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<p>Policy LU-9.6 Town Center Uses. Locate commercial, office, civic, and higher-density residential land uses in the Town Centers of Villages or Rural Villages at transportation nodes. Exceptions to this pattern may be allowed for established industrial districts and secondary commercial districts or corridors.</p>	<p>The proposed project's Town Center is located at the main intersection of Main Street and Lilac Hills Ranch Road in the north-central portion of the property as called for by this policy. This node within the property is easily accessible to residents within and from outside of the project. The Town Center is expected to include 80,000 square feet of commercial/mixed-use areas, 59 single-family attached units, mixed-use residential units, the Village Green, and open space. The Town Center will also include a transit stop that would serve a future transit line if bus service is extended to the area. Neighborhood Centers are also located near other civic and commercial uses to enhance viability and ensure that they can be easily reached on foot or bike.</p>
<p>Policy LU-9.7 Town Center Planning and Design. Plan and guide the development of Town Centers and transportation nodes as the major focal point and activity node for Village areas. Utilize design guidelines to be compatible with the unique character of a community. Roadways, streetscapes, building facades, landscaping, and signage within the town center should be pedestrian oriented. Wherever possible, locate public facilities, such as schools, libraries, community centers, and parks in Town Centers and Villages.</p>	<p>The Project proposes to include a Town Center that will be implemented by the Specific Plan and which will be the focus of the community. Commercial, office, civic and residential uses are included in the Town Center. South of this Town Center are two Neighborhood Centers that provide smaller opportunities for mixed use development, and also include a public park, school and private recreational areas. The Town Center and two Neighborhood Centers ensure that services are available to all residents within a 1/2 mile and will provide job opportunities. An extensive network of trails is provided to further encourage residents to walk and bike throughout the community. In addition, the Design Guidelines will, among other things, establish transitions from adjacent residential and agricultural uses to the denser uses within the entire Village and will incorporate design principles that will be consistent with the surrounding communities. The Specific Plan also includes roadway standards that reflect the traditional character and rural theme of the community. Pedestrian activities are of particular emphasis, and this is reflected throughout the design guidelines (see the project's Specific Plan Section III- Design Standards).</p>
<p>Policy LU-9.8 Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas.</p>	<p>The Lilac Hills Ranch Project includes an internal roadway network that provides connectivity to the existing regional road network, a comprehensive pedestrian and bicycle trail network, and public amenities, such as parklands and open space along with detailed building and landscaping design guidelines that will create connectivity and ensure compatibility with the surrounding area. The project will provide improvements to surrounding</p>

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	<p>roadways and the landscaping requirements associated with the project ensure compatibility with surrounding areas. Landscaping themes will emphasize and reflect the agricultural history of the site and California foothills theme, and will include accent groupings of native and drought tolerant species, with rural themed fences, vine arbors, and low stone walls. The project also includes a 50-foot buffer along the majority of the perimeter of the project, which in combination with the topography will shield the view of the Town Center and much of the buildings within the development.</p>
<p>Policy LU-9.9 Residential Development Pattern. Plan and support an efficient residential development pattern that enhances established neighborhoods or creates new neighborhoods in identified growth areas.</p>	<p>This project proposes to amend the General Plan Regional Land Use Map to re-designate the project site as Village (as shown in Figure 1-1 of the Project's EIR) consistent with the Community Development Model. The Lilac Hills Ranch Specific Plan proposes a new Village which allows for a wide variety of housing types which will be provided in accordance with the Community Development Model design which focuses the highest concentration of intensity in the center of the project, and provides decreasing intensities closer to the perimeter. This design provides efficient compact development by including residential, civic, and retail uses within close proximity of each other and creates a new neighborhood center. The project is adjacent to a I-15, a major freeway, provides all necessary infrastructure, and services, and is consistent with General Plan policies regarding sustainable development.</p>
<p>Policy LU-9.10 Internal Village Connectivity. Require that new development in Village areas are integrated with existing neighborhoods by providing connected and continuous street, pathway, and recreational open space networks, including pedestrian and bike paths.</p>	<p>The Lilac Hills Ranch circulation network includes an interconnected network of private roads (open to the public) that provide multiple internal connections. Lilac Hills Ranch includes four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The project includes numerous trails, community pathways, bike lanes and similar facilities throughout the project site (See Figure 1-8 in the Project's EIR). The project would include two bike lanes on Main Street through the Town Center and an off-street multi-surface trail that connects the Town Center to the Neighborhood Center.</p>

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<p>Policy LU-9.11 Integration of Natural Features in Villages. Require the protection and integration of natural features, such as unique topography or streambeds, into Village projects.</p>	<p>The natural drainage system is retained within the design of Lilac Hills Ranch Project. Habitat restoration will ensure that infiltration into groundwater is maximized. Several detention basins are incorporated throughout the project to ensure that most stormwater runoff percolates back into the groundwater that underlies the property. The project will also encourage builders to achieve hydrologic invisibility through a combination of methods including architectural features, rain harvesting and use of loosened soil zones to maximize filtration. The most recognizable and sensitive natural feature on the property are the drainages with their mature oak woodlands, almost all of which have been integrated into the preserved open space system of the project. Where disturbed by previous agricultural activities, the mature oak woodlands would be enhanced and restored. Over 75% of the property is already disturbed. Of the 146 acres that is not disturbed, 104.1 acres will be conserved in permanent open space. Additionally, the project complies with the County's RPO Ordinance and 99.7 percent of all proposed grading will not affect RPO steep slope land.</p>
<p>Policy LU-9.12 Achieving Planned Densities in Villages. In villages, encourage future residential development to achieve planned densities through multi-family, mixed use, and small-lot single-family projects that are compatible with the community character.</p>	<p>Within the Village proposed for the Lilac Hills Ranch Specific Plan there are planned distinct areas with a mix of uses that will include residential, commercial, office and civic uses arranged to be accessible by walking or biking. There will be 1,371 single-family detached homes of varying lot sizes (ranging from 2,800 square feet to 10,000 square feet) 164 single-family attached homes, and 211 residential units within the commercial mixed-use areas. Finally, age restricted housing supported by a senior center will ensure a range of housing types.</p>
<p>Policy LU-10.3 Village Boundaries. Use Semi-Rural and Rural land use designations to define the boundaries of Villages and Rural Land Use designations to serve as buffers between communities.</p>	<p>The project is designed according to the Community Development Model, which focuses the most intense commercial and residential uses at the center of the project, with less intense uses surrounding the Town Center and Neighborhood Centers. This results in a design that places less intense uses and larger lots at the perimeter of the project which in turn buffers existing adjacent properties from incompatible uses. The project places lower density units near the perimeter with an additional 50-foot vegetation buffer to transition to adjacent Semi-rural land use designations around the project.</p>

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<p>Policy LU-11.1 Location and Connectivity. Locate commercial, office, and industrial development in Village areas with high connectivity and accessibility from surrounding residential neighborhoods, whenever feasible.</p>	<p>The Lilac Hills Ranch Town Center and two Neighborhood Centers include commercial uses which have been designed to provide high connectivity and accessibility from the surrounding residential neighborhoods. As can be seen on the Specific Plan land use map, these areas are connected to the rest of the community by a network of roads and bicycle and pedestrian trails.</p>
<p>Policy LU-11.2 Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.</p>	<p>The Lilac Hills Ranch Specific Plan contains detailed design guidelines that will ensure that the commercial uses are located, scaled and designed to be compatible with the surrounding neighborhoods and community.</p>
<p>Policy LU 11.3 Pedestrian-Oriented Commercial Centers. Encourage the development of commercial centers in compact, walkable configurations in Town Centers that locate parking in the rear or on the side of the parcel, use transparent storefronts with active retail street-fronting uses, minimize setbacks, and discourage "strip" commercial development. "Strip" commercial development consists of automobile-oriented commercial development with the buildings set back from the street to accommodate parking between the building and street.</p>	<p>The Lilac Hills Ranch Specific Plan includes detailed design guidelines for commercial uses that will result in a compact, walkable configuration in the Town Center. Commercial parking lots are located to the rear of the commercial structures and active retail uses are located facing the streets with zero lot lines. Together these design standards implement this policy. The project does not include strip commercial development.</p>
<p>Policy LU-11.6 Office Development. Locate new office development complexes within Village areas where services are available, in proximity to housing, and along primary vehicular arterials (ideally with transit access) with internal vehicular and pedestrian linkages that integrate the new development into the multi-modal transportation network where feasible.</p>	<p>Office uses are permitted in the Town Center and Neighborhood Centers where services will be available, and where some 375 residential units will be located. These uses are all a short distance from Main Street and Lilac Hills Ranch Road which are easily accessible from the regional roadway network. These uses all have immediate access to the internal trail system, sidewalks and the bicycle path system.</p>

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<p>Goal LU-12 Infrastructure and Services Supporting Development. Adequate and sustainable infrastructure, public facilities, and essential services that meet community needs and are provided concurrent with growth and development.</p>	<p>The project will provide the essential public services and facilities that will be necessary to support the development including an internal circulation system, water and sewer service infrastructure, a school site, a community center space, and trail network. Additionally, the project will provide approximately 25.3 acres of parks, of which the largest park (13.5 acres) will be available to the surrounding community for public use.</p>
<p>Policy LU-12.1 Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing.</p>	<p>The proposed project will provide necessary infrastructure, facilities, and services based upon a phased approach as described in the project's Specific Plan. This will ensure that adequate infrastructure is available to each phase of development at the appropriate time as required to implement this policy. In addition, the project will meet specific conditions regarding the implementation of one of the options identified in the Fire Protection Plan prior to the issuance of a Final Map in order to provide the required fire services in conformance with the General Plan.</p>
<p>Policy LU-12.2 Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.</p>	<p>Existing West Lilac Road will be improved as a two lane 2.2C Light Collector from Old Highway 395 to Main Street (in accordance with the Mobility Element). This segment of West Lilac Road will operate at LOS D at project buildout and at LOS E in the Horizon Year. As a result, the project includes a General Plan Amendment to add the segment of West Lilac Road to Table M-4. Staff has prepared rationale as part of the General Plan Amendment explaining why this segment of West Lilac Road should remain at the current classification and should not increase its classification to accommodate the additional improvements necessary to achieve a LOS of D or better. The rationale for accepting West Lilac Road at LOS E/F operation is based on an arterial speed study that demonstrated that the roadway segment would operate an acceptable LOS based on the speed of traffic, the proposed roundabouts would increase the operational capacity, the roadway would include improved pedestrian and bicycle facilities, and the constraints associated with widening the West Lilac Road bridge over the I-15 to 4-lanes.</p> <p>The project proposes to reduce the Mobility Element classification from 2.2C to the previous classification of 2.2F along the northern project boundary east to Road 3. Staff does</p>

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	<p>not support the proposed downgrade in classification and recommends that the existing 2.2C classification be retained. As a result, the roadway segment would not need to be added to the list of roadways accepted at LOS E/F operations under buildout of the General Plan.</p>
<p>Policy COS-6.2 Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses by doing the following:</p> <ul style="list-style-type: none"> ■ Limiting the ability of new development to take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations ■ Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses ■ Allowing for agricultural uses in agricultural areas and designing development and lots in a manner that facilitates continued agricultural use within the development. ■ Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture ■ Supporting local and State right-to-farm regulations ■ Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process <p>Discourage development that is potentially incompatible with intensive agricultural uses includes schools and civic buildings where the public gather, daycare facilities under private institutional use, private institutional uses (e.g., private hospitals or rest homes), residential densities higher than two dwelling units per acre, and offices and retail commercial.</p>	<p>The project would comply with this policy by implementing the following:</p> <p>(1) Consistent with the Right to Farm Act, the project is required to inform new residents of the potential impacts from the existing, surrounding agricultural operations. (2) Providing agricultural buffers, landscaping and fencing between the project and adjacent off-site agricultural operations. (3) Continuing some agricultural crops on-site within open space and agricultural buffers. (4) Providing adequate buffers and setbacks to protect surrounding agricultural operations. The project's off-site impacts would be less than significant through the implementation of mitigation measures. These mitigation measures include agricultural buffers, fencing, and fuel modification zone restrictions. The agricultural buffers would include restrictions on aerial pesticide application, dust generation, and noise from agricultural equipment and would be adequate to ensure that off-site impacts to agriculture are less than significant. These mitigation measures and project design considerations will serve to mitigate impacts with off-site agricultural uses and to help preserve agriculture as an integral component of the region.</p> <p>The project does include a school, private institutional uses, a group care (assisted living facility) facility, commercial and residential densities over two dwelling units per acre. The school, private institutional use, and group care facility would be separated from off-site agricultural resources through agricultural buffers and fencing. The agricultural buffers would be adequate to prevent any impacts from aerial pesticide application, dust generation and noise from agricultural operations. The commercial uses within the Town Center and northern neighborhood center would be located internal to the project and not adjacent to any off-site agricultural uses. The southern neighborhood center would be located along the project boundary, but is not adjacent to any existing agricultural operations. The project does include residential densities over two dwelling units per acre; however, those densities are located within the Town Center and neighborhood centers, which are internal to the project and not located adjacent to any off-site</p>

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	<p>agricultural uses.</p> <p>The project would not significantly impact adjacent agricultural operations because the project includes buffers on-site to reduce indirect impacts to off-site agricultural operations along with fencing and landscaping. The agricultural buffers would be adequate to prevent any impacts from aerial pesticide application, dust generation and noise from agricultural operations.</p>
<p>Policy COS-6.5 Best Management Practices. Encourage best management practices in agriculture and animal operations to protect watersheds, reduce GHG emissions, conserve energy and water, and utilize alternative energy sources, including wind and solar power.</p>	<p>The on-site agricultural buffers and existing agriculture that would remain would be managed by the HOA, which would prohibit aerial pesticide spraying, noise generating equipment and dust generation and would allow use of only the type of fertilizers that comply with all applicable laws and regulations.</p>
<p>Policy S-11.5 Development Adjacent to Agricultural Operations. Require development adjacent to existing agricultural operations in Semi-Rural and Rural Lands to adequately buffer agricultural areas and ensure compliance with relevant safety codes where pesticides or other hazardous materials are used.</p>	<p>The project would not significantly impact adjacent agricultural operations because the project includes on-site buffers that would reduce indirect impacts from off-site agricultural operations. In accordance with California Code of Regulations pertaining to the application of pesticides are found in Sections 6447, 6447.1, 6447.2, and 6447.3 of Title 3 establish buffer zone requirements, work hour restrictions, notification requirements and other restrictions to address local conditions. Permits for field fumigation are locally issued, by the County Department of Agriculture, Weights, and Measures. As described in the FEIR, Section 2.4, and the responses to comments, the agricultural buffers would be adequate to prevent any impacts from aerial pesticide application, dust generation and noise from agricultural operations.</p>
<p>Policy N-5 Non-transportation-Related Noise Sources. A noise environment that provides minimal noise spillovers from industrial, commercial, agricultural, extractive, and similar facilities to adjacent residential neighborhoods.</p>	<p>A Noise Report was prepared (EIR, Noise Report, Appendix M) for the project and noise impacts were analyzed in the FEIR in Chapter 2.8. Twenty mitigation measures and practices will be required to minimize project noise include the following from EIR, Table S-1, selected and summarized as follows:</p> <p>M-N-3: To address stationary and direct construction noise from noise generating equipment, the project shall apply best engineering practices such as enclosures, barriers, and site orientation.</p> <p>M-N-4: Best engineering practices shall be used in the</p>

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	<p>placement of noise generating equipment when developing site plans for commercial land uses containing loading docks, delivery areas, and parking lots such as enclosures, barriers, site orientation, and reduction of parking stalls.</p> <p>M-N-5: Best engineering practices shall be used and considered in the placement and design of dog parks, such as barriers and site location.</p> <p>M-N-6: Best engineering practices such as barriers and site location shall be used and considered in the placement of noise generating equipment when developing site plans for the Water Reclamation Facility.</p> <p>M-N-6: Best engineering practices such as barriers, enclosures, and site orientation shall be used and considered in the placement of noise generating equipment when developing site plans for the Recycling Facility.</p> <p>M-N-5 through M-N-10 address additional aspects of noise from generators, parking lots, loading docks, dog parks, the Water Reclamation Facility and the Recycling Facility and are mitigated through M-N-1 through M-N-6.</p> <p>M-N-11: Construction noise is addressed with three separate measures to address multiple property line noise exposures, fire station construction noise, rock crushing activities, and blasting distances and monitoring near residences and sensitive receptors. M-N-12 through M-N-14 address additional aspects of these noise sources.</p> <p>M-N-15 through M-N-16 address groundborne vibration associated with heavy equipment as well as grading and blasting operations and do not allow heavy equipment to operate within 100 feet of any inhabited residence.</p> <p>M-N-17 through M-N-20 address cumulative impacts of the noise sources discussed in all the preceding noise measures.</p> <p>The project must comply with the County Noise Ordinance Section 36.404 which limits noise levels at the property line of the lot on which the noise is generated. Supplemental acoustical studies may be required prior to the issuance of individual building permits to ensure that these noise limits are met. Therefore, the project is consistent with this sensitive noise management policy.</p>

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<p>Goal M-1 Balanced Road Network. A safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities.</p>	<p>The project complies with this policy by providing a balanced road network consisting of public and private roads. For regional travel needs, the project would provide improvements to West Lilac Road, a County Mobility Element Road that would improve circulation within the community. In addition, the project would improve the intersection of East Vista Way and Gopher Canyon Road and would install traffic signals at the intersections of Old Highway 395 and Circle R Drive, Old Highway 395 and West Lilac Road along with the I-15 northbound and southbound ramps at Gopher Canyon Road. The project would also provide connections to Circle R Drive via Mountain Ridge Road, and West Lilac Road via Covey Lane and (emergency only) to Rodriguez Road.</p> <p>For the internal road network, all internal streets would be private, but open to the public except for the private gated senior community located in the southern portion of the project site (Phases 4 and 5). The project would provide new roads within the project site that would provide alternative routes for residents of the community and surrounding area. The project includes the construction of two additional private roads within the northern most portion of the project that would connect to West Lilac Road (Main Street and Street "Z") and would be open to the public. These roadways would provide alternative routes for residents of the community and surrounding area. The majority of the roads would also include bike lanes that would go through the town center then connect back to West Lilac Road. Pedestrian sidewalks would also be provided along Main Street to encourage walking to the town center.</p>
<p>Policy M-1.1 Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.</p>	<p>The project complies with this policy because it would improve West Lilac Road, a Mobility Element road in the General Plan, which is intended to provide travel between and within community planning areas. For example, West Lilac Road extends from the Valley Center Community Plan area to the Bonsall Community Plan area and would transport the majority of the project traffic from the project site to Interstate 15.</p> <p>The project would also include a network of private roads that would be open and available to the public. The road network would accommodate travel within the community, but would not accommodate overflow traffic from State highways and freeways that are unable to meet regional travel demands. The road network would primarily serve the residents of the project and</p>

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	<p>surrounding area. The project would provide connections to Circle R Drive via Mountain Ridge Road, and West Lilac Road via Covey Lane and (emergency only) to Rodriguez Road. All internal streets would be private, but open to the public except for the private gated senior community.</p> <p>The project would provide new roads within the project site that would provide alternative routes for residents of the community and surrounding area. The project includes the construction of two additional private roads within the northern most portion of the project that would connect to West Lilac Road (Main Street and Street "Z") and would be open to the public. These roadways would provide alternative routes for residents of the community and surrounding area.</p>
<p>Policy M-1.2 Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.</p>	<p>The project complies with this policy because it would provide an interconnected road network with multiple connections to existing public and private roads within the surrounding area that would improve roadway efficiency. The project would improve West Lilac Road, a Mobility Element road in the General Plan to the full classification of 2.2C Light Collector with exception requests for shoulder and parkway width from the project site to Old Highway 395, which would improve the efficiency and capacity of the roadway. The project would improve West Lilac Road along the frontage to a 2.2C Mobility Element road along the SC-270 alignment. The project would also provide shorter routes between trip origin and destination by providing services within close proximity to the proposed residential uses. The town center and two smaller neighborhood centers would contain a total of 90,000 square feet of commercial and would be located within 1/2 mile of the residential uses in order to reduce trips and encourage walking and bicycling.</p> <p>A Traffic Study and EIR was prepared for the project and concluded that at build out, the project would internally capture a total of 22% of the total traffic trips within the project. The internal capture is due to the provision of commercial and civic uses, which would reduce the number of trips leaving the project site. In addition, the commercial and civic uses in the project would reduce the distance traveled by surrounding residents outside of the project.</p> <p>The project would also provide two new roadways that would connect with West Lilac Road. Main Street would connect to West Lilac Road in the northwestern corner and northeastern corner through the town center. Street "Z" and "C" would provide</p>

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	<p>another connection to West Lilac Road through the project site. The project would also provide another connection to the east to West Lilac Road via Covey Lane. Covey Lane would become a public road off-site with the acceptance of existing Irrevocable Offers of Dedication (IODs) and additional dedications.</p> <p>The project also includes a private gated senior community within the southern portion of the project (Phases 4 and 5). As allowed under Section 503.6 of the Consolidated Fire Code, gates would be placed throughout Phases 4 and 5, for use by residents and/or emergency apparatus. The gates would be used by residents to go in and out of the project and would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. During an emergency requiring evacuation of residents, the gates would open allowing surrounding residents to use Lilac Hills Ranch roads. Even with this gated system, the roads would still be interconnected because they allow traffic from off-site to enter the project, and also provide emergency evacuation routes.</p> <p>The community would also have numerous private roads that connect to existing roadways off-site, including Mountain Ridge Road to the south, Rodriguez Road to the north, and Covey Lane to the east. The proposed roadway network would provide connections to existing roads that do not currently connect to other roadways. For example, Covey Lane and Mountain Ridge Road are existing private roads that dead-end within the site. The project would connect Covey Lane to two new roadways that would provide through access to the north, which ultimately connects to West Lilac Road. The project would also continue Mountain Ridge Road on-site to the north where it connects to internal roadways that ultimately provide connectivity to West Lilac Road. Although the connection at Mountain Ridge Road would be gated, the gates would be opened in the event of an emergency, providing the residents with additional ways to evacuate to the north, south and east. The roadways would also provide additional access routes for surrounding residents to use in the event of an emergency. The roadways have also been designed to support emergency services during fire and other emergencies.</p>

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<p>Policy M-1.3 Treatment of High-Volume Roadways. Consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development in order to avoid bisecting communities or town centers. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.</p>	<p>The project complies with this policy because the project includes a number of roadway design features to reduce design speeds and avoid bisecting communities or town centers. The project includes a number of roadway design exceptions to reduce right-of-way width and lower design speeds. The project includes landscaping along West Lilac Road in order to reduce visual impacts, including a 50-foot buffer planted with two rows of trees. The project also includes mitigation measures, such as noise walls, along West Lilac Road to reduce noise impacts on future residents. The project includes a number of design features and mitigation measures to reduce air quality impacts. Please see the EIR for additional details regarding the mitigation measures and design features included to noise, air quality and visual impacts.</p>
<p>Goal M-2 Responding to Physical Constraints and Preservation Goals. A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character.</p>	<p>The project complies with this policy by providing a road network that accommodates both planned land uses and regional traffic patterns. West Lilac Road would be improved to a 2.2C Light Collector classification in order to accommodate the traffic generated by the project. The segment of West Lilac Road from Main Street to Old Highway 395 would operate at a failing level service in the Horizon Year (build out) of the General Plan. In order to accommodate the traffic generated under the Horizon Year scenario, the road would require an upgrade in classification to a 4.2B Boulevard classification. However, the project includes a General Plan Amendment to add this roadway segment to the list of roadways within the County of San Diego that have been accepted at a failing level of service (Table M-4 of the Mobility Element). The upgrade in classification to a 4-lane would not be consistent with the community character of the area, which consists of 2-lane roads that serve semi-rural and rural land uses. Furthermore, the roadway would operate at an acceptable arterial speed with the addition of the roundabout.</p> <p>Four existing roadway segments were previously accepted at failing levels of service as part of the General Plan Update. The project would add additional traffic to those roadway segments, which would require the roads to be reaccepted at failing levels of service. The rationale for not upgrading the roadway classifications is the same rationale that was previously accepted, which includes marginal deficiencies and community consensus. The project would also add two other segments of Old Highway 395 to the list of roadways accepted at failing levels</p>

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	<p>of service. The segments of Old Highway 395 from E. Dulin Road to West Lilac Road and West Lilac Road to the I-15 southbound ramps would require an upgrade to 4.2B Boulevard. However, as demonstrated in the Traffic Impact Study, these roadways would operate at an acceptable LOS D or better based on the speed of traffic (arterial analysis), not just based on the volume to capacity ratio. In addition, traffic control along West Lilac Road includes a number of roundabouts, with implementation of the proposed project. A multi-purpose trail is also provided along the south side of West Lilac Road and this will greatly improve safety and comfort for pedestrians and bicyclists.</p>
<p>Policy M-2.1 Level of Service Criteria. Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.</p>	<p>As explained in Chapter 9 of the Traffic Impact Study, the changes to the Regional Category and Land Use Designations result in additional traffic on Mobility Element roads that was not previously anticipated by the General Plan. Therefore, a plan to plan analysis was conducted to determine the impacts to the County's Mobility Element roadway network as a result of the changes in the density and intensity of the project site.</p> <p>As identified in the Traffic Impact Study, the project would result in in the need to upgrade the classification of the following six Mobility Element roadway segments in order to achieve a LOS D or better: 1) West Lilac Road, between Old Highway 395 and Main Street; 2) West Lilac Road, between Main Street and Street "F"; 3) West Lilac Road, between Street "F" and Road 3; 4) Old Highway 395, between SR-76 and E. Dulin Road 5) Old Highway 395, between E. Dulin Road and West Lilac Road; 6) Old Highway 395, between W. Lilac Road and I-15 SB Ramps. However, staff does not support the proposed downgrade to the classification of West Lilac Road from a 2.2C to a 2.2F, which would eliminate the need to upgrade the segments of West Lilac Road between Main Street and Street "F" and Street "F" and Road 3. Therefore, only four segments would require an upgrade in classification to handle the projected traffic under bulidout of the General Plan.</p> <p>The County General Plan Update has already accepted LOS E/F along the Old Highway 395 roadway segment between SR-76 and E. Dulin Road. As a result of the project, the segments would have to be reaccepted at LOS E/F. The same rationale would apply for the reacceptance. In addition, the roadway would operate at LOS D or better based on the arterial speed.</p> <p>Several design factors could justify accepting roadway segments</p>

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	<p>at LOS E or F if it is determined that the adverse impacts of adding travel lanes are greater than the resulting benefit of increased traffic capacity. The following are examples of such circumstances:</p> <ul style="list-style-type: none"> • When the road has marginal deficiencies along a short segment and classifying the road with a designation that would add travel lanes for the entire road would be excessive; or • when adding travel lanes to a road would adversely impact environmental and cultural resources or in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.
<p>Policy M-2.2 Access to Mobility Element Designated Roads. Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.</p>	<p>The project complies with this policy because it limits the direct access points to West Lilac Road, the Mobility Element road that fronts the site. In addition, no individual lots within the project would have direct access to West Lilac Road. The project would include a total of three connections to the West Lilac Road, including one at the northwestern corner, one at the northeastern corner and one along Covey Lane near the central portion of the site.</p>
<p>Policy M-2.3 Environmentally Sensitive Road Design. Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.</p>	<p>A number of Specific Plan design guidelines require roadways to be designed in a manner that will minimize impacts to significant biological, environmental and visual resources. Policy 9 requires a safe and efficient circulation system that supports the Project, links to regional transportation elements when appropriate and minimizes impacts to residential neighborhoods and environmentally sensitive areas. The Project's EIR identifies mitigation measures (M-BIO1 through M-BIO 4) to reduce impacts to sensitive natural resources on-site and enhance connectivity to preserve areas. The major wetlands and drainages onsite are preserved although road crossings are provided to ensure a safe inter-village road network.</p>

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<p>Policy M-2.4 Roadway Noise Buffers. Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.</p>	<p>As indicated in Table 2.8-4 and Figures 2.8-2a and 2.8-2b of the Project's EIR, there are areas proposed for Noise Sensitive Land Use (NSLU) development that would be exposed to noise levels in excess of 60 CNEL. However, project structures and site topography separate NSLUs from adjacent roads. Traffic generated noise is mitigated by a number of features associated with the project design. In addition, noise on the controlled access road (Mountain Ridge Road) will be maintained at acceptable levels by limiting traffic volumes within the project that can access those roads.</p>
<p>Policy M-2.5 Minimize Excess Water Runoff. Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.</p>	<p>The proposed roadway network has been designed in accordance with County road standards except where exceptions are requested. The roadways have been designed to accommodate stormwater in a manner that minimizes demands on engineered stormwater systems by using detention basins. In addition, a Stormwater Management Plan (SWMP) was prepared for the project that identified additional measures to treat stormwater runoff and include Best Management Practices (BMPs), Low Impact Development requirements, Source Control BMPs and Treatment Control BMPs and are detailed in the Project's Major Stormwater Management Plan (SWMP). (Table 1-3, of the Hydrology and Water Quality Section of the Project EIR, identifies all the measures that are included). In addition, the Project has developed a comprehensive drainage plan. Runoff is directed from natural channels through development areas, collected at specified points, and released into existing drainage courses as it exits the development footprint. The future use of rainwater capturing and permeable pavers as design elements could provide alternative measures to the use of the proposed detention basins. The project's impacts associated with the exceedance of the storm water drainage system capacity would be less than significant, and it would not contribute to a significant cumulative impact associated with the capacity of storm water systems.</p>
<p>Goal M-3 Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.</p>	<p>The project would be responsible for constructing the roadway improvements needed to mitigate the projects traffic impacts. The construction of the improvements would be phased with the development and are identified in the Traffic Impact Study.</p>

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<p>Policy M-3.1 Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.</p>	<p>West Lilac Road is located along the project frontage is proposed to be downgraded from a 2.2C Light Collector to a 2.2F Light Collector per the project's Mobility Element General Plan Amendment. However, staff does not support the requested downgrade to West Lilac Road and has conditioned the project to dedicate the right-of-way necessary to accommodate the current 2.2C classification. In addition, the roadway would be improved to the 2.2C classification based on the SC 270 alignment. The road improvements would also include a fully improved 8 foot pathway within the southern portion of the right-of-way for pedestrians, bicycles, and equestrian riders.</p> <p>All of the private roads within the project will be designed and built to include road sections which will accommodate the traffic needs as identified by the project Traffic Impact Study and to meet County standards with certain modifications as described in the EIR. All of the Private roads will be built to accommodate project traffic and emergency vehicles. A system of pedestrian walkways and multi-modal trails are incorporated in the design of the roadways.</p>
<p>Policy M-3.2 Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.</p>	<p>Lilac Hills Ranch will pay TIF fees and make road improvements as identified in the EIR. A system of pedestrian ways, multi-modal trails and bicycle paths are incorporated in the design of the roadways The project will also construct two segments of multi-use trails identified on the County Master Trail Plan.</p>
<p>Policy M-3.3 Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with State law and local regulations.</p>	<p>The Lilac Hills Ranch circulation network includes an interconnected network of private roads that provide multiple internal connections. The Project's road system meets the County Fire standards in regards to multiple ingress and egress routes. Mountain Ridge Road, providing emergency access to the south, will have controlled access, in accordance with the requirements of the Consolidated Fire Code. These control points will be able to be opened in the event of an emergency, providing these residents with additional ways to evacuate through Lilac Hills Ranch.</p>

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<p>Goal M-4 Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.</p>	<p>Lilac Hills Ranch establishes a Village that is compact and configured to encourage residents to walk to commercial and civic uses. This will encourage residents to walk to these public areas. An extensive pedestrian walkway system and bike paths along major internal roads provide multiple opportunities for residents to walk and bike the short distances to the Town Center and school-park complex. Traffic-calming mechanisms such as roundabouts and/or couplets will further slow traffic through the community.</p>
<p>Policy M-4.1 Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.</p>	<p>Lilac Hills Ranch establishes a Village that is compact and configured to encourage walking and non-motorized modes of travel. Residential and mixed-use uses are located adjacent to the Town Center, central Neighborhood Center, school site and a public park. This design will encourage residents to walk to these public areas. An extensive pedestrian walkway system and bike paths along major internal roads provide multiple opportunities for residents to walk and bike the short distances to the Town Center and school-park complex. Traffic-calming mechanisms, such as roundabouts and/or couplets, will further slow traffic through the community enhancing pedestrian safety and walkability.</p>
<p>Policy M-4.2 Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in villages and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.</p>	<p>The project would provide four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The internal road system within the project site would consist of private roads, open to the public, interconnected and appropriately scaled, allowing all internal roads to be two lanes, reinforcing a village atmosphere. Access to the Village Center will also be provided by West Lilac Road, a Mobility Element public road that will be improved to County standards as modified to remain compatible with the adjacent homes. As shown in Figure 2.7-1, gates would be placed throughout Phases 4 and 5, for use by residents and/or emergency apparatus. The gates would be used by residents to go in and out of the project and would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. During an emergency requiring evacuation of residents, the gates would open allowing surrounding residents to use Lilac Hills Ranch roads. Even with this gated system, the roads would still be interconnected because they allow traffic from off-site to enter</p>

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	<p>the project, and also provide emergency evacuation routes.</p> <p>Finally a separate system of pedestrian and bicycle paths will ensure that walkers and bicyclists are encouraged to walk to major public amenities including the Town Center and other civic uses within the community.</p>
<p>Policy M-4.3 Rural Roads Compatible With Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops, when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g. no curb and gutter improvements) to maintain community character.</p>	<p>The Project is requesting a General Plan Amendment to change the site's designation under the General Plan from Semi-Rural to Village, which would make this policy not applicable. However, the project proposes to utilize private roads within the development that are typically narrower, slower and require less grading. . The project includes requests for exceptions to reduce the design speed of a number of roadway segments to improve pedestrian and bicycle use.</p>
<p>Policy M-4.4 Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.</p>	<p>Roads in Lilac Hills Ranch are designed to meet the requirements of the Consolidated Fire Code in order to accommodate emergency service vehicles and allow residents to evacuate efficiently. The internal road system also provides an interconnected network that provides at least two ways in and out of the community.</p>
<p>Policy M-4.5 Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.</p>	<p>Earthwork will be minimized (especially along all perimeters of the site) by focusing density in locations where slope is minimal. The road pattern follows the terrain while still providing a safe and efficient road network. The project includes four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The points of ingress and egress ensure adequate access while reducing effects on surrounding rural areas. The Project's EIR identifies mitigation measures (M-BIO1 through M-BIO 4) to reduce impacts to sensitive natural resources onsite and enhance connectivity to preserve areas. The major wetlands and drainages onsite are preserved, although road crossings are provided to ensure a safe intra-village road network. Although there are no wildlife corridors on the project site, the use of a compact development footprint minimizes the need for wildlife movement through the project, and wildlife can continue to move through the general area by going around the project.</p>

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<p>Policy M-4.6 Interjurisdictional Coordination. Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently or sequentially to optimize and maintain road capacity.</p>	<p>This policy does not apply to this project because there are no road improvements proposed that would cross into adjacent jurisdictions or within SOIs. However, the County has coordinated with the California Department of Transportation, SANDAG, and regional transit providers (North County Transit District) regarding the projects impacts on the regional transportation system and implementation of a Transportation Demand Management (TDM) program.</p>
<p>Goal M-5 Safe and Efficient Multi-Modal Transportation System. A multi-modal transportation system that provides for the safe, accessible, convenient, and efficient movement of people and goods within the unincorporated County.</p>	<p>The project provides a multi-modal transportation system that is designed in accordance with the requirements of the Consolidated Fire Code, Public Road Standards and Private Road Standards. The project will provide pedestrian and bicycle infrastructure, as well as an extensive trail system. In addition the project will implement a Transportation Demand Management (TDM) program which includes an on-demand shuttle service to nearby public transportation service stops.</p>
<p>Policy M-5.1 Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:</p> <ul style="list-style-type: none"> ■ Sufficient capacity consistent with the County General Plan Land Use Map ■ Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled ■ Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands ■ Maximized efficiency to enhance connectivity between different modes of travel 	<p>This policy is not subject to project-specific application, but rather memorializes the County's intent to coordinate with other jurisdictions.</p>

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<p>Policy M-5.2 Impact Mitigation for New Roadways and Improvements. Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new State Freeways or highways and to</p> <p>reduce impacts of road improvements and/or design modifications to State facilities on adjacent communities.</p>	<p>This policy is not subject to project-specific application, but rather memorializes the County's intent to coordinate with other jurisdictions.</p>
<p>Policy M-8.1 Maximize Transit Service Opportunities. Coordinate with SANDAG, the CTSA, NCTD and MTS to provide capital facilities and funding where appropriate to:</p> <ul style="list-style-type: none"> ■ Maximize opportunities for transit services in unincorporated communities ■ Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes ■ Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible ■ Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops 	<p>The project has reserved a site within the town center for a future transit stop. Additionally, the project will include a TDM program which will include an on-demand shuttle to public transportation service stops. The County has and will continue to coordinate with NCTD and SANDAG in order to monitor demand for public transportation service as the project area develops.</p>
<p>Policy M-8.3 Transit Stops That Facilitate Ridership. Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of Town Centers and Village Cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit-oriented development, when appropriate.</p>	<p>Lilac Hills Ranch includes a Town Center with commercial/mixed-use and attached residential uses. An area for a transit stop will be provided by the project. The project also includes a TDM that includes such measures as an on-demand shuttle to connect the Community with the planned NCTD transit stop located at the intersection of I-15 and SR 76. The County has, and will continue to coordinate with NCTD and SANDAG in order to monitor demand for service as the project area develops.</p>