

Existing With Project Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Existing		Existing + Project			Δ Traffic	Direct Impact?	CMP Impact?												
			ADT	V/C	LOS	ADT	V/C				LOS											
State Route 76																						
State Route 76	E. Vista Way to N. River Road	2SR	22,900	28,805	1.258	F	29,207	1.275	F	402	0.018	Yes	No									
	N. River Road to Camino Del Rey	2SR	22,900	39,736	1.735	F	40,274	1.759	F	538	0.023	Yes	Yes									
	Camino Del Rey to S. Mission Road	2SR	22,900	39,316	1.717	F	39,922	1.743	F	606	0.026	Yes	Yes									
	S. Mission Road to Gird Road	2SR	22,900	26,752	1.168	F	27,448	1.199	F	696	0.030	Yes	Yes									
	Gird Road to Old Hwy 395	2SR	22,900	23,789	1.039	F	24,577	1.073	F	788	0.034	Yes	Yes									
	Old Hwy 395 to I-15 SB Ramp	4C	34,200	29,407	0.860	D	30,279	0.885	D	872	0.025	No	No									
	I-15 SB Ramp to I-15 NB Ramp	2SR	22,900	19,359	0.845	E	21,176	0.925	E	1,817	0.079	Yes	Yes									
	I-15 NB Ramp to Pankey Road	4MR	37,000	11,031	0.298	A	13,795	0.373	A	2,764	0.075	No	No									
	Pankey Road to Horse Ranch Creek Road	4MR	37,000	11,031	0.298	A	14,379	0.389	A	3,348	0.090	No	No									
	Horse Ranch Creek Road to Rice Canyon Road	2SR	22,900	11,031	0.482	C	15,179	0.663	D	4,148	0.181	No	No									
	Rice Canyon Road to Couser Canyon Road	2SR	22,900	11,031	0.482	C	15,543	0.679	D	4,512	0.197	No	No									
	Couser Canyon Road to W. Pala Mission Road	2SR	22,900	10,224	0.446	C	14,894	0.650	D	4,670	0.204	No	No									
	W. Pala Mission Road to E. Pala Mission Road	2SR	22,900	10,329	0.451	C	10,935	0.478	C	606	0.026	No	No									
E. Pala Mission Road to Lilac Road	2SR	22,900	8,821	0.385	C	9,427	0.412	C	606	0.026	No	No										
Lilac Road to Adams Drive	2SR	22,900	9,456	0.413	C	9,850	0.430	C	394	0.017	No	No										
Adams Drive to Cole Grade Road	2SR	22,900	9,090	0.397	C	9,460	0.413	C	370	0.016	No	No										
W. Pala Mission Road																						
State Route 76 and Pala Temecula Road																						
State Route 76 and Pala Temecula Road											2RC	16,200	4,711	0.291	C	5,929	0.366	C	1,218	0.075	No	No
Pala Temecula Road																						
Pala Mission Road to Trujillo Road											2RC	16,200	8,318	0.513	D	9,264	0.572	D	946	0.058	No	No

Note: 2RC: 2-lane Rural Collector; 2SR: 2-lanes State Route, 2SR w/ LTL: 2-lane State Route w/ Left-turn Lanes; 4C: 4-lane Collector; 4M: 4-lane Major; 6PA: 6-lane Prime Arterial.

Existing With Project Intersection Conditions AM Peak Hour

Intersection	Existing		Existing + Project		Δ Trips	Δ Delay	Direct Impact?	CMP Impact?
	Delay	LOS	Delay	LOS				
AM Peak Hour								
1. SR 76 / E. Vista Way	84.1	F	88.1	F	NA	4.0	Yes	Yes
2. SR 76/N. River Road	21.1	C	22.3	C	NA	1.2	No	No
3. SR 76/Olive Hill Road/Camino Del Rey	36.7	D	38.1	D	NA	1.4	No	No
4. SR 76/ S. Mission Road	28.8	C	29.0	C	NA	0.2	No	No
5. SR 76/ Gird Road	13.4	B	13.5	B	NA	0.1	No	No
6. Old Highway 395 / SR 76	31.1	C	31.3	C	NA	0.2	No	No
7. I-15 / SR 76 SB Ramp	31.1	C	44.2	D	NA	13.1	No	No
8. I-15 / SR 76 NB Ramp	23.6	C	28.4	C	NA	4.8	No	No
9. SR 76 / Pankey Road ¹	12.3	B	14.6	B	4	2.3	No	No
10. SR 76 / Horse Ranch Creek Rd	N/A	N/A	N/A	N/A	N/A	N/A	No	No
11. SR 76 / Rice Canyon Road ¹	11.2	B	16.0	C	9	4.8	No	No
12. SR 76 / Couser Canyon Road ¹	12.3	B	17.4	C	0	5.1	No	No
13. SR 76/Driveway	0.5	A	18.8	B	NA	18.3	No	No
14. SR 76 / W. Pala Mission Road	26.4	C	28.5	C	NA	2.1	No	No
15. Pala Mission Rd./ Pala Temecula Road ¹	9.7	A	10.4	B	0	0.7	No	No
16. SR 76 / Brittian Road ¹	9.1	A	9.2	A	0	0.1	No	No
17. SR 76/ E. Pala Mission Road ¹	12.5	B	13.2	B	0	0.7	No	No
18. SR 76/ Lilac Road ¹	11.8	B	12.3	B	5	0.5	No	No
19. SR 76 / Adams Drive ¹	10.1	B	10.2	B	0	0.1	No	No
20. SR 76 / Cole Grade Road ¹	17.0	C	17.5	C	1	0.5	No	No

Existing With Project Intersection Conditions PM Peak Hour

Intersection	Existing		Existing + Project		Δ Trips	Δ Delay	Direct Impact?	CMP Impact?
	Delay	LOS	Delay	LOS				
PM Peak Hour								
1. SR 76 / E. Vista Way	68.7	E	71.9	E	NA	3.2	Yes	Yes
2. SR 76/N. River Road	34.5	C	37.0	D	NA	2.5	No	No
3. SR 76/Olive Hill Road/Camino Del Rey	40.7	D	42.6	D	NA	1.9	No	No
4. SR 76/ S. Mission Road	31.9	C	34.1	C	NA	2.2	No	No
5. SR 76/ Gird Road	11.6	B	12.0	B	NA	0.4	No	No
6. Old Highway 395 / SR 76	30.8	C	31.3	C	NA	0.5	No	No
7. I-15 / SR 76 SB Ramp	58.8	E	74.6	E	NA	15.8	Yes	Yes
8. I-15 / SR 76 NB Ramp	51.1	D	60.1	E	NA	9.0	Yes	Yes
9. SR 76 / Pankey Road ¹	13.1	B	19.8	C	13	6.7	No	No
10. SR 76 / Horse Ranch Creek Rd	N/A	N/A	N/A	N/A	NA	N/A	No	No
11. SR 76 / Rice Canyon Road ¹	13.3	B	26.7	D	25	13.4	No	No
12. SR 76 / Couser Canyon Road ¹	14.8	B	23.9	C	0	9.1	No	No
13. SR 76/Driveway	0.5	A	11.5	B	NA	11.0	No	No
14. SR 76 / W. Pala Mission Road	27.6	C	32.2	C	NA	4.6	No	No
15. Pala Mission Rd./ Pala Temecula Road ¹	11.2	B	12.7	B	0	1.5	No	No
16. SR 76 / Brittian Road ¹	10.1	B	10.5	B	0	0.4	No	No
17. SR 76/ E. Pala Mission Road ¹	16.7	C	18.4	C	0	1.7	No	No
18. SR 76/ Lilac Road ¹	13.1	B	15.7	C	15	2.6	No	No
19. SR 76 / Adams Drive ¹	13.4	B	13.8	B	0	0.4	No	No
20. SR 76 / Cole Grade Road ¹	17.9	C	18.5	C	2	0.6	No	No

TRANSIT & ON-SITE CIRCULATION

On-Site Circulation The project takes access via State Route 76 from a central, private roadway. The project site has two emergency-only driveways connect to SR-76 on either side of the main access point.

The main driveway is planned as a two lane road separated by a median with a 64-foot curb-to-curb width. The main driveway is estimated to serve 6,327 vehicles per day. The first side street from the main entrance leads to parking facilities for park uses. The second side street accesses the western edge of the development and approximately 250 single family homes. This street has a curb-to-curb width of 36-feet. The main driveway ends at a T-intersection with an east-west street.

Street 1 is estimated to carry less than 1,000 vehicles per day west of the main driveway and approximately 3,500 vehicles per day east of the main driveway. Stop signs will serve as positive control at internal intersections.

Pedestrian The existing pedestrian network does not currently provide a continuous sidewalk connecting adjoining land uses along State Route 76. The project will provide sidewalk, curb and gutter along the project frontage. The internal pedestrian network will be constructed to meet County standards as they relate to pedestrians.

Transit Transit service is offered by the North County Transit District (NCTD) throughout the urbanized area and into the more rural areas of North San Diego County through the mountain communities along the corridor. NCTD provides Route 389 that services the Pala community. The routes last scheduled bus stop is the Pala Casino where it then proceeds west on the State Route 76 to connect to Interstate 15 and travels north to the Escondido Transit Center. Any impacts to area transportation facilities/resources during the construction period of the project frontage are expected to be short-term in nature and, therefore, insignificant in terms of transportation network operations.

Bicycle While recreational riders may be present on many of the back country roads, there are no dedicated bicycle lanes for them and they would follow standard vehicular rules of the road. A Class II bike lane is recommended under the San Diego County General Plan Mobility Element. No bicycle lanes currently exist along the project frontage. The project proponent will provide for a bicycle lane with the frontage improvements.

Parking The parking for the project shall be identified on the project plans and will meet DPLU requirements

Traffic and Transportation Infrastructure Analysis

Project Access and Roadway Improvements. The project area would be accessed by a central entry road that would be constructed north of SR 76. An all-way traffic signal would be installed at the intersection. The project would also make frontage improvements to the existing 120-foot wide Pala Road/SR 76 easement. These would include widening the existing 24-foot wide pavement to 52 feet, two 12-foot wide drive lanes, a 12-foot wide painted center median, and 8-foot wide shoulders that also include a painted bike lane in each direction. Additionally, a 350-foot long and 12-foot wide acceleration/deceleration lane is proposed adjacent to the project's main entry. Emergency access would be provided by two roads on the eastern and western boundaries connecting to SR 76. Both of these alternate access routes would be gated and used only in emergencies

There are five gate locations proposed for the project. They include the main entrance situated on SR76, the east and west emergency accesses also located on SR76, and two gates one on each end of the service road to the water reservoir, which is located on the northern side of the project. All gates would be in compliance with the North County Fire Protection District Policy and Procedure Manual, Section 340.05

The main entrance will be used by residents and visitors for ingress and egress out of the project area. Automatic openers that are triggered by either a buried sensor or an optical sensor will be used for egress. For ingress keypads and remotes will be used. The emergency accesses proposed on the eastern and western boundaries along SR76 will only be used for emergency purposes. These access points will be gated to prevent use. The access drive to and from the water reservoir will also be gated and access would be limited to RMWD employees and safety personnel. All gates would be subject to San Diego County Fire Authority Policy and Procedure Manual, Section 340.05 and require approval from the SDCFA. It is anticipated that all gates will be equipped with an approved emergency traffic control activating strobe light sensor or other device approved by the SDCFA, which would activate the gate on the approach of emergency apparatus.

The following intersections and roadway segments were found to be impacted by the proposed Warner Ranch project.

Direct Impacts Roadway Segments

- SR-76 from East Vista Way to North River Road
- SR-76 from North River Road to Camino Del Rey
- SR-76 from Camino Del Rey to South Mission Road
- SR-76 from South Mission Road to Gird Road
- SR-76 from Gird Road to Old Highway 395
- SR-76 between I-15 Ramps

Intersections

- SR-76 / East Vista Way
- SR-76 / I-15 SB Ramps
- SR-76 / I-15 NB Ramps
- SR-76 / Project Driveway

Cumulative Impacts Roadway Segments

- SR-76 from East Vista Way to North River Road
- SR-76 from North River Road to Camino Del Rey
- SR-76 from Camino Del Rey to South Mission Road

- SR-76 from South Mission Road to Gird Road
- SR-76 from Gird Road to Old Highway 395
- SR-76 between I-15 Ramps
- I-15 NB Ramp to Pankey Road
- SR-76 from Horse Ranch Creek Road to Rice Canyon Road
- SR-76 from Rice Canyon to Couser Canyon
- SR-76 from Couser Canyon Road to West Pala Mission Road
- SR-76 from West Pala Mission Road to East Pala Mission Road
- SR-76 from East Pala Mission Road to Lilac Rd
- SR-76 from Lilac Rd to Adams Drive
- SR-76 from Adams Drive to Cole Grade Road

Intersections

- SR-76 / East Vista Way
- SR-76 / North River Road
- SR-76 / Camino Del Rey
- SR-76 / South Mission Road
- SR-76 / Gird Road
- SR-76 / Old Highway 395
- SR-76 / I-15 SB Ramps
- SR-76 / I-15 NB Ramps
- SR-76 / Rice Canyon Road
- SR-76 / Couser Canyon Road
- SR-76 / East Pala Mission Road
- SR-76 / Lilac Road
- SR-76 / Cole Grade Road

Direct Impacts and Mitigations

ID#	Location	Mitigation Measure	Fully Mitigated?
Direct Impacts			
Segment			
1	SR-76: E. Vista Way to N. River Road	The Caltrans SR-76 Middle Project, which will widen SR-76 from two lanes to four lanes, shall be completed.	Yes
2	SR-76: N. River Road to Camino Del Rey		
3	SR-76: Camino Del Rey to S. Mission Rd		
4	SR-76: S. Mission Road to Gird Road	The Caltrans SR-76 East Project, which will widen SR-76 from two lanes to four lanes, shall be completed.	Yes
5	SR-76: Gird Road to Old Highway 395		
6	SR-76: I-15 SB Ramp to I-15 NB Ramp		
Intersection			
1	SR-76 / E. Vista Way	The Caltrans SR-76 Middle Project, which will widen SR-76 from two lanes to four lanes, shall be completed.	Yes
2	SR-76 / I-15 SB Ramp	The Caltrans SR-76 East Project, which will reconfigure the interchange, shall be completed.	Yes
3	SR-76 / I-15 NB Ramp		
4	SR-76 / Project Driveway ¹	Improve the project frontage and channelized/signalize the main public entrance intersection on SR-76 as a project feature.	Yes

Cumulative Impacts and Mitigations

ID#	Location	Mitigation Measure	Fully Mitigated?
Cumulative Impacts			
Segment			
1	SR-76: E. Vista Way to N. River Road	The Circulation Element identifies improvements to become a 6 lane prime arterial and it is now being improved to 4 lanes.	No ¹
2	SR-76: N. River Road to Camino Del Rey		
3	SR-76: Camino Del Rey to S. Mission Rd		
4	SR-76: S. Mission Road to Gird Road	Since the classification has been reduced to a 4 lane major road in this reach, and since the County has accepted less than desirable levels of service for the segmental operation in the Planned General Plan Amendment, these conditions can be considered to have been disclosed with the adoption of the General Plan Amendment.	No
5	SR-76: Gird Road to Old Highway 395		
6	SR-76: Old Highway 395 to I-15 SB Ramp		
7	SR-76: I-15 SB Ramp to I-15 NB Ramp		
8	I-15 NB Ramp to Pankey Road	A fairshare contribution is being offered to assist with the ultimate construction of the I-15 at SR76 interchange which bounds this segment on the west, and the intersections on each end of the segment will operate acceptably.	No
9	SR-76: Horse Ranch Creek Road to Rice Canyon Road	This segment is designated in the Circulation Element as an ultimate 4 lane major road and it is identified in the TIF program to help obtain funds for its construction.	Yes
10	SR-76: Rice Canyon Road to Couser Canyon Road		
11	SR-76: Couser Canyon Road to W. Pala Mission Road	None offered here, improvements being offered at Cole Grade Road instead per discussion with Caltrans. None offered here, improvements being offered at Cole Grade Road instead per discussion with Caltrans.	No
12	SR-76: W. Pala Mission Road to E. Pala Mission Road		
13	SR-76: E. Pala Mission Road to Lilac Road		
14	SR-76: Lilac Road to Adams Drive		
15	SR-76: Adams Drive to Cole Grand Road	In discussion with Caltrans staff The project shall design and contribute to the cost of improvements at SR76 at Cole Grade Road to provide a traffic signal, right-of-way, and necessary improvements to the intersection acceptable to Caltrans. This shall involve appropriate channelization of the turning movements at the signal.	No

FAIR SHARE CONTRIBUTION AND TIF UPDATE

To mitigate the project's impact to the area's roadway system the project will make fair-share contributions for improvements. The fair share shall be based upon the state standard average daily trips. The following tables document the project percentage contribution for the cumulative impacts.

Fair Share Percentages

Roadway Segment	Existing	Total Cumulative	Growth	Project	Fair Share
	ADT	ADT	ADT	ADT	% of Growth
State Route 76					
E. Vista Way to N. River Road	28,805	57,108	28,303	402	1.4%
N. River Road to Camino Del Rey	39,736	67,438	27,702	538	1.9%
Camino Del Rey to S. Mission Road	39,316	73,556	34,240	606	1.8%
S. Mission Road to Gird Road	26,752	49,550	22,798	696	3.1%
Gird Road to Old Hwy 395	23,789	43,618	19,829	788	4.0%
Old Hwy 395 to I-15 SB Ramp	29,407	42,785	13,378	872	6.5%
I-15 SB Ramp to I-15 NB Ramp	19,359	35,627	16,268	1,817	11.2%
I-15 NB Ramp to Pankey Road	11,031	33,575	22,544	2764	12.3%
Horse Ranch Creek Road to Rice Canyon Road	11,031	32,787	21,756	3348	15.4%
Rice Canyon Road to Couser Canyon Road	11,031	33,509	22,478	4148	18.5%
Couser Canyon Road to W. Pala Mission Road	11,031	33,820	22,789	4512	19.8%
W. Pala Mission Road to E. Pala Mission Road	10,224	34,028	23,804	4670	19.6%
E. Pala Mission Road to Lilac Road	10,329	23,582	13,253	606	4.6%
Lilac Road to Adams Drive	8,821	25,906	17,085	606	3.5%
Adams Drive to Cole Grade Road	9,456	25,392	15,936	394	2.5%

Construction Impacts It is not estimated that the project will require any street closures during construction. There are no sidewalks in the area, as such, sidewalk closures would not be an issue. In addition, construction impacts on the area are projected to be minimal since construction vehicles are estimated to contribute fewer vehicles during the peak hours than the project would after completion. Excess dirt haul from the widening of SR-76 by the project will be hauled to the project site and to another location to be determined. However, the traffic generated by the dirt haul is also estimated to contribute fewer vehicles during the peak hours than the project would after completion.

TRAFFIC IMPACTS AND MITIGATION

County General Plan policies require development projects to maintain or provide roadway improvements that will achieve a Level-of-Service “D” or higher on all Mobility Element roads. However, the County has determined that there are instances where retaining a road classification that could result in a LOS E/F are more appropriate than increasing the number of travel lanes. These instances are based on criteria established under Policy M-2.1 and Table M-4 (Road Segments Where Adding Travel Lanes is Not Justified).

Table M-4 identifies State Route 76 from Pala Del Norte Road and Sixth Street as a Mobility Element Road that currently operates at a LOS E/F. (See Figure 6.1). The traffic analysis prepared for the Warner Ranch project concluded that project generated traffic combined with Horizon Year (General Plan Buildout) traffic would exceed the Mobility Element (ME) road capacity standard for SR-76 (Pala Rd). Even though the General Plan accepted the 2.3-mile portion of SR-76 (Community Collector with Improvement Option 2.1D) from Pala Del Norte to 6th Street at LOS E/F (Table M-4), the project would also increase the mileage of SR-76 deficient segments an additional 5.9 miles. As such, the total length of deficient segments on SR76 would increase from 2.3 miles to 8.2 miles in total (5.9 miles of new road deficiency) and would be in non-conformance with ME Policy M-2.1 (LOS D).

Typically, when development is proposed on roads where a failing level of service exists a feasible mitigation would be required in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network. Since the project contributes additional trips to a segment of SR-76 that has been accepted to operate at LOS E/F as a 2.1D Community Collector with Improvement Options in the Adopted General Plan. The project would need to either do one or a combination of the following:

Amend the General Plan Mobility Element road classification of SR76 to LOS E/F for a 3.1 mile stretch between Pala Del Norte and a point just east of Pankey Road for an overall total of 5.3 miles. (See Figure 7.1) This would also include amending Table M-4 of the Mobility Element adding this stretch of SR76. or

Adopt findings of Overriding Consideration for acceptance of LOS E/F for the increased segment deficiency.

For cumulative impacts, the project shall pay its fair share of an update to the County's TIF program to accommodate the proposed Land Use and any ME changes.

PALA-PAUMA MOBILITY ELEMENT NETWORK PROPOSED AMENDMENT

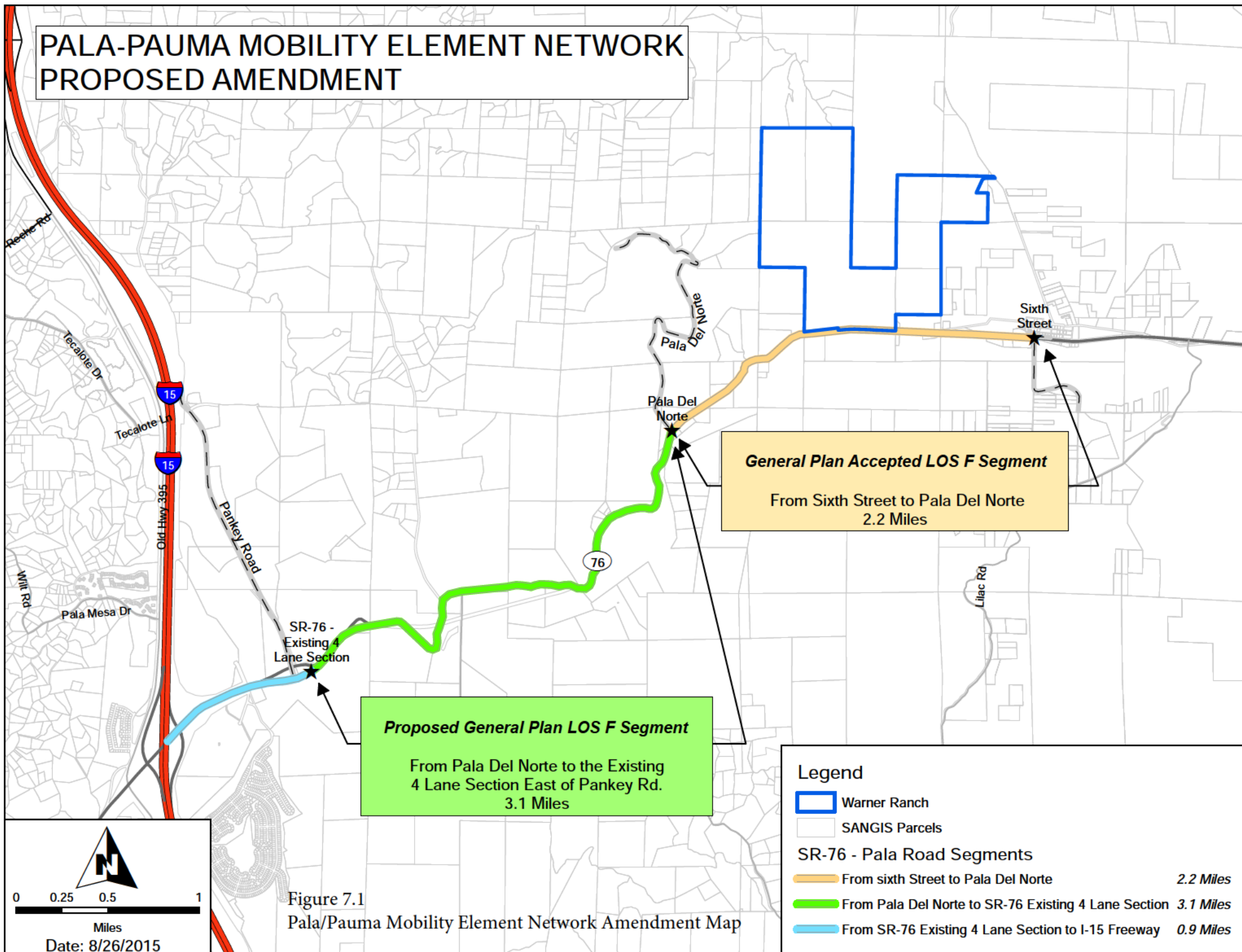


Figure 7.1
Pala/Pauma Mobility Element Network Amendment Map

The project would initiate and contribute to a Project Study Report/Project Design Study with Caltrans; this is the required initial step in developing an approach to mitigation for cumulative traffic impacts on SR 76. Specifically, the *intersection of SR76 and Cole Grade*: This three stop intersection will be improved when the project reaches 400 Building Permits. Improvements for this intersection include road widening for additional turn lanes, striping and new signage, drainage improvements, and traffic control

Traffic/Transportation Opportunities and Constraints

Opportunities:

- Roadway and intersection improvements have been identified which will improve traffic circulation in the area.

Constraints:

- There are several roadway improvements that have been identified in the TIS that would benefit the area roadway system that may require an update of the County's transportation programs.

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Public Services

- Chapter 8 Fire Protection**
- Chapter 9 Law Enforcement**
- Chapter 10 Educational**
- Chapter 11 Parks/Trails/Open Space**

8 Public Services

Fire Protection

REGULATORY OVERVIEW

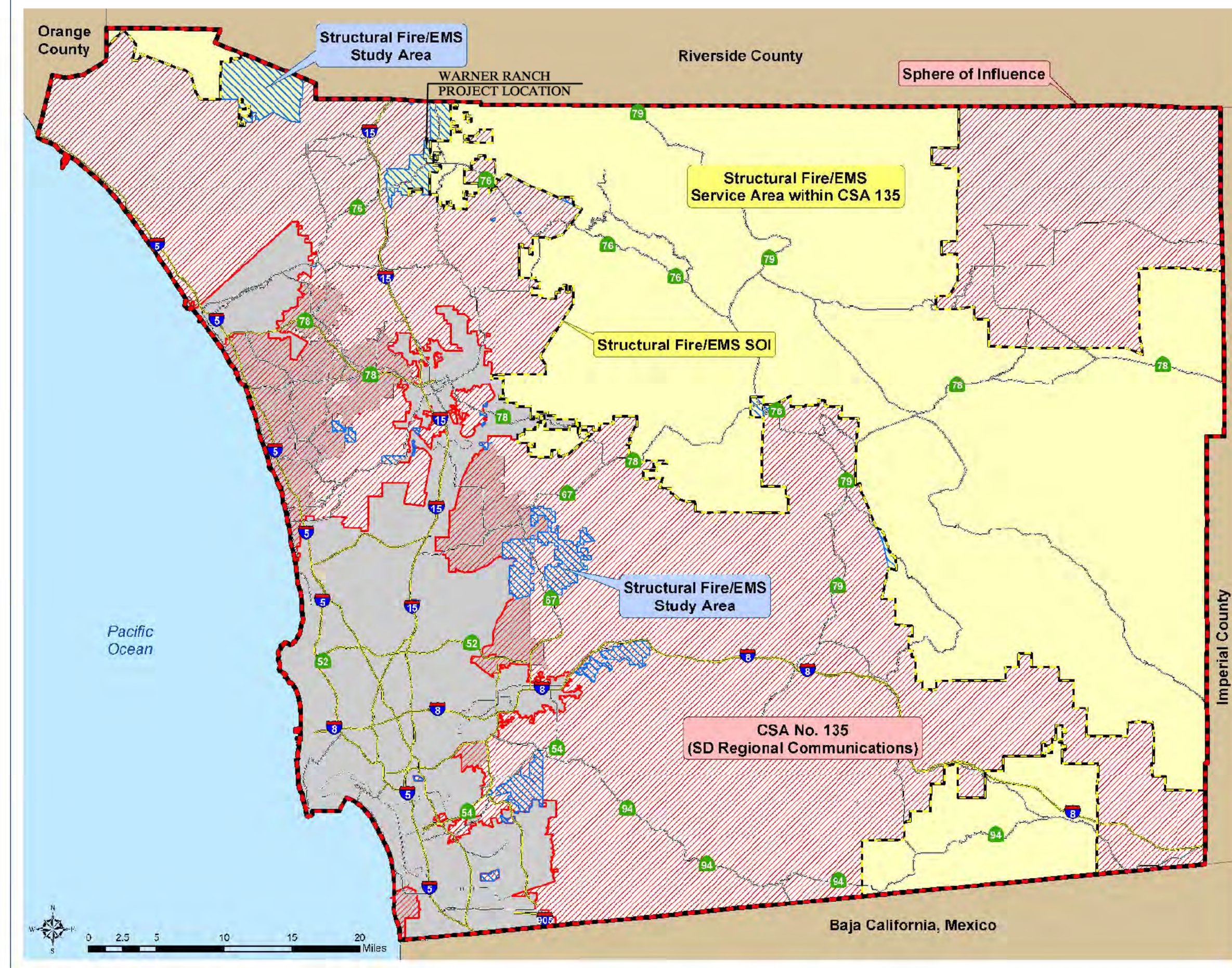
Within the unincorporated region's emergency services system, fire and emergency medical services are provided by Fire Protection Districts (FPD), County Service Areas (CSA) and CALFIRE. Collectively, there are over 2,800 firefighters responsible for protecting the San Diego region from fire. Generally, each agency is responsible for structural fire protection and wild land fire protection within their area of responsibility. However, mutual and automatic aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. Interdependencies that exist among the region's fire protection agencies are primarily voluntary as no local governmental agency can exert authority over another.

County Service Areas (CSAs) CSAs are organized under the authority of the Board of Supervisors (BOS) and classified as special districts formed within the County to provide park maintenance, fire suppression services and paramedic services. The San Diego County Regional Fire Authority takes administrative oversight responsibility for fire prevention measures in all of the CSAs. CSAs have defined boundaries and most of them participate in the Fire Mitigation Fee program, which funds facilities and equipment, however, the CSA's do not have the authority to adopt a fire code or provide official response to planning and building projects.

The Warner Ranch Specific Plan area is situated within CSA 135 (See Figure 8.1)

CSA 135 – San Diego County Fire Authority (SDCFA) CSA No. 135 was initially formed in 1994 to support an 800 MHz communications system for public safety personnel in the County. Today, the CSA provides county-dependent governance for two distinctly separate activities: a district-wide regional communications system; and fire protection and emergency medical services within a restricted service area of the CSA.

In July 2008 the San Diego County Regional Fire Authority (SDCFA) was established to manage approximately 1.5 million acres of land situated within the unincorporated areas of the county. Subsequently in October of 2008, CSA 135 was authorized to provide fire protection services as a latent power within a restricted area of the CSA, which represented approximately 60 percent of the SDCFA. This activation of the latent powers executes part of a county plan to extend fire protection services throughout the SDCFA. Plans to expand the



County Service Area No. 135 (SD Regional Communications) **with Structural Fire / EMS Service Area**

LEGEND

- CSA No. 135 (SD Reg. Comm.)
- Sphere of Influence (SOI)
- Structural Fire / EMS Service Area
- Structural Fire / EMS SOI
- Structural Fire / EMS Study Area

SOI Adopted: 10 / 3 / 94
SOI Affirmed: 5 / 7 / 07
SOI Affirmed: 8 / 6 / 07

Structural Fire / EMS Service Area
SOI Adopted 10 / 6 / 08
SOI Updated 12 / 5 / 11

Figure 8.1 - CSA 135 - Structural
Fire EMS Service Area

SOURCE: SAN DIEGO LAFCO

latent powers area and authorize fire protection service within the remaining 40 percent are anticipated. Currently, services in the latent powers area are provided through contracts with CAL FIRE and volunteer companies and funded by the County Fire Enhancement Program.

North County Fire Protection District (NCFPD) This FPD encompasses 92 square miles, including the communities of Fallbrook, Bonsall, and Rainbow in northern San Diego County (See Figure 8.2). The District provides structural and wild land fire protection (though wild land responsibility lies with CAL FIRE), as well as paramedic first responder and ambulance transport emergency medical services, rescue and fire prevention. The District operates from six stations. The District also provides administrative support to the Rainbow Volunteer Fire Department (CSA), which became part of the District in 1986.

The Warner Ranch Specific Plan area is located within the Sphere of Influence (SOI) of the NCFPD (See Figure 8.2).

Emergency Response Times One method to determine the adequacy of an areas fire protection and emergency medical service is travel time. Travel time is calculated by measuring the most direct reliable route with consideration to safe operating speed for fire apparatus. The County's General Plan sets acceptable emergency response travel times. For instance, acceptable travel times for town land uses are a maximum of 5 minutes, estate land uses is 10 minutes and rural land uses a maximum of 20 minutes.

Fire Protection Infrastructure Analysis

The Warner Ranch project area is situated within CSA 135 - San Diego County Fire Authority (SDCFA). The project site is also in close proximity to the Pala Band of Mission Indians fire station which provides fire protection services for the Pala Reservation. The Pala Fire Department was established in 1978 and in 1980, a volunteer program was formed. Today the department is a full-time fire department operating 24 hours a day, seven days a week. The department has also established mutual and automatic aid agreements with the surrounding fire departments such as California Department of Forestry and Fire Protection, North County Fire, Rincon Reservation Fire Department, Pechanga Fire Department and Valley Center Fire Protection District. However, there are no mutual aid agreements in place to provide fire protection service to the Warner Ranch project area.