

CHAPTER 3

AFFECTED ENVIRONMENT; ENVIRONMENTAL CONSEQUENCES; AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following technical reports were prepared in support of this Final Environmental Impact Report/Final Environmental Impact Statement (FEIR/FEIS):

Air Quality Report	June 2007
Arroyo Southwestern Toad Surveys Report for the SR-76 Expansion Project	2002
Community Impact Assessment	April 2007
District Preliminary Geotechnical Report	December 2006
Draft Relocation Impact Statement	August 2007
Final Relocation Impact Statement	May 2008
Field Surveys for State Route 76 Middle Segment	June 2002
Groves Property in San Diego County California, Stephen's Kangaroo rat presence/absence trapping studies	March 2003
Hazardous Waste Report	October 2006
Historic Properties Survey Report	January 2007
First Supplemental Historic Property Survey Report	October 2008
Preliminary Location Hydraulic Study	February 2006
Final Location Hydraulic Study	October 2008
Mobil Source Air Toxics	February 2007
Natural Environment Study (updated)	September 2007 (August 2008)
Noise Abatement Decision Report	April 2007
Noise Study Report	January 12, 2007
Paleontological Report	October 2005
Preliminary Geotechnical Report	December 2006
State Route 76 Biological Survey Report	June 2004
SR 76 Middle Segment Jurisdictional Wetland Delineation Report for Waters of the U.S. and State of California	January 2008
Traffic Evaluation Report	June 2007
Traffic Noise Impacts on Birds	January 2007
Visual Impact Assessment	September 2008
Water Quality Report	August 2007

The analysis of environmental impacts and proposed mitigation measures presented in the following sections of this document are based on preliminary project design and current environmental information and circumstances. The FEIR/FEIS draws from the studies for information and incorporates information that may be more current than information contained in the technical reports listed above.

HUMAN ENVIRONMENT

3.1 LAND USE

This section discusses whether the proposed improvements to State Route (SR-76) would have impacts to existing and planned land uses. This section is based largely on the April 2007 Community Impact Assessment (CIA), a separate technical study that was prepared for the proposed project and is incorporated by reference.

3.1.1 Affected Environment

Existing Land Uses

The current land uses within the project vicinity are illustrated in Figure 3.1-1. The proposed project is located in an area that is generally composed of agricultural lands, equestrian facilities, estate residential homes, and open space. Of these, agriculture and residential are the main existing land uses. The western portion of the project is located within the City of Oceanside. In this area, the existing land uses are residential, commercial, agriculture, and vacant/undeveloped. The eastern portion of the project is located within the unincorporated community of Bonsall. In this area, the existing land uses are residential, vacant/undeveloped, industrial, open space, agriculture, and commercial recreation (a golf course). For the adjacent community of Fallbrook, the land uses include commercial, public services, and residential.

Development Trends

Developable land within San Diego County is becoming scarce and both Bonsall and Oceanside are experiencing continued pressure to develop additional land for the growing populations of each community. In 2000, Bonsall had a population of 8,800. Currently, this number is estimated to be 9,625 and, by 2030, it is projected to reach 13,914. In 2000, Oceanside had a population of 161,029. Currently, this number is estimated to be 174,924 and, by 2030, it is projected to reach 208,561. Numerous development projects are planned or underway (these are discussed below and listed in Table 3.1-1) to accommodate these growing populations.

Future Land Uses

The future land uses are the same uses as those discussed above. They are depicted in Figure 3.1-2. Several proposed/planned projects (representing land use changes) would be located near the proposed project and therefore could be affected. The development of these projects is neither tied to nor dependent upon the SR-76 project:

**Table 3.1-1
Proposed Developments in Project Vicinity**

Project Name	Lead Agency	Type/Size of Project	Project Status
Casitas at Spring Creek	City of Oceanside	Residential development of 58 single-family units on a 5.4-hectare (13.25-acre) parcel	Approved and under construction
New Vista Dual High School	City of Vista	School on a 27.7-hectare (68.47-acre) site	Approved and under construction
Hidden Hills	County of San Diego	Residential development of 55 single-family residential lots on 53 hectares (131 acres)	Approved and not constructed
Olive Hill	County of San Diego	37 residential lots and 3 open space lots on 18 hectares (46 acres)	Approved and not constructed
Tabata Bonsall	County of San Diego	Three residential lots ranging from 3.5 to 5 hectares (9 to 12 acres)	In planning phase
Sycamore Downs Office	County of San Diego	Office Park on a 0.14 hectare (0.34 acre) parcel	In planning phase
Jeffries Ranch	City of Oceanside	Last phase of residential development of 44 units on 33 hectares (82.5 acres)	In planning phase
Golf Green Estates	County of San Diego	116 residential lots on 12 hectares (29.54 acres)	In planning phase

- **Casitas at Spring Creek:** The project is located just south of SR-76, west of Melrose Drive, within 152 meters (500 feet) of both the Existing and Southern Alignment Alternatives. The project is a 58-unit town home development on a 5.4-hectare (13.25 acre) parcel. The project is approved and under construction.
- **New Vista Dual High School:** The project is located to the north of SR-76 at its intersection with Melrose Drive on a 27.7 hectare (68.47 acre) site, within 152 meters (500 feet) of both the Existing and Southern Alignment Alternatives. The project includes two magnet high schools located on a combined campus. The project is approved and under construction.
- **Hidden Hills:** The project is located southeast of Old River Road, between Gopher Canyon Road and Dentro de Lomas Road, and within 152 meters (500 feet) of the Southern Alignment Alternative. The project proposes subdividing 53 hectares (131 acres) into 55 single-family residential lots. The project is approved, but not yet constructed, and is likely to be in place before the proposed project is completed.
- **Olive Hill:** The project is located on the north side of Olive Hill Road, approximately 213 meters (700 feet) west of the intersection of Olive Hill Road and SR-76. The project proposes the subdivision of 18 hectares (46 acres) into 37 residential lots and three open space lots and is located within 152 meters (500 feet) of the Existing Alignment Alternative.

The project is approved, but not yet constructed, and is likely to be in place before the proposed project is completed.

- **Tabata Bonsall:** This project is located on the east side of SR-76 between Camino del Rey and South Mission Road, within 152 meters (500 feet) of the Existing Alignment Alternative. The project proposes a subdivision of 13.3 hectares (33.03 acres) into three single-family residential parcels ranging in size from approximately 3.5 to 5 hectares (9 to 12 acres) each, as well as designation of a biological easement over approximately 60 percent of the project site. The project is in the planning phase and has not been approved. It is unknown if the project would be constructed before the proposed SR-76 project is completed.
- **Sycamore Downs Office:** The project is located at 5425 Mission Road and is within 152 meters (500 feet) of the Existing Alignment Alternative. The project proposes the redevelopment of an existing lot with a three-building office park totaling 0.14-hectare (0.34-acre). The project is in the planning phase and has not been approved. It is unknown if it would be constructed before the proposed project is completed.
- **Jeffries Ranch:** The project is located south of SR-76 and east of Jeffries Ranch Road, within 152 meters (500 feet) of both the Existing and Southern Alignment Alternatives. The project is a 44-unit residential development on 33 hectares (82.5 acres). The last phase of the project is in the planning phase and has not been approved and it is unknown if it shall be constructed before the proposed project is completed.
- **Golf Green Estates:** The project is located at the intersection of Old River Road and Camino del Rey, within 152 meters (500 feet) of the Southern Alignment Alternative. The project proposes to develop 116 residential lots on 12 hectares (29.54 acres). The project is in the planning phase and has not been approved. It is unknown if the project shall have been constructed before the proposed SR-76 project is completed.

3.1.2 Impacts

Existing Alignment Alternative (Preferred Alternative)

Existing Land Use Impacts

The Existing Alignment Alternative would permanently impact the following land uses: residential, commercial, agricultural, undeveloped, recreational, and roadway.

In total, three single-family residences would be impacted by this alternative. Commercial lands impacted include a coffee kiosk, a produce store, a tattoo parlor, a restaurant, a liquor store, and a key store. One nonprofit organization would also be impacted. Approximately 21 hectares (52 acres) of agricultural land would be impacted by this alternative. An existing model airplane airport, which lies on undeveloped land, would be bisected by this alternative. In addition, portions of unofficial trails would be impacted in several locations as well. Impacts to two

parking lots may also result from this alternative. The existing roadway land would be widened in some locations, while abandoned or used as a frontage road in others.

Future Land Use Impacts

The proposed and/or planned projects located along the Existing Alignment Alternative that may be affected by construction of the proposed project include the New Vista Dual High School, Tabata Bonsall, and the Sycamore Downs Office. The specific locations of construction easements and future road closures associated with construction of the Existing Alignment Alternative have not yet been established and potential construction-related impacts could not be determined.

Operational impacts are not likely to occur for any of the proposed/planned projects as the proposed alignment of the Existing Alignment Alternative would not require land designated for development of any of the planned projects listed above. Additionally, projects currently in the phases of initial planning would be required to conform to land use patterns at the time of construction, including an improved SR-76 alignment. Furthermore, implementation of the Existing Alignment Alternative would improve circulation along SR-76 and reduce traffic congestion on the roadways surrounding these proposed/planned projects. Therefore, implementation of the Existing Alignment Alternative would not adversely affect the New Vista Dual High School, Sycamore Downs Office, Olive Hill, or Casitas at Spring Creek projects.

Southern Alignment Alternative

Existing Land Use Impacts

The Southern Alignment Alternative would permanently impact the following land uses: residential, commercial, recreational, agricultural, undeveloped, and roadway.

In total, four single-family residences would be impacted by this alternative. Commercial and recreational land impacted includes the San Luis Rey Downs Golf Resort. This property not only functions as a golf course, hotel, restaurant, and country club, but it also serves as an important community gathering space. One nonprofit land use would also be impacted. Approximately 23 hectares (57 acres) of agricultural land would be impacted by the Southern Alignment Alternative, as well as undeveloped land. Roadway land use would also be impacted in some portions of the project, primarily at the western and northeastern portions of this alternative, where the Southern Alignment Alternative diverts from and then reconnects to the existing SR-76 highway.

Due to the size and nature of the golf course, and its connection to the rural land uses in the vicinity, land use impacts associated with the loss of the golf course are considered adverse.

Future Land Use Impacts

The proposed and/or planned projects located along the Southern Alignment Alternative that may be affected by construction of the proposed project include the New Vista Dual High School, Hidden Hills, and the Golf Green Estates. As with the Existing Alignment Alternative, the specific locations of construction easements and future road closures associated with the proposed project have not yet been established and potential construction-related impacts to these projects could not be determined.

Operational impacts related to implementation of the Southern Alignment Alternative are not likely to occur to any of these proposed/planned projects. The Southern Alignment Alternative would not acquire land designated for development of any of the planned projects listed above. Additionally, projects currently in the phases of initial planning would be required to conform to existing land use patterns, including an improved SR-76 alignment. Furthermore, implementation of the Southern Alignment Alternative would improve circulation along SR-76 and reduce traffic congestion on the roadways surrounding these proposed/planned projects. Therefore, implementation of the Southern Alignment Alternative would not adversely affect the New Vista Dual High School, Hidden Hills, Golf Green Estates, or Casitas at Spring Creek projects.

No Build Alternative

The No Build Alternative would not impact existing and/or future land uses.

3.1.3 Avoidance, Minimization, and/or Mitigation Measures

The California Department of Transportation (Caltrans) has undertaken efforts to integrate the proposed project with the adjacent/adjoining communities of Oceanside and Bonsall. Continuing efforts between Caltrans, the City of Oceanside, and the County of San Diego to work cooperatively to avoid land use compatibility conflicts with state transportation facilities are ongoing. Efforts have also been made during Inter-Governmental Review processes as well as collaborative CEQA documents.

Several alignment options were developed and reviewed in the design of the proposed project. Every attempt was made to minimize the effects to land use while still meeting project requirements. Wherever possible, the proposed project alternatives followed either the existing SR-76 alignment or Old River Road to minimize impacts to land use. Both the Existing and Southern Alignment Alternatives have undergone several design iterations to avoid and/or minimize potential impacts to land use.

There is potential for the eastern portion of the San Luis Rey Downs Golf Resort to continue as an executive course, which could also allow for the continued use of the country club, hotel, tennis courts, and swimming pool. The economic feasibility of this option is undetermined at this time. Impacts to land use would remain substantial.

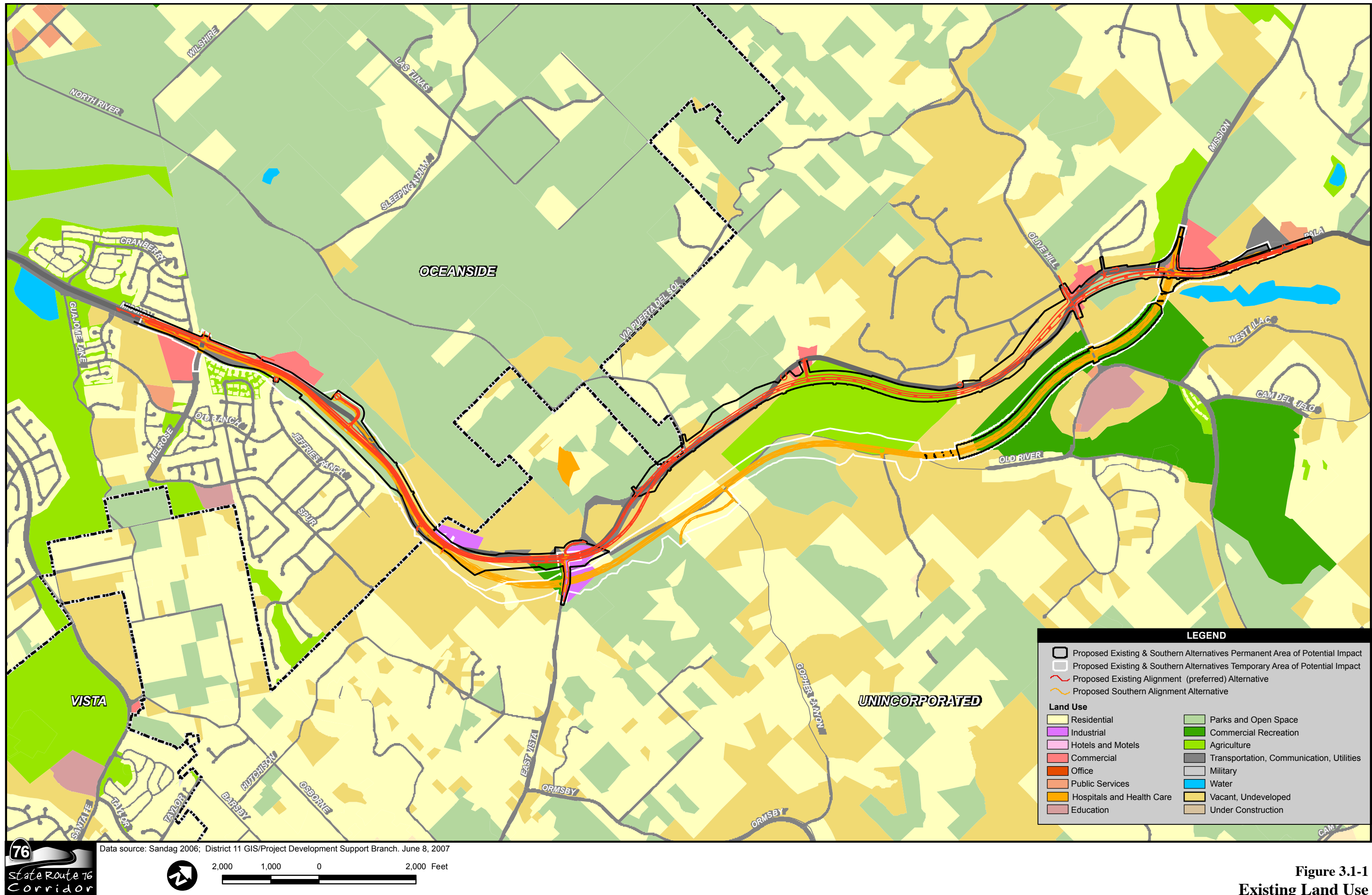
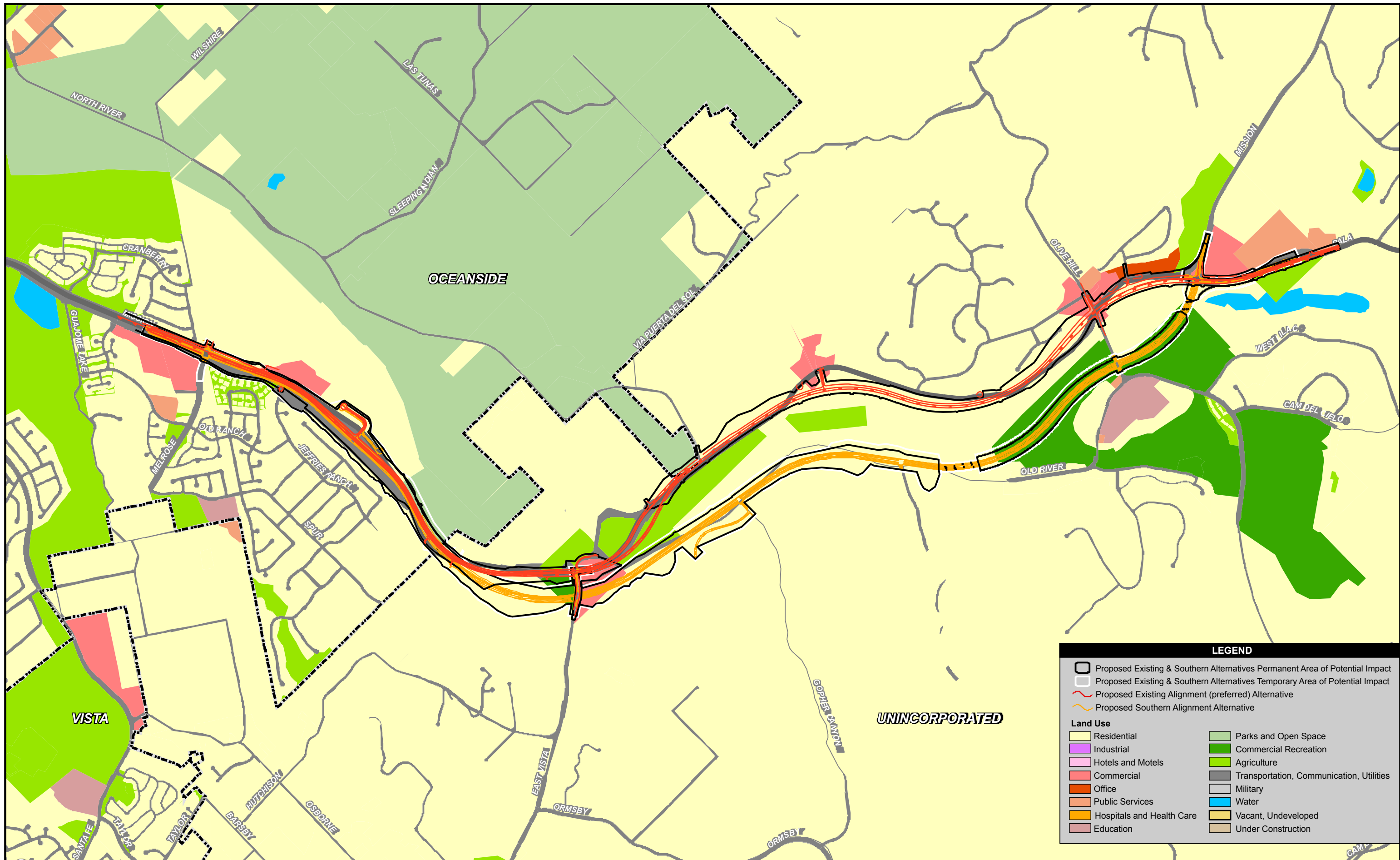


Figure 3.1-1
Existing Land Use



3.2 CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS AND PROGRAMS

3.2.1 Affected Environment

This section is based largely on the April 2007 CIA, a separate technical study that was prepared for the proposed project and is incorporated by reference.

Plans and Programs

County of San Diego General Plan

As the majority of the proposed project is located within the unincorporated portions of San Diego County, the San Diego County General Plan is the primary document with consideration to the goals and policies designed to shape the long-term development of the area. The San Diego County General Plan was last updated in 1979 and is in the process of being updated for the year 2020. The stated overall goal in the regional Land Use Element for the Draft San Diego County General Plan 2020 is to accommodate population growth and influence its distribution in order to protect and use scarce resources wisely. As in the current General Plan, it recommends urban growth be directed to areas within or adjacent to existing urban areas. In coordination with the County of San Diego, the San Diego Association of Governments (SANDAG), the regional planning agency for the county, has developed existing and future land use maps based on regional growth forecasts. These existing and future land use maps for the project area and surrounding vicinity are shown in Figures 3.1-1 and 3.1-2, respectively.

The Circulation Element within the current General Plan states that its prime objective is to “provide a guide for the provisions of a coordinated system of highway routes serving all sections of San Diego County.” The Circulation Element identifies the road classifications of various transportation corridors in the county, the existing major road system, and the planned road system intended to meet the needs of the land use element and growth projections. The proposed Circulation Map for the 2020 General Plan shows SR-76 as a Prime Arterial and Old River Road as a Light Collector.

Bonsall Community Plan

The Bonsall Community Plan is a component of the San Diego County General Plan. It was adopted in 1983 and amended in 1993. The main land use goal contained in the Bonsall Community Plan is to preserve and enhance the rural community character of Bonsall, while providing adequate levels of local services to residents and allowing a diversity of land uses.

The circulation section of the current Bonsall Community Plan has only one goal, to develop a circulation system that shall preserve the rural character of the community and provide a safe, balanced transportation system that includes automobile, bicycle, equestrian, pedestrian and mass transit. Although the plan notes that the community consensus is to preserve Bonsall’s

rural character, it also recognizes a need to achieve a balance to concurrently satisfy transportation efficiency and safety goals. Therefore, the policies set out in the circulation section highlight a resolve to maintain the rural nature of the area by routing traffic around Bonsall onto specific routes indicated within the San Diego County General Plan Circulation Element. Moreover, the plan acknowledges (1) the low number of east-west routes that connect the urbanized coastal communities with those situated inland along the Interstate 15 (I-15) corridor and (2) how this east-west traffic impacts Bonsall. The plan looks to the SR-76 project as one that could provide relief to the present congestion situation. Lastly, it recommends that commercial truck traffic be accommodated on specific roads (including I-15, SR-76, and East Vista Way) and it states that major traffic volumes should be routed around Bonsall, on roads such as SR-76 and East Vista Way, rather than through the community.

The plan also discusses agriculture and notes that the goal is to protect and encourage existing and future agriculture as a prominent land use. It also notes that agriculture is important in maintaining the rural character of the community. The plan recommends that agricultural use, and land suitable for agricultural usage, should be protected from land uses that may be incompatible with agriculture.

The Visual Resources Element to the Bonsall Community Plan has two goals. The first is to prevent the degradation of the high quality and unique visual resources in the Bonsall area. The second is to preserve the character of scenic natural features in the area and prevent the creation of an urbanized landscape. The plan recommends minimizing grading, landscaping disturbed slopes with native plants, protecting floodplains, and contour grading cut and fill slopes.

Lastly, the plan has a Floodplain and Watercourse Element. The goal of this element is to preserve floodplains and watercourses in their natural state whenever feasible while providing protection from loss of life and property.

Community Trails Master Plan

The Bonsall Community Trails and Pathways Plan is incorporated into the Community Trails Master Plan (CTMP), the implementing document of the County Trails Program. The County Trails Program and CTMP were adopted by the County Board of Supervisors on January 12, 2005. All trails planned as part of the County Trails Program are considered nonmotorized multiuse (hiking, horseback riding, and mountain biking.) The CTMP proposes two main community trails that roughly parallel the highway on either side of the San Luis Rey River.

The Bonsall Community Trails Plan goal is to establish and protect an enjoyable, efficient, and safe network of public riding and hiking trails. The focus of the trails is to create an interconnected “trail” system both as a recreational element, while functioning as a linear park, and to support nonmotorized transportation, i.e., horseback riding, walking, hiking, and bicycling.

The Bonsall area has a rural character with agriculture, estate lots, hills with steep slopes, valleys, creeks, and the San Luis Rey River running through the community. The San Luis Rey River Trail South has been used by riding clubs of Bonsall since 1940 as the main equestrian trail along the south side of the San Luis Rey River. Since the early 1940s, many publications, newspaper articles, and local riding magazines have focused on the incredible equestrian experience offered by this important trail.

Natural Communities Conservation Plans: MSCP and MHCP

The project crosses two regional habitat conservation planning areas: the Draft Multiple Species Conservation Program (MSCP) in unincorporated San Diego County and the Multiple Habitat Conservation Program (MHCP) comprising the seven incorporated cities in northwestern San Diego County. Both regional plans covering the project area are approved but the subsidiary plans relevant to the project area are still undergoing review.

The MSCP is a habitat conservation plan covering the unincorporated portions of San Diego County. It is consistent with the state Natural Communities Conservation Planning (NCCP) Act of 1992. This is in compliance with the Federal Endangered Species Act (FESA) Section 4(d) rule that defines conditions under which “take” of a species could occur without violations of the FESA. The MSCP program grants the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) a process to issue permits for incidental take of specific covered species, while protecting those located in preserved NCCP areas.

The portion of the project located in Bonsall comes under the jurisdiction of the North County MSCP subregion. The North County MSCP Subregional Plan is currently undergoing agency and stakeholder review. Based upon the available draft information, the project’s proposed alignments fall within an area covered under the CDFG and the NCCP. Furthermore, the project falls within the North County Multiple Species Conservation Program (NCMSCP) and the Oceanside Subarea MHCP. These programs are comprehensive habitat conservation planning programs that address multiple species needs and the preservation of native vegetation communities. Preapproved mitigation areas (PAMAs) and preserve areas are associated with the San Luis Rey River Linkage along the river corridor and encompass the proposed project alternatives. The San Luis Rey River Linkage extends east from the City of Oceanside boundary across I-15 to connect with the Rice Canyon Linkages and towards the Palomar Mountain foothills. Caltrans is not signatory to local NCCPs but is a cooperating agency with the plans. Permitting is therefore processed through separate consultation with the resource agencies. It is likely that any measures required would be similar to those outlined under NCMSCP, PAMA, and MHCP regulations.

Oceanside is one of the seven cities in northwest San Diego County that has adopted a joint MHCP. This regional MHCP is characterized by a regulatory compliance status similar to that described above for the MSCP. Within this plan, the City of Oceanside constitutes its own subarea. The City issued a draft Subarea Plan in 2001; it is still undergoing agency review and

revision. Until plan approval, all jurisdictions must apply directly to the resource agencies for incidental take authorizations under Section 10 of the FESA.

City of Oceanside General Plan

The City of Oceanside General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life within the City of Oceanside. The General Plan states that a goal of the city is to analyze proposed land uses to ensure that the designations shall contribute to a proper balance of land uses within the community.

The Circulation Element sets out the long-range policy direction for transportation. The Circulation Element's principal objective is to provide for the transportation needs of the community and subregion by implementing a circulation system that provides a high level of mobility, efficiency, access, safety, and environmental consideration for all modes and purposes of trips.

The Circulation Element acknowledges that the circulation system does not stand on its own but is an integral part of the overall land use planning for the City. It also must function as a component of the regional transportation system.

County of San Diego Draft San Luis Rey River Park Master Plan

The County of San Diego's Department of Parks and Recreation developed the Draft San Luis Rey River Park Master Plan along the river corridor. The park Master Plan establishes a framework for the creation of a River Park incorporating both active and passive recreational amenities for the Bonsall and Fallbrook community planning areas, while creating a regional habitat preserve and multiuse trail system. After completion of the Draft San Luis Rey River Park Master Plan Document, and before approval of the final Master Plan, the County must complete an EIR. The County is in the process of preparing the EIR and is anticipating a final document sometime during the winter of 2008.

SANDAG's Regional Transportation Plan (RTP) 2030

SANDAG's Regional Comprehensive Plan (RCP) for the San Diego region is a compilation of local and regional plans of each jurisdiction. The RCP contains the long-term planning framework for the San Diego region. It sets forth a regional vision and balances population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs.

The 2030 San Diego Regional Transportation Plan update was approved by SANDAG Board of Directors on November 30, 2007. The RTP incorporates a new regional growth forecast, strategic initiatives from the RCP and from the Independent Transit Planning Review.

3.2.2 **Impacts**

The consistency of the proposed project alternatives with the relevant portions of the plans discussed above is evaluated in Table 3.2-1 below. The NCCPs that encompass the project study area are currently in draft form and their text has not yet been released; therefore, they are not addressed in terms of consistency.

The applicable regional transportation plans are the 2030 San Diego Regional Transportation Plan 2007 update, which references the project in Table 6.1 – TransNet Early Action Project Descriptions. The project is listed SR-76 (Melrose to South Mission Road), widen from two to four lanes, and the 2006 *Regional Transportation Improvement Program* (2006 RTIP), through Amendment 13. The U.S. Department of Transportation (USDOT) made a finding of conformity for the Amendment 5 to the 2006 RTIP on June 5, 2007, and a conformity redetermination for the 2030 RTP on October 6, 2006. The project is listed on page 32 of the 2030 RTP: 2006 Update, in Table 4.1, the Transnet Early Action Program, as SR-76 (Melrose to South Mission Road), Widen from two lanes to four lanes. The project is listed on page 29 of the original 2006 RTIP under project listings, on page 14 of Amendment 1 to the 2006 RTIP, and on page 12 of Amendment 2 to the 2006 RTIP. In all instances, the project is identified as CAL29, SR-76 Middle. The project description is “Melrose Ave to Mission Rd (South) - widen from 2 to 4 lanes (DEMO ID: CA603; HPP No: 2719).” The project design concept and scope are consistent with the project description in the above RTP and RTIP.

Although both build alternatives impact natural resources, the project’s approach to offsetting these impacts promotes an ecological approach. Pursuant to the SANDAG 2004 *TransNet* Sales Tax Extension Ordinance, the SR-76 project is to establish the net benefit mitigation standard. Its “[d]irect and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site ‘net benefit’ to species and to the movement of wildlife.” The biological mitigation proposed for this project would preserve and restore large areas, contribute to parks, improve wildlife crossings, and improve water quality. These specific actions could also work to enhance the rural character of the Bonsall Community.

Existing Alignment Alternative (Preferred Alternative)

The Existing Alignment Alternative’s minor inconsistencies with the Bonsall Community Plan are associated with those goals focused on enhancing the rural character of the Bonsall community. Please see Section 3.6.3 below for a discussion of these impacts. The Existing Alignment Alternative’s visual impacts would be inconsistent with the plan’s visual goals discussed above. This alternative would also impact agricultural land, which is inconsistent with the plan’s recommendation to protect agricultural land from incompatible uses.

The San Luis Rey River Bridge trail would accommodate the CTMP, and the County would be able to develop the San Luis Rey River trail upon approval of plans from resource agencies and issuance of appropriate permits. The Preferred Alternative would not affect the Gopher Canyon

Trail as the Existing Alignment Alternative is not on the south side of the river. Other existing trails within the project area are informal and not designated. This project would not preclude the development of trails, within the general designated alignments, in the future.

The County of San Diego's Draft San Luis Rey River Park Master Plan emphasizes that the park design should not be finalized until Caltrans completes design on the proposed SR-76 project. The Draft San Luis Rey River Park Master Plan emphasizes the fundamental nature of the coordination effort with Caltrans and notes that the continuation of these efforts shall be equally critical in the development of the park implementation projects. The SR-76 project is consistent with the Draft San Luis Rey River Park Master Plan given that the latter recognizes that the river park should be designed around the SR-76 facility and should not be finalized until after Caltrans solidifies the design of this transportation project.

Southern Alignment Alternative

With the Southern Alignment Alternative, the new SR-76 would be realigned south of the existing SR-76 onto Old River Road, which is currently a two-lane road. The San Diego County General Plan designates Old River Road as a Light Collector, which allows for a two-lane facility along the existing roadway. The expansion of this road to a four-lane facility would conflict with the Circulation Element of the General Plan. Therefore, the Southern Alignment Alternative is inconsistent the Circulation Element of the San Diego County General Plan.

The Southern Alignment Alternative's visual impacts would be inconsistent with the Bonsall Community Plan's visual goals. This alternative would also impact agricultural land, which is inconsistent with the Bonsall Community Plan's recommendation to protect agricultural land from incompatible uses. The Southern Alignment Alternative's impacts to the San Luis Rey Downs Golf Resort (discussed in detail in Sections 3.3.3 and 3.6.3 below) would be inconsistent with the plan's goals to enhance community character and community cohesion. It would be slightly inconsistent with the main land use goal contained in the Bonsall Community Plan, which is to preserve and enhance the rural community character, since it would replace the existing two-lane Old River Road with a modern four-lane facility. This would introduce an urban element into a rural context. It would be inconsistent with the plan's recommendation to protect floodplains and the plan's goal of preserving floodplains in their natural state as the Southern Alignment Alternative would have a significant floodplain encroachment and would cause a loss of property. The Southern alignment Alternative would be inconsistent with the Circulation Element of the Bonsall Community Plan. As noted above, the policies set out in the circulation section highlight a resolve to maintain the rural nature of the area by routing traffic around Bonsall onto specific routes indicated within the San Diego County General Plan Circulation Element. The Southern Alignment Alternative would introduce an urban element to the east side of the river and would route a four-lane facility where the circulation element currently shows a light collector.

The San Luis Rey River Bridge would accommodate the CTMP, and the County could develop the San Luis Rey River trail south upon approval of plans from resource agencies and issuance of

appropriate permits. The Southern Alignment Alternative would be consistent with the Draft San Luis Rey River Park Master Plan since the latter emphasizes that the park design should not be finalized until Caltrans solidifies the design of this transportation project.

No Build Alternative

Under this alternative, SR-76 would continue to be consistent with the San Diego County General Plan, which designates SR-76 as an Expressway that provides for major intra- and interregional travel at high speeds. The No Build Alternative would continue to be inconsistent with the Circulation Element of the Oceanside General Plan, which designates SR-76 as a four-lane to six-lane facility.

**Table 3.2-1
Project Consistency with Plans**

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
Bonsall Community Plan		
<u>Community Character</u> Preserve and enhance the rural character of Bonsall through the protection of agriculture, estate lots, ridgelines, and the community's natural resources.	The proposed project would contribute to a more urban community character through increased hardscapes and therefore would not enhance the rural character. The proposed biological mitigation could preserve/enhance the rural character.	The Existing Alignment Alternative is slightly inconsistent with this facet of the plan. The Southern Alignment Alternative is inconsistent given the impact to the golf course and the placement of the route on the east side of the river.
<u>Land Use</u> Preserve and enhance the rural community character of Bonsall, while providing adequate levels of local services to residents, and allowing a diversity of land uses.	The proposed project would enhance local transportation services to the community but would contribute to a more urban community character and would not enhance rural character. The proposed biological mitigation could preserve/enhance the rural character.	The Existing Alignment Alternative is slightly inconsistent with this facet of the plan. The Southern Alignment Alternative is inconsistent given the impact to the golf course.
<u>Agricultural</u> Protect and encourage existing and future agriculture/horticulture as a prominent land use throughout the Bonsall area.	The Existing Alignment Alternative would impact 21 hectares (52 acres) of agricultural land. The Southern Alignment Alternative would impact 23 hectares (57 acres) of agricultural land.	Both the Existing and Southern Alignment Alternatives are slightly inconsistent with this facet of the plan.
<u>Circulation</u> Development of a circulation system which shall preserve the rural character of the community and provide a safe, balanced transportation system which includes automobile, bicycle, equestrian, pedestrian, and mass transit.	The project would enhance circulation and safety through the project area and would maintain local access along the highway segment. The shoulders of each alternative could be used for bicycle transit. Improvements to SR-76 are identified as providing a main route	The Existing Alignment Alternative would be consistent. The Southern Alignment Alternative would be inconsistent.

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
	through Bonsall that would provide relief to traffic along local roads.	
<u>Public Services and Facilities</u> Ensure a safe living and working environment for the residents of Bonsall by providing adequate law enforcement, fire protection, and emergency services.	The proposed project would not affect current emergency services and it improves access.	Both the Existing and Southern Alignment Alternatives would be consistent.
<u>Conservation</u> (1) Promote an ecological approach to the preservation, conservation, and management of all natural resources within the Bonsall Plan Area; (2) Preserve the unique natural and cultural resources of Bonsall, and the San Luis Rey River and associated watershed while supporting its traditional rural and agricultural lifestyle; (3) Preserve native vegetation and wildlife habitat in the Bonsall Plan Area and especially in the dominant San Luis Rey River floodplain and associated drainages to encourage natural processes and maintain genetic resources in a dynamic and evolutionary state.	Although both build alternatives impact natural resources, the project's approach to offsetting these impacts promotes an ecological focus. Pursuant to the SANDAG 2004 <i>TransNet</i> Sales Tax Extension Ordinance, the SR-76 project is to establish the "net benefit" mitigation standard. Its "[d]irect and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site 'net benefit' to species and to the movement of wildlife." The biological mitigation proposed for this project would preserve and restore large areas, contribute to parks, improve wildlife crossings, and improve water quality.	Both the Existing and Southern Alignment Alternatives would be consistent.
<u>Floodplains and Watercourses</u> Preserve all floodplains and watercourses in their natural state whenever feasible while providing protection from loss of life and property by preventing or strictly regulating development in floodplains and other wetland areas.	As discussed in Section 3.9, the Existing Alignment Alternative would encroach into the floodplain of the San Luis Rey River. The Southern Alignment Alternative would have a significant floodplain encroachment.	The Existing Alignment Alternative would be consistent. The Southern Alignment Alternatives would not be consistent.
<u>Open Space</u> (1) Provide a system of open space which preserves the unique ecological elements, geologic features, and scenic resources integral to the agricultural and rural community character of Bonsall; (2) Integrate valuable resource conservation areas, preserve natural habitat and buffer zones, other sensitive lands inappropriate for development and active and passive recreation areas to create a healthy, well-balanced viable community.	Both build alternatives do not preclude an open space system and both do not interfere with the integration of conservation areas. The project would contribute open space.	Both the Existing and Southern Alignment Alternatives would be consistent.

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
<p><u>Vegetation and Wildlife</u></p> <p>(1) Identify and preserve federally and/or state listed endangered, threatened, or sensitive species, both animal and plant, and their associated habitats and communities; (2) Whenever possible, protect all sensitive lands and habitat as identified by federal, state, and county guidelines such as oak and willow riparian, coastal and diegan scrub, native grasslands, and wetlands; (3) Create naturally vegetated open space corridors of sufficient size to maintain biological diversity and functional access for wildlife between varying habitats and to prevent fragmentation of habitats and the creation of “biological islands.”</p>	<p>Both alternatives would result in encroachment into sensitive habitats and/or habitats that could support sensitive species. The impacts to these habitats would be minimized whenever possible and any encroachment mitigated. The Existing Alignment Alternative would result in edge effects along the San Luis Rey River, while the Southern Alignment Alternative would require two crossings of the river and encroach into buffer areas associated with the San Luis Rey Downs Golf Resort. Wherever possible, the encroachments are kept to a minimum. Neither precludes the creation of open space. Wildlife crossings are proposed, as is the preservation of land.</p>	<p>Both the Existing and Southern Alignment Alternatives would be consistent.</p>
<p><u>Visual Resources</u></p> <p>(1) To prevent the degradation of high quality and unique visual resources of the Bonsall Community Plan Area and the San Luis Rey River Valley; (2) Preserve the character of scenic natural features of the area in their natural state and prevent the creation of an urbanized landscape.</p>	<p>The Existing Alignment Alternative would increase the visibility of the existing SR-76 roadway, while the Southern Alignment Alternative would create a new major roadway in a relatively undeveloped area. This could degrade the visual quality of the San Luis Rey River Valley and Bonsall Community Plan Area and contribute to a more urban character. The project would help preserve the visual character by contributing large areas of land for biological mitigation and park use.</p>	<p>The Existing Alignment Alternative is slightly inconsistent with this facet of the plan. The Southern Alignment Alternative is inconsistent with the added impact to the golf course.</p>
<p><u>Parks and Recreation</u></p> <p>(1) Provide a balanced system of local, neighborhood, and community parks, open space, riding and hiking trails, with both indoor and outdoor recreation facilities and services which shall incorporate the outstanding natural features of the plan area, and meet the needs of the residents of the Bonsall Community; (2) Encourage recreational uses and activities which are compatible with and preserve the rural lifestyle valued by Bonsall residents. Protect safety and tranquility of private</p>	<p>Both alternatives avoid park impacts and neither interferes with the planning for a balanced park system. Land that could be used for parks would be provided to the County of San Diego.</p>	<p>Both the Existing and Southern Alignment Alternatives would be consistent.</p>

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
residences from adverse impacts to regional recreational activities; (3) Ensure that regional park facilities are compatible with the rural character of the community and that they enhance the recreation experience of residents.		
Community Trails Master Plan		
<u>Parks and Recreation</u> 1) Establish and protect an enjoyable, efficient, and safe network of public riding and hiking trails.	The CTMP proposes two main community trails that roughly parallel the highway on either side of the San Luis Rey River. The project would accommodate the trail plan and this project would not preclude the development of trails.	Both the Existing and Southern Alignment Alternatives would be consistent.
2) To create an interconnected trail system both as a recreational element, while functioning as a linear park, and to support non-motorized transportation.	The CTMP proposes two main community trails that roughly parallel the highway on either side of the San Luis Rey River. The project would accommodate the trail plan and this project would not preclude the development of trails.	Both the Existing and Southern Alignment Alternatives would be consistent.
Oceanside General Plan		
<u>Land Use</u> The consistent, significant, long-term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable, and well-balanced community.	The proposed project would follow an existing major roadway alignment in Oceanside and would enhance access along the route. The roadway would not bisect the community or affect the community character along the alignment.	Both the Existing and Southern Alignment Alternatives would be consistent.
<u>Circulation</u> 1) Provide an integrated transportation network that provides safe and efficient movement of people and goods within and through the City of Oceanside with minimal disruption to the environment.	The proposed project would follow an existing roadway in Oceanside and would enhance the route as identified in the Master Transportation Plan of the general plan, thereby minimizing effects on the environment, and would provide enhanced safety and movement through the city.	Both the Existing and Southern Alignment Alternatives would be consistent.
2) Participate and assist in coordinating regional efforts that integrate the City's transportation system with the regional transportation system.	The proposed project would enhance an existing regional link between Interstate 5 and the communities of Bonsall and Interstate 15.	Both the Existing and Southern Alignment Alternatives would be consistent.
3) Recognize that transportation needs must be balanced with community values and public acceptance. There shall be situations where level of service cannot be improved in a cost effective manner. Some permanent localized traffic congestion may be the result.	The proposed project would follow an existing roadway alignment within Oceanside to minimize effects on the established community located along the study area. No equestrian facilities would be affected, and local roadway	Both the Existing and Southern Alignment Alternatives would be consistent.

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
	traffic may be enhanced due to increased capacity along SR 76.	
County of San Diego Draft San Luis Rey River Park Master Plan		
Enhance the San Luis Rey River corridor as an open space amenity. (1) Preserve the rural character of the area. (2) Provide linkages to communities and adjacent land users.	The final plans for the open space have not yet been finalized. The plan emphasizes that the final design should be completed only after the proposed SR-76 improvements are determined. The biological mitigation proposed for this project would preserve and restore large areas, contribute to parks, improve wildlife crossings, and improve water quality.	Both the Existing and Southern Alignment Alternatives would be consistent.
<u>Noise</u> To minimize the effects of excessive noise in the City of Oceanside	The proposed expansion of existing SR-76 to a four-lane highway would increase noise along the route.	Neither alternative would be consistent.
Provide active recreation opportunities for surrounding communities. (1) Accommodate the recreational needs of surrounding communities within the park's service area.	The final plans for the park sites have not yet been finalized, and the plan emphasizes that the final design of the park facility should be completed only after the proposed SR-76 improvements are determined. The biological mitigation proposed for this project would preserve and restore large areas, contribute to parks, improve wildlife crossings (one of which may be used by equestrians), and improve water quality.	Both the Existing and Southern Alignment Alternatives would be consistent.
Enhance/preserve/interpret the San Luis Rey River's biologic and ecologic resources. (1) Protect and enhance critical habitat for the several threatened and endangered species within the river corridor. (2) Identify appropriate locations for bird-watching areas and interpretive signage. (3) Identification and removal of invasive, nonnative species.	The proposed project would result in biological impacts. Neither build alternative would preclude the Master Plan from reaching the goal of protecting resources, placing interpretive facilities, and removing invasive species. The SR-76 project is to establish the "net benefit" mitigation standard. Its "[d]irect and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site "net benefit" to species and to the movement of wildlife." The biological mitigation proposed for this project would preserve and restore large areas, contribute to parks, improve wildlife crossings,	Both the Existing and Southern Alignment Alternatives would be consistent.

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
	and improve water quality.	
Celebrate and Interpret the San Luis Rey River's Cultural/Historic Resources. (1) Propose interpretive themes within the River Park. (2) Incorporate non-sensitive cultural/historical sites into an interpretive education program. (3) Provide an Interpretive Gathering Area(s) adjacent to river resources.	The proposed project would not impact historic properties or historical resources. Neither the Existing nor Southern Alignment Alternative would preclude the Master Plan from reaching the goal of incorporating cultural sites into interpretive facilities or providing an interpretive gathering area, however.	Both the Existing and Southern Alignment Alternatives would be consistent.
Create Opportunities for Multi-use Trail Network. (1) Create a continuous trail network from I-15 to past the Old Bonsall Bridge, which may require trail bridges. (2) Provide multi-use trails for equestrians, bikers, and hikers. (3) Enrich park trails with passive recreation amenities that encourage resting, observing, picnicking, bird watching etc.	The proposed project would not preclude the development of trails along the San Luis Rey River. The project would include outside shoulders to provide for bicycles and pedestrians. As part of the biological mitigation proposed for this project, improved wildlife crossings would be installed; equestrians may use one of these.	Both the Existing and Southern Alignment Alternatives would be consistent.
Develop Holistic Water Management/Quality Strategies. (1) Encourage storm water infiltration and remediation. (2) Retain flood control while preserving/enhancing natural stream flow dynamics.	The proposed project would incorporate Best Management Practices to encourage storm water treatment or infiltration before discharge to the environment. In addition, while the project would encroach into the floodplain of the San Luis Rey River, flood control measures would be incorporated to preserve stream flow dynamics. The biological mitigation proposed for this project would improve water quality.	Both the Existing and Southern Alignment Alternatives would be consistent.
SANDAG's 2030 Regional Transportation Plan: 2007 Update		
The RTP incorporates a new regional growth forecast and strategic initiatives from the RCP and from the Independent Transit Planning Review.	The proposed project is included in the RTP as an Early Action Program.	Both the Existing and Southern Alignment Alternatives would be consistent.
San Diego County General Plan		
<u>Open Space</u> (1) Promote the health and safety of San Diego county residents and visitors by regulating development of lands. (2) Conserve scarce natural resources and lands needed for vital natural processes and the managed production of resources. (3) Conserve open spaces needed for recreation, education and scientific activities. (4) Encourage and	The proposed project would not preclude the development and management of open space along the San Luis Rey River. The SR-76 project is to establish the 'net benefit' mitigation standard. Its "[d]irect and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-	Both the Existing and Southern Alignment Alternatives would be consistent.

Relevant Key Goals, Guidelines, and Standards	Project Considerations	Consistency
preserve those open space uses that distinguish and separate communities.	site ‘net benefit’ to species and to the movement of wildlife.”	
<u>Circulation</u> To provide a guide for the provisions of a coordinated system of highway routes serving all section of San Diego county, to help achieve efficiency and economy, and to facilitate the planning to meet street and highway needs.	The proposed improvements would increase efficiency and economy along the County highway system. In addition, the SR-76 roadway is designated as a Prime Arterial in the current location of SR-76 within the County Plan.	The Existing Alignment Alternative would be consistent. The Southern Alignment Alternative would be inconsistent
<u>Recreation</u> (1) Enhance the physical, mental and spiritual well being of County residents by providing opportunities for relaxation, rest, activity, education, and relationships with their neighbors. (2) Provide a system of public parks, riding and hiking trails, and outdoor recreation facilities which not only preserve significant areas of natural beauty for citizen enjoyment, but which also serve the needs of the citizens in their immediate environments.	The proposed project would not preclude the development of recreational opportunities in the project area. The proposed project would not remove any existing recreational facilities; any impacted trails would be realigned and would continue to function.	Both the Existing and Southern Alignment Alternatives would be consistent.

3.2.3 Avoidance, Minimization, and/or Mitigation Measures

Existing Alignment Alternative (Preferred Alternative)

While this alternative is slightly inconsistent with those facets of the Bonsall Community Plan that promote the enhancement of Bonsall’s rural character, the Circulation Element also notes the importance of a circulation system that preserves the rural character of the community and provides a safe, balanced transportation system that includes automobile, bicycle, equestrian, pedestrian, and mass transit. This alternative achieves this goal. Because the plan recognizes a widened SR-76 and the biological mitigation proposed for this project could enhance Bonsall’s community character, mitigation for the slight inconsistencies is not required.

The measures to offset the Existing Alignment Alternative’s impacts to park and recreation resources, community character and cohesion, visual character, and biological resources can be found in Sections 3.3.4, 3.6.4, 3.11.4, and 3.24.4, respectively.

Southern Alignment Alternative

The inconsistencies with the Circulation Element of the County of San Diego General Plan would require an update to the Circulation Element so as to reflect a freeway where a light collector is currently depicted.

While this alternative is inconsistent with those facets of the Bonsall Community Plan that promote the enhancement of Bonsall's rural character, the circulation element also notes the importance of a circulation system that preserves the rural character of the community and provides a safe, balanced transportation system that includes automobile, bicycle, equestrian, pedestrian, and mass transit. This alternative would achieve this goal. Although this alternative is inconsistent with the floodplain and community character goals of the plan, it does recognize a widened SR-76. Because the biological mitigation proposed for this project could enhance Bonsall's community character and enhance the floodplain by providing more open space, mitigation for the inconsistencies is not proposed.

The measures to offset the Southern Alignment Alternative's impacts to park and recreation resources, community character and cohesion, visual character, and biological resources can be found in Sections 3.3.4, 3.6.4, 3.11.4, and 3.24.4 respectively.

No Build Alternative

Oceanside and San Diego County may be required to revise the designation of SR-76 to a two-lane facility and determine alternate transportation routes to accommodate increased traffic from anticipated growth in the surrounding communities.

3.3 PARKS AND RECREATIONAL FACILITIES

3.3.1 Regulatory Environment

The California Public Park Preservation Act of 1971 (Public Resources Code § 5400 et seq.) provides that a public agency that acquires public parkland for nonpark use must either pay compensation that is sufficient to acquire substantially equivalent substitute parkland or provide substitute parkland of comparable characteristics.

3.3.2 Affected Environment

This section is based largely on the April 2007 CIA, a separate technical study that was prepared for the proposed project and is incorporated by reference. Appendix A of this FEIR/FEIS evaluates parks and recreational facilities that are not subject to Section 4(f) of the USDOT Act of 1966. Resources subject to Section 4(f) include the existing designated trails on publicly owned land, the planned park and recreational facilities as proposed in the County of San Diego Draft San Luis Rey River Park Master Plan, and the play fields of the Bonsall Elementary School. The play fields at the school would not be impacted by the proposed project and are not discussed in detail in this section.

Bonsall Model Airplane Airport

The Model Airplane Airport site is a long and narrow, approximately 2.0 hectares (5.0 acres) in size, and is partially within the base floodplain (Figure 3.3-1). It is located on a vacant lot that is currently owned by the County of San Diego. The western portion of the parcel is graded while the eastern and southern portions are vegetated open space. The land is currently zoned as both agricultural and vacant/undeveloped. The site is currently used by the Fallbrook RC Flyers to fly radio-controlled-airplanes. Vehicle access to this site is via the existing SR-76, just southeast of Via Grenada.

There are several factors that make the location ideal in terms of its use as a model airplane facility. First, it is located away from buildings, which means there are no obstructions within the flying radius. Second, it is also located away from noise-sensitive receptors, such as homes and schools. Third, and last, the site is level, which allows the planes to easily take off and land on the graded dirt runway.

The existing facilities on-site are minimal. The site is enclosed on the northern side by an earthen berm and access to the area is via a locked and gated driveway. There is a dirt parking lot that accommodates approximately 20 to 25 cars. To the south, a large area has been graded to serve as the runway for the model airplanes. Adjacent to the runway are tables, which lie underneath a canopy.

The use of the land by the Group constitutes a temporary land use as no lease or formal agreement exists between the Group and the County of San Diego. The County of San Diego

has communicated to the Group that they would be displaced when the Draft San Luis Rey River Park Master Plan (see Appendix A for a complete discussion of this plan) is implemented. Therefore, this facility is not subject to Section 4(f).

Access is allowed only to members of the Group and the Academy of Model Aeronautics (AMA). Currently, the Group has 157 members. These members are able to fly their planes 7 days a week, and typically do so in the morning and early afternoon hours. Spectators are allowed on-site, but only in the company of a club member.

The entrance to the Model Airplane Airport site is surrounded on the north by an earthen berm and access to the area is via a road/driveway that is gated and locked. Only members of the Fallbrook RC Flyers and their guests are allowed access to the site.

San Luis Rey Downs Golf Resort

The San Luis Rey Downs Golf Resort is a privately-owned public resort located in northern Bonsall (Figure 3.3-2) and, as such, is not subject to Section 4(f). The resort contains a 6,750-yard 18-hole golf course, 10-acre driving range, country club, 26-room hotel lodge, restaurant, tennis club, private swimming pool, and pro golf shop. The country club has over 1,000 members, largely from the nearby communities of Bonsall, Oceanside and Vista, as well as other communities in the region, and over 6,000 full rounds of golf are played at the facility annually.

San Luis Rey Downs Golf Resort is a key gathering place in the community. The resort is used to host private functions such as weddings and other events, and hosts the local San Luis Rey Men's and Women's Clubs, which have over 500 members.

Existing Informal Trail Network

As seen in Figure 3.3-3, there is an existing informal "network" of trails within the river corridor. These trails traverse both public and private land. These trails are unofficial, are not formally designated as existing trails or maintained by the County of San Diego, and therefore are not subject to Section 4(f). Pedestrians and equestrians use these trails recreationally.

Planned Trails

The County of San Diego's 2005 Community Trails Master Plan (CTMP) proposes two main community trails that roughly parallel the highway on either side of the San Luis Rey River. Portions of these planned trails traverse both private and public land (Figure 3.3-3) and are subject to Section 4(f). The northern trail would start at the old Bonsall Bridge and, after meandering between the existing SR-76 alignment and the river, terminate near I-15. The trail would be for nonmotorized use only. It is depicted as being entirely south of the existing SR-76. The second trail would be similar in extent to the northern trail and it would be located on the south side of the river and to the north of Old River Road. Several planned smaller trails bisect the main trails.

The CTMP notes that the proposed trails shown on the trails map are depicted as general alignments. The document defines “general alignment” as the general location of a future trail within a designated corridor so that the specific alignment can be determined during the review and approval process when a discretionary application is submitted for a development permit for land that includes a trail corridor. The CTMP concludes that a general alignment is useful because it allows the trail to be located to avoid extreme topographical conditions, sensitive habitat, or other site-specific constraints.

Because the CTMP has formally designated the trails, those portions on publicly owned land are Section 4(f) resources.

Safe, Accountable, Flexible, Efficient, Transportation Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amends existing 4(f) legislation to allow the USDOT to determine that certain uses of 4(f) land shall have no adverse effect on the protected resource. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, the 4(f) process is now simplified. For Caltrans projects, when Caltrans determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, no further Section 4(f) evaluation is required.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the 4(f) resource. The official(s) with jurisdiction over the property must provide written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under 4(f), and the public must be afforded the opportunity to review and comment on the effects of the project on the identified 4(f) resource(s).

The *de minimis* impact finding is based on the degree or level of impact including any avoidance, minimization, and mitigation or enhancement measures that are included in the project to address the Section 4(f) use. *De minimis* impact findings must be expressly conditioned upon the implementation of any measures that were relied upon to reduce the impact to a *de minimis* level.

3.3.3 Impacts

Existing Alignment Alternative (Preferred Alternative)

Bonsall Model Airplane Airport

The Existing Alignment Alternative would require all of the land that is currently used by the Fallbrook RC Flyers to fly their radio-controlled model airplanes. This site would no longer function as a place where this activity could occur.

Existing Informal Trail Network

In terms of impacting the recreational experience of a trail user, the Existing Alignment Alternative would not alter that experience compared to the existing conditions since the existing trails are currently located adjacent to SR-76 and Old River Road. The Existing Alignment Alternative would permanently impact approximately 1,632 linear meters (5,355 linear feet) of existing informal trails on both public and private land. According to the Trails and Pathways Map for Bonsall, adopted on January 12, 2005, there are no existing official trails that would be impacted by the proposed project.

Planned Trails

As indicated in the CTMP, the planned trail north of the San Luis Rey River is generally proposed to run adjacent to the existing SR-76 highway corridor. Currently, pedestrians, bicyclists, and equestrians may use the shoulders of the existing SR-76 or the numerous existing trails within the river valley between the existing SR-76 and Old River Road. The proposed project would neither preclude these uses nor alter the future trail users in the adjacent planned park. While minor realignments of the planned trails would be required, this would not alter what is envisioned in the CTMP. Direct trail impacts are depicted in Figure 3.3-3. The Existing Alignment Alternative would impact approximately 633 linear meters (2,078 linear feet) of planned trail on land that is publicly owned and 1,603 linear meters (5,259 linear feet) on privately owned land.

Southern Alignment Alternative

San Luis Rey Downs Golf Resort

Approximately 12.0 hectares (29.6 acres) of existing golf course uses would be directly converted to right-of-way under the Southern Alignment Alternative (Figure 3.3-2). All direct impacts would be located within the western part of the facility, west of Lilac Road/Camino del Rey. The segment of the Southern Alignment Alternative traversing the facility would bisect the western part of the golf course and would convert holes 3, 4, 13, 14, 15, and 16 to right-of-way. In addition to those holes that would be removed, holes 2, 5, 6, 12, and 17 would be indirectly affected due to the proximity of the golf course to the alignment and the segmentation of the golf course.

The northeastern part of the golf course, including the driving range and holes 1, 7, 8, 9, 10, 11, and 18 would be located approximately 427 meters (1,400 feet) east of the proposed alignment and would not be directly affected. The additional facilities, including the hotel, country club, pro shop, swimming pools, tennis courts, or parking areas would not be physically displaced by this alternative. A large component of resort business is related to customers utilizing the golf course, and the conversion of the western half of the golf course to right-of-way would likely result in a substantial loss of patronage.

In addition to these permanent impacts, the construction activities associated with the Southern Alignment Alternative located both south of and adjacent to the San Luis Rey River and within the boundaries of San Luis Rey Downs Golf Resort could result in temporary impacts. Potential impacts to travel patterns and traffic flow along adjacent roadways are anticipated. This includes impacts to Olive Hill Road and Old River Road, which are heavily utilized by golfers and other patrons of San Luis Rey Downs Golf Resort, as well as residents living in the vicinity of the golf course. Construction of the Southern Alignment Alternative would unavoidably result in noise and dust generation. Patrons of San Luis Rey Downs Golf Resort would be particularly subjected to noise and dust impacts, especially during daytime hours, as it is largely an outdoor recreational facility.

Existing Informal Trail Network

In terms of impacting the recreational experience of a trail user, the Southern Alignment Alternative would not alter that experience compared to the existing conditions since the existing trails are currently located adjacent to SR-76 and Old River Road. The Existing Alignment Alternative would permanently impact approximately 572 linear meters (1,877 linear feet) of existing trails on both public and private land.

Planned Trails

The types of impacts on the planned trail south of the San Luis Rey River due to the Southern Alignment Alternative are the same as those discussed above for the Existing Alignment Alternative. The Southern Alignment Alternative would impact approximately 566 linear meters (1,858 linear feet) of planned trail on land that is publicly owned and 2,326 linear meters (7,632 linear feet) on land that is privately owned.

No Build Alternative

The No Build Alternative would not result in any direct park and recreation impacts.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Existing (Preferred) and Southern Alignment Alternatives

Planned Trails

The trails, as depicted in the CTMP, are conceptual in nature and not location specific as discussed above. Neither build alternative precludes the placement of trails within the river valley as envisioned in the CTMP. Because the planned trail locations are not specifically defined, ample area within the planned park exists to accommodate the minor trail alignment shifts caused by either alternative for SR-76. Each alternative would require, in coordination with the County of San Diego, relocation of the trails towards the river or their incorporation into

the fill slopes, where feasible. Neither alternative would sever the planned trails or preclude their future development.

De minimis Finding for the Planned Trails on Publicly Owned Land

Neither the Existing nor Southern Alignment Alternative (1) precludes the planned trails from the river valley, (2) negates the future placement of the trails as envisioned in the CTMP, or (3) adversely affects the activities, features, and attributes of the planned trails. Because the trails could be constructed as planned by the County of San Diego with the measures discussed above and because the official with jurisdiction over the planned trails has provided written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the trails for protection under 4(f) (see concurrence letter received from the County of San Diego in Chapter 5, Figure 5.4-1), this project's impacts to the proposed trails on publicly owned land *are reduced to a de minimis level*. Informal trails that are not designated are not protected under Section 4(f).

Existing Alignment Alternative (Preferred Alternative)

Bonsall Model Airplane Airport

Seven other radio-controlled airplane clubs exist within a 40-kilometer (25-mile) radius of this site. The clubs fly at various sites in the vicinity, including Temecula, Hemet, North County, Miramar, Poway, and near Camp Pendleton. Persons flying radio-controlled planes at these sites must be a member of that specific club and the AMA, or be a guest of one of their club members. It is anticipated that members of the Fallbrook RC Flyers would, based upon their locality, join one of these respective clubs and continue to fly their radio-controlled planes at the other locations. In addition, the previously disturbed portions of the Groves property, which has been acquired as a mitigation site, would not be restricted from future active recreation use contingent on resource agency concurrence. It would be the responsibility of the club or agency developing a recreational area on the property, however, to meet resource agency regulatory environmental requirements. No mitigation is proposed.

Existing Informal Trail Network

The Existing Alignment Alternative would require, in coordination with the County of San Diego, relocation of the existing trails towards the river or their incorporation into the fill slopes, where feasible. Because the trails would continue to function as such with the measures above, no further measures are proposed. The proposed project would not preclude future development of proposed trails.

Southern Alignment Alternative

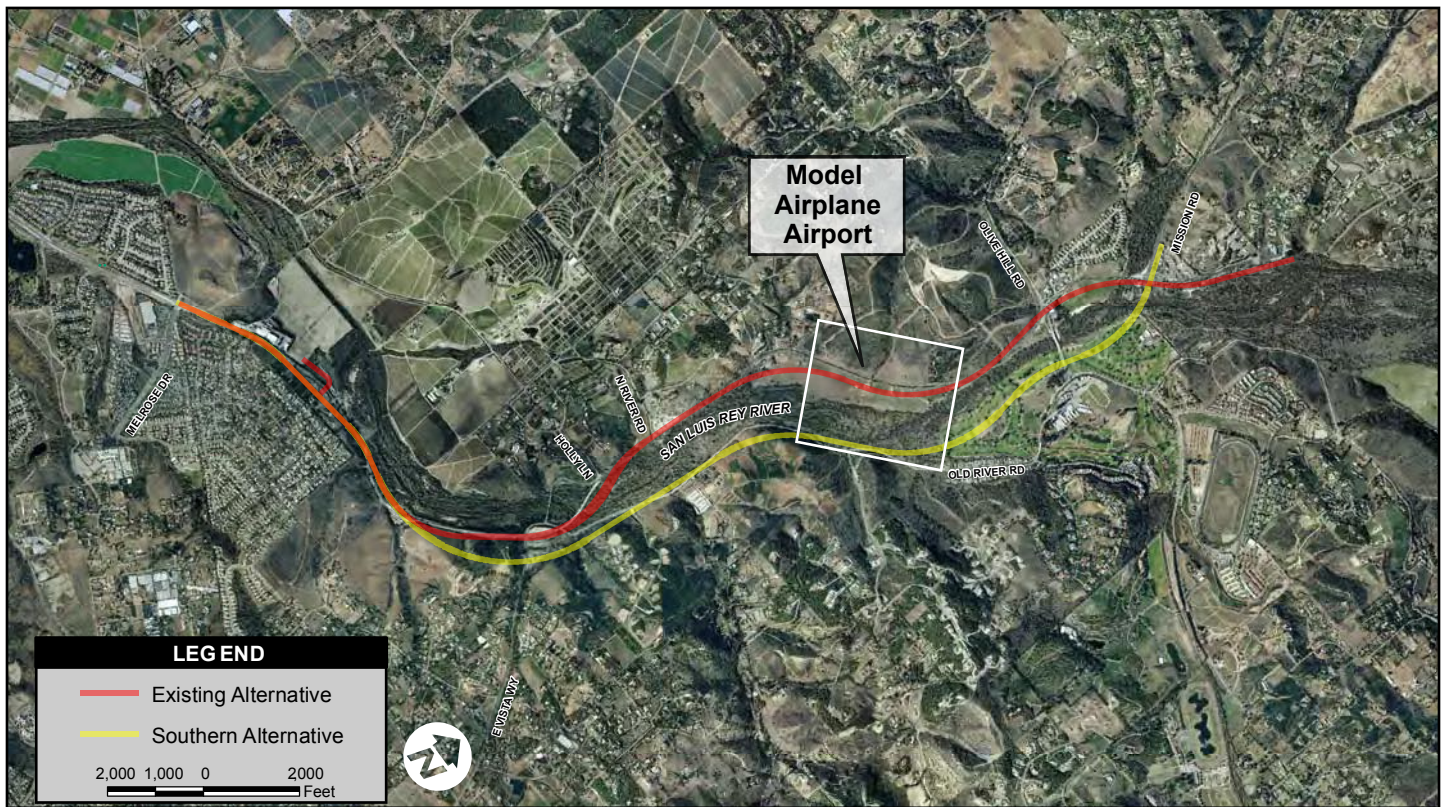
San Luis Rey Downs Golf Resort

There is potential for the eastern portion of the San Luis Rey Downs Golf Resort to continue as an executive course, which could also allow for the continued use of the country club, hotel, tennis courts, and swimming pool. The economic feasibility of this option is undetermined at this time. This would be determined through coordination with the owners.

To offset the temporary construction impacts, night work may be necessary to perform specific construction tasks, such as drainage improvements and structural section development, which could minimize impacts to patrons of the golf resort. Water trucks and other measures outlined in Section 3.14.4 and Section 3.18.4 could be used to minimize the dust generated by construction activities.

Existing Informal Trail Network

The Southern Alignment Alternative would require, in coordination with the County of San Diego, relocation of the existing trails towards the river or their incorporation into the fill slopes, where feasible. Because the trails would continue to function as such with the measures above, no further measures are proposed.



Source: Google Earth 2007 imagery

Figure 3.3-1
Bonsall Model Airplane Airport

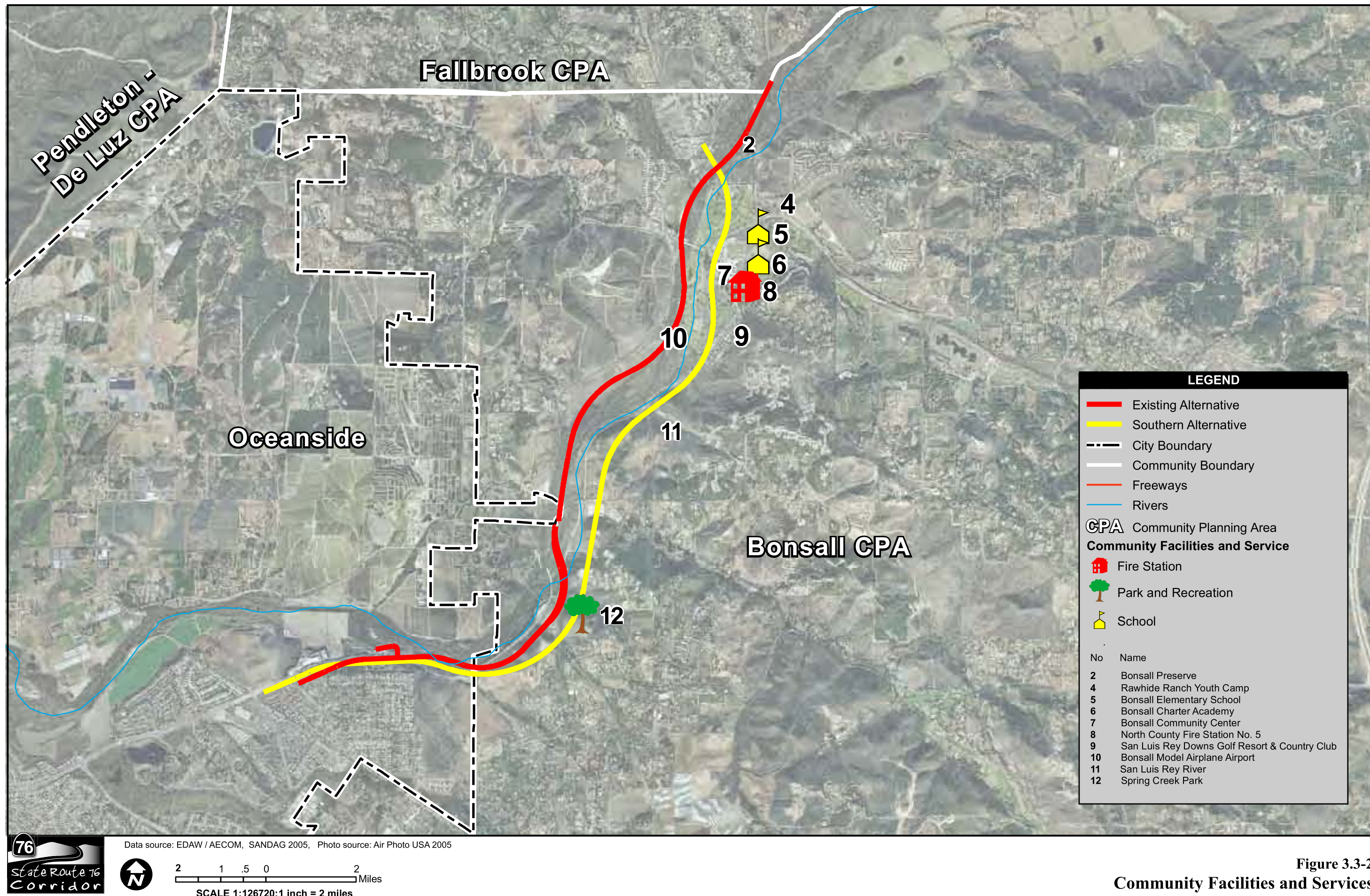


Figure 3.3-2
Community Facilities and Services

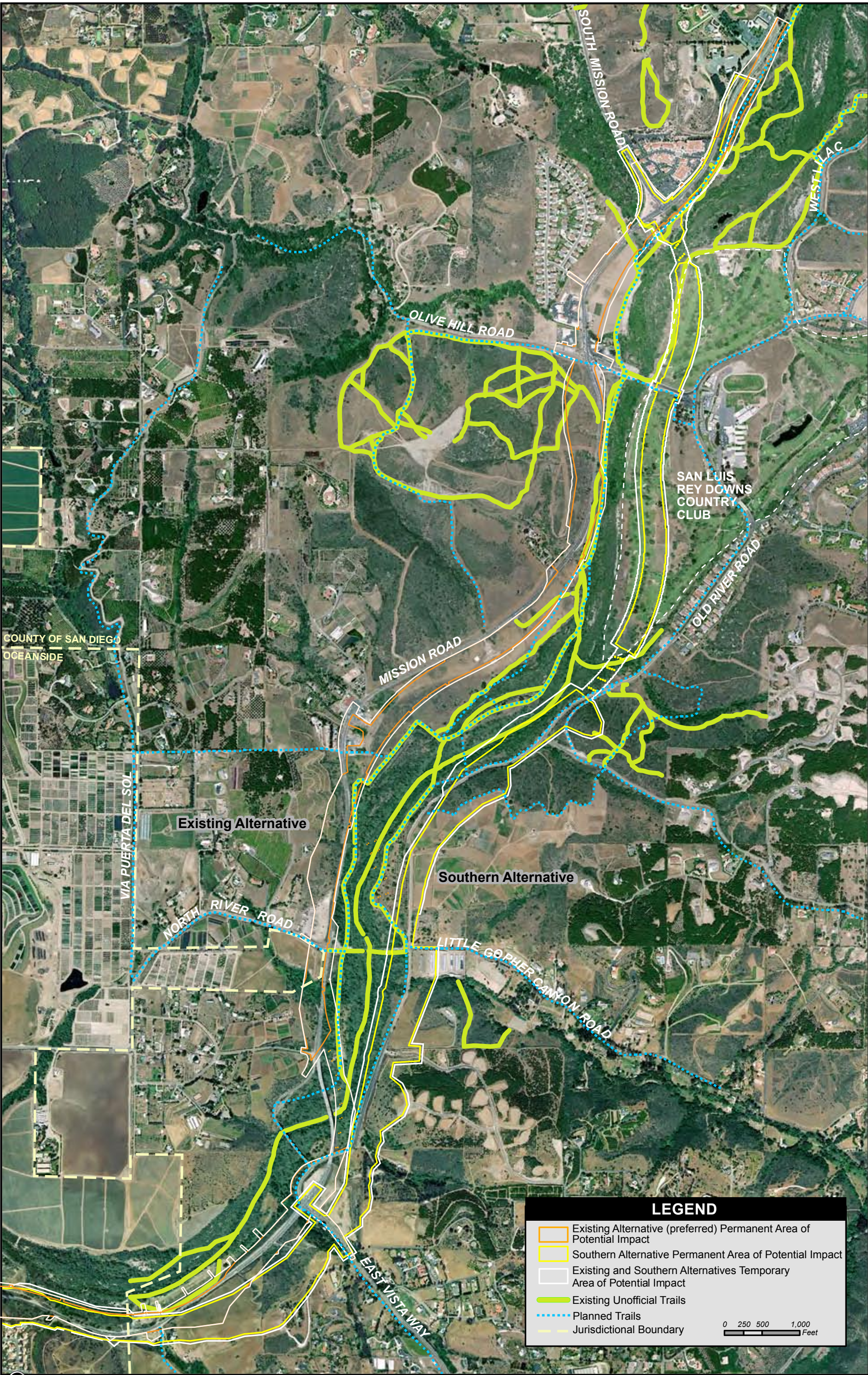


Figure 3.3-3
Preliminary Impact Analysis -
Existing and Planned Trails

3.4 GROWTH

This section discusses whether the proposed improvements to SR-76 would result in otherwise unforeseen direct, indirect, or secondary growth, otherwise known as growth inducement. This section is based largely on the April 2007 CIA, a separate technical study that was prepared for the proposed project and is incorporated by reference.

3.4.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act (NEPA), require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

3.4.2 Constraints

The project area is characterized by its unique topography, which includes steep hillsides and the San Luis Rey River valley, much of which is considered undevelopable land. Therefore, the natural terrain places physical constraints on the amount of developable land available to accommodate future growth.

In addition to natural barriers to growth, parcels of land such as the Groves property, located in Bonsall, have been acquired to provide mitigation land for impacts associated with the proposed project. As mitigation area, this land would be preserved in perpetuity and would not be developed.

The project lies within two regional habitat conservation planning areas: the Draft MSCP in unincorporated San Diego County and the MHCP comprising the seven incorporated cities in northwestern San Diego County. These are habitat conservation plans that shall protect lands within their preserve boundaries and provide guidance to planned development within their boundaries.

3.4.3 Impacts

Existing (Preferred) and Southern Alignment Alternatives

The proposed project is in response to traffic congestion that has resulted from growth that has already occurred or is planned to occur. As indicated in Section 3.1, approximately 316 units are under construction or have been approved for construction in the project area. The proposed project is not required traffic mitigation for any approved or planned development project.

The Bonsall Community Plan looks to the SR-76 project as one that could provide relief to the present congestion situation. The RTP anticipates that the proposed project would relieve existing and future traffic congestion in the area.

As part of the General Plan 2020 update, land use maps for Bonsall, Fallbrook, and North County Metro are being revised to account for future growth in the area. Proposed land use conversions for Bonsall include changing the “residential” classification (which comprises the majority of the community) to “semi-rural residential,” which would result in decreased density throughout much of Bonsall. The highest residential density would remain in the Country Town Area around the SR-76/South Mission Road interchange.

The Bonsall Community Plan indicates that growth would occur differently in the community without implementation of transportation-related projects that serve to accommodate growth. While the proposed project would not directly create access to an otherwise inaccessible area, it could improve circulation in the area. Improved circulation has the potential to influence growth by reducing commute times.

The expansion of SR-76 has the potential to escalate the rate in which growth is occurring.

The proposed project would not lead to unforeseen economic and/or population growth within the project area as it is responding to planned growth in the region. The proposed SR-76 project would not create growth-related environmental effects that have not been previously considered in long-range planning documents and associated environmental review. Furthermore, the proposed project would not directly tax community services or utilities because the proposed project would not result in an immediate or unanticipated influx of population or development. Therefore, no adverse effects associated with growth would be anticipated with implementation of any of the alternatives.

The Existing Alignment Alternative would have minor influences on growth. However, the Southern Alignment Alternative would have slightly greater, or a moderate, influence on growth as it results in several large, potentially developable remainder parcels.

No Build Alternative

The No Build Alternative would not influence growth.

3.4.4 Avoidance, Minimization, and/or Mitigation Measures

As discussed above, growth within the project area would most likely occur without the proposed project or under either project alternative. Growth is considered an indirect issue related to the proposed project that could not be minimized through alternate project features or design. In addition, this growth would be a secondary result of the proposed project and is anticipated in regional plans and projections. It is therefore considered an unavoidable result of the proposed project, and no project-specific measures related to growth are necessary.

Mitigation measures would not be required, as this secondary growth is not considered an adverse effect. This growth is included within City of Oceanside, County, and SANDAG projections. Service providers are anticipating this growth and would be able to adjust to the increase in demand for services over time. Caltrans would continue to coordinate with local jurisdictions with land use authority to encourage them to condition development approvals on provision of adequate regional transportation facilities. Caltrans would also coordinate with the County and local jurisdictions with land use authority to encourage them to direct growth in a manner consistent with the draft MSCP and MHCP draft Subarea Plan, minimizing growth impacts on natural resources.

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3.5 FARMLANDS

This section addresses the potential for impacts to and conversion of farmland resulting from the proposed project alternatives. This section is based largely on the April 2007 CIA, a separate technical study that was prepared for the proposed project and is incorporated by reference. A description of existing farmland adjacent to the proposed project alignments, as well as an analysis of potential adverse effects in terms of the loss of certain types of farmland, is provided. Existing regulations and programs related to the mapping, classification, monitoring, and preservation of farmlands are also described in this section.

3.5.1 Regulatory Setting

NEPA and the Farmland Protection Policy Act (FPPA), 7 U.S. Code (USC) 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as the Federal Highway Administration (FHWA), to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to nonagricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

3.5.2 Affected Environment

Project Area Agriculture

Along the length of the project area, agricultural operations of varying size are located north of and adjacent to the existing alignment. South of SR-76 and Old River Road, agriculture is typically integrated with rural residential uses on large lots, and agricultural uses are generally separated from the existing alignment by the San Luis Rey River and its associated riparian habitat. The main crops in these areas consist primarily of flower and ornamental tree production as well as avocados.

The majority of agriculture in the project area takes the form of small-scale, family-owned operations; however, larger commercial agriculture lots such as Oceanside Produce, the Pardee Tree Nursery, and EuroAmerican Propagators are also located within the vicinity of the proposed project.

Important Farmland categories described in Table 3.5-1 are located within the project area. While not all designated lands are currently in agricultural production, the majority are.

**Table 3.5-1
Potential Farmland Conversion by Alternative**

Alternative	Land Directly Converted	Percent of Farmland in County	Prime and Unique Farmland	Extent of Temporary Impacts	Farmland Conversion Impact Rating
Existing Alignment Alternative	21 hectares (52 acres)	0.04%	18 hectares (45 acres)	83 hectares (206 acres)	118.80
Southern Alignment Alternative	23 hectares (57 acres)	0.02%	10 hectares (25 acres)	72 hectares (178 acres)	112.08
No Build Alternative	0 hectares (0 acres)	0.0%	0 hectares (0 acres)	0 hectares (0 acres)	N/A

As an “enrolled county,” San Diego County has Williamson Act lands scattered throughout its interior, mainly within northern and central portions of the county. The Williamson Act enables private landowners to contract with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses (contract lands). Land owners can enroll parcels for a minimum of 10 years. In return for this guarantee by landowners, the government jurisdiction assesses taxes based on the agricultural value of the land rather than the market value, which typically results in a substantial reduction in property taxes. Contract lands are located near the western extent of the proposed project, north of the existing SR-76 corridor, within Oceanside’s municipal boundary. These contract lands are located approximately 0.40 kilometer (0.25 mile) north of the project footprint and are currently in agricultural production.

3.5.3 Impacts

The following agricultural analysis is based upon coordination and response on Form NRCS-CPA-106 (Appendix E). Per NRCS, the quantification of impacts to farmland is based on the presence of soils within the proposed SR-76 corridor that meet the criteria for Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, collectively referred to as agricultural soils. Table 3.5-1 summarizes potential impacts to farmland associated with the Existing and Southern Alignment Alternatives based on the completed NRCS form.

Both the Existing and Southern Alignment Alternatives are consistent with the San Diego County Code of Regulatory Ordinances, Section 63.403 Agricultural Land Conversion, Subdivision (b), which states that agricultural land may be converted to other uses or zones, specifically if the agricultural enterprise, activity, operation, facility, or appurtenances thereof obstruct the free passage or use of a highway. The proposed alternatives build upon a transportation use and would utilize either existing right-of-way or follow an existing roadway, and therefore are compatible with surrounding land uses. While the loss of some agricultural land and soils would not be consistent with Agricultural Policy 4 of the Bonsall Community Plan, the directly converted farmland and soils are a small portion of the agricultural uses in the community, and farms adjacent to the proposed alignment could continue operations.

Existing Alignment Alternative (Preferred Alternative)

The Existing Alignment Alternative would convert farmland and agricultural soils that have the potential to support farming activities. Actively farmed lands and agricultural soils are located throughout the project area and would be directly converted through implementation of this alternative. The Existing Alignment Alternative would not affect Williamson Act contract lands. The majority of agricultural lands and soils acquired for the right-of-way expansion are portions of larger farms, and agricultural uses would continue along much of the alignment as they do under current conditions. At the western end of the proposed project alignment in Oceanside, agricultural areas are primarily located north of the alignment. This includes a large parcel of agricultural land that contains the Oceanside Produce Processing Center. The Existing Alignment Alternative would result in the realignment of the driveway that accesses this parcel; however, it would not alter agricultural uses at this location.

As shown in Table 3.5-1, a total of 21 hectares (52 acres) of farmland would be directly converted to right-of-way uses through implementation of this alternative, which would account for approximately 0.04 percent of farmland within the county. A total of 18 hectares (45 acres) of soils identified as Prime and Unique would be affected by this alternative. As determined by NRCS, the total farmland conversion impact rating for the Existing Alignment Alternative is 118.80. Because this farmland conversion impact rating is less than 160 points, no further coordination with NRCS is required under NEPA (CFR 658.4 (c)(2)) and effects to farmland are not considered adverse.

In addition to the permanent impacts, construction of the Existing Alignment Alternative would result in short-term effects to agricultural uses within the project area. An estimated 83 hectares (206 acres) of actively farmed land and agricultural soils located adjacent to the project alignment and associated construction activities may be indirectly affected, indicating that they could no longer support agricultural uses due to restricted access. Temporary impacts could also include dust or emissions resulting from heavy equipment operations, or disruptions to accessibility of farms or farming equipment located off-site.

The final farmland conversion impact rating of 118.80 takes into consideration temporary effects to agricultural resources by including acreages of adjacent agricultural soils. Temporary effects are therefore not considered adverse.

Southern Alignment Alternative

The Southern Alignment Alternative would convert farmland and agricultural soils that have the potential to support farming activity. Actively farmed lands, as well as agricultural soils, are located throughout the project area and would be directly converted through implementation of this alternative. The Southern Alignment Alternative would not affect Williamson Act contract lands. The majority of agricultural lands and soils acquired for the right-of-way expansion are portions of larger farms, and agricultural uses would continue along much of the alignment as they do in current conditions. The Southern Alignment Alternative would result in the

realignment of the Oceanside Produce Processing Center driveway; however, it would not alter agricultural uses at this location.

As shown in Table 3.5-1, a total of 23 hectares (57 acres) of farmland would be directly converted to right-of-way uses through implementation of this alternative, which would account for approximately 0.02 percent of farmland within the county. A total of 10 hectares (25 acres) of soils identified as Prime and Unique would be affected by this alternative. As determined by NRCS, the total farmland conversion impact rating for the Southern Alignment Alternative is 112.08. Because this farmland conversion impact rating is less than 160 points, no further coordination with NRCS is required under NEPA and effects to farmland are not considered adverse.

In addition to the permanent impacts, construction of the Southern Alignment Alternative would result in short-term effects to agricultural uses within the project area. An estimated 72 hectares (178 acres) of actively farmed land and agricultural soils located adjacent to the project alignment and associated construction activities may be indirectly affected, indicating that they could no longer support agricultural uses due to restricted access. Temporary impacts could also include dust or emissions resulting from heavy equipment operations, or disruptions to accessibility of farms or farming equipment located off-site.

The final farmland conversion impact rating of 112.08 takes into consideration temporary effects to agricultural resources by including acreages of adjacent agricultural soils. Temporary effects are therefore not considered adverse.

No Build Alternative

Implementation of the No Build Alternative would not require any physical change to the current right-of-way or the surrounding agricultural uses. As shown in Table 3.5-1, no agricultural soils would be directly affected by this alternative and there would be no adverse effects to agricultural resources.

3.5.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization

The widening of SR-76 within the project area would require some direct conversion of agricultural land and soils that cannot be avoided. The widening of the highway would require the expansion of the right-of-way, which would in turn affect agricultural land that is either in use and/or identified as agricultural soils. Effects to adjacent agricultural uses cannot be avoided if project objectives are to be met. Several alignment options were developed and reviewed in the design of the proposed project. The proposed project footprints have been modified and reduced to the extent possible to minimize impacts to sensitive resources. Encroachment into actively farmed parcels was designed to be limited to less productive areas or portions of the

parcels impractical for farming activities, such as steep slopes. The proposed alignments follow the existing SR-76 right-of-way or Old River Road where possible.

For those farmland parcels that are bisected and remain viable, where feasible, Caltrans would consider measures that would encourage farming to continue on the remnants.

Mitigation

As stipulated in 7 CFR 658.4 (c)(2), projects receiving a total score of less than 160 on the Form AD 1006 need not be given further consideration for protection and no additional alternatives need to be evaluated. The farmland conversion impact ratings for the Existing and Southern Alignment Alternatives are below 160; further coordination with NRCS, including mitigation or development of additional alternatives, is not required.

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