational document intended for use by the City of Oceanside's decision-makers, all responsible agencies, and the public.

This project is a change in land use designations and zoning associated with ten pieces of land in an area of the northwest portion of the City of Oceanside. Discretionary actions necessary for the development which are addressed in the EIR include a General Plan Amendment and Rezone.

The Lead Agency for this EIR is the City of Oceanside. An Initial Study indicated the proposed Northwest Oceanside project may have a significant effect on the environment. Therefore, an EIR has been prepared addressing the following potentially significant issues: aesthetics, biological resources, land use, noise, and traffic. The Initial Study is included here as Appendix A.

A Notice of Preparation of an EIR (NOP) was issued on August 20, 2007. The NOP and responses are attached as Appendix B. A Public Scoping Meeting was held at the City of Oceanside on September 25, 2007.

Each of the potentially significant environmental effects is discussed in Chapter IV. For each issue under analysis, the EIR contains a discussion of the existing conditions, an assessment of potential impacts, thresholds of significance, and recommended mitigation measures for all impacts identified as significant. Chapter V lists effects found not to be significant; Chapter VI discusses project alternatives; Chapter VII analyzes cumulative impacts; Chapter VIII lists all unavoidable significant impacts; and Chapter IX discusses growth inducing impacts. References cited and persons involved in the preparation of the EIR are included in Chapters X and XI.

Comments from agencies and individuals are invited during public review regarding the information contained in this EIR. Respondents are requested to provide information they feel the EIR lacks or to indicate where the information can be found. All comments on this EIR should be sent to:

Scott Nightingale, Planner II
City of Oceanside
Planning Department
300 North Coast Highway
Oceanside CA 92054

Following a 45-day period for circulation and review of the draft EIR, all comments and the responses to comments will be incorporated in the final EIR prior to certification of the document by the City of Oceanside.

II ENVIRONMENTAL SETTING

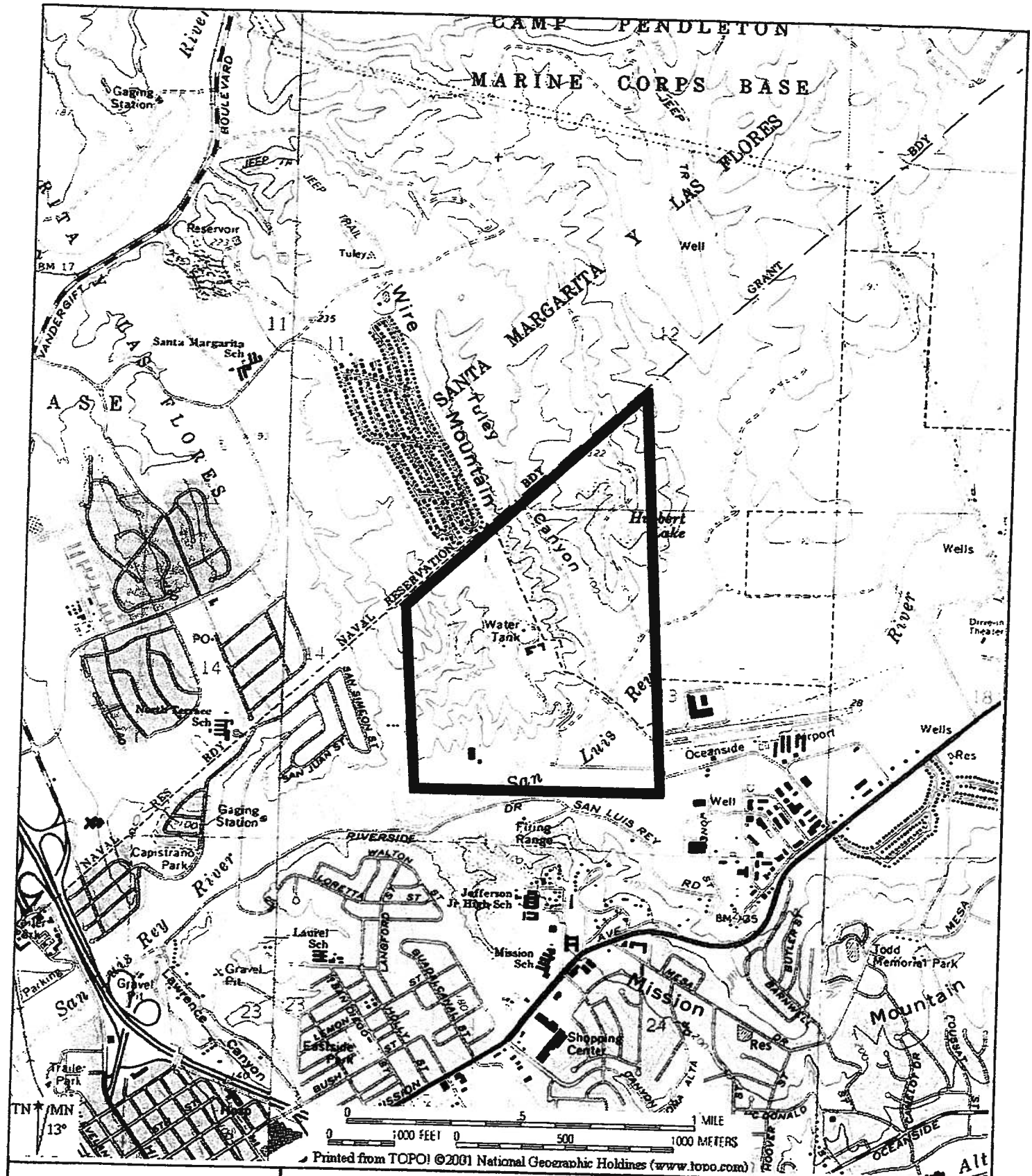
The overall area is located north of State Route (SR) 76, east of Canyon Drive, west of Benet Road and north of the extension of Benet Road, and south of Camp Pendleton. It contains the Prince of Peace Abbey and the San Luis Rey River (Figure II-1), and is on Thomas Brothers page 1086, sections B-3, B-4, B-5 and C-3, C-4, C-5. The area is on the USGS San Luis Rey topographic quadrangle, Township 11S, Range 5W, Sections 12, 13, and 14 (Figure II-2). Overall elevations range from approximately 280 feet above mean sea level on the bluff with the Abbey and approximately 320 feet on the bluff on the east side of Tuley Canyon to approximately 20 feet along the San Luis Rey River.

The overall project area includes the Prince of Peace Abbey, an industrial area with Hanson Aggregate Oceanside Facility, Ecology Auto Parts vehicle dismantling, Ecology Auto Parts scrap yard, A-1 Auto Parts, and the Gallant Truck Salvage Yard (Figure II-3). East of the Abbey is a large City-owned parcel that includes Tuley Canyon and its slopes, and the western slopes of Hubbard Canyon. The City has a water reservoir on the ridge between Tuley Canyon and Hubbard Canyon, with a paved road leading to it.

West Airport Road runs along the northern bank of the San Luis Rey River through the western portion of the overall project area, and swings to the north, away from the river, in the eastern portion. Eight of the ten land pieces subject to this EIR are north of the river; six of these are north of West Airport Road, and two of these (Areas 4 and 6) are between the road and the river. A smaller part of the overall project area is south of the San Luis Rey River, with the other two (Areas 9 and 10) land pieces. Access to the area is from SR 76 on Benet Road.

To the north is Camp Pendleton, with both developed and open areas (Figure II-3). Immediately west of the overall project area is an open space, Benet Canyon; west of Benet Canyon is residential development. There is also residential development and open space to the east of the overall project area, in the Hubbard Lake drainage. To the south is SR 76 and industrial development.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**REGIONAL LOCATION IN SAN DIEGO COUNTY**	**FIGURE II-1**



Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

GENERAL AREA ON USGS SAN LUIS REY QUADRANGLE

FIGURE II-2

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AERIAL PHOTO**	**FIGURE II-3**

This page intentionally left blank.

III PROJECT DESCRIPTION

A. PROJECT OBJECTIVE

The project objective is to bring the land use designations and zoning in the area into conformance with current planning and uses.

This stretch of the river was included in the San Luis Rey River Flood Control Project, and to implement that, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners between the late 1980s and mid -1990s. This current project involves the results of such purchases and exchanges between and among the City, the Abbey, and the owners of two pre-existing industrial sites.

While parcels including the new boundaries were defined and recorded, the General Plan's Land Use Element Maps and Zoning Maps were not modified to show these. This project proposes to change the land use designations and zoning on four pieces of land, per the agreements of the sales and exchanges. In contrast to the existing land use designations and zoning, these proposed land use designations and zoning will reflect the actual on-the-ground uses.

The remaining six pieces of land are to be placed in Open Space per the City's *Final Oceanside Subarea Habitat Conservation Plan / Natural Communities Conservation Plan, Review Draft* (referred to as the Subarea Plan). These pieces include a large (approximately 143 acres) area of undeveloped land between the Abbey and the residential area to the east. Four additional areas are included – two bordering the river on the north and two on the south, totaling approximately 40 acres.

B. PROJECT FEATURES

These ten proposed land use designation changes are shown in Figure III-1, with the proposed zoning shown in Figure III-2. Included are the following land uses:

Land Use Designation	Zoning Classification
EB-R	RE-B (Residential Estate B)
PI	PS (Public & Semipublic)
OS	OS (Open Space)
RP-I	IP (Industrial Park)

GI	IG (General Industrial)
LI	IL (Limited Industrial)

Figure III-3 is an aerial photo with the existing land uses; Figure III-4 is that base with the proposed land uses.

Area 1. Size: approximately 143 acres.
Current status: residential - Estate B.
Proposed status: open space.

Area 1 is by far the largest area change in this project, and is owned by the City of Oceanside. The parcel is currently largely undeveloped, containing a City water reservoir on the central ridge, and a paved two-lane access road to the reservoir, with a locked gate at its junction with W. Airport Road. The City's Subarea Plan maps habitats on the site as coastal sage scrub and non-native grassland, with some patches of chaparral (City of Oceanside, 2004). Area 1 would be used as mitigation land by the City under the proposed project. The reservoir area, including a potential expansion, and its access road would be maintained.

Views of Area 1 area shown in Figures III-5, III-6, and III-7. The photos of Figure III-5 were taken from Benet Hill Road, on the Abbey property, and look east at Tuley Canyon and the eastern slopes of Tuley Canyon. The paved road to the water tower shows in the top photo. Figure III-6 shows views of Tuley Canyon, looking north from near West Airport Road. The photos of Figure III-7 show the east-facing slopes of Hubbard Canyon, across Hubbard Lake. Figure II-2 is the topographic map of the area, and Figure II-3 is the aerial photo of the overall area.

Area 2. Size: approximately 4.3 acres.
Current status: public/semi-public.
Proposed status: open space.

Area 2 is a part of the parcel dominated by Area 1; Area 2 is also owned by the City. The property line separating City property from Abbey property runs along the ridgetop (Figure III-1). The Abbey has easements on the irregularly-shaped Area 2, which is undeveloped and runs from the Abbey property down the east-facing slopes to the 250-foot contour (Figure III-8). This project would place Area 2 into open space, along with the other City property (Area 1) in the parcel.

Area 3. Size: approximately 0.5 acre.
Current status: residential - Estate B.
Proposed status: public/semi-public.

Area 3 is owned by the Abbey. Unlike Area 2, Area 3 is developed, used by the Abbey as a part of its road (Benet Hill Road). Area 3 would be changed to public/semi-public, reflecting the current and traditional use. The photos of Figure III-9 show Area 3.

Area 4. Size: approximately 10.9 acres.
Current status: industrial park.
Proposed status: open space.

Area 4 is the parcel immediately south of Area 1. Its northern border is West Airport Road, which separates it from Area 1; its southern border is the river. It is currently undeveloped, and supports riparian scrub/riparian woodlands. The top photo of Figure III-10 shows West Airport Road along the upper left border, with the white car. The paved road leading to the water tower (on Area 1) shows in the upper left corner of the picture. The large culvert passing runoff from Tuley Canyon (Area 1) into the river area (Area 4) is also in the top left quadrant of the upper photo, in the slope of West Airport Road. The lower photo of Figure III-10 was taken from West Airport Road, looking generally south over Area 4.

Area 5. Size: approximately 0.83 acre.
Current status: general industrial.
Proposed status: public/semi-public.

Area 5 is the site of one house. It is a part of the parcel on which the Abbey sits, not a part of the adjacent industrial parcel to the south and east. The project would change the designation and zoning on Area 5 to public/semi-public, as is the balance of the parcel. The photos of Figure III-11 were taken on the Abbey property, looking toward the west. The house and yard comprising Area 5 can be seen above the industrial area.

Area 6. Size: approximately 3.9 acres.
Current status: public/semi-public.
Proposed status: open space.

Area 6 is contiguous with, and southwest of Area 4. It is also owned by the City, and like Area 4 sits between West Airport Road and the river. It is currently undeveloped and supports riparian

scrub/riparian woodlands. As seen in the photos of Figure III-12, the area has been disturbed in comparison to the adjacent Area 4.

Area 7. Size: approximately 5.0 acres.
Current status: public/semi-public.
Proposed status: general industrial.

Area 7 comprises the majority of the Gallant Truck Salvage facility, and is the site of an existing truck wrecking yard. Its southern boundary is West Airport Road, and it is separated from the road by a tall perimeter fence. North is the property of the Prince of Peace Abbey. The Gallant property is nearly level, and is separated from the Abbey property by very steep natural slopes and artificial nearly-vertical slopes. A view of Area 7 can be seen in the top photo of Figure III-13. The property cannot be seen from West Airport Road or the river area because of the fence (bottom photo, Figure III-13). The view shown in the top photo of Figure III-13 was taken from the Abbey property above, looking south.

Area 8. Size: approximately 3.3 acres.
Current status: open space.
Proposed status: general industrial.

Area 8 is largely on the Cassan Parcel (Figure II-3); except for Area 8 all of the parcel is presently designated General Industrial. The overall parcel currently supports Ecology Auto Park (vehicle dismantler and scrap yard), A-1 Used Auto Parts, and the Hanson Aggregate Oceanside Facility. The southern boundary of Area 8 is West Airport Road, which terminates just west of Area 8.

Area 8 is approximately 1000 feet long (east to west), and approximately 140 feet wide (south to north). It is an artifact of property boundary adjustments that were made to accommodate the San Luis Rey Flood Control Project. This strip occupies a combination of the auto facilities (Figure III-14, top photo looking east), the extended pavement adjacent to West Airport Road (Figure III-14, bottom photo looking west), and a portion of the active Hanson aggregate facility (Figure III-15). Both photos of Figure III-15 are looking west, with the terminus of Airport Road showing in the bottom photo.

Along Area 8, West Airport Road is approximately 30 feet wide, with an adjacent strip of pavement approximately 20 feet wide between the road and the fence (Bottom photo, Figure III-14).

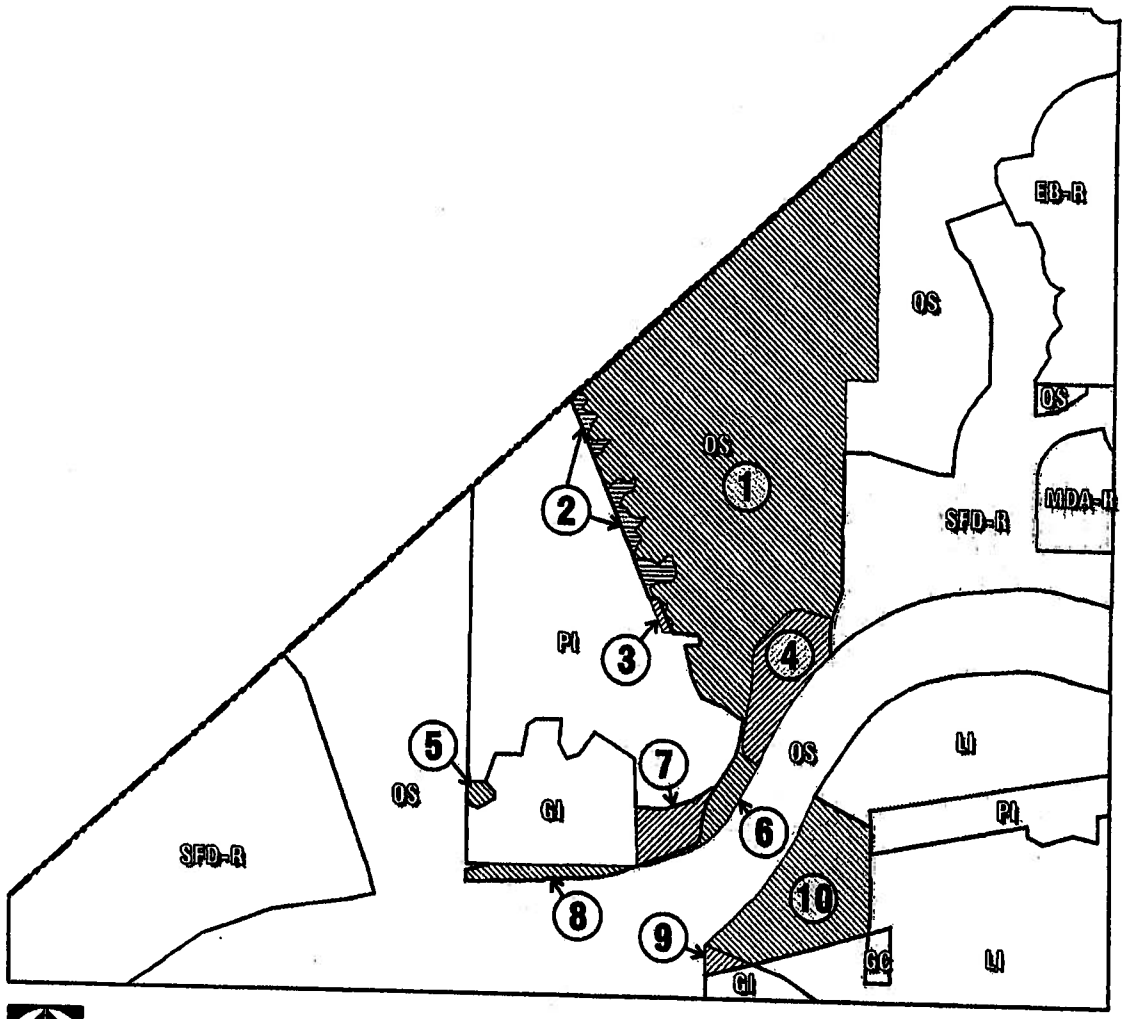
Area 9. Size: approximately 1.1 acres.
Current status: general industrial.
Proposed status: open space.

Area 9 is a small triangle of land next to the southwestern end of Area 10 (Figure III-1). It is called out as separate from Area 10 only because it has a different current land use designation. It is currently undeveloped, and supports riparian scrub/riparian woodlands. Area 9 is owned by the City. General views of the habitats of Area 9 and Area 10 are shown in the photos of Figure III-16.

Area 10. Size: approximately 23 acres.
Current status: limited industrial.
Proposed status: open space.

Area 10 is south of the San Luis Rey River, bounded largely by Benet Road, the river, and SR 76. It is owned by the City, is currently undeveloped, and supports riparian scrub/riparian woodlands. General views of the habitats of Area 9 and Area 10 are shown in the photos of Figure III-16. The Subarea Plan calls for areas such as these to be placed in open space.

This page intentionally left blank.



Area	General Plan Designation		Acreage
	Existing	Proposed	
1	EB-R	OS	143.25 AC
2	PI	OS	4.34 AC
3	EB-R	PI	0.46 AC
4	RP-I	OS	10.87 AC
5	GI	PI	0.83 AC
6	PI	OS	3.85 AC
7	PI	GI	5.00 AC
8	OS	GI	3.31 AC
9	GI	OS	1.13 AC
10	LI	OS	22.98 AC

LEGEND

PROPOSED LAND USE CHANGES

NORTH
NOT TO SCALE

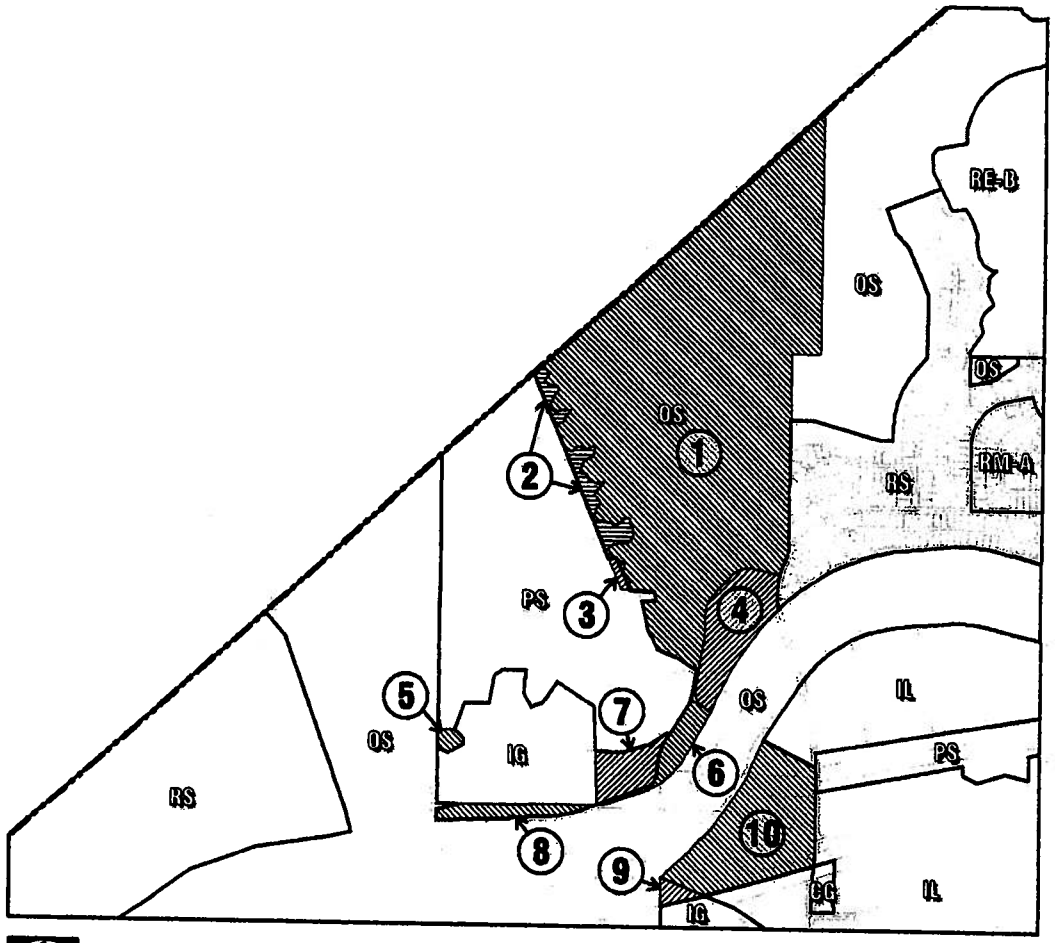
SOURCE: JACK HENTHORN & ASSOCIATES

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

EXISTING AND PROPOSED LAND USES

FIGURE III-1

This page intentionally left blank.



Area	Zoning Classification		Acreage
	Existing	Proposed	
1	RE-B	OS	143.25 AC
2	PS	OS	4.34 AC
3	RE-B	PS	0.46 AC
4	IP	OS	10.87 AC
5	IG	PS	0.83 AC
6	PS	OS	3.85 AC
7	PS	IG	5.00 AC
8	OS	IG	3.31 AC
9	IG	OS	1.13 AC
10	IL	OS	22.98 AC

LEGEND

PROPOSED ZONE CHANGES

NORTH
NOT TO SCALE

SOURCE: JACK HENTHORN & ASSOCIATES

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

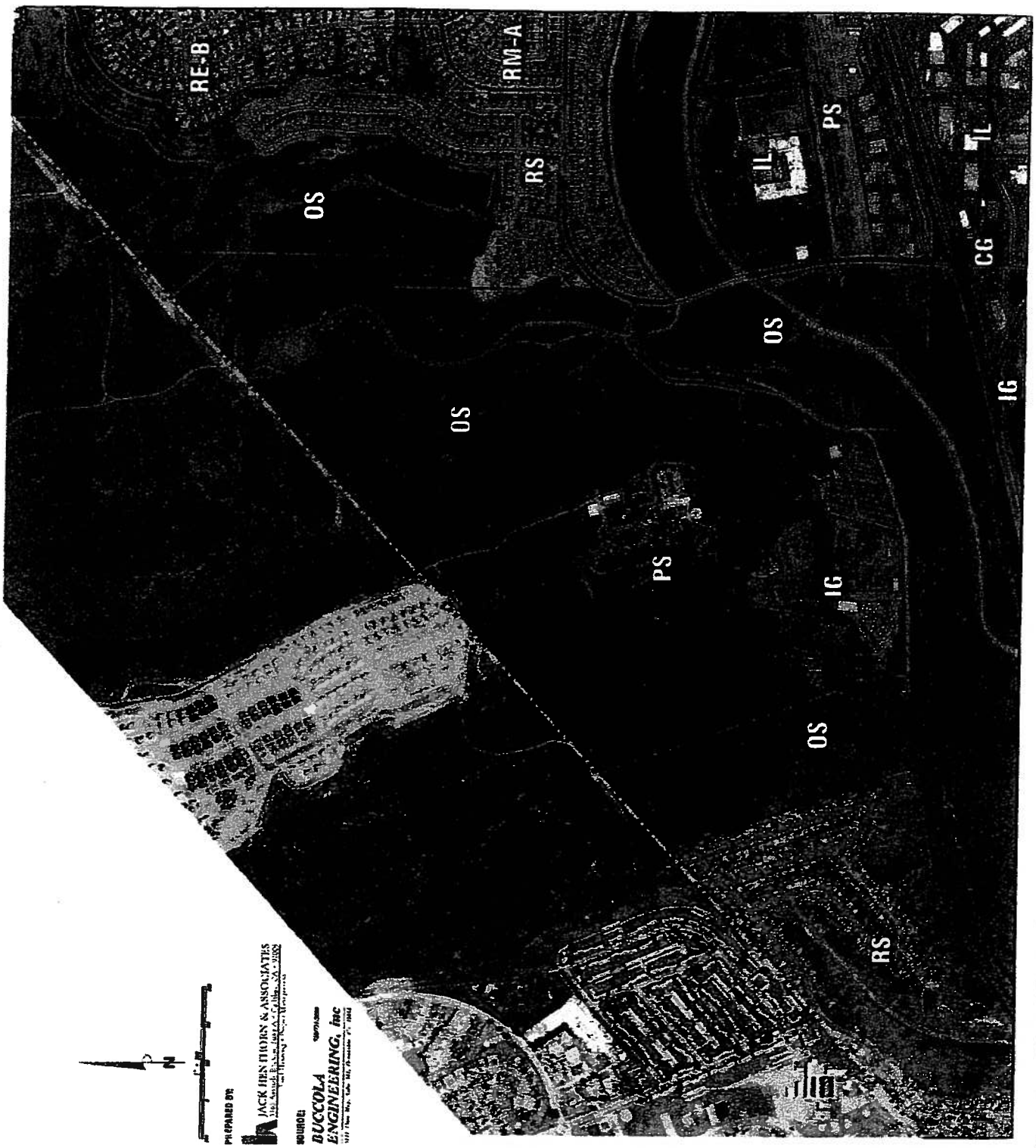
EXISTING AND PROPOSED ZONING

FIGURE III-2

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AERIAL PHOTO WITH EXISTING LAND USES**	**FIGURE III-3**

This page intentionally left blank.



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AERIAL PHOTO WITH PROPOSED LAND USES**	**FIGURE III-4**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 1**	**FIGURE III-5**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 1**	**FIGURE III-6**

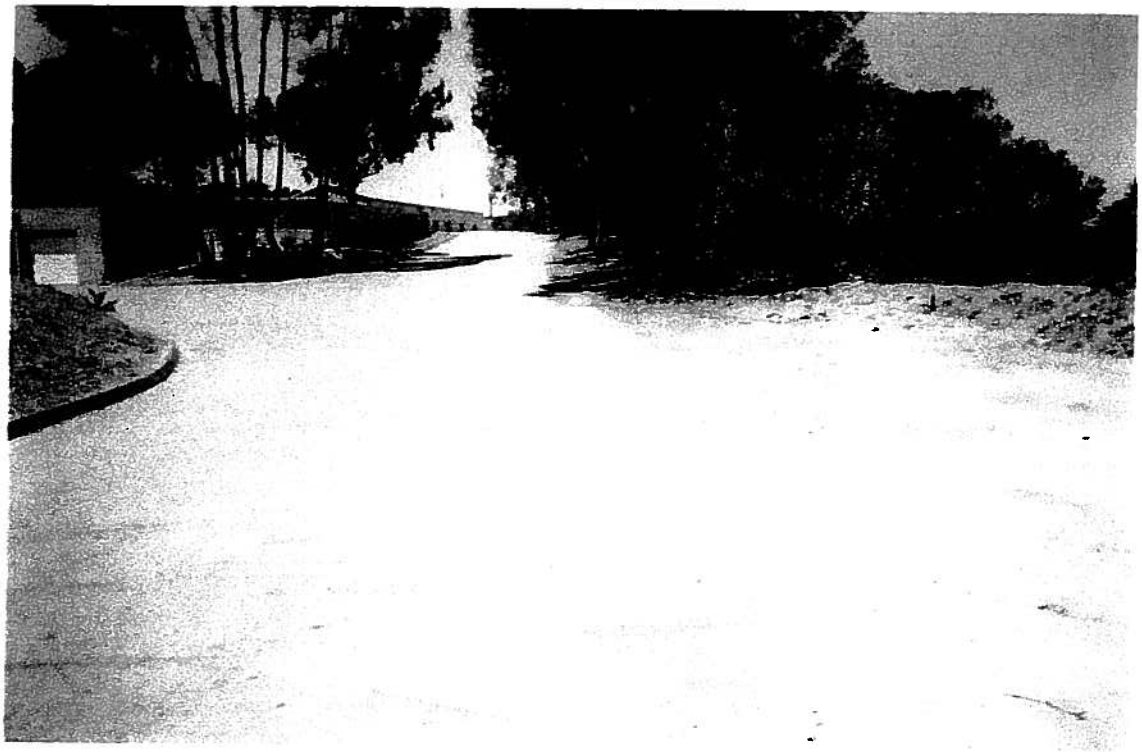
This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 1**	**FIGURE III-7**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 2**	**FIGURE III-8**

This page intentionally left blank.

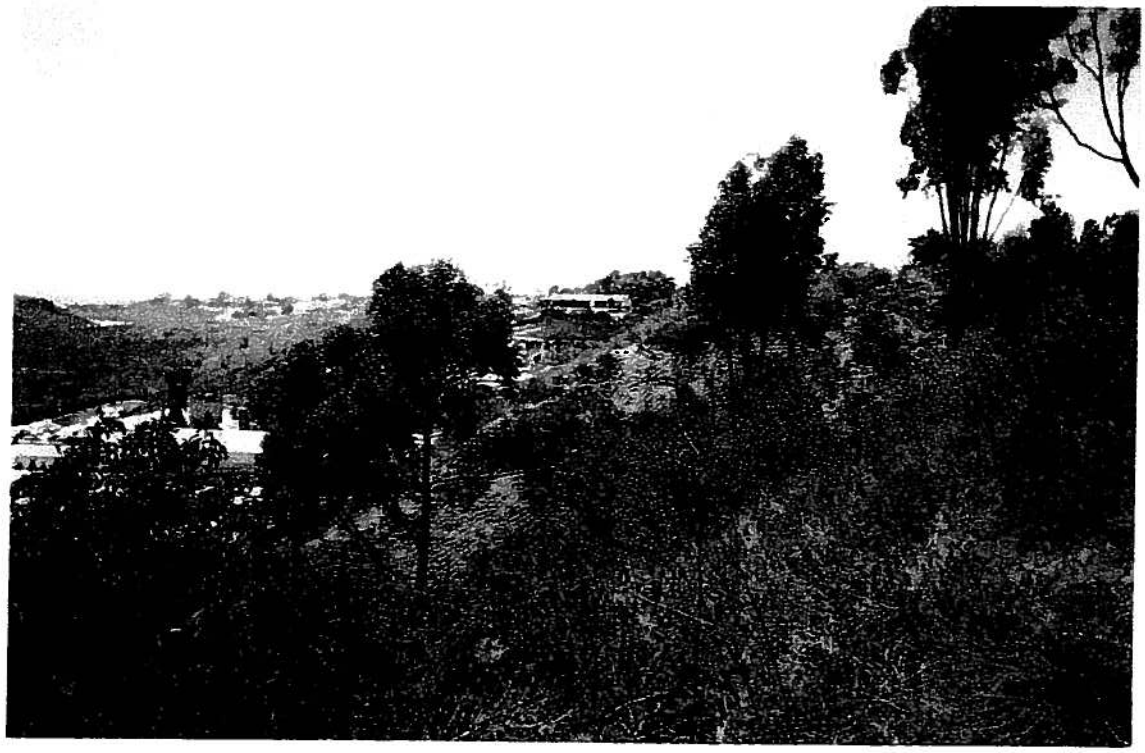


Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 3**	**FIGURE III-9**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 4**	**FIGURE III-10**

This page intentionally left blank.

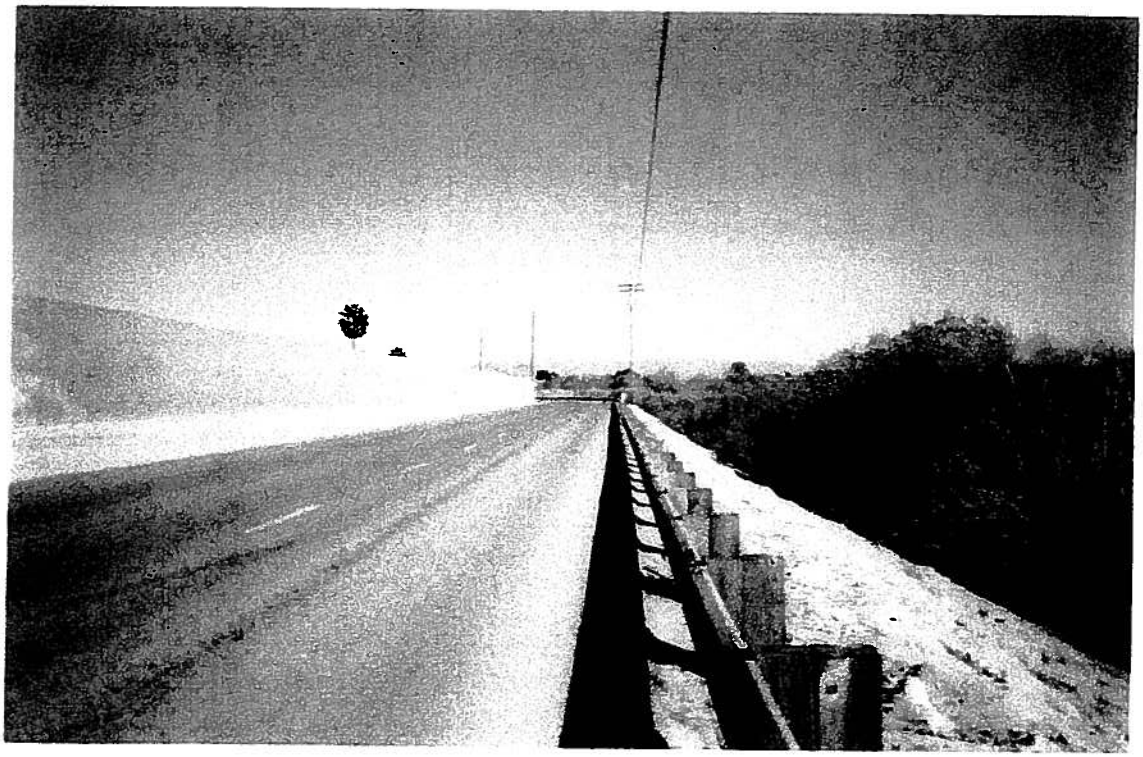


Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 5**	**FIGURE III-11**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 6**	**FIGURE III-12**

This page intentionally left blank.



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 7**	**FIGURE III-13**

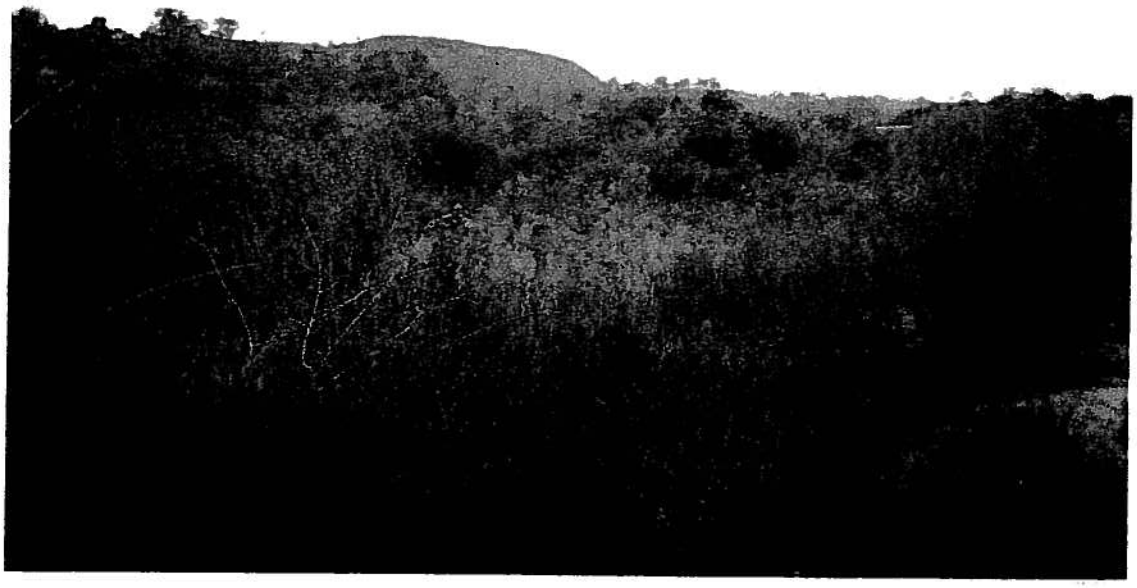
This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 8**	**FIGURE III-14**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 8**	**FIGURE III-15**

This page intentionally left blank.



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS OF AREA 9 AND 10**	**FIGURE III-16**

This page intentionally left blank.

IV ENVIRONMENTAL ANALYSIS

A. AESTHETICS

Existing Conditions

All ten areas are described in detail in Section III. Six of the areas are undeveloped, supporting largely native habitats:

- Areas 1 and 2 (approximately 148 acres) are the undeveloped Tuley Canyon, its east and west slopes, and most of the west slope of Hubbard Canyon. There is a City water reservoir on the ridge between Tuley and Hubbard Canyons, and a paved road leading to it. These are the highest elevation portions of the project.

- Areas 4, 6, 9, and 10 (approximately 39 acres) are riparian and riparian scrub habitats adjacent to the San Luis Rey River.

Four of the areas are developed:

- Area 3 (approximately 0.5 acre) is largely occupied by a portion of Benet Hill Road, on the Abbey.

- Area 5 (approximately 0.8 acre) is one house and its yard, located above the industrial facilities.

- Area 7 (approximately 5 acres) is the bulk of the existing Gallant Truck Salvage yard.

- Area 8 (approximately 3.3 acres) is an approximately 140-foot wide strip at the southern end of the existing industrial facilities, adjacent to West Airport Road.

Impact

No impacts to aesthetics would be expected with implementation of the proposed project. Approximately 186 of the approximately total 196 acres of the project are proposed for open space. This includes Area 1 and the attached Area 2, the largest (148 acres) block. Area 1 occupies the highest elevations of the overall project area. Area 1 is visible from the regional highway State Route 76, but only intermittently, as views from vehicles traveling on SR 76 are blocked in many areas. Industrial and commercial development associated with the airport area east of Benet Road interfere with much of the view corridor (Figure IV-1, upper photo). The tall riparian habitat west of Benet Road (on Areas 9 and 10, proposed as open space) also block the views to the higher elevations of Area 1 (Figure IV-1, lower photo).

The proposed project would protect the existing views of vehicles traveling north on Benet Road. Figure IV-2 shows views of Area 1, with the upper photo showing Tuley Canyon and its slopes, and the lower photo showing the ridge east of Tuley Canyon and the slope dropping to Hubbard Canyon, with its existing residential development.

The four developed areas would remain. The road on Area 3 is only visible from close approximation, as it is on the top of the ridge. The existing house and yard of Area 5 are visible only as part of the existing industrial facility; that facility is not a part of the proposed project. The Gallant Truck Yard is only visible from the Abbey property above. Views of the yard from West Airport Road are blocked by a slope and solid fence (Figure III-14). Some of the narrow strip of Area 8 is visible as extended pavement from West Airport Road, with the balance behind the solid fence.

Impact Significance Criteria

Impacts would be considered significant if the development would have a substantial adverse effect on a scenic vista; substantially damage scenic resources (e.g., trees, rock outcroppings, historic buildings); substantially degrade the existing visual character or quality of the site and its surroundings; create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Significance of Impact

No significant negative impact to aesthetics would be expected. The proposed project would protect some vistas by placing areas into open space. No new sources of substantial light or glare will be created by this project. Existing operations on the industrial portions will continue, regardless of this project's approval. Any future proposed change of use on the industrial portions would be analyzed at that time.

Mitigation

No mitigation is proposed, as no significant impacts were identified.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS FROM SR 76**	**FIGURE IV-1**

This page intentionally left blank.

Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**VIEWS FROM BENET ROAD**	**FIGURE IV-2**

This page intentionally left blank.

B. BIOLOGICAL RESOURCES

Existing Conditions

Approximately 186 acres of the approximately 196-acre project area are currently undeveloped. These include Areas 1, 2, 4, 6, 9, and 10 (Figure III-1). Areas 1 and 2 are largely upland habitats, coastal sage scrub and non-native grassland, with patches of interspersed chaparral. Areas 4, 6, 9, and 10 all border the river, and support combinations of riparian scrub and riparian forest, with some small areas of upland habitats.

Approximately 10 acres of the 196-acre overall project area are developed. The approximately one-half acre of Area 3 is largely occupied by a portion of Benet Hill Road. Area 5 (0.8 acre) is occupied by a single dwelling and landscaping. Area 7 is the site of most of the existing Gallant Truck Yard (5.0 acres). Area 8 covers approximately 3.3 acres, and is the southern edge of an existing industrial site. A portion of its southern border with Airport Road has a row of screening plants next to the fence (Figure III-15, lower photo).

Two sensitive bird species are reported from the overall area (City of Oceanside, 2004). The California gnatcatcher (*Polioptila californcia californica*) is federally-listed as Threatened, and is reported from the upland habitats of Area 1. Least Bell's vireo (*Vireo belli pusillus*) is reported all along the river in this stretch, and likely uses portions of the riparian habitats on Areas 4, 6, 9, and 10.

Impact

No adverse impacts to habitats would be expected. All of the undeveloped areas are proposed to be designated as open space. Similarly, no adverse impacts to common or sensitive species would be expected.

Positive long-term effects to biological resources would be expected with the project. The changing of land use designation in Area 1 from residential to open space adds approximately 146 acres to the overall open space habitats of the general area. Placing Areas 1, 2, 4, 6, 9, and 10 in open space also gives a continuous corridor of open space habitats between the Camp Pendleton border on the north to SR 76 on the south, and includes the river (Figure III-4). The northern half of Area 1 borders existing open space on the east; the adjacency increases the value of each parcel as habitat.

Additional connectivity would occur as these contiguous open space areas connect to open areas on Camp Pendleton to the north, and to the City-owned Benet Canyon open space to the west, by way of the habitats of the river and the open areas and native habitat areas on the Prince of Peace Abbey (Figure III-4).

Impact Significance Criteria

Impacts would be significant if the development results in adverse impacts to any state- or federal-listed or special status species; has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; has a substantial adverse effect on federally-protected wetlands; interfere substantially with the movement of any native resident or migratory fish or wildlife species; conflicts with any local protection policies or ordinances; or conflicts with the provisions of an adopted Habitat Conservation Plan.

Significance of Impact

The project proposes placement of existing undeveloped areas into open space. As such, it would not have adverse impacts to any listed species, on any sensitive natural community, including riparian and wetland, or interfere with wildlife movement.

The project does not include creation of a buffer along the river, as called for in the Subarea Plan. The potential buffer area is presently developed, and does not support any biological resources. Because no existing biological resources are affected, the buffer issue is discussed in Section IV-C Land Use.

Mitigation

No significant impacts to biological resources are expected. No mitigation is proposed.

C. LAND USE

This project is a series of proposed changes in land use designations and zonings. The impetus for these proposed changes are largely from two sources:

- Land exchanges and purchases between and among the City, the Abbey, and two industrial property owners to accommodate the San Luis Rey Flood Control Project were done in the late 1980s and early 1990s. The General Plan Land Use maps were not changed at that time to reflect these changes.

- The City's Subarea Plan specifically calls for changes in land use designation of some areas.

Existing Conditions

All ten areas are described in detail in Section III. Existing and proposed land use designations and zoning are shown in Figures III-1 and III-2. Six of the areas are undeveloped, supporting largely native habitats:

- Areas 1 and 2 (approximately 148 acres) are the undeveloped Tuley Canyon, its east and west slopes, and most of the west slope of Hubbard Canyon. There is a City water reservoir on the ridge between Tuley and Hubbard Canyons, and a paved road leading to it. The large (approximately 145 acres) Area 1 is designated EB-R, Estate Residential; Area 2 is designated Public/Semi Public. Proposed change is to open space.

- Areas 4, 6, 9, and 10 (approximately 39 acres) are riparian and riparian scrub habitats adjacent to the San Luis Rey River. Area 4 is presently designated as RP-I, Business Park. Area 6 is designated as Public/Semi Public. Area 10 is Light Industrial, and Area 9 is designated General Industrial. The proposed change for all of these is to open space.

Four of the areas are developed:

- Area 3 (approximately 0.5 acre) is largely occupied by a portion of Benet Hill Road, on the Abbey. It is currently designated as EB-R, Estate Residential. The proposed designation is Public/Semi Public, as with the adjacent Abbey land.

- Area 5 (approximately 0.8 acre) is one house and its yard, located above the industrial facilities. It is presently designated General Industrial. Area 5 is owned by the Abbey, and is contiguous with and at the same elevations as the adjacent Abbey land. Area 5 is proposed to be designated Public/Semi Public, to be compatible with the adjacent designation and ownership.

- Area 7 (approximately 5 acres) is the bulk of the existing Gallant Truck Salvage yard. Area 7 is currently designated Public/Semi Public, and would become General Industrial.

- Area 8 (approximately 3.3 acres) is an approximately 140-foot wide strip at the southern end of the existing industrial facilities, adjacent to West Airport Road. Although part of the existing industrial yards and ownership, this strip is designated open space. It would be changed to General Industrial to match the adjacent uses and ownership.

Impact

Land Use	*Existing Acreage*	*Proposed Acreage*	*Net Change*
Estate Residential (B)	143.25	0	- 143.25
Business Park	10.87	0	- 10.87
General Industrial	1.96	8.31	+ 6.35
Limited Industrial	22.98	0	- 22.98
Public/Semi Public	13.19	1.29	- 11.9
Open Space	3.31	186.42	+ 183.11

The Subarea Plan specifically calls for Area 1 to be established as the Tuley Canyon Mitigation Area (Subarea Plan page 5-3). This project removes Area 1 from residential designation and places it into Open Space.

For projects along the mainstem San Luis Rey River, the Subarea Plan states "...the riparian area and other wetlands or associated natural habitats shall be designated as biological open space ..." (Subarea Plan page 5-16). This project proposes to place the appropriate areas (Areas 4, 6, 9, and 10) into Open Space.

In addition to the designation of riparian and wetland areas as open space, the Subarea Plan calls for an upland buffer:

> "...a minimum100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Within the 100-foot biological buffer, no new development shall be allowed, and the area shall be managed for natural biological values as part of the preserve system. In the event that natural habitats do not currently (at the time of proposed action) cover the 100-foot buffer area, habitats appropriate to the location and soils shall be restored as a condition for the proposed action. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer." (Subarea Plan, page 5-16)

No impacts to land use would occur with this project. If redevelopment is proposed on the industrial sites in the future, any such future project would require this buffer.

Impact Significance Criteria

Impacts would be considered significant if the project would physically divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the property (general plan, zoning ordinance, local coastal program); or would conflict with any applicable habitat conservation plan.

Significance of Impact

No significant impacts to land use are expected with this project.

Mitigation

No significant impacts have been identified. No mitigation is proposed.

This page intentionally left blank.

D. NOISE

Existing Conditions

The overall area is largely undeveloped, with little ambient noise. Operations on Camp Pendleton including heavy weapons firing can be heard for long distances; these are occasional in nature. The most distinctive and noticeable local sounds are the bells of the Abbey. Some noise is generated by the auto wrecking facilities and aggregate operation, and vehicles traveling to and from these facilities on Airport Road. The southern portion of the site, with Areas 9 and 10, experience noise from the airport across Benet Road to the west, and traffic on SR 76 along the southern border.

Impact

The project does not propose any new noise generators. Areas 7 and 8, proposed for industrial use designation, are presently under industrial use. This project would not affect their ongoing operations.

Portions of Area 1 are adjacent to an existing detached residential development. The project proposes designating Area 1 as Open Space, likely reducing the potential for future noise generation adjacent to the residential area. Area 4 is currently designated Business Park, and Areas 9 and 10 are designated Industrial. All of these are adjacent to the river habitats, in which the federally-listed Endangered least Bell's vireo and federally-listed Threatened California gnatcatcher have been reported. Placement of these areas into Open Space will reduce the potential for future noise generation into the habitats supporting these listed species.

There is always some potential that a future use on any of the areas could generate more noise than under existing conditions, and be a potential impact on residential or sensitive species receptors. Any such uses would be speculative at this time. Any proposed change in type of industrial activity or proposed use under allowable open space or public/semi public designations would have to be analyzed at the time the proposed use(s) are known.

Impact Significance Criteria

Impacts would be considered significant if the project would expose residents to noise levels that exceed local, state, or federal ambient noise standards; or it would result in a substantial permanent increase in ambient noise levels in the property's vicinity.

Significance of Impact

The project would not expose residents to noise levels exceeding standards, or a substantial permanent increase in ambient noise levels. No significant impacts are projected.

Mitigation

As no significant impacts were identified, no mitigation is required.

E. TRANSPORTATION/TRAFFIC

Existing Conditions

With Camp Pendleton to the north, the overall area's traffic access is from the south – SR 76 by way of Benet Road (Figure III-3). All areas north of the river (Areas 1 through 8), take access (or would take access if developed) onto West Airport Road, and then to Benet Road. Existing traffic on West Airport Road is generated by the Cassan and Gallant facilities, and by the Abbey.

Existing traffic from the east is generated by a residential neighborhood; traffic moves to and from one of two access points, either Benet Road to/from SR 76 or Foussat Road to/from SR 76, approximately one mile to the east.

Areas 9 and 10, at the northwest corner of Benet Road and SR 76, are currently undeveloped. Any development on these areas would take access onto Benet Road.

Impact

The proposed project is limited to a General Plan Amendment and Rezone. It does not propose any development to generate traffic; as such, there would be no impacts to traffic.

A General Plan Amendment changes land uses designation(s), and therefore can change the amounts of traffic that would generally be expected when eventual development does occur. These changes would likely result in a reduction in probable future traffic for some areas:

- Area 1 (approximately 143 acres) would not be built out as residential, but would be preserved as open space.
- Area 4 (approximately 11 acres) would not be built out as a business park, but would be preserved as open space.
- Area 6 (approximately 3.9 acres) would not be developed under one of the allowed Public/Semi Public uses, but would be preserved as open space.
- Areas 9, and 10 (approximately 24 acres) would not be built out in industrial uses, but would be preserved as open space.

These changes would likely result in an increase of probable allowable traffic for two areas:

- Area 7 (approximately 5 acres) could be developed under an industrial use, rather than a public/semi public use, which may allow more traffic. Area 7 has an existing noncomforming industrial use at the present time.

- Area 8 could be developed under an industrial use; it is presently designated as open space. As with Area 7, Area 8 presently is paved and under industrial use.

Three areas would likely not change in terms of potential traffic generation:

- Area 2 is made up of steep slopes below the Abbey property, and would likely remain as is.

- Area 3 is a portion of Benet Hill Road on the Abbey property, and would likely remain as is.

- Area 5 is a residence and associated yard, and would likely remain as is.

Impact Significance Criteria

Based on the City's circulation policy:

- Impacts at ***signalized and unsignalized intersections*** would be determined significant if the addition of "development" traffic caused a decrease in the peak hour Level of Service (LOS) to worse than LOS D (LOS E or LOS F). The impact is not considered significant if the increase in average delay is less than 2.0 seconds. Per SANDAG Congestion Management Plan criteria, LOS D is only acceptable if the project adds less than 2.0 seconds of average delay.

- Impacts on the daily ***street segments*** would initially be considered significant if the addition of the "development" traffic caused a decrease in the daily LOS to worse than LOS C (LOS D, E, or F) or if the existing daily LOS is worse than LOS C. The impact is not considered significant if the increase in the volume/capacity ratio caused by the project is less than 0.02.

  Further analysis – peak hour analysis – is done on segments with level of service less than C. Daily impacts are not considered significant if a peak hour arterial Level of Service of LOS D or better can be demonstrated.

Significance of Impact

The proposed project does not include any development that would generate traffic, and would therefore not cause any significant impacts to traffic.

Development under the proposed land use designations and zoning would likely result in less traffic than under the present land use designations and zoning. At this level of analysis (no specific proposed developments), no significant impacts to traffic would be expected.

Mitigation

No significant impacts have been identified. No mitigation is proposed.

This page intentionally left blank.

V EFFECTS FOUND NOT TO BE SIGNIFICANT

The foregoing analyses include all issues determined to be potentially significant in the Initial Study done for the proposed project by the City of Oceanside. These issues include:

- Aesthetics
- Biological Resources
- Land Use
- Noise
- Traffic

The Initial Study found the following issues were not potentially significant: agricultural resources, air quality, cultural resources, geology/soils, hazards & hazardous materials, hydrology/water quality, mineral resources, population and housing, public services, recreation, and utilities/service systems. The Initial Study is included here in Appendix A.

This page intentionally left blank.

VI ALTERNATIVES TO THE PROPOSED DEVELOPMENT

The CEQA Guidelines (Section 15126.6[d]) require the discussion of a No Project alternative as well as "reasonable alternatives to the project... which could feasibly obtain the basic objectives of the project...." The discussion must focus on alternatives capable of eliminating significant adverse impacts or reducing some impacts to below a level of significance. The discussion of alternatives need not be exhaustive and is subject to the "rule of reason." The key issue is whether the selection of alternatives fosters informed decision making and informed public participation (CEQA Guidelines, Section 15126[d].

Under CEQA, the discussion of Alternatives to a proposed action takes on particular significance if the EIR concludes there are significant adverse environmental impacts that are not avoided or reduced below a level of significance. As stated in CEQA Section 21002:

> "[It] is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or mitigation measures available which would substantially lessen the significant environmental effects of such projects.... The legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." [emphasis supplied]

A. NO PROJECT ALTERNATIVE

The No Project Alternative would not allow the proposed land use designations and zoning changes, leaving the ten areas in their present condition. While the No Project Alternative essentially maintains the physical status quo, it is not necessarily environmentally superior.

On a comparative basis, the No Project Alternative would:

- Potentially violate property owners' rights to make reasonable beneficial use of properties consistent with uniformly applied policies, ordinances, regulations, and constitutional protections. The land exchanges and purchases were done with City Council approvals, and parcel maps were modified.

- Leave the 145-acre Area 1 designated and zoned for residential use. The Subarea Plan calls for this to be put in open space.

- Leave Areas 2, 4, 6, 9, and 10 with current designations of public/semipublic and industrial. The Subarea Plan calls for these to be put into open space.

- Leave Area 3, containing a portion of the road to the Abbey, designated for residential use.

- Leave Area 5, a single house and its landscaping, designated industrial.

- Leave Areas 7 and 8 designated as open space. These areas are currently under industrial use, with almost all of the land surface paved.

B. PLAN CONFORMANCE ONLY ALTERNATIVE

To implement the San Luis Rey River Flood Control Project the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners between the late 1980s and mid -1990s. While parcels including the new boundaries were defined and recorded, the General Plan's Land Use Element Maps and Zoning Maps were not modified to show these. This project alternative would be limited to changing the General Plan Land Use Element land use designations and zoning on four pieces of land – Areas 3, 5, 7, and 8 (Figures VI-1 and VI-2) – per the agreements of the sales and exchanges:

- Area 3 is owned by the Abbey. Area 3 is developed, used by the Abbey as a part of its road (Benet Hill Road). Area 3 designation and zoning would be changed from residential to public/semi-public use, reflecting the current and traditional use.

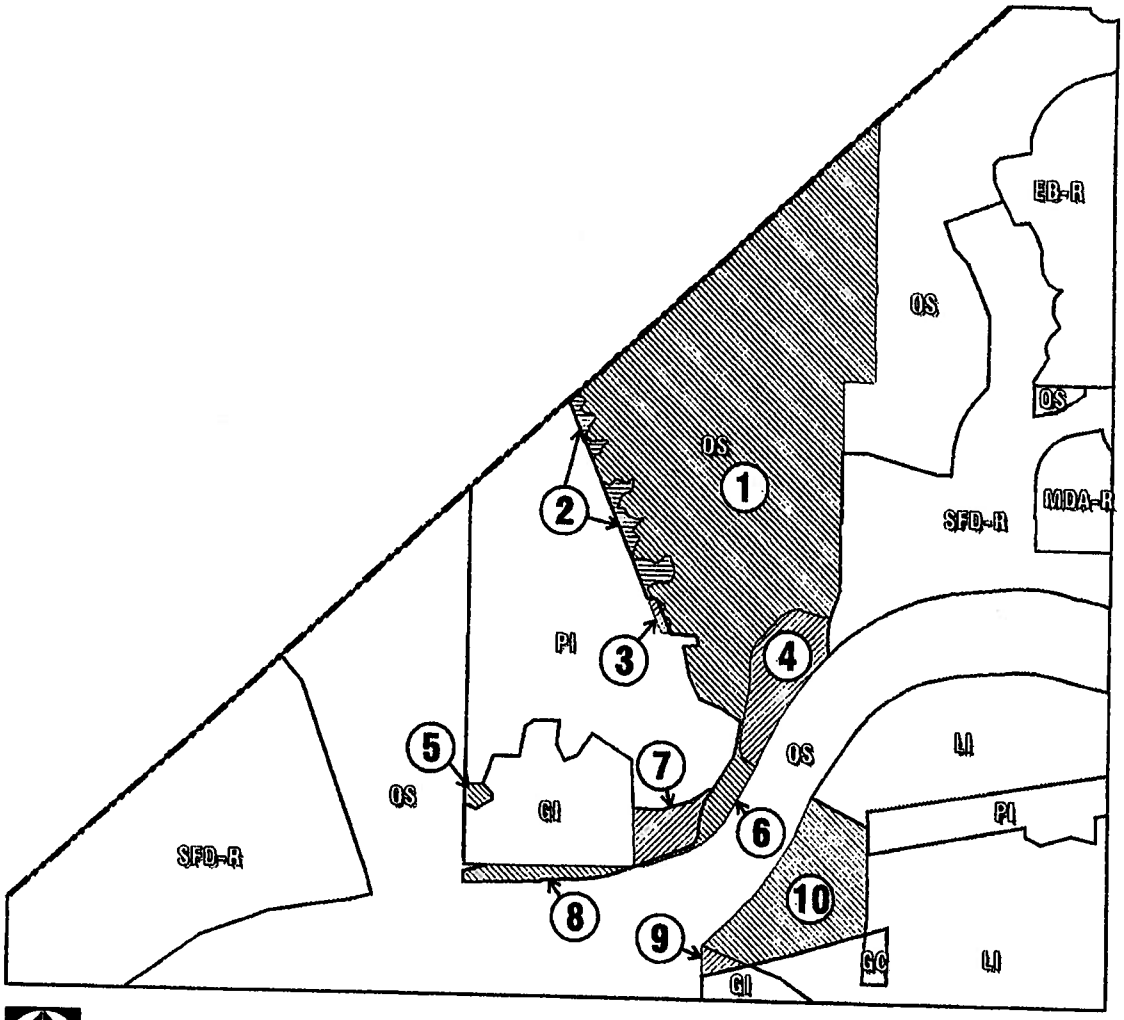
- Area 5 is the site of one house. It is a part of the parcel on which the Abbey sits, not a part of the adjacent industrial parcel to the south and east. The project would change the designation and zoning on Area 5 from industrial to public/semi-public, as is the balance of the parcel.

- Area 7 comprises the majority of the Gallant Truck Salvage facility, and is the site of an existing truck wrecking yard. Area 7 has a current status of public/semi-public; it would be changed to general industrial, as is the rest of the parcel.

- Area 8 has a current status of open space. Land use designation and zoning would be changed to general industrial. Area 8 is largely on the Cassan Parcel; except for Area 8 all of the parcel is presently designated General Industrial. The overall parcel currently supports a vehicle dismantler and scrap yard, a used auto parts facility, and an aggregate facility. The southern boundary of Area 8 is West Airport Road, which, with the levee, separates Area 8 from the riparian habitats of the river (Figure VI-3).

Affinis Shadow Valley Center 647 Jamacha Road El Cajon, CA 92019	**AERIAL PHOTO WITH EXISTING LAND USES**	**FIGURE VI-1**

This page intentionally left blank.



Area	General Plan Designation		Acreage
	Existing	Proposed	
1	EB-R	OS	143.25 AC
2	PI	OS	4.34 AC
3	EB-R	PI	0.46 AC
4	RP-I	OS	10.87 AC
5	GI	PI	0.83 AC
6	PI	OS	3.85 AC
7	PI	GI	5.00 AC
8	OS	GI	3.31 AC
9	GI	OS	1.13 AC
10	LI	OS	22.98 AC

LEGEND

PROPOSED LAND USE CHANGES

NORTH
NOT TO SCALE

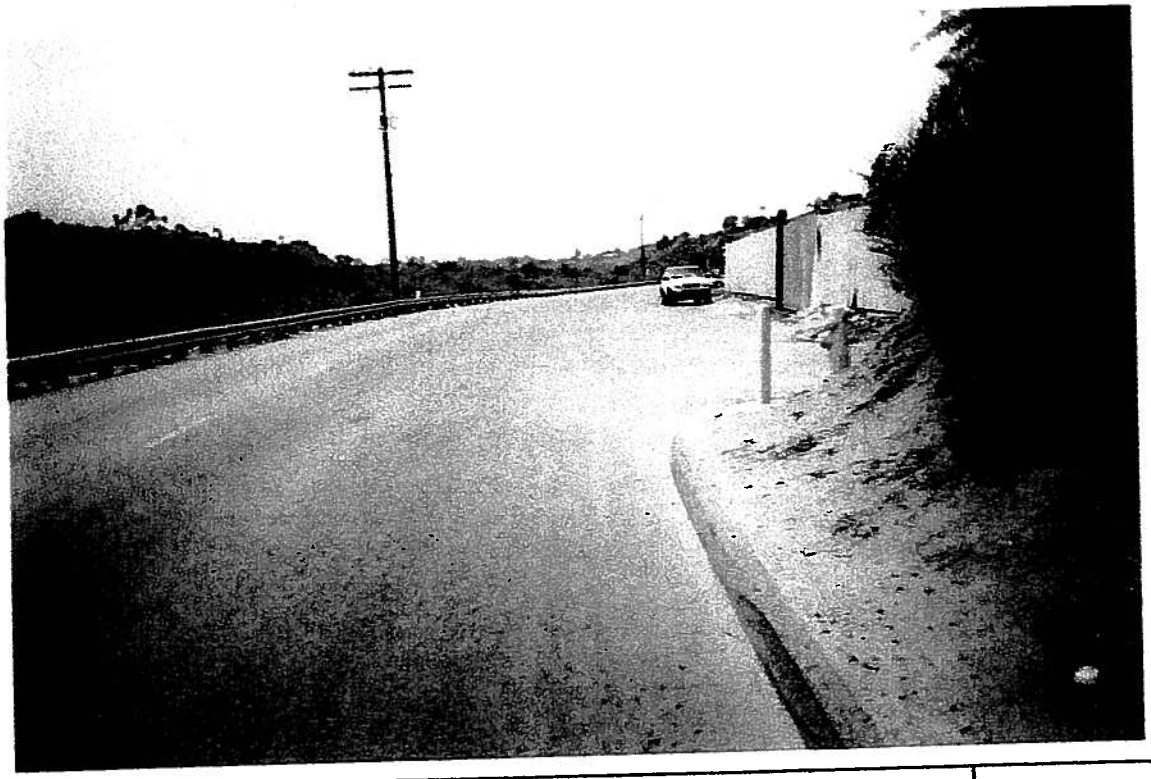
SOURCE: JACK HENTHORN & ASSOCIATES

Affinis
Shadow Valley Center
847 Jamacha Road
El Cajon, CA 92019

EXISTING AND PROPOSED LAND USES

FIGURE VI-2

This page intentionally left blank.



Affinis Shadow Valley Center 847 Jamacha Road El Cajon, CA 92019	**AIRPORT ROAD**	**FIGURE VI-3**

This page intentionally left blank.

VII CUMULATIVE IMPACTS

The CEQA Guidelines define cumulative impacts as two or more individual effects, which, when considered together are considerable, or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant development taking place over a period of time (CEQA Guidelines, Section 15355). The cumulative impact of the project is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future developments.

No new development would result from this project. The project is the changing of land use designations and zoning on ten pieces of land. These changes contribute to a cumulative gain of land in certain land use designations, and a concurrent loss of land in other land use designations:

Land Use	*Existing Acreage*	*Proposed Acreage*	*Net Change*
Estate Residential (B)	143.25	0	- 143.25
Business Park	10.87	0	- 10.87
General Industrial	1.96	8.31	+ 6.35
Limited Industrial	22.98	0	- 22.98
Public/Semi Public	13.19	1.29	- 11.9
Open Space	3.31	186.42	+ 183.11

The project would contribute to the cumulative loss of land for residential development, an amount of 143 acres. The City has determined that sufficient other land exists for residential development, and designated this 143 acres for establishment of a mitigation bank in the development of the Subarea Plan.

The project would contribute to the cumulative loss of land for business park and industrial development, an amount of approximately 27.5 acres. The City has determined that sufficient other land exists for such development, and the type of land here is better suited for open space in its development of the Subarea Plan.

The project would contribute to the cumulative loss of land designated public/semipublic. The designation of five acres of this would be changed to general industrial to reflect the land use agreements with the Gallant Truck Yard. The balance, nearly seven acres, would be put into open space.

The project would contribute to the cumulative gain of land for open space, an amount of approximately 186 acres. The contribution to the cumulative gain of open space is in concurrence with the Subarea Plan, which calls for establishment of a mitigation bank and for properties along the river to be placed into open space.

VIII UNAVOIDABLE SIGNIFICANT IMPACTS

No unavoidable significant impacts have been found for this project.

IX GROWTH INDUCING IMPACTS

CEQA Guidelines require that an EIR discuss ways in which the proposed development could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may further tax existing community service facilities, so consideration must be given to this impact. The EIR must discuss development characteristics which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

No new development would result from this project. The project is the changing of land use designations and zoning on ten areas of land. Only two of these, Areas 7 and 8, have the potential to foster economic return, as they would be designated as industrial. No economic growth would be expected as a result of this project, because both areas are already being used for industrial purposes. As such, no economic or population growth or additional housing would be expected.

X REFERENCES

City of Oceanside General Plan

Circulation Element. Approved by City Council Resolution No. R95-201, November 15, 1995 and City Council Resolution No. R95-214, December 13, 1995.

Land Use Element. Adopted by City Council Resolution No 86-241, September 10, 1986, as amended.

City of Oceanside, 2004

Final Oceanside Subarea Habitat Conservation Plan / Natural Communities Conservation Plan. Review Draft.

City of Oceanside Zoning Ordinance

Initial adoption by Ordinance No. 088-22, effective June 24, 1988, as amended [through May 8, 2002].

XI PERSONS INVOLVED IN PREPARATION OF THE EIR

Michael Busdosh Senior Analyst	Project Management, Report Preparation
Marcia Gross Senior Analyst	Report Preparation
Nicole Wegher Research Analyst	Report Preparation
Rich Knauel Artist	Graphics

APPENDIX A

Initial Study

CITY OF OCEANSIDE

INITIAL STUDY CHECKLIST

1. Project Title:

NORTHWEST OCEANSIDE General Plan Amendment and Rezone.

2. Lead Agency Name and Address:

City of Oceanside
Planning Department
300 North Coast Highway
Oceanside CA 92054

3. Contact Person and Phone Number

Jerry Hittleman
(760) 435-3535
(760) 754-2958 - fax

4. Project Location

The overall area is located north SR-76, east of Canyon Drive, west of Benet Road, and south of Camp Pendleton. It contains the Prince of Peace Abbey and the San Luis Rey River, and is on Thomas Brothers page 1086, sections B-3, B-4, B-5 and C-3, C-4, C-5.

5. Project Sponsor's Name and Address:

City of Oceanside, Dept of Real Estate
300 North Coast Highway
Oceanside CA 92054
Applicant Representative: William Marquis, Project Manager

6. General Plan Designation:

See attached figure

7. Zoning

See attached figure

8. Description of Project:

This project is a change in land use designations and zoning associated with eleven pieces of land in an area of the northwest portion of the City of Oceanside, including the San Luis Rey River.

This stretch of the river is included in the San Luis Rey River Flood Control Project, and to implement that, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners in the early 1990s. This current project involves the results of such purchases and exchanges between and among the City, the Abbey, and the owners of two pre-existing industrial sites.

While parcels including the new boundaries were defined and recorded, the General Plan's Land Use Element Maps and Zoning Maps were not modified to show these. This project proposes to change the land use designations and zoning per the agreements of the sales and exchanges. In contrast to the existing land use designations and zoning, these proposed land use designations and zoning will reflect the actual on-the-ground uses.

Also included in this project is a large (approximately 145 acres) area of undeveloped land between the Abbey and the residential area to the east. The land use designation will be changed from residential to open space. These eleven proposed land use designation changes are shown in the attached figures, and include the following land uses:

Land Use Designation	Zoning Classification
EB-R	RE-B (Residential Estate B)
PI	PS (Public & Semipublic)
OS	OS (Open Space)
RP-I	IP (Industrial Park)
GI	IG (General Industrial)
LI	IL (Limited Industrial)

9. Surrounding Land Uses and Setting:

The overall area is bounded on the north by Camp Pendleton. To the east is Open Space and single family housing, to the west is Open Space. Most of the southern boundary is the Open Space of the San Luis Rey River, with two of the eleven areas on the south side of the river.

10. Other agencies whose approval is required:

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	□ Agriculture Resources	□ Air Quality
■ Biological Resources	□ Cultural Resources	□ Geology /Soils
□ Hazards & Hazardous Materials	□ Hydrology / Water Quality	■ Land Use / Planning
□ Mineral Resources	■ Noise	□ Population / Housing
□ Public Services	□ Recreation	■ Transportation/Traffic
□Utilities / Service Systems	□ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

□ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

□ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date of Draft
Signature	Date of Final

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	■	☐	☐	☐
b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	■
d) Create a new source if substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	■
II. AGRICULTURAL RESOURCES: In determining whether the impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and monitoring Program of the California Resources Agency, to no-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	■
c) Result in a cumulatively net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	■
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	■
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	■	□	□	□
c) Have a substantial adverse effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?	□	□	□	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	□	□	□	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	■	□	□	□
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	□	□	□	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	□	□	□	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				■
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division Mines and Geology special publication 42.	☐	☐	☐	■
ii) Strong-seismic ground shaking?	☐	☐	☐	■
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	■
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
VII. HAZARDOUS MATERIALS – Would the project -				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	■
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or environment?	☐	☐	☐	■
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	■
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☐	■
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or –off site?	☐	☐	☐	■
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or –off site?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	■
f) Otherwise substantially degrade water quality?	☐	☐	☐	■
g) Place Housing within a 100-year flood hazard area as mapped on a Federal Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	■	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■
XI. NOISE – Would the project result in:				
a) Exposure to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	☐	☐	☐
b) Expose of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?	☐	☐	☐	■
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	■
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	■
Police protection?	☐	☐	☐	■
Schools?	☐	☐	☐	■
Parks?	☐	☐	☐	■
Other public facilities?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION -				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	☐	☐	☐	■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■
XV. TRANSPORTATION/TRAFFIC – Would the project:				
A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	■
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e) Result in inadequate emergency access?	☐	☐	☐	■
f) Result in inadequate parking capacity?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE -				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	■
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	■
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	■

XVIII. EARLIER ANALYSES

Earlier analyses may be used when, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). No applicable earlier analyses have been done on this site,

XIX. MITIGATION MEASURES

No mitigation measures are proposed at this time.

XX. REFERENCES USED IN COMPLETING THIS INITAL STUDY

The following document may be viewed at the City of Oceanside Planning Department, 300 North Coast Highway, Oceanside, California:

City of Oceanside, 2004. Final Oceanside Subarea Habitat Conservation Plan/ Natural Communities Conservation Plan. Review Draft. April 2004. Project No. 314553001.

EXPLANATION OF THE ENVIRONMENTAL CHECKLIST FOR THE NORTHEST OCEANSIDE GPA AND REZONE PROJECT

1. AESTHETICS – Questions b, c, and d:

The proposed project is a proposed change in land use designation. It would not be expected to damage scenic resources or substantially degrade visual character. The proposed project would not be expected to create a new source of substantial light or glare.

2. AGRICULTURAL RESOURCES – Questions a, b, and c:

The proposed project would not interfere with any Prime Farmland, unique Farmland, or Farmland of Statewide Importance. The proposed project's location has not been designated as Farmland and can therefore be developed for non-agricultural use.

The proposed project would not conflict with zoning for agricultural use.

3. AIR QUALITY – Questions a, b, c, d, and e

Air pollution standards are regulated through Federal Clean Air Act of 1970 and the Clean Air Amendment of 1977. Current standards are set for sulfur dioxide, carbon monoxide, nitrogen dioxide, hydrocarbons, ozone, and particulates of less than 10 microns in size. State of California standards, established by the Air Resources Board, are generally more restrictive than national standards, and have incorporated additional pollutants, such as hydrogen sulfide.

The project does not allow any activities that are not currently occurring.

4. BIOLOGICAL RESOURCES – Questions c, d, and e:

The project would not have a substantial effect on federally protected wetlands, would not interfere with any movement or migration, or impede the use of any nursery site. It would not conflict with any local policy or ordinance.

5. CULTURAL RESOURCES – Questions a, b, c, and d:

The project does not allow any new ground-disturbing uses.

6. GEOLOGY AND SOILS – Questions a, b, c, d, and e:

The project does not allow any new ground-disturbing areas or any structures.

7. HAZARDOUS MATERIALS – Questions a, b, c, d, e, f, g, and h:

The project does not propose any new uses that would allow hazardous materials. Any hazardous materials present with the existing industrial uses would remain, with or without the project.

Portions of the proposed project are located just west of the airport. These are proposed for placement in open space.

8. HYDROLOGY AND WATER QUALITY – Questions a, b, c, d, e, f, g, h, i, and j:

The eleven land areas cover approximately 196 acres. Approximately 186 acres would be placed in open space. The remaining approximately 10 acres are an existing road, an existing residence and yard, and in existing industrial yards. The project would not propose any changes that would modify the present drainages and water quality.

The project does include areas within the San Luis Rey River 100-year flood hazard area, inside the levees. These areas are proposed for open space. The overall area would not be subject to seiche or tsunami effects, or to mudflows.

9. LAND USE AND PLANNING – Question a:

The proposed project would not divide an established community.

10. MINERAL RESOURCES – Questions a and b:

No known mineral resource or delineated locally important mineral resource recovery site is located on the properties in the overall area. The proposed project would not result in the loss of either of these resources.

11. NOISE – Questions b, c, d, e, and f :

The proposed project does not include any new uses that would generate new

groundbourn vibrations or noise, or ambient noise. The project does have portions just west of the airport. These areas area proposed as open space.

12. POPULATION AND HOUSING – Questions a, b, and c:

The proposed project would not induce substantial population growth. Its development would not displace any existing housing or displace substantial numbers of people. This project will not induce growth in the area by extending roads or major infrastructure into an undeveloped area.

13. PUBLIC SERVICES – Question a:

The proposed project would not require significant levels of additional public services as it would not be adding a significant amount of residents to the area. Therefore, no adverse impacts would occur in relation to fire protection, schools, parks, or other government services.

14. RECREATION – Questions a and b:

The proposed land uses under the proposed project would not impact the quality or quantity of existing recreational activities in the area.

15. TRANSPORTATION/ TRAFFIC – Questions b, c, d, e, f, and g:

The project does not propose land uses with traffic generators that would be expected to exceed levels of service or roads or highways. The proposed project will not result in a change in air traffic patterns or create a situation allowing only scenarios with inadequate emergency access. Policies and programs that support public transportation such as bus turnouts and bicycle racks will not be affected.

16. UTILITIES AND SERVICE SYSTEMS – Questions a, b, c, d, e, f, and g:

The proposed project would not substantially affect power and natural gas supplies or systems, communication systems, water or sewer systems, or solid waste disposal systems. Less than 10 acres of the approximately 196-acre project areas require utilities and service, and these areas are currently served.

17. MANDATORY FINDINGS OF SIGNIFICANCE – Questions a, b, c:

The proposed project would not degrade the quality of the environment, reduce the habitat of a species, cause a population to drop below self-sustaining levels, eliminate a community, or affect a rare or endangered species, or eliminate examples of important periods of history or prehistory.

The project does not have cumulatively considerable impacts.

The project does not have effects which will cause substantial adverse effects on human beings.

APPENDIX B

Notice of Preparation

Gallant and Cassan
Zone Amendment and General Plan Change Scoping Meeting
September 25, 2007

Name	Agency	Phone	Email
Diane Nygaard		724-3887	dandd2@[illegible]

CITY OF OCEANSIDE

COMMUNITY DEVELOPMENT DEPARTMENT / PLANNING DIVISION

NORTHWEST OCEANSIDE

GENERAL PLAN AMENDMENT

AND

ZONE CHANGE

ENVIRONMENTAL SCOPING MEETING

SEPTEMBER 25, 2007

---- PUBLIC COMMENT FORM ---

NAME _____

ADDRESS _____

_____

Zip _____

TEL. (Optional) (____) _____

COMMENTS:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

CIVIC CENTER 300 N. COAST HIGHWAY OCEANSIDE, CA 92054 TELEPHONE 760-435-3520 FAX 760-754-2958

Northwest Oceanside GPA and ZC

PROJECT DESCRIPTION

The project is a change in the land use and zoning designations of several adjacent properties in the northwest portion of the City of Oceanside. The project area consists of ten pieces of land comprising approximately 196 total acres. The project area is generally located north of SR-76, east of Canyon Drive, west of Benet Road, and south of Camp Pendleton. The area contains the Prince of Peace Abbey and the San Luis Rey River, and is located on Thomas Brothers Map page 1086, sections B-3, B-4, B-5 and C-3, C-4, C-5. The general area is shown on the attached aerial photo- Property Ownership Exhibit.

This stretch of the San Luis Rey River is included in the San Luis Rey River Flood Control Project. In order to implement the Flood Control Project, the City needed to acquire certain portions of land. To accomplish this, land purchases and exchanges were done between the City and landowners in the late 1980s-early 1990s. This current project involves the results of such purchases and exchanges between the City, the Prince of Peace Abbey, and the owners of two existing industrial sites. This project proposes to change the land use and zoning designations in accordance with the property purchase and exchange agreements. The proposed land use and zoning designations reflect the actual, on-the-ground uses.

Also included in the project area is a large area (approximately 145 acres) of undeveloped land between the Prince of Peace Abbey and the residential area to the east. The land use and zoning designations for this area will be changed from residential to open space.

The project area consists of ten land areas- Areas 1 through 10, as shown on the attached exhibits- General Plan Amendment Area Calculations and Zone Change Area Calculations. These exhibits show the existing and proposed land use and zoning designations, and the acreage of each land area.

The following table shows the assessor parcel number(s) (APN) of each of the ten land Areas. Some Areas consist of more than one APN, and some APNs cover more than one Area. There is a total of 9 APNs owned by 5 different owners.

AREA	APN
1	145-021-23
2	145-021-23
3	145-021-13
4	145-021-23
5	145-020-14
6	145-021-23, and 145-020-25
7	145-020-36 & 41
8	145-030-29
9	145-030-46
10	145-021-04 & 23, and 145-030-46

RECEIVED
JUL 25 2007
Planning Department

EXHIBIT "A"

All that certain real property situated in the County of San Diego, State of California, described as follows:

Parcel 1:

That portion of Section 14 in Township 11 South, Range 5 West, San Bernardino Base and Meridian, according to United States Government Survey, approved April 5, 1881, described as follows:

Commencing at a point North 0°11'25", 482.26 feet from the Southwest corner of the Southeast quarter of the Northeast quarter of the Southeast quarter of Section 14, in the Township and Range mentioned above, North 0°11'25" West, 160.38 feet;
Thence due East, 144.67 feet;
Thence South 49°16'10" East, 108.15 feet;
Thence South 0°29'10" East, 52.52 feet;
Thence South 59°22'20" West, 153.02 feet;
Thence North 67°49'40" West, 102.42 feet to the True Point of Beginning.

Note: The above description should not to be relied upon as a legal insurable parcel. This company has provided said description only as an accommodation for the purpose facilitating this report.

Said description is not insurable pursuant to the Subdivision Map Act of the State of California and should not be relied upon to convey or encumber said land until approved by the appropriate governing agency.

Parcel 2:

That portion of Fractional Section 13 in Township 11 South, Range 5 West, San Bernardino Meridian, according to the United States Government Survey thereof approved April 5, 1881, in the City of Oceanside, County of San Diego, State of California, lying within the boundary of land shown on Record of Survey No. 13494, recorded October 31, 1991 as File No. 91-564611 in the Office of the County Recorder of said County described as follows:

Commencing at the intersection of the Westerly boundary line of that parcel described as Parcel 2 in that Corporation Grant Deed to the Oceanside Building authority recorded November 1, 1990 as Document No. 90-594322 and the Southeasterly line of Rancho Santa Margarita Y Las Flores as referenced on said Record of Survey;
Thence along said Westerly line South 23°10'23" East 2008.08 feet to the True Point of Beginning, being an angle point in said Westerly boundary;
Thence retracing along said Westerly boundary North 23°10'23" West 281.54 feet;

Thence leaving said boundary South 87°57'23" East 77.37 feet;
Thence South 23°10'23" East 281.54 feet to an intersection with that certain line on said Record of Survey having a course of "North 87°57'23" West 287.51 feet";
Thence along the aforementioned line North 87°57'23" West 77.37 feet to the True Point of Beginning.

Easement Parcel No. 2A:

Beginning at the intersection of the Westerly boundary line of that parcel described as Parcel 2 in that Corporation Grant Deed to the Oceanside Building authority recorded November 1, 1990 as Document No. 90-594322 and Southeasterly line of the Rancho Santa Margarita Y Las Flores as referenced on said Record of Survey;
Thence along said Rancho boundary North 48°04'37" East 104.42 feet more or less to of the point of intersection with a contour line of 250 foot elevation;
Thence Southeasterly along said contour line to a point on said Westerly line of that parcel described as Parcel 2 in Document No. 90-594322;
Thence leaving said contour line along said Westerly line North 23°10'23" West (Record North 22°53'51" West) 509.16 feet more or less to the Point of Beginning.

Easement Parcel No. 2B:

Commencing at the intersection of the Westerly boundary line of that parcel described as Parcel 2 in that Corporation Grant Deed to the Oceanside Building Authority recorded November 1, 1990 as Document No. 90-594322 and the Southeasterly line of the Rancho Santa Margarita Y Las Flores as referenced on said Record of Survey;
Thence along said Westerly line South 23°10'23" East (Record South 22°53'51" East) 694.06 feet more or less to the True Point of Beginning being the point of intersection with a contour line of 250 foot elevation;
Thence leaving said boundary along said contour line Southeasterly to a point of intersection with that certain line on said Record of Survey having a course of "North 87°57'23" West 287.51 feet";
Thence along aforementioned line North 87°57'23" West 111.00 feet more or less to an angle point in said Westerly boundary of that parcel described as Parcel 2 in Document No. 90-594322;
Thence along said boundary North 23°10'23" West (Record North 22°53'51" West) 1314.02 feet more or less to the True Point of Beginning.

Excepting therefrom Parcel 2:

The 250 foot contour previously described herein was derived from photogrametric mapping for the City of Oceanside Wire Mountain Water Reservoir Project, City of Oceanside Benchmark No. A-42 with a 1983 adjusted elevation of 35.840 feet was used as vertical control for said mapping.

Note: The above description should not to be relied upon as a legal insurable parcel. This company has provided said description only as an accommodation for the purpose facilitating this report.

Said description is not insurable pursuant to the Subdivision Map Act of the State of California and should not be relied upon to convey or encumber said land until approved by the appropriate governing agency.