

### **3.1.5 Land Use and Planning**

The 1981 and 1983 EIRs identified impacts to land use as less than significant with no mitigation required. The 1981 EIR noted that the project was consistent with the Fallbrook Community Plan and with existing land use designations, but that it could conflict with general provisions of the Regional Land Use Element and Regional Growth Management Plan. The previous project analyzed in the 1983 EIR was found to be consistent with the Fallbrook Community Plan for creating a good balance of land uses and encouraging light research and development of industrial uses. The project was found consistent with the goal of “preserving the area’s natural amenities” through retention of freshwater marsh in the southern portion of the project site as part of a proposed recreation area. The uses proposed for the Campus Park West portion of the Hewlett Packard Specific Plan included a 10.5-acre commercial center, a 150-unit townhouse project, and a 336-unit mobile home park. Rezoning of portions of the site would have made use regulations consistent with the proposed commercial and residential uses.

The current Project proposes land uses different from those proposed in the 1981 and 1983 documents, and plans and ordinances have either been updated, amended or approved since certification of the previous EIRs, including the General Plan (comprehensively updated in 2011; General Plan) and Fallbrook Community Plan (also updated in 2011). The Fallbrook Community Guidelines also post-date the 1981 and 1983 documents. In addition, the previous EIRs did not discuss the I-15 Corridor Subregional Plan, Interstate 15/Highway 76 Interchange MSP, RPO, CMP, or NCCP.

The changes in the analysis due to changes in Proposed Project uses, as well as new or amended plans, lead to the need for new analysis for this issue. The reader is referred to text below for a new evaluation of Project-related land use issues. The reader should also note that in some instances, land use compatibility is evaluated in other sections of the EIR, where applicable, such as topics including biological resources, noise, aesthetics, traffic, etc. Where appropriate, these analyses are cross-referenced within this section.

#### **3.1.5.1 Existing Conditions**

##### Existing Setting

For information regarding the existing setting, the reader is referred to the discussion of Subchapter 1.4, Environmental Setting, of this EIR, as well as Figure 3.1.5-1, Existing Land Uses.

##### Regulatory Framework

Land use plans, policies, and ordinances that apply to the Proposed Project are contained in the General Plan comprehensively updated and adopted August 3, 2011), and its associated elements; Fallbrook Community Plan, adopted December 31, 1974 (GPA 74-02) and updated and adopted August 3, 2011; Fallbrook Design Guidelines, approved April 3, 1989; Interstate 15 Corridor Subregional Plan; Interstate 15/Highway 76 Interchange MSPA; Zoning Ordinance (Ordinance 5281), adopted October 18, 1978 and continually revised; Subdivision Ordinance

(effective March 22, 1979, Title 8, Division 1 of the San Diego Code of Regulatory Ordinances); LPC (Division 9, §§59.101 – 59.115); CMP; and NCCP. The Project is exempt from the RPO (see discussion below). These documents address a variety of issues, including development at appropriate densities, as well as conservation of sensitive habitats, provision of open space, protection of visual amenities, regulation of signage and lighting, and protection against incompatible land uses. Many of these issues are addressed in several elements of the General Plan and in the Community Plan. Generally, the Community Plan supplements elements of the General Plan.

### County of San Diego General Plan

The General Plan Land Use Element (2011) provides maps, goals, and policies and serves as the regulatory document guiding land use, conservation, and development in the unincorporated County. This element provides a framework to accommodate future development within the County in an efficient and sustainable manner that is compatible with the character of unincorporated communities and the protection of valuable and sensitive natural resources (County 2011). The Land Use Element describes land use designations and use regulations shown on community and subregional area maps, in this case the Fallbrook Community Planning Area (CPA) Land Use Map, as contained in an appendix to the General Plan and referenced in the Fallbrook Community Plan (described below). The existing Regional land use categories for the Project site, as identified in the Land Use Element, are Village north of SR-76 and Rural Lands south of SR-76. The Land Use Element also includes a Community Services and Infrastructure section addressing water supply, wastewater collection and treatment, solid waste management, schools, libraries, and telecommunication services.

The Mobility Element of the General Plan (2011) describes the multi-modal transportation network within the unincorporated areas, including motor vehicle, public transportation, bicycle, pedestrian, rail, and air transportation facilities. The element states the goals and policies that address the safe and efficient operation, maintenance, and management of the transportation network, and identifies major existing and planned road network components in the County. These road network components are shown on maps and matrices in the Mobility Element Network Appendix. In the vicinity of the Campus Park West Project, the following roads and their corresponding classifications are identified: SA 15 (I-15), Freeway; SR-76, Major Road; Pankey Road (from Stewart Canyon Road to SR-76; SC 260.2), Community Collector; and Pala Mesa Drive, Light Collector.

The Conservation and Open Space Element (COS; 2011) combines what formerly were four separate elements (Open Space, Conservation, Scenic Highway, and Energy) and describes the natural resources within the County and goals and policies to preserve them. This element provides direction for future growth and development in the County with respect to the conservation, management, and utilization of natural (biological, water, agricultural, paleontological, mineral, visual [including scenic highways and dark skies]) and cultural resources; protection and preservation of open space; and provision of park and recreation resources. In the vicinity of the Campus Park West site, I-15 and SR-76 are designated as scenic corridors. The COS Element also addresses air quality, climate change, and energy, and the associated generation of criteria pollutants and greenhouse gas emissions. Finally, the element

contains goals and policies related to parks and recreation and uses residential densities to determine the spacing of parks based on population (i.e., 10 acres of local parks and 15 acres of regional parks for every 1,000 persons in the unincorporated County). Projects are required to provide in lieu fees and/or dedicate land to parks, passive recreation open space areas, and trails in accordance with the County Park Land Dedication Ordinance (PLDO).

The Safety Element (2011) brings safety considerations into the planning and decision-making process by establishing policies related to future development that will minimize the risk of injury, death, property and environmental damage associated with natural and man-made hazards (County 2011). The Safety Element ensures that development accounts for physical constraints and natural hazards of the land. The goals and policies of this element were developed to protect residents and areas from wildland and urban fire, crime, hazardous materials incidents, earthquakes, flooding, and hazardous incidents associated with aircrafts and airports. Disaster preparedness and emergency response also are addressed in this element.

The Noise Element (2011) ensures that noise considerations are incorporated into the land use decision-making process and establishes Noise Compatibility Guidelines to be used in the evaluation of proposed development projects. The community noise control standards within the County's Noise Abatement and Control Ordinance are used in conjunction with the Noise Element in considering the environmental impacts of noise exposure. The Noise Element addresses transportation and non-transportation noise sources, noise-sensitive land uses, and existing and future noise levels. This element was developed to preserve County residents' quality of life by protecting from the obtrusive impacts of noise and noise-generating uses such as traffic, construction, airplanes, and certain industrial uses.

The Housing Element (2011) is a policy framework that sets forth a range of programs designed to meet the varying needs of the different communities within the unincorporated area. This element documents and discusses the housing needs of County residents, includes an inventory of the resources and constraints relevant to meeting current and future housing needs, and seeks to reconcile housing needs with competing land use interests (e.g., agricultural operations, sensitive species habitat). The key issues addressed in this element are compliance with state housing requirements, the regional house needs allocation (RHNA) process, village issues, and semi-rural and rural lands issues. The goals and policies in the element address housing development, community character and environment, housing affordability, preservation of affordable housing, governmental constraints, and the delivery of housing services.

The consistency analysis that follows under Section 3.1.5.2 addresses how the Project would comply with the various General Plan elements. The following goals and policies from each element of the General Plan apply to the Project. The complete goals and policies that are applicable to the Project can be found in the General Plan, as well as the Campus Park West General Plan Amendment Report, specific to the Project.

### *Land Use Element*

- Goal LU-1: Primacy of the Land Use Element, Policies LU-1.2, LU-1.3, LU-1.4, and LU-1.8
- Goal LU-2: Maintenance of the County’s Rural Character, Policies LU-2.7, LU-2.8, and LU-2.9
- Goal LU-3: Diversity of Residential Neighborhoods, Policies LU-3.1 through LU-3.3
- Goal LU-4: Inter-jurisdictional Coordination, Policy LU-4.1
- Goal LU-5: Climate Change and Land Use, Policies LU-5.1 through LU-5.5
- Goal LU-6: Development-Environment Balance, Policies LU-6.1, LU-6.2, and LU-6.4 through LU-6.12
- Goal LU-7: Agricultural Conservation, Policies LU-7.1 and LU-7.2
- Goal LU-9: Distinct Villages and Community Cores, Policies LU-9.1 through LU-9.12
- Goal LU-10: Function of Semi-rural and Rural Lands, Policies LU-10.2 through LU-10.4
- Goal LU-11: Commercial, Office, and Industrial Development, Policies LU-11.1 through LU-11.11
- Goal LU-12: Infrastructure and Services Supporting Development, Policies LU-12.1 through LU-12.4
- Goal LU-13: Adequate Water Quality, Supply, and Protection, Policies LU-13.1 and LU-13.2
- Goal LU-14: Adequate Wastewater Facilities, Policies LU-14.1 through LU-14.4

### *Mobility Element*

- Goal M-1: Balanced Road Network, Policies M-1.1 through M-1.3
- Goal M-2: Responding to Physical Constraints and Preservation Goals, Policies M-2.1 through M-2.5
- Goal M-3: Transportation Facility Development, Policies M-3.1 through M-3.3
- Goal M-4: Safe and Compatible Roads, Policies M-4.1, 4.2, and 4.4 through M-4.6
- Goal M-5: Safe and Efficient Multi-modal Transportation System, Policy M-5.1
- Goal M-8: Public Transit System, Policies M-8.4 through M-8.6
- Goal M-10: Parking for Community Needs, Policies M-10.1 through M-10.5, and M-10.7
- Goal M-11: Bicycle and Pedestrian Facilities, Policies M-11.1 through M-11.8
- Goal M-12: County Trails Program, Policies M-12.1 through M-12.10

### *Conservation and Open Space Element*

- Goal COS-1: Inter-connected Preserve System, Policies COS-1.1 through COS-1.10
- Goal COS-2: Sustainability of the Natural Environment, Policies COS-2.1 and COS-2.2
- Goal COS-3: Protection and Enhancement of Wetlands, Policies COS-3.1 and COS-3.2
- Goal COS-4: Water Management, Policies COS-4.1 through COS-4.5
- Goal COS-5: Protection and Maintenance of Water Resources, Policies COS-5.1 through COS-5.5
- Goal COS-7: Protection and Maintenance of Archaeological Resources, Policies COS-7.1 through COS-7.6

- Goal COS-9: Educational and Scientific Uses, Policies COS-9.1 and COS-9.2
- Goal COS-10: Protection of Mineral Resources, Policies COS-10.1 through COS-10.4, and COS-10.9
- Goal COS-11: Preservation of Scenic Resources, Policies COS-11.1 through COS-11.7
- Goal COS-13: Dark Skies, Policies COS-13.1 through COS-13.3
- Goal COS-14: Sustainable Land Development, Policies COS-14.1 through COS-14.12
- Goal COS-15: Sustainable Architecture and Buildings, Policies COS-15.1, 15.4, and 15.6
- Goal COS-16: Sustainable Mobility, Policies COS-16.1, 16.2, 16.3, and 16.5
- Goal COS-17: Sustainable Solid Waste Management, Policies COS-17.1, COS-17.2, COS-17.4, COS-17.6, and COS-17.7
- Goal COS-19: Sustainable Water Supply, Policies COS-19.1 and COS-19.2
- Goal COS-23: Recreational Opportunities in Preserves, Policy COS-23.1
- Goal COS-24: Park and Recreation Funding, Policy COS-24.1

#### *Housing Element*

- Goal H-1: Housing Development and Variety, Policies H-1.3, H-1.5 through H-1.7, and H-1.9
- Goal H-2: Neighborhoods that Respect Local Character, Policies H-2.1 and H-2.2

#### *Safety Element*

- Goal S-1: Public Safety, Policies S-1.1 and S-1.2
- Goal S-3: Minimized Fire Hazards, Policies S-3.1 through S-3.7
- Goal S-4: Managed Fuel Loads, Policies S-4.1 through S-4.3
- Goal S-6: Adequate Fire and Medical Services, Policies S-6.1 through S-6.5
- Goal S-7: Reduced Seismic Hazards, Policies S-7.1 through S-7.5
- Goal S-8: Reduced Landslide, Mudslide, and Rockfall Hazards, Policies S-8.1 and S-8.2
- Goal S-9: Protection of Life and Property, Policies S-9.1 through S-9.6
- Goal S-10: Floodway and Floodplain Capacity, Policies S-10.1 through S-10.6
- Goal S-11: Controlled Hazardous Material Exposure, Policies S-11.4 and S-11.5
- Goal S-12: Adequate Law Enforcement Facilities, Policy S-12.1
- Goal S-13: Safe Communities, Policies S-13.1 and S-13.2
- Goal S-14: Crime Prevention, Policies S-14.1 through S-14.3

#### *Noise Element*

- Goal N-1: Land Use Compatibility, Policies N-1.1 through N-1.3
- Goal N-2: Protection of Noise-sensitive Uses, Policies N-2.1 and N-2.2
- Goal N-4: Transportation-related Noise Generators, Policies N-4.1, 4.2, 4.5 and 4.6
- Goal N-5: Non-transportation-related Noise Sources, Policy N-5.1
- Goal N-6: Temporary and/or Nuisance Noise, Policies N-6.2 through N-6.4

## Fallbrook Community Plan

The Community Plan augments the 2011 General Plan and contains goals and policies specific to the community of Fallbrook. Contained within the Community Plan are the I-15 Corridor Subregional Plan (Appendix B of the Community Plan) and two additional appendices; Scenic Preservation Guidelines and the Interstate 15/Highway 76 Interchange MSPA.

The Project site is located in the easternmost portion of the Fallbrook community planning area. The Community Plan designates Campus Park West as General Commercial, Limited Impact Industrial, Village Residential (VR-7.3), and Specific Plan Area (2.8). The Specific Plan Area designation is used where a specific plan has been adopted (in this case, the 1983-approved Hewlett Packard Campus Park Specific Plan [SP-83-01]). An adopted specific plan is one in which the Board of Supervisors has determined that more detailed planning is required before development can occur. Land within this designation typically has environmental constraints or unique land use issues that require special land use and/or design controls. No major or minor tentative subdivision maps or reclassifications to more intensive zones can be approved except in accordance with the adopted plan. The (2.8) suffix indicates a maximum overall density of 2.8 du/ac within the specific plan area.

Each community/subregional plan in San Diego County identifies specific community character attributes and outlines goals and policies intended to preserve those attributes. The Fallbrook Community Plan does not contain a community character element, but addresses community character in the Community Background and Goals, Policies, and Implementation (specifically under Land Use) sections of the Community Plan. The Community Character issue statement identifies Fallbrook as having a unique village atmosphere characterized by predominantly low-density residential development and agricultural uses. The County's Community Character goal is to "perpetuate the existing rural charm and village atmosphere while accommodating growth," and the associated policy is to "preserve Fallbrook's "Good Living Environment." The Community Plan discusses business (including commercial and industrial), residential, schools, floodplains and open space, public utilities, parks and recreation, air quality, and community beautification and design goals and policies. Circulation and Mobility goals and policies relate to a logical and balanced transportation network with safe and efficient circulation, parking, bus use, and trails/pathways. The Plan also includes goals and policies pertaining to Conservation and Open Space, notably the preservation and enhancement of urban and rural trees, permanent open space areas, protection of water resources and air quality, and well-balanced recreational facilities.

### *Fallbrook Design Guidelines*

The Fallbrook Design Guidelines apply to all development projects within the Fallbrook Community Plan area, with additional guidelines pertaining to commercial, industrial, and multi-family residential developments. The Fallbrook Design Guidelines include objectives and guidelines to ensure that new development in Fallbrook is designed and built with a consideration of community context, a strong emphasis on quality, sensitivity to the landscape, and respect for the community's Design Objectives. The Guidelines contain direction on site

planning; landform alteration; landscaping; walls, fences, and berms; parking and circulation; lighting; non-motorized circulation; architecture; and signage.

### Interstate 15 Corridor Subregional Plan

The Subregional Plan area extends along the I-15 corridor from approximately 20 miles north of the Escondido city limits to the Riverside County line, and includes the viewshed area on either side of the freeway. The Subregional Plan encompasses approximately 12,600 acres and passes through five planning areas within the County: North County Metropolitan, Bonsall, Valley Center, Fallbrook, and Rainbow. The Subregional Plan does not replace these community plans, but rather is implemented through amendments to the community plans, as appropriate. The Subregional Plan calls for the preservation of the scenic attributes of the I-15 corridor and establishes Scenic Preservation Guidelines applicable for development within the I-15 corridor. In addition, a Special Area Designator “B,” Community Design Review Area, is applied to the zones of all property within the I-15 corridor.

### Interstate 15/Highway 76 Interchange Master Specific Plan Area (Appendix B of the I-15 Corridor Subregional Plan)

On June 1, 1988, the San Diego County Board of Supervisors approved the I-15/Highway 76 Interchange Master Specific Planning Area (MSPA). This area encompassed approximately 1,178 acres of land located within four quadrants of the interchange and included eight property owners. It was anticipated that this area, because of its location at the intersection of an Interstate Highway and a State Highway, would become a logical node of future development. The Project site is located within the MSPA and is identified as Hewlett Packard “Campus Park” (Areas A, C, and D of Specific Plan 83-01). Because of its location at the intersection of an interstate highway and a major state highway, the MSPA envisions this area as a logical node for future development. The MSPA states that:

The principal land use components of the proposed plan include the adopted Campus Park/Hewlett Packard industrial/research park Specific Plan to convert approximately 100 acres of mobile home park to an industrial/research park use (with a similar type of development as proposed on the Hewlett Packard Park ownership) or to retain it for residential uses. Also proposed are residential areas to meet some of the anticipated housing needs of the community and the industrial park, supporting neighborhood commercial areas, parks, trails and open space.

The MSPA calls for an overall residential density of 0.81 du/ac, based on the total acreage within the MSPA, with a maximum of 956 DU for the entire MSPA, subject to the preparation of several studies and adoption of a Master Specific Plan (MSP). The MSP preparation and adoption never occurred. According to the MSPA, the area does not have the necessary service, utility, and road infrastructure to support the entire proposed plan. Therefore, a final land use plan cannot be adopted until further studies are conducted to detail both the specific needs of the plan area and appropriate methods to support those needs.

Due to the service concerns noted above, the MSPA calls for the designation of the interim zone S90 – Holding Area for the MSPA, until the necessary supporting technical studies are conducted and the County Board of Supervisors adopts the final zoning and the MSP. The S90 zone is intended to prevent isolated or premature land uses from occurring on lands for which adequate public services and utilities are unavailable, or for which the determination of the appropriate zoning regulations is precluded by contemplated or adopted planning proposals; or by lack of economic, demographic, geographic or other data. It is intended that the S90 designation will be replaced by other use regulations when the aforementioned conditions no longer exist. The uses permitted are community services, interim uses, or uses that would not prematurely commit the land to a particular use or intensity of development. Until the Board of Supervisors adopts the MSP, and the land contained therein is appropriately zoned to implement the MSP land uses, only the land uses allowed in the S90 zone, as defined in Sections 2900-2908 in the Zoning Ordinance, would be allowed, with a minimum lot size of 2.0 acres.

The entire MSPA is designated with a Regional category of SSA, as described above, on an interim basis to restrict development pending completion of the required studies, including a river plan, traffic study, facilities financing plan, phasing plan, market analysis, dark sky policy, design guidelines, and a park/open space and trails study.

The 1988 MSP anticipates that a specific plan will be prepared for the Hewlett Packard Campus Park (the southern area of the Project site), with 83 acres designated for an industrial research park and associated parking and 10.5 acres designated for neighborhood commercial, south of SR-76.

#### Campus Park Specific Plan

The adopted Campus Park Specific Plan (SP-83-01; 1983) encompasses the Project site, as well as the Palomar College site and the southern portion of the Campus Park property (Figure 3.1.5-2, Existing and Proposed Specific Plan Land Uses).

Within the combined Campus Park West, Campus Park, and Palomar College area, the adopted Campus Park Specific Plan would allow development of 2.5 million square feet of industrial research park in buildings up to 50 feet tall, parking for 5,500 cars, a pond, community trails, and a variety of recreational amenities for use by employees, as well as 150 condominiums, a 336-unit mobile home park, a commercial center, and some open space. Riparian habitat in the extreme southern portion of the site would be preserved; however, portions of the southern riparian forest would be impacted by the development of recreational facilities. Primary internal access would be along Pankey Road, which would extend from its current northern terminus (southern extension) north along the western property boundary to connect to the current northern extension of Pankey Road.

#### County of San Diego Zoning Ordinance

The Zoning Ordinance identifies the permitted uses on the Project site, using one zoning designation, S90 – Holding Area. As previously described, this is an interim zone intended to prevent premature development from occurring in areas that are lacking adequate public services

and facilities or because the determination of appropriate zoning regulations is precluded by planning proposals or by a lack of geographic, demographic, economic, or other information. Minimum lot size within the S90 zone is 2.0 acres.

The Project site is located within the I-15 Corridor Subregional Plan area and thus is designated with a Special Area Designator of “B,” Community Design Review Area, in the S90 zone. The Proposed Project is subject to the Community Design Review Area Regulations contained in Section 5750 *et seq.* of the County Zoning Ordinance, which are intended to maintain and enhance the community’s individual character and identity.

#### County of San Diego Resource Protection Ordinance

The RPO provides development controls for unique topography, ecosystems, and natural characteristics within the County deemed to be fragile, irreplaceable, and vital to the general welfare of the County’s residents. On-site resources addressed by the RPO include wetlands, wetland buffers, floodplains, steep slopes, sensitive lands, and prehistoric and historic sites.

On July 23, 2004, the San Diego County Planning Commission granted an RPO exemption for the Campus Park West development as part of the Pappas Specific Plan Area, and adjacent Campus Park development (PC7-23\RPO-Exemption). The exemption was granted because these developments met the conditions of Article V.2 of the RPO, which exempts all or any portion of a Specific Plan Area that has at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988, subject to specific findings made by the Planning Commission, or (on appeal) the Board of Supervisors, at a public meeting.

#### County of San Diego Park Land Dedication Ordinance

The PLDO is the mechanism that enables the funding or dedication of local parkland. The ordinance establishes several methods by which developers may satisfy their park requirements including payment of park fees, dedication of a public park, provision of private recreational facilities, or a combination of these methods.

#### County of San Diego Subdivision Ordinance

The County Subdivision Ordinance sets forth development standards for the subdivision of land with respect to design, dedication and access, and required improvements. Applicable standards for the Proposed Project include several design regulations associated with lot size, orientation, and configuration.

#### County of San Diego Light Pollution Code

The LPC is a County regulatory ordinance that restricts the use of outdoor lighting that emits undesirable light rays into the night sky that would have a detrimental effect on astronomical research. The Project site falls within Zone B of the ordinance, which is defined as all areas within the territorial limits of the unincorporated portion of San Diego County that are not within a 15-mile radius of the Palomar Observatory or the Mount Laguna Observatory.

## Natural Community Conservation Planning Program

Regional conservation planning strategies under the California ESA that provide protection, preservation, and conservation of listed and candidate species, their habitats, natural communities, and natural resources, while continuing to allow appropriate development and growth within the state, are authorized and implemented under the NCCP Act of 1991. These strategies are designed to allow for growth as well as provide protection and conservation to threatened and endangered species through multi-species, habitat-based, and long-term approaches that ensure both the conservation of, and net benefits to, the affected species. Development and implementation of regional multi-species open space systems is intended to protect viable populations of key sensitive plant and animal species and their habitat while accommodating continued economic development and quality of life for residents of the region.

A Multiple Species Conservation Plan (MSCP) is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve. The County adopted an MSCP for a portion of the County on March 18, 1997, to meet the requirements of the NCCP Act of 1991 and the federal and California ESAs. The total MSCP study area encompasses 582,243 acres, of which 43 percent (252,132 acres) is in the unincorporated areas of San Diego County. Campus Park West lies outside the boundaries of the currently adopted MSCP; however, it is within the boundary for the proposed North County segment of the MSCP. The Project site contains proposed hardline preserve on the Draft North County MSCP map (within which development may occur). Refer to Subchapter 2.6, Biological Resources, for additional information on the MSCP and the North County Subarea.

### ***3.1.5.2 Analysis of Project Effects and Determination as to Significance***

These plans address policies and goals of the overall Project. As such, it is the goals and strategies of the Proposed Project that are reviewed for consistency in this section. There is, therefore, no substantive difference between Scenario 1 and 2 with regard to goals and policies (including Project GPAs for circulation and residential density). Similarly, proposed infrastructure improvements (water, sewer, roads), would be necessary to satisfy health and welfare or safety concerns. These policies do not vary based on precise footprint. Discussion below, therefore, addresses the Project as a whole.

#### Goals, Policies, and Objectives of Applicable Land Use Plans

##### Guideline for the Determination of Significance

A significant land use impact would occur if the Proposed Project would:

1. Conflict with the land use goals, objectives, policies, and recommendations of the adopted Campus Park Specific Plan, Subregional Plan, MSPA, and other sections of the Community Plan, General Plan, Zoning Ordinance, and any other applicable plans, policies, ordinances, guidelines or regulations.

### *Guideline Sources*

This land use guideline is based on Appendix G of the CEQA Guidelines and County staff guidance. This guideline is intended to ensure conformance with existing regional and local planning efforts. Consideration is also given to the Land Use Element of the General Plan and the Fallbrook Community Plan, particularly applicable sections of the I-15 Corridor Scenic Preservation Guidelines, Fallbrook Design Guidelines, and I-15/Highway 76 MSP.

### Analysis

#### *County of San Diego General Plan*

Land Use Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Land Use Element of the General Plan, as listed above under Section 3.1.5.1.

*Goal LU-1, Primacy of the Land Use Element, and Goal LU-4, Inter-jurisdictional Coordination.* The current designated Regional land use categories for the Project site are Village north of SR-76 and Rural Lands south of SR-76. The Village category permits a wide range of land uses and higher densities, including 2.8 du/ac, or a total of 331 DU on the Project site. The Rural Lands category is applied to large open space and very low-density lands and is not appropriate for intensive residential or commercial uses. Because the Rural Lands category does not permit the commercial land uses proposed for some of the areas south of SR-76, the Specific Plan proposes to change the designation of two parcels south of SR-76 from Rural Lands to Village. The two parcels proposed for re-designation as Village would be developed consistent with the community character, scale, and orderly growth of this area called for in the General Plan.

The existing land use designations for the Project site are General Commercial, Limited Impact Industrial, Village Residential (VR-7.3), and Specific Plan Area. The Project proposes a GPA that would allow more DUs; specifically, an increase in multi-family residential density from 7.3 dwelling units per acre (du/ac) to 20 du/ac. The GPA would also change the regional categories of PAs 4 and 5 from Rural to Village, the land use designation of PAs 4 and 5 from Specific Plan to General Commercial, and the land use designation for PA 6 from Specific Plan to Rural Lands 40; as well as amend the General Commercial to Industrial, by expanding the limited impact industrial area, and reclassify Pankey Road and East Dulin Road, to a Boulevard. The proposed designation of two parcels south of SR-76 as Village would be compatible with environmental conditions and constraints, as both parcels were included within the proposed hardline development project area in the draft North County MSCP. Consisting of non-native grassland and a citrus orchard, the parcels are well suited for commercial development due to their convenient access off of SR-76. Development of the Project site has been contemplated for the past 30-plus years, within the I-15/SR-76 quadrant, which includes the approved Palomar College, Campus Park, and Meadowood projects.

The combination of the 2011-approved Campus Park and Meadowood projects with Campus Park West would provide a range of services within a compact development setting that would

encourage non-vehicular transportation by locating housing closer to retail, services, schools, and jobs. The land uses for the I-15/SR-76 quadrant were planned on a regional scale and coordinated with all service providers, and this mix of uses is expected to lead to the creation of a smart growth area consistent with the land use principles of Senate Bill 375 and SANDAG's Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy. This development pattern also is consistent with the County's General Plan Community Development Model, which encourages the establishment of compact village "cores" that are surrounded by gradually decreasing densities/intensities. Campus Park West would serve as the "core" of the I-15/SR-76 quadrant. For these reasons, the Proposed Project would comply with **Goal LU-1, Primacy of the Land Use Element**, and **Goal LU-4, Inter-jurisdictional Coordination**, as well as the relevant policies. Adoption of the GPA would render the Proposed Project consistent with the General Plan land use designations.

*Goal LU-2, Maintenance of the County's Rural Character, and Goal LU-9, Distinct Villages and Community Cores.* The Specific Plan maintains the rural character of Fallbrook by ensuring consistency with and incorporating the Fallbrook Community Plan and Fallbrook Design Guidelines, into the Project design to the maximum extent possible. The Project's detailed design guidelines are consistent with the Fallbrook Design Guidelines to the extent feasible, and are intended to preserve the character of the Fallbrook community in terms of architectural and landscape design. The proposed commercial center would provide goods and services that are intended to be complementary to, rather than in competition with, existing commercial properties in the area. The proposal to reclassify Pankey Road as a Boulevard would not adversely impact the rural character of the community; rather, it would result in an appropriate classification for a Village-type development. It supports the County's Community Development Model by locating more intense, compact development within a Village core that is surrounded by decreasing densities that transition into the more rural/semi-rural part of the community. Such a development patterns helps to limit urban sprawl and maintain/protect larger areas of rural/semi-rural lands within the community. Urban growth on this site is considered appropriate because the property is located adjacent to I-15 and SR-76, an area that has been designated for intense development since the adoption of the Sycamore Springs Specific Plan in 1981 and the subsequent approval of the Hewlett Packard Campus Park Specific Plan in 1983. In addition, other projects in the vicinity (Palomar College, Campus Park, and Meadowood) have already been approved and are moving forward with development plans. As detailed throughout Chapters 1 and 2 of this EIR, Campus Park West would provide design or mitigation measures to minimize and mitigate significant adverse Project effects. For these reasons, the Proposed Project would comply with **Goal LU-2, Maintenance of the County's Rural Character**, and **Goal LU-9, Distinct Villages and Community Cores**, as well as the relevant policies.

*Goal LU-3, Diversity of Residential Neighborhoods.* Proposed Project multi-family residential units would offer with design options suitable for a variety of lifestyles, ages, and affordability levels. The Project would provide a neighborhood center in the form of the proposed mixed-use "core" area, which would be located within easy walking distance (less than one-quarter mile) from the proposed residential district and would likely contain commercial/office uses with additional residential units on upper floors. It is anticipated that residents of the other communities planned within the I-15/SR-76 quadrant, which together would provide a variety of residential zones ranging from multi-family to single-family, would work, shop, or recreate in

Campus Park West. For these reasons, the Proposed Project would comply with **Goal LU-3, Diversity of Residential Neighborhoods**, as well as the relevant policies.

*Goal LU-5, Climate Change and Land Use, and Goal LU-9 Distinct Villages and Community Cores.* Campus Park West is proposed as part of a larger “village” that would encompass the approved Palomar College campus, Campus Park Specific Plan, and Meadowood Specific Plan. In addition to being designated as a Village in the General Plan, this larger village would be located in an area identified as a smart growth area in SANDAG’s Regional Comprehensive Plan and would be a major focal point and activity node serviced by a transit center (on the west side of I-15). The Campus Park West Specific Plan provides more detailed planning and direction for the character, design, uses, densities, and amenities of Project.

The Project Specific Plan includes potential for green roofs/rooftop gardens in its design, which would aid in reducing the urban heat island effect and improving building energy efficiency by providing greater insulation and promoting passive cooling. The proposed mixture of land uses in close proximity would support multi-modal transportation. The Project is designed as a complete neighborhood and pedestrian-oriented development, and would incorporate many features that emphasize bicycle and pedestrian activity and integrate it with existing neighborhoods, such as:

- A compact development pattern with a mix of uses that encourages non-vehicular travel and higher-density residential development to support transit operations
- A mixed-use core within the general commercial area, within easy walking distance of the residential district, that promotes sidewalk cafes, public plazas, wide walkways, street furniture, and street trees
- Sidewalks along all roadways
- An eight-foot-wide multi-purpose pathway along Pankey Road that would provide a non-motorized connection to the Campus Park, Meadowood, and Palomar College projects
- Class II bike lanes along Pankey Road and Pala Mesa Drive
- Class III bike route along Pala Mesa Drive to the west of the Project site to provide a connection to the Class II bike lanes in Old Highway 395 on the west side of I-15
- A non-contiguous Type D Special Pathway along Pankey Road that provides a non-motorized connection to the projects to the east and links to the San Luis Rey River Park Trail

The Project would reserve space for one to two bus stops along Pankey Road to accommodate future bus service based on standards provided by the North County Transit District (NCTD). As described further below, approximately 27 percent of the site would be dedicated as permanent biological open space, some of which would provide buffers to off-site sensitive resources. Buildings also would be constructed to permit the future installation of rooftop photovoltaic systems. For these reasons, the Proposed Project would comply with **Goal LU-5, Climate Change and Land Use, and Goal LU-9 Distinct Villages and Community Cores**, as well as the relevant policies.

*Goal LU-6, Development-Environmental Balance.* The Project has been designed based on an evaluation of environmental constraints and development opportunities and consistent with the

proposed development hardline for the draft North County MSCP. Significant on-site biological and visual resources would be preserved, with approximately 31 acres, or 27 percent of the site, to be dedicated as permanent biological open space and protected with restrictive easements in perpetuity. The Project would maintain adequate buffers from wetland areas and the major drainages in the area, the San Luis Rey River and Horse Ranch Creek, would be preserved. Project development is limited to the area north of the San Luis Rey River as to limit effects on the river and its resources. Proposed drainage patterns would closely match existing conditions and the flow of water from the project site would not increase in volume from that which now drains downstream. In addition, the Horse Ranch Creek and San Luis Rey floodplains were mapped and studied during the design of the Project to ensure that the development would be protected from flood hazards. Steep slope areas are not prominent within the generally flat development area, which is located on a mesa top. Accordingly, the amount of grading proposed is minimal for a site of this size and finished grades generally would conform to existing conditions. The average depth of cut and fill over the site is approximately 10 feet and the maximum height of the fill slopes are 20 to 30 feet. Grading would be balanced on site to eliminate the need to import or export dirt. The Project provides protection from wildfires through the incorporation of limited building zones, and Project storm water design complies with the County Stormwater Management Plan Guidelines and Low Impact Development (LID) standards. For these reasons, the Proposed Project would comply with **Goal LU-6, Development-Environmental Balance**, as well as the relevant policies.

*Goal LU-7, Agricultural Conservation.* The Campus Park West Specific Plan Area has been planned for non-agricultural development since the adoption of the Sycamore Springs and Hewlett Packard Campus Park Specific Plans in 1981 and 1983, respectively. The Findings adopted for these Specific Plan EIRs concluded that the proposed developments would not have a significant impact on agriculture, based on environmental conditions (e.g., winter frosts and soil alkalinity) and economic factors (high water cost) which limit the potential for continued agricultural production on the site. The County also noted at that time that the Specific Plan Area was no longer regarded as prime agricultural land, as it was virtually surrounded by proposed urban development and located adjacent to I-15. In addition, the steeply sloped mountains to the east were regarded as a natural buffer protecting more extensive agricultural activities further to the east from encroaching development. Since the adoption of those Findings, the described conditions are essentially unchanged, with several of the adjacent areas that were proposed for development at that time currently approved or under construction. The only active agriculture impacted by the Proposed Project would be the removal of approximately 3 acres of a 12.5-acre citrus orchard remnant located south of SR-76/Pala Road, with this orchard present when the 1981 and 1983 Findings were adopted. Based on the described conditions, the project is consistent with **Goal LU-7, Agricultural Conservation**, because it has been found that continued agricultural operations are not beneficial or viable at this site.

*Goal LU-10, Function of Semi-rural and Rural Lands.* Campus Park West proposes to amend the General Plan to convert two of the three parcels south of SR-76 from a Rural Lands designation to a Village designation. These two parcels are included in the proposed development hardline of the North County MSCP. The third parcel south of SR-76 would remain within the Rural Lands designation and would serve as a buffer between Campus Park West and areas of open space (Horse Ranch Creek and the San Luis Rey River) and the Lake Rancho Viejo residential subdivision to the south. No developed uses would be established on

this parcel, and the rural character and unique biological features associated with the creek would be protected in perpetuity. The undeveloped nature of this third parcel in the southern portion of the site would allow the Project to avoid impacts to the San Luis Rey River. A 20-foot-wide easement also would be dedicated to accommodate the San Luis Rey River Park Trail. A General Plan amendment addressing this change is provided as part of this Project (i.e., part of Project design). With Project approval, the inconsistency in design would be amended and the Project would be fully consistent with **Goal LU-10, Function of Semi-rural and Rural Lands**, as well as the relevant policies.

*Goal LU-11, Commercial, Office, and Industrial Development.* The proposed commercial and limited impact industrial/office development would be located in an area of high connectivity and accessibility at the interchange of I-15 and SR-76. It also would be within easy walking distance of the proposed residential uses and mixed-use core. The proposed regional center would serve the larger surrounding community as well as the more immediate I-15/SR-76 quadrant. The proposed commercial and limited impact industrial/office uses would be subject to the Campus Park West design guidelines to ensure that the scale and design be compatible with the unique character of Fallbrook. For example, building heights would generally be limited to 35 feet, with some architectural articulations exceeding this height to avoid a perception of “box-type” development. Large walls would not be left blank, but would receive articulation. The permitted architectural styles for the Project include urban Victorian, rustic rural ranch, Mediterranean, and cottage—all styles that are identified as compatible with the rural features of the area and the architectural character of the approved Campus Park and Meadowood projects.

The proposed mixed-use core requires the establishment of storefronts with active retail uses fronting on a central drive aisle/traditional “main street,” designed to be low speed with one lane of travel in each direction and diagonal or parallel parking on each side. Pedestrian activity would be enhanced with the use of decorative paving, crosswalks, and wide sidewalks to accommodate outdoor cafes, street furniture, and street trees. Commercial building facades would front along 30 percent of developed Pankey Road north of SR-76 and south of Pala Mesa Drive, thereby enhancing the pedestrian environment and minimizing expansive parking lots. The commercial and limited impact industrial/office uses also would be subject to the landscaping requirements of the Fallbrook Design Guidelines, which require landscaped setbacks that assist with the screening and buffering of outdoor service, storage and parking areas. The limited impact industrial uses, therefore, would be buffered from the nearby residential areas by Pankey Road. For these reasons, the Proposed Project would comply with **Goal LU-11, Commercial, Office, and Industrial Development**, as well as the relevant policies.

*Goal LU-12, Infrastructure and Services Supporting Development.* Campus Park West would be served by the Bonsall Elementary School District and the Fallbrook Union High School District and would be required to pay the necessary school fees. The project also would pay a fair share contribution to ensure adequate law enforcement and fire services and facilities. Campus Park West would reserve land for purchase by the Sheriff’s Department for a new station to be located in the limited impact industrial/office area, where it would not conflict with adjacent land uses. Compliance with the County’s PLDO would occur either through the payment of fees or dedication of land. All other on- and off-site infrastructure improvements associated with roads, water, and sewer needed to serve the Project would be constructed prior to or concurrent with the

proposed development. Off-site roadway improvements to ensure adequate levels of service would be implemented and/or fees would be paid, in advance of project occupancy. Roadway design would be compatible with the overall Village character and development planned for the I-15/SR-76 quadrant. For these reasons, the Proposed Project would comply with **Goal LU-12, Infrastructure and Services Supporting Development**, as well as the relevant policies.

*Goal LU-13, Infrastructure and Services Supporting Development, and Goal LU-14, Adequate Wastewater Facilities.* Potable water and wastewater services for Campus Park West would be provided by the RMWD. This arrangement requires detachment of a portion of the Project from VCMWD and annexation to RMWD. Substantial coordination has occurred with RMWD to ensure that adequate water supplies would be available to serve the Project. In addition, the Specific Plan requires sustainable development and water conservation measures to decrease the Project's demand on potable water supplies. In addition, the Project Applicant has coordinated with RMWD to ensure that adequate capacity is available to serve the Project. Proposed wastewater facilities would be designed and sized appropriately to meet expected demands, but would not result in the inducement of unplanned growth. For the reasons given above, the Proposed Project would comply with **Goal LU-13, Infrastructure and Services Supporting Development**, and **Goal LU-14, Adequate Wastewater Facilities**, as well as the relevant policies.

Mobility Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Mobility Element of the General Plan, as listed above under Section 3.1.5.1. The Project would include a GPA to the existing Mobility Element. Figure 1-16 shows the existing and proposed roadway network. Specific changes to the Mobility Element roadway network proposed by Campus Park West would include:

- Reclassification of Pankey Road north of SR-76 from a Light Collector to Boulevard.

A General Plan amendment addressing this change is provided as part of this Project (i.e., part of Project design). With Project approval, the inconsistency in design would be amended and the Project would be fully consistent with the Mobility Element.

*Goal M-1, Balanced Road Network.* Campus Park West would be part of a regional roadway system that was planned in conjunction with the surrounding projects. The Project not only would connect with the regional road network, but also would provide and/or improve roads within the site boundaries and the larger Community Planning Area. The Project would not bisect a community, and Pankey Road would become a Village-appropriate Boulevard with lower design speeds and ample landscaping. Providing the backbone through the Project site, Pankey Road would connect to Pankey Place, which would access the Campus Park project and provide a link to Horse Ranch Creek Road (thereby providing access to the Palomar College project); Pala Mesa Drive, which connects to Old Highway 395 west of I-15; SR-76, which heads west towards Oceanside and east towards Pauma Valley; and Shearer Crossing, which continues south to Dulin Road. Multiple access points are also provided to allow primary and secondary access for emergency services, with the circulation system designed to meet the General Plan emergency response time of five minutes. For these reasons, the Proposed Project would comply with **Goal M-1, Balanced Road Network**, as well as the relevant policies.

*Goal M-2, Responding to Physical Constraints and Preservation Goals.* Where the Project would impact level of service on Mobility Element roads, as discussed in Subchapter 2.3 of this EIR, the Project Applicant would provide mitigation in the form of road/intersection improvements, fair share payments, or payment of a Traffic Impact Fee (TIF). Pankey Road originally had an alignment that was to curve out towards the eastern border of the Project area. During the Project design process now incorporated into the 2011 General Plan, that alignment was revised to a more environmentally sensitive design to avoid the sensitive wetland areas along that eastern border. Similarly, a Pankey Road extension north of Pala Mesa Drive was deleted in order to eliminate impacts to wetlands that would have resulted from the original alignment of this roadway. Under the revised roadway design, the wetlands would be better protected by buffers and limited building zones. Noise buffers in the form of sound walls, would be incorporated into the Project to mitigate traffic-related noise. In addition, best management practices (BMPs) and LID techniques would be implemented to accommodate Project-related storm water runoff in a manner that would maximize natural detention and infiltration and minimize excess runoff, as described in Section 3.1.4 of this EIR. For these reasons, the Proposed Project would comply with **Goal M-2, Responding to Physical Constraints and Preservation Goals**, as well as the relevant policies.

*Goal M-3, Transportation Facility Development, Goal M-4, Safe and Compatible Roads, and Goal M-5, Safe and Efficient Multi-modal Transportation System.* Campus Park West would include multiple ingress and egress routes, as shown on Figures 1-16 and 3.1.5.2. This road network is appropriately scaled for a compact village-type development designed to interconnect with the surrounding projects/community. Pankey Road would be the main roadway serving the Project, allowing for multi-modal travel within a wide parkway. It would contain sufficient right-of-way for the Boulevard series and would accommodate all users with automobile travel lanes, Class II bike lanes, a sidewalk, and a multi-purpose Type D pathway. All Project roadways have been designed to allow for necessary access for fire apparatus and emergency vehicles, in accordance with County Standards and the County Consolidated Fire Code. The primary access route for fire response to the Project would be Pala Mesa Drive to Pankey Road. Should Pala Mesa Drive be blocked, the site could be accessed via SR-76 to Pankey Road. Future driveways accessing the various land uses also would be designed consistent with County Standards and the County Consolidated Fire Code. Coordination has occurred with Caltrans in the design of proposed facilities along SR-76. NCTD has been contacted regarding the provision of transit service to the area and has provided input on bus stop locations along Pankey Road. Additional coordination with NCTD will occur as planning for the bus stops continues (further discussed below). Campus Park West would contribute its fair share towards financing transportation facilities including providing mitigation associated with direct and cumulative traffic impacts consistent with the Traffic Impact Analysis prepared for the Project (refer to Subchapter 2.3). For the reasons given above, the Proposed Project would comply with **Goal M-3, Transportation Facility Development, Goal M-4, Safe and Compatible Roads, and Goal M-5, Safe and Efficient Multi-modal Transportation System**, as well as the relevant policies.

*Goal M-8, Public Transit System.* A park-and-ride facility was recently constructed in close proximity to the Project site (on the west side of I-15 near SR-76), which would serve the development. The Project would reserve space for bus stops to accommodate future bus service.

Bicycle and pedestrian facilities also would be integrated throughout the Campus Park West development (including Class II bike lanes, sidewalks, and multi-use trails), providing connections to neighboring areas. For these reasons, the Proposed Project would comply with **Goal M-8, Public Transit System**, as well as the relevant policies.

*Goal M-10, Parking for Community Needs.* Future uses within Campus Park West would be required to comply with the County of San Diego parking regulations, which include requirements for bicycle parking. The design guidelines within the Specific Plan provide standards for parking areas to accommodate safe pedestrian circulation. For example, the design guidelines state that a 10- to 20-foot wide pedestrian “paseo” would be required to connect the front of a building to the parking lot behind it. On-street parking would be encouraged along the central drive aisle/traditional “main street” as a means of slowing down vehicles and creating a pedestrian-friendly environment. Any parking adjacent to Pankey Road would be screened with a low wall, hedge, berm, or combination thereof; and would also contain planting islands. Every designated parking space would be within 30 feet of the trunk of a tree. Wide crosswalks would be required and the utilization of special paving treatments or other special pedestrian path identifiers that contribute to the character of the area would be encouraged. Shared parking is permitted in the Specific Plan and a formula is provided to calculate the number of parking spaces required when shared parking is proposed. Future site plan applications may request additional reductions in on-site parking consistent with County procedures based on the Project’s emphasis on non-motorized transportation. The Specific Plan also encourages transportation demand management programs and requires carpool parking. Finally, impervious surfaces in parking lots would be minimized or disconnected where feasible through the use of landscaping and similar LID techniques. For all parking lots greater than 6,000 square feet, in addition to all other guidelines, an internal area equivalent to a minimum of five percent of the total parking area would be planted with a combination of trees and shrubs. For these reasons, the Proposed Project would comply with **Goal M-10, Parking for Community Needs**, as well as the relevant policies.

*Goal M-11, Bicycle and Pedestrian Facilities, and Goal M-12, County Trails Program.* As described in detail above, a variety of bicycle and pedestrian facilities appropriate to the Village setting would be provided with the Project, including Class II and Class III bike facilities, a non-contiguous multi-purpose Type D Special Pathway, and sidewalks. The proposed facilities would provide transitions from the urban experience in the northern portion of the project (sidewalks) to the natural and scenic resources available at the southern end of the project at Horse Ranch Creek (trails). During the design of the Project, the feasibility of providing a trail connection at the northern end of the Project to the future Palomar College Campus, through MSCP land, was explored. It was determined that such a connection was not appropriate because Palomar College was not providing any trails in that area and a pedestrian trail adjacent to the freeway was undesirable. Instead, a pedestrian connection would be provided via the Type D Special Pathway. The pathway would connect to the pathway in Pankey Place, which would lead to Horse Ranch Creek Road, where the pathway would continue and link to Palomar College; the pathway also would continue along Pankey Road to the south and then transition into a sidewalk that would connect to the San Luis Rey River Park Trail. PA 6 contains a 20-foot wide recreational trail easement for the San Luis Rey River Trail, with connections to this trail from both Shearer Crossing and Pankey Road south of SR-76. The easement would

follow an existing dirt pathway to minimize impacts to environmental resources. For these reasons, the Proposed Project would comply with **Goal M-11, Bicycle and Pedestrian Facilities, and Goal M-12, County Trails Program**, as well as the relevant policies.

Open Space and Conservation Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Land Use Element of the General Plan, as listed above under Section 3.1.5.1.

*Goal COS-1, Inter-connected Preserve System, Goal COS-2, Sustainability of the Natural Environment, and Goal COS-3, Protection and Enhancement of Wetlands.* Substantial coordination occurred between the wildlife agencies, the County, and Campus Park West during the preparation of the draft North County MSCP and proposed development hardline. The preserve system was designed to ensure adequate open space linkages and wildlife corridors. In accordance with the preserve concept and draft MSCP, Campus Park West would preserve approximately 31 acres of biological open space, with Project development only located within authorized "take" areas consistent with the draft North County MSCP. Various re-designs of the Project have further reduced impacts to sensitive biological resources (see discussion of Goal M-2, above). Wetland buffers and limited building zones also would be provided to protect wetland areas, and no invasive species would be permitted for planting within fuel modification zones adjacent to riparian areas. Where the Project would result in unavoidable impacts to wetlands, appropriate mitigation is proposed in accordance with County resource regulations. Mitigation would consist of the preservation in perpetuity of remaining on-site sensitive habitats in biological open space, enhancement of on-site riparian habitats, off-site creation of mitigation habitat, and off-site purchase of upland mitigation habitat. A habitat management plan has been prepared to guide the management and monitoring of the Project biological open space areas in perpetuity, as well as to identify acceptable funding mechanisms. Other than revegetation and enhancement activities (including the San Luis Rey River Park Trail), no development would occur within the designated biological open space areas. The public also has been involved throughout the design and processing of this Project. For these reasons, the Proposed Project would comply with **Goal COS-1, Inter-connected Preserve System, Goal COS-2, Sustainability of the Natural Environment, and Goal COS-3, Protection and Enhancement of Wetlands**, as well as the relevant policies.

*Goal COS-4, Water Management, and Goal COS-5, Protection and Maintenance and Water Resources.* The Campus Park West design guidelines require water conservation efforts and the use of drought tolerant landscaping. The plant palette developed for the Project includes native and drought tolerant plant species. The landscape plan and irrigation system would comply with the County's Water Efficient Landscape Design Manual and Water Conservation in Landscaping Ordinance. Recycled water would be utilized for irrigation purposes, if it becomes available. The Project would be consistent with the County's floodplain regulations and would result in drainage patterns and volumes closely matching existing conditions. The Project Specific Plan includes a number of policies related to sustainable development and LID that help protect and maintain water resources. LID features and BMPs (e.g., vegetated swales; use of pervious surfaces and permeable paving; routing of storm water discharge into landscaped areas; reduction or elimination of herbicides, pesticides, and insecticides; green roofs, a subsurface reservoir bed or underground storm water storage, and the breaking up of impervious surfaces)

would be implemented to maximize storm water filtration and infiltration and assist with recharging groundwater supplies. Although the Project does not have high potential to contaminate groundwater and does not rely on groundwater supplies, any future uses that could contaminate groundwater (such as gas stations) would be required to follow applicable local, state, and federal regulations and take appropriate measures to protect water supply sources. For the reasons given above, the Proposed Project would comply with **Goal COS-4, Water Management, and Goal COS-5, Protection and Maintenance and Water Resources**, as well as relevant policies.

*Goal COS-7, Protection and Preservation of Archaeological Resources.* The County of San Diego has complied with Senate Bill 18 Consultation requirements throughout the processing of the Campus Park West Project. A cultural resources report was completed, which noted the presence of alluvial deposits and the associated potential for buried archaeological sites within the Project area. The field check also encountered remnants of the 1930/1940s Rancho San Luis Rey thoroughbred facility. The majority of the Rancho San Luis Rey improvements, however, formerly on the Campus Park West property, have been demolished or graded away. Because the possibility remains for the presence of obscured or buried potentially significant cultural resources, an archaeological monitoring program is recommended to ensure compliance with CEQA and County requirements. Archaeological monitoring during site preparation and construction would apply to the entire Project site. During initial brushing, debris clearing, and grading on the Project site, an archaeologist and Native American monitor would be present to ensure that if potentially significant deposits are uncovered, they are evaluated for significance and adequate preservation or data recovery tasks are implemented. For the reasons given above, the Proposed Project would comply with **Goal COS-7, Protection and Preservation of Archaeological Resources**, as well as relevant policies.

*Goal COS-9, Educational and Scientific Uses.* Based on the geotechnical and paleontological investigations undertaken for Campus Park West, surficial materials and geologic formations observed or expected to occur within the project site include fill deposits, native topsoil/colluvium, Quaternary (Holocene) alluvium, Quaternary river terrace deposits, and Cretaceous igneous intrusive rocks. No unique geologic features are present within or adjacent to the Project site or off-site impact areas. Because the on-site terrace deposits exhibit a moderate potential for the occurrence of sensitive paleontological resources, a qualified paleontologist or paleontological monitor (working under the direction of the paleontologist) shall be present during all or selected grading operations to monitor for the presence of paleontological resources and, if applicable, conduct appropriate salvage operations. The paleontologist and paleontological monitor have the authority to temporarily halt or divert grading activities in the area of any discovery to allow salvage and ensure protection of sensitive paleontological resources. Based on these requirements, the project is consistent with **Goal COS-9, Educational and Scientific Uses**.

*Goal COS-10, Protection of Mineral Resources.* The Campus Park West site contains areas classified by the State as MRZ-2 and MRZ-3, which indicate the potential occurrence of significant mineral deposits. The Project site, however, is not currently being mined, has no known history of mineral extraction, and is not zoned or subject to overlay zones that designate the presence of locally important mineral resources. In addition, the Mineral Resource Technical

Report prepared for the Proposed Project provides the following conclusions: (1) per County guidelines, a buffer of 1,300 feet from residential uses is generally necessary to avoid mining-related nuisance issues (e.g., noise and dust), with several existing off-site residences located within 1,300 feet of the on-site MRZ-2 areas south of SR-76 (which effectively eliminates the potential for mineral extraction in these areas); (2) a number of existing off-site residences are located within 1,300 feet of several Project site areas north of SR-76 that are mapped as MRZ-3, but identified as possibly having MRZ-2 quality materials, which would preclude mineral extraction in those areas; (3) two additional portions of the Project site north of SR-76 that are designated MRZ-3, but potentially contain MRZ-2 quality materials, encompass a combined area of approximately 6.8 acres, which would not provide sufficient economic return to meet the County marketability threshold (based on analysis in the Mineral Resource Technical Report); and (4) off-site areas to the east that are mapped as MRZ-3 but possibly contain MRZ-2 quality materials encompass substantial wetland habitat, with all but approximately 0.2 acre of this area identified as permanent open space and thus not considered to be minable (due to disturbance restrictions and mitigation requirement costs). Based on the described considerations, the Project is consistent with **Goal COS-10, Protection of Mineral Resources**, and associated policies.

*Goal COS-11, Preservation of Scenic Resources.* Campus Park West is subject to and planned to be consistent with the I-15 Corridor Scenic Preservation Guidelines. The I-15/SR-76 quadrant, within which the Project would be located, was designed in a collaborative manner among all applicants to ensure the preservation of contiguous open space areas, compatibility among the physical characteristics of each development including architectural and landscape elements, and the connection of the projects to each other and surrounding regional trails. Significant natural features within the quadrant would be preserved, including Horse Ranch Creek and the San Luis Rey River, and the Project would afford opportunities for views into these existing open space areas. Project signage would be erected for identification purposes only, and no billboards or advertisements would be permitted. Although sound walls cannot be avoided, where they would block views to scenic resources, inclusion of transparent materials, where feasible and appropriate, could be considered. Where feasible and space permits, the use of berms and landscaping in conjunction with the sound walls to reduce their visible height would be implemented. All walls and fences over three feet in height that face a public street would provide a fully landscaped five-foot-buffer between the wall or fence and the street. A six-foot high fire control wall also is included along the western, southern and eastern boundaries of the southernmost portion of PA 2, as well as (for **Scenario 1** only) the northern boundary of PA 5 as part of Project design. The walls would be solid, approximately 2,300 and 450 feet in length, respectively, and would be constructed of non-combustible material. The walls may contain a view wall (tempered glass) in the upper half as long as design remains solid and non-combustible. Utilities would be undergrounded to further minimize visual impacts associated with the Project. For these reasons, the Proposed Project would comply with **Goal COS-11, Preservation of Scenic Resources**, as well as relevant policies.

*Goal COS-13, Dark Skies.* As described further in Subchapter 2.1, the Project site is outside the Zone A 15-mile radius of the Palomar Observatory. The Project site is instead within Zone B, which includes all areas within the territorial limits of the unincorporated portion of the County outside of Zone A. Campus Park West would be consistent with the County's dark sky ordinance and the SP contains guidelines to minimize light pollution in accordance with the

site's location within Zone B. The design guidelines within the SP require outdoor lighting to be fully shielded, designed to prevent spillover into adjacent areas, and to consist of low pressure sodium vapor light or equivalent source. For these reasons, the Proposed Project would comply with **Goal COS-13, Dark Skies**, as well as relevant policies.

*Goal COS-14, Sustainable Land Development, and Goal COS-15, Sustainable Architecture and Buildings.* Campus Park West is designed with a mixture of uses in a compact setting that encourages people to walk or ride a bike. As detailed above, the Project would contain a number of features that promote a pedestrian/bicycle-friendly environment, such as a mixed-use core that promotes sidewalk cafes, public plazas, wide walkways, street furniture, and street trees; non-motorized pathway and sidewalks that provides connections to the projects to the east and links to the San Luis Rey River Park Trail; Class II bike lanes and a proposed Class III bike route; and a higher-density residential development to support planned transit operations. The Project also would be part of a larger "village" within the I-15/SR-76 quadrant; the village would include complementary uses that allow for internal capture of vehicle trips by locating housing closer to retail, services, schools, and jobs. This type of development pattern allows reductions in the length and duration of vehicular trips and associated air pollution and greenhouse gas emissions. To further reduce automobile reliance, a park-and-ride facility was recently constructed west of I-15 near SR-76 that would serve the Campus Park West development and space would be reserved for bus stops along Pankey Road to accommodate future bus service. Additional details and discussion of the Project's compliance with Sustainable Mobility goals and policies are contained below and in Subchapter 2.3.

Campus Park West would be designed to meet or exceed current Title 24 standards, which contain requirements related to structural, mechanical, electrical, and plumbing systems, energy conservation measures, green design, construction and maintenance, fire and life safety, and accessibility. Per the Project design guidelines, deciduous trees would be installed on the south and west sides of residential, commercial, and retail pad buildings, or limited impact industrial buildings, (excluding warehousing and loading and service areas), to provide shade in the summer and sun penetration in the winter (i.e., passive solar cooling and heating, respectively). Buildings would be encouraged to maximize solar access to allow for the use of photovoltaic systems (i.e., active solar). Shade trees would be required throughout the development along roadways and pedestrian connections, within parking lots, and within landscaped setback areas. In some instances (e.g., in the residential areas), the Project must meet minimum tree spacing and quantity requirements. To reduce the urban heat island effect, "green roofs" would be permitted on multi-family structures and "cool" paving materials are preferred. The Campus Park West Specific Plan encourages buildings to be designed to integrate LEED Certification guidelines and other additional "green building" criteria into the site design and design of the buildings, where feasible. Buildings also would be constructed to allow for the future installation of rooftop photovoltaic systems. During construction, low-emission equipment would be used and dust control measures would be implemented. In addition, a minimum of 50 percent of all construction waste would be recycled. Native and drought tolerant plant materials which require minimal maintenance are included in the plant palette for Campus Park West. For these reasons, the Proposed Project would comply with **Goal COS-14, Sustainable Land Development, and Goal COS-15, Sustainable Architecture and Buildings**, as well as relevant policies.

*Goal COS-16, Sustainable Mobility.* As noted above, Campus Park West would be a compact development designed with “smart growth” principles that are consistent with the County and SANDAG’s vision for the area. The Project has been designed to support alternative transportation modes through the provision of pedestrian and bike facilities and would reserve space for bus stops along Pankey Road to accommodate future bus service. It would also be served by the recently constructed park-and-ride facility located on the west side of I-15. In addition, the Specific Plan requires carpool parking and supports the implementation of other transportation demand management strategies such as flexible work schedules, a bike share program, provision of shower facilities for employees that bike to work, and other similar strategies. As the Project Applicant would not develop specific business uses within the development, the Project cannot commit in advance to provisions of incentives for the use of zero- and low-emission vehicles and equipment upon site buildout. Because the Project anticipates that larger businesses would occupy some of the commercial space, however, it is likely that future on-site businesses could provide such programs and opportunities for their employees. The potential for such programs would be consistent with anticipated buildout and would not be prohibited by site design. During construction, low-emission construction vehicles and equipment would be utilized to minimize air pollutant and greenhouse gas emissions. For these reasons, the Proposed Project would comply with **Goal COS-16, Sustainable Mobility**, as well as relevant policies.

*Goal COS-17, Sustainable Solid Waste Management.* Pursuant to San Diego County Ordinance 9840, the Campus Park West Project would recycle a minimum of 50 percent of all construction waste. In addition, for long-term Project operation, separate refuse and recycling containers are required on site, and the homeowner’s association (HOA) and/or landscape maintenance district (LMD) would be responsible for properly disposing of green waste to minimize the amount of organic materials disposed of at landfills. Based on the noted considerations, the Project would be consistent with **Goal COS-17, Sustainable Solid Waste Management**, as well as relevant policies.

*Goal COS-19, Sustainable Water Supply.* Campus Park West would be served by RMWD, as noted above. If recycled water becomes available to the Project, it would be utilized for irrigation purposes. The Specific Plan also encourages a number of sustainable development practices that minimize water consumption and recharge water supplies such as the use of native and drought tolerant plant species and other, previously described LID features and BMPs (further detailed in Section 3.1.4). For the reasons given above, the Proposed Project would comply with **Goal COS-19, Sustainable Water Supply**, as well as relevant policies.

*Goal COS-23, Recreational Opportunities in Preserves, and Goal COS-24, Park and Recreation Funding.* The Project would tie into a regional trail network that connects to natural habitat. The proposed 20-foot-wide easement to be provided in PA 6 to accommodate the San Luis Rey River Park Trail would be consistent with the San Luis Rey River Park Master Plan. The proposed trail alignment follows along an existing dirt pathway and, therefore, would afford protection of the San Luis Rey River and its surrounding habitat. Campus Park West would contribute to park and recreation facilities either through the payment of fees or dedication of land, in accordance with the County PLDO. For these reasons, the Proposed Project would

comply with **Goal COS-23, Recreational Opportunities in Preserves, and Goal COS-24, Park and Recreation Funding**, as well as relevant policies.

Housing Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Housing Element of the General Plan, as listed above under Section 3.1.5.1.

*Goal H-1, Housing Development and Variety, and Goal H-2, Neighborhoods that Respect Local Character*. The proposed residential district permits multi-family housing types up to a density of 20 du/ac, which is considered an appropriate density to accommodate more affordable housing options than would be available at lower densities. The district would be located within a short walking distance of shopping, employment, and other services and in the vicinity of a park-and-ride facility, making the site ideal for accommodating a variety of ages and income levels and diversity of residents. The proposed mixed-use core also would be located within easy walking distance (less than one-quarter mile) from the proposed residential district and would likely contain additional residential units on upper floors above commercial/office uses. Campus Park West residential development would be required to provide 200 square feet of group usable open space and 100 square feet of private open space per DU. In addition, children's play areas must be provided (unless the particular development is restricted to seniors); at least one children's play area of 400 square feet would be provided for the first 25 DUs with an additional 100 square feet required for each additional 25 DUs. As described in Chapter 1 and Subchapter 2.1, the Campus Park West design guidelines require residential development to incorporate a variety of design elements such as wall offsets, balconies, deep openings and entryways, windows, roof pitches, gables, tower elements, arches, roof structures and stepbacks on upper floors. Landscaped setbacks with at least one tree provided for each 300 square feet of residential yard area also would be required, consistent with the Fallbrook Design Guidelines. The described architectural and landscape features of the proposed housing would contribute to the establishment of a project that is well-designed, compatible with, and respectful of the character of the surrounding community. For these reasons, the Proposed Project would comply with **Goal H-1, Housing Development and Variety, and Goal H-2, Neighborhoods that Respect Local Character**, as well as relevant policies.

Safety Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Safety Element of the General Plan, as listed above under Section 3.1.5.1.

*Goal S-1, Public Safety, Goal S-3, Minimized Fire Hazards, Goal S-4, Managed Fuel Loads, and Goal S-6, Adequate Fire and Medical Services*. Site opportunities and constraints were analyzed prior to the designing of the Project to minimize exposures to hazards. Campus Park West would incorporate adequate fuel modification zones throughout the development and the plant palette reflects a resistance to fire. Adequate fire clearing would be conducted within the fuel modification zones and, as described above, a fire wall would be required along the south/southwestern portion of the site. The closest fire station to the Project site is North County Fire Protection District (NCFPD) Station #4, located at 4375 Pala Mesa Drive. The Project site is located within an acceptable travel time for this first responding station. Campus Park West would enter into an agreement with the NCFPD and pay a proportionate fair share contribution for necessary improvements to fire protection services and facilities. The Project's FPP

identifies fire-resistant construction techniques and all new buildings would be built to County of San Diego Fire and Building Codes. RMWD, which would serve the Project, is capable of meeting the fire flow requirements for the Project. For the reasons given above, the Proposed Project would comply with **Goal S-1, Public Safety, Goal S-3, Minimized Fire Hazards, Goal S-4, Managed Fuel Loads, and Goal S-6, Adequate Fire and Medical Services**, as well as relevant policies.

*Goal S-7, Reduced Seismic Hazard.* The Project site and vicinity do not encompass any known active or potentially active faults, and are not located within a County Near-Source Seismic Shaking Zone. The Project site and vicinity are, however (like all of San Diego County), within a Seismic Zone 4 designation and thus may be subject to substantial ground shaking from larger earthquake events along one or more major regional faults. The 2012 Project Geotechnical Investigation identifies a number of standard design measures to address these potential impacts, including the use of: (1) an appropriate design ground acceleration level; (2) other related considerations such as appropriate subsurface profile types, acceleration and velocity coefficients, and seismic source (including type and distance); and (3) applicable seismic elements of the IBC/CBC and County Building Code. In addition, there are no existing structures on the site that would require seismic retrofitting. Based on the noted considerations, the Project would be consistent with **Goal S-7, Reduced Seismic Hazard**, and related policies.

*Goal S-8, Reduced Landslide, Mudslide, and Rockfall Hazards.* The 2012 Project Geotechnical Investigation concluded that no mapped landslide deposits or topographic features indicative of landslides were present within or adjacent to the site, and that the potential for associated landslides or large-scale slope instabilities is considered low. While some potential for landslides and/or rock falls was identified for off-site areas along Horse Ranch Creek Road associated with proposed utilities (i.e., water and sewer lines), no associated adverse effects are anticipated due to the subsurface location of these facilities. For the reasons provided, the Project would be consistent with **Goal S-8, Reduced Landslide, Mudslide, and Rockfall Hazards**, as well as relevant policies.

*Goal S-9, Protection of Life and Property, and Goal S-10, Floodway and Floodplain Capacity.* The current 100-year floodplain in the Project area is defined around the existing conditions of both the San Luis Rey River and Horse Ranch Creek. Portions of the site located south of SR-76 are within the identified 100-year FEMA floodplain boundary associated with the San Luis Rey River. In addition to the described FEMA mapping, the floodplain analyses conducted for the Proposed Project concluded that: (1) the mapped 100-year floodplain along Horse Ranch Creek encroaches into portions of the Project site both north and south of SR-76, including areas proposed for development; and (2) the mapped 100-year floodplain along the San Luis Rey River encroaches into the project site south of SR-76, including areas proposed for development. The floodplain analysis included proposed modifications to the existing 100-year floodplain. As discussed in Section 3.1.4, the site's location within the noted floodplains would not result in significant 100-year flood-related health, safety, property and inundation/water surface elevation hazards or impacts. Potential impacts from the Proposed Project related to on- and off-site water surface elevations and associated flooding hazards (Horse Ranch Creek) also would be less than significant.

The proposed drainage conditions associated with the Project would generally maintain existing drainage patterns. The proposed storm drain system would collect site runoff within the Project limits and convey it to Horse Ranch Creek, at various locations. The storm drain system would include detention basin(s) to ensure post-project peak flow rates do not exceed pre-project peak flow rates, and would convey runoff from the existing I-15 storm drain systems. The aforementioned LID techniques would reduce the amount of runoff leaving the site and, therefore, the Project's contribution to flooding. For these reasons, the Proposed Project would comply with **Goal S-9, Protection of Life and Property, and Goal S-10, Floodway and Floodplain Capacity**, as well as relevant policies.

*Goal S-11, Controlled Hazardous Materials Exposure.* Evidence of hazardous materials has been found in the vicinity and agricultural operations have historically occurred on the Project site, but the site is not a known or expected contamination site. As discussed in Section 3.1.3, organophosphorus pesticides, chlorinated pesticides/herbicides, petroleum hydrocarbons, and lead residue in soils have been found to be at "less than detection levels." Nitrate levels also were below levels of concern. If hazardous materials were to be identified, for example during detailed geotechnical investigations for future project development activities, conformance with all pertinent agency regulations would be required. The Project would incorporate buffers between an existing orange grove and development proposed in PA 4, and the operator of the orange grove is required to comply with relevant safety codes with respect to the application of pesticides and other hazardous materials. For these reasons, the Proposed Project would comply with **Goal S-11, Controlled Hazardous Materials Exposure**, as well as relevant policies.

*Goal S-12, Adequate Law Enforcement Facilities, Goal S-13, Safe Communities, and Goal S-14, Crime Prevention.* Law enforcement services would be provided to the Project by the San Diego County Sheriff's Department. The closest sheriff's station to the site is the Fallbrook substation, located at 388 East Alvarado Street. A new station is likely to be required within the Project site or near the vicinity of the site per the San Diego County Sheriff's Department Facilities Master Plan dated October 2005. Discussions with the San Diego County Sheriff indicate that a possible location for the station could be within the limited impact industrial planning area north of SR-76. The Project Applicant is working with the Sheriff's Department to reserve land within the Project area for purchase by the County and would pay a proportionate fair share contribution towards the establishment of adequate law enforcement facilities and services. Crime prevention through environmental design techniques is addressed in the Campus Park West design guidelines to discourage unlawful behavior by maximizing visibility of and fostering legitimate social interaction in public spaces and controlling access between public and private spaces. For these reasons, the Proposed Project would comply with **Goal S-12, Adequate Law Enforcement Facilities, Goal S-13, Safe Communities, and Goal S-14, Crime Prevention**, as well as relevant policies.

Noise Element. The following analysis demonstrates the Project's consistency with the relevant goals and policies of the Noise Element of the General Plan, as listed above under Section 3.1.5.1.

*Goal N-1, Land Use Compatibility, Goal N-2, Protection of Noise-sensitive Uses, Goal N-4, Transportation-related Noise Generators, Goal N-5, Non-transportation-related Noise Sources, and Goal N-6, Temporary and/or Nuisance Noise.* Noise considerations were taken into account in the design of Campus Park West. As described in Section 2.5, a noise analysis has been completed for the Project and mitigation measures to reduce noise impacts associated with Project traffic and construction operations would be implemented as appropriate. The proposed general commercial and limited impact industrial land uses, which are less sensitive to noise impacts from traffic, would be located adjacent to I-15 and SR-76. Conversely, the proposed residential uses would be sited along the eastern edge of the Project site, further away from these busy roadways and adjacent to open space. The proposed residential areas along Pankey Road would not be subjected to excessive traffic noise because a sound wall would line the east side of the road; in addition, these areas are removed from I-15 and SR-76. Additional noise considerations for residential uses, such as the potential need for balcony or patio noise barriers, would be addressed during site plan review. Enhanced building elements (e.g., thicker dual-paned windows) would be implemented as necessary to ensure that interior noise standards are achieved. The Project would be subject to, and would comply with, the County noise ordinance including limits on the hours of construction. Potential noise impacts from siren testing if a Sheriff station is constructed in PA 1 would be addressed through proper site planning and preparation of a noise study, which would identify noise control requirements. For the reasons given above, the Proposed Project would comply with **Goal N-1, Land Use Compatibility, Goal N-2, Protection of Noise-sensitive Uses, Goal N-4, Transportation-related Noise Generators, Goal N-5, Non-transportation-related Noise Sources, and Goal N-6, Temporary and/or Nuisance Noise**, as well as relevant policies.

As described in detail above, with the exception of the General Plan land use designations and the Mobility Element, for which the Proposed Project is seeking amendment, the Project would be consistent with applicable General Plan Conservation and Open Space, Housing, Safety, and Noise Element standards addressed in this document. With approval of the GPA included in the Project, impacts associated with Project consistency with the Land Use Element would be avoided. Adoption of the GPA by the Board of Supervisors to amend the Mobility Element would render the Proposed Project consistent with the Mobility Element classifications. Accordingly, the Project would conform to each of the relevant goals addressed above. Refer to the Project SPA/GPA Report for a list of each goal and associated policy evaluated herein. The reader is referred to Chapter 1.0 for additional Project description specifications, and to Subchapters 2.1, 2.3, 2.5 and 2.6 and Sections 3.1.3, 3.1.4, 3.1.8 and 3.1.9 for additional and supporting information regarding aesthetics, traffic, noise, biological resources, hazards, hydrology and water quality, and public services and utilities. Accordingly, associated land use planning impacts would be avoided and therefore **no impact** would occur.

#### *Fallbrook Community Plan*

The Fallbrook Community Plan includes as an appendix the I-15/Highway 76 Interchange MSP. That plan anticipates development at the crossroad of these primary transportation corridors to be substantially different from some of the more rural areas covered by the Fallbrook Community Plan (see also the discussion under Community Character of this section). For example, the relatively high-density Lake Rancho Viejo project is specifically called out, as are the

Hewlett Packard industrial park, mobile home development, and neighborhood and general commercial uses.

Because the Fallbrook Community Plan is a part of the County General Plan, the goals and policies of the community plan are largely reflective of those within the General Plan. As it did with nearly every element of the General Plan, the Proposed Project would comply with the Fallbrook Community Plan goals and policies related to Circulation and Mobility, Conservation and Open Space, Safety, Noise, and Specific Plans and Study Areas. Although ridgeline development was contemplated in an early version of the Project, the current design does not contain any ridgeline impacts.

Detailed discussion of the Project's consistency with these goals and policies, as well as those related to Land Use, is not included herein because they are so closely reflective of those within the General Plan (see above). Detailed discussion and a list of the relevant Fallbrook Community Plan goals and policies are included in the Project SPA/GPA Report. As described above, the Proposed Project would be inconsistent with the 1983 Campus Park Specific Plan and the General Plan land use categories, both of which are incorporated into the Fallbrook Community Plan. As this inconsistency would be addressed through adoption of the GPA by the Board of Supervisors to amend the General Plan, the Proposed Project would be rendered consistent and **no impact** associated with the Fallbrook Community Plan would occur.

#### *Fallbrook Design Guidelines*

As noted above, the Fallbrook Community Plan assumes a variety of non-rural uses at the I-15/SR 76 interchange. The Fallbrook Design Guidelines address the community as a whole. As a result, the design guidelines, intended primarily to address the heart of the town of Fallbrook or more large-lot residential development, is not always appropriate to the goals of this specific quadrant.

Although the Proposed Project would conform to a great majority of the Fallbrook Design Guidelines despite these varied uses, some inconsistencies have been identified. The areas in which inconsistency is found are few, and in some instances, the "amount" of non-compliance is minimal. Although the Proposed Project would conform to a great majority of the Fallbrook Design Guidelines, some inconsistencies have been identified. The areas in which inconsistency is found are few, and the "amount" of non-compliance is generally minimal. The overall conclusion with regard to these land use inconsistencies is presented following discussion of each of the items noted below. In particular, the Project SPA/GPA varies from the Fallbrook Design Guidelines with regard to signage height of letters, colors, and size; light standard heights and pole colors in parking areas; and open space configurations in residential areas. Discussion of Campus Park West's compliance with the Fallbrook Design Guidelines is included in Appendix A to Appendix B of this EIR.

Specifically, while particular stores and uses are not yet identified, the Project SPA/GPA includes a requirement that a comprehensive sign plan be submitted and approved once site plan specifics are identified. The Fallbrook Design Guidelines call for simplistic and clarifying signs that contain no more than three colors in addition to black and white. Project Specific Plan

guidelines generally restrict signage to color use as specified, but would allow more colors and typefaces for corporate logos and artistic elements where appropriate. Similarly, the Design Guidelines include standards for letter sizes on signs, with lettering and symbols on commercial, industrial, and town center commercial development (such as the proposed mixed-use core) signage to be limited to a maximum of eight inches. The signage deviations proposed by the Project are necessary to accommodate the proposed regional commercial center, which was not contemplated in Fallbrook when the guidelines were originally drafted. When appropriate, deviations would include an exceedance of the eight-inch letter/symbol limit, so that signs would be proportionate to the size of the building on which it is located. For example, the largest letter size would be proportionate to the largest building size [i.e., for business uses exceeding 60,000 s.f., letters could be a maximum of five feet in height]). An approved sign program would be required for the non-residential land use districts within the Project prior to the issuance of building permits.

With regard to the site lighting, the Fallbrook Design Guidelines call for overhead lighting within commercial and residential parking areas to be no higher than 20 and 15 feet, respectively. The Proposed Project would comply with the residential guidelines, as overhead lighting in residential parking areas would be limited to 15 feet. In commercial area parking lots, however, lights as high as 25 feet are proposed, and poles may be dark colors in addition to the Design Guidelines-noted black, white and natural stain finish. They would be configured so as to provide the amount of light necessary for safety while also complying with the Dark Sky policies. The restriction to lower heights is completely reasonable in town center areas where light standards should be in scale with immediately abutting structures. In a commercial structures parking lot, however, safety issues associated with potential user isolation and visibility as pedestrians move among cars becomes paramount. The difference of five feet in height of the pole lights associated with parking lot lighting would not visually read as “out-of-scale” given the size of the parking lot and the required trees within it. The taller light standards also would help reduce the number of light poles in the large commercial parking lots, which may be viewed as a positive benefit. As a result, adverse effects associated with visibility of these features are considered less than significant. Inclusion of “dark” colors also would help the poles visually fade.

Although the amount of open space associated with residential uses would be consistent with the Fallbrook Design Guidelines, the final area of potential inconsistency concerns the location of common open space areas in the multi-family residential district. The Project proposes that common open space be permitted atop buildings in the multi-family residential district that have green, or planted, roofs, in part to increase aesthetic value. These green roofs would provide additional common open space for Project residents, consistent with open space requirements. Green roofs as likely were not contemplated in the Guidelines because the document was prepared before green roofs became commonplace. Green roofs are considered consistent with the guidelines, however, because they directly address a number of items called out in the Guidelines relative to climate and energy conservation (e.g., temperature-moderating and passive solar elements that reduce energy consumption, provide more comfortable living spaces, and adding visual character to buildings). Therefore, no deviation from or inconsistency with the guidelines is identified for this issue and no impact would occur.

Due to the fact that the design criteria were authored prior to identification of this node for regional commercial uses, combined with the GPA incorporated into the Project as a design feature, land use inconsistency impacts would be resolved as part of Project approval. Similar to the discussions on the General Plan and Community Plan above, these inconsistencies with the Fallbrook Design Guidelines would be addressed through adoption of the GPA by the Board of Supervisors to amend the General Plan. The portions of the Fallbrook Design Guidelines that are currently silent as to details on this long-anticipated development node would be amended to include the Project specifications, tailored to development of this new village-style center. The Proposed Project would be rendered consistent and **no impact** associated with the Fallbrook Community Plan would occur.

#### *Interstate 15 Corridor Subregional Plan*

The Project site is located within the I-15 Corridor Subregional Plan area and has a Special Area Designator “B,” Community Design Review Area. Pursuant to the I-15 Corridor Subregional Plan, the Project is subject to the Scenic Preservation Guidelines contained within the I-15 Corridor Subregional Plan. As discussed in detail in Subchapter 2.1, Aesthetics, the Proposed Project’s would conform to the I-15 Corridor Subregional Plan. Therefore, while the Proposed Project would result in change to the visual environment east of I-15, the Proposed Project’s conformance to the Subregional Plan would ensure that little overall compositional change to the visual environment of the I-15 corridor in this area would occur. As further listed in the Project SPA/GPA Report, the Proposed Project would be consistent with applicable detailed Scenic Preservation, Public Services and Facilities, Circulation, Conservation, Coordination, and Implementation Guidelines and **no impact** would occur.

#### *I-15/Highway 76 Interchange Master Specific Plan Area (Attachment B of the Interstate 15 Corridor Subregional Plan)*

As noted above, the Land Use Element of the County General Plan currently designates the entire MSPA as SSA to ensure completion of recommended studies to identify both the needs of the area and appropriate methods to address those needs. The MSPA required master detailed studies for eight issues. Some of these have been addressed through overall plans or regulations already completed (e.g., the San Luis Rey River Plan or LPC and the adopted County General Plan’s economic analysis). The remainder of the required studies were submitted as technical appendices to this EIR. The intent of the MSPA would be met upon approval of the Proposed Project for the parcels covered within Project boundaries (Project-specific studies that are consistent with the above-noted master studies are related to phasing, facilities financing, traffic, and park/open space trails). Land use and planning impacts are identified as **less than significant**.

#### *Campus Park Specific Plan*

The Project, as currently proposed, is not consistent with the existing Campus Park Specific Plan. Adoption of the proposed SPA, however, would render the Proposed Project consistent with Specific Plan uses and development guidelines. Thus, with adoption of the proposed SPA, Project impacts would be **less than significant**.

### *County of San Diego Zoning Ordinance*

The Project site is zoned S90 – Holding Area. While residential development is a permitted use within the S90 zone, the allowable maximum densities must be in conformance with the zoning designations, which are consistent with the land use designations of the General Plan and Community Plan. Under the existing zoning, the maximum allowable number of DU would be 58 units. The Proposed Project would develop 283 DU. In order for the Project to be found consistent with the County Zoning Ordinance, the Project would include an application for a Rezone, which would rezone the entire site as S88 – Specific Planning Area. The S88 zone is intended to accommodate Specific Plan areas and would allow an unlimited variety of land uses. Upon approval of the proposed S88 zone, the Proposed Project would result in **less than significant** land use policy impacts with respect to the Zoning Ordinance.

### *County of San Diego Resource Protection Ordinance*

As stated previously, the San Diego County Planning Commission granted an RPO exemption for the Campus Park West development as part of the Pappas Specific Plan Area, and adjacent Campus Park development (PC7-23\RPO-Exemption) in 2004. **No impact** related to the RPO would occur.

### *County of San Diego Park Land Dedication Ordinance*

The Proposed Project would not include the development of any parks on site. The Project would comply with this ordinance via payment of park fees through the PLDO. Therefore, associated impacts would be **less than significant**.

### *County of San Diego Subdivision Ordinance*

The Proposed Project is subject to the provisions and standards contained in Section 81.401 – Design of Subdivision, which includes 14 design regulations associated with lot size, orientation, and configuration. The Proposed Project would comply with all of these design regulations upon Project approval. Therefore, impacts would be **less than significant**.

### *Natural Community Conservation Planning Program*

As noted above, the Project site lies outside of the current MSCP area, which was adopted by the County to meet the requirements of the NCCP. It does, however, lie within the proposed (Draft) North County Subarea of the MSCP. Proposed on-site development areas are mapped as Pre-negotiated (Hardlined) Take Authorized Areas, and proposed on-site open space is mapped as Preserve Areas, although the hardline has not yet been approved by the resource agencies. It is likely that the North County MSCP will be approved prior to construction of the Project; therefore, a hardline approval for coastal sage habitat has been sought by the Project Applicant, who has initiated discussions with the County, as well as with USFWS and CDFW. The current Project design incorporates the proposed hard line open space areas. Such designation, expected to be finalized in the future, would allow for take authorization within the Project's impacted areas with no further approvals necessary from the resource agencies as they relate to the NCCP

process. The hardline agreement between the Project Applicant, County, and resource agencies would incorporate the mitigation and protection measures for impacted biological resources. The Project also would include an RMP outlining the management tasks to be conducted to preserve the proposed open space in perpetuity. Land use impacts related to NCCP program non-conformity would be **less than significant**.

### Community Character

#### Guidelines for the Determination of Significance

A significant land use/community character impact would occur if the Proposed Project would:

2. Conflict with the established community character, as defined by the Community Plan and Fallbrook Design Guidelines.
3. Physically divide an established community.

#### *Guideline Sources*

These land use guidelines are based on Appendix G of the CEQA Guidelines and County staff guidance. These guidelines are intended to maintain and enhance the character, structure, and dynamics of established communities in the Project vicinity.

#### Analysis

Community character/land use compatibility can be defined as those features of a neighborhood or community that give it an individual identity, as well as the unique or significant resources that comprise the larger community. Community character/land use compatibility are also functions of the existing land uses and natural environmental features based on a sense of space and boundaries, physical characteristics (e.g., geographic setting, presence of unique natural and man-made features, ambient noise, air quality, etc.), and qualitative psychological responses held in common (e.g., “rural,” “friendly”).

Determination of a proposed project’s effect on existing community character is derived from evaluating and comparing the introduced development to the existing community character of the area. If the proposed land uses conflict with the nature and character of the existing setting of the community, a significant impact would be anticipated. Evaluation of potential community character impacts is based on Project consistency with applicable goals and policies in relevant planning documents because these documents reflect the community’s prioritization of what is important—to retain, improve, or change.

The Proposed Project would provide a higher residential density, as well as general commercial and limited impact industrial uses, in a suburban setting. Such development would constitute an intensification of land uses that could be perceived as detracting from the rural community character of the Community Plan area. While the Project would construct a consolidated residential development with commercial and industrial uses in a generally rural setting, some areas of open space would be preserved to retain the rural character. The Project would dedicate

approximately 31 acres as biological open space preserve and an additional 1.4 acres as HOA-maintained open space, resulting in a total of 27.5 percent of the Project site as open space. In addition, at least 200 square feet of group usable open space would be provided per DU, at least one children's play area of 400 square feet would be provided for the first 25 DUs with an additional 100 s.f. required for each additional 25 DUs, and at least 100 s.f. of private usable open space would be provided per DU.

The Proposed Project has been designed in a "village" format, whereby the natural character of the site and surroundings provide both constraints and opportunities for the Proposed Project design. The Project would strive to retain the regional architectural style of the surrounding land uses while allowing for higher density housing and enhanced community development, which refers to the provision of community services (shopping, work and recreation opportunities) in proximity to residential uses in what is primary a "bedroom" community. In addition to the relevant Fallbrook Community Plan components and Design Guidelines discussed above, architectural and landscaping guidelines contained in the Campus Park West SPA and GPA Report and depicted in Chapter 1.0 and Subchapter 2.1 of this EIR provide general design criteria. Designs that encourage a harmonious relationship among buildings and sites, including restriction of overall maximum building heights and landscaping along Project perimeter roads, would contribute to visual minimization of the development (the reader is referred to Subchapter 2.1, Aesthetics, of this EIR for additional detailed discussion).

In addition, while the Project site is located in the rural Fallbrook Community Plan area, this portion of the Community Plan area is located in proximity to a major freeway (I-15) and highway (SR-76). The area along the I-15 corridor is transitioning to more intense uses by design and has been planned for large-scale residential and commercial/industrial uses, for the past 30 years. This is clearly expected and planned for by the community through the incorporation of the I-15 Corridor Subregional Plan (and associated attachments) into the Fallbrook Community Plan. Several existing and planned consolidated small-lot residential developments are located within the Project vicinity, including the existing Lake Rancho Viejo (an approximately 750-unit residential subdivision south of SR-76), Pala Mesa Resort (a private resort west of I-15 with a golf course, numerous guest rooms, and a restaurant), and two other residential developments on the west side of the I-15. The I-15/SR-76 interchange area has been anticipated as a location for future development since the 1980s with the approval of the Sycamore Springs Specific Plan and the subsequent approval of the Hewlett Packard Campus Park Specific Plan and is identified as a smart growth area in SANDAG's Regional Comprehensive Plan. Recently approved master planned communities, which include Campus Park, located immediately to the northeast, Palomar College immediately to the north, and Meadowood to the northeast/east. Campus Park will construct mixed-use development (single- and multi-family residential, commercial, and office professional). Palomar College will be a community college ultimately serving approximately 12,000 students. Meadowood will be developed with single- and multi-family residences, parks, and an elementary school. Taken together with these recently approved projects, the Campus Park West Project would be part of this larger village area along the east side of I-15.

Given that the Proposed Project would not be located along or permit development on a ridgeline (skyline), would preserve biological and visual resources in open space areas, would

incorporate design elements that are compatible with the surrounding areas, and is consistent with location and development intensity proposed in the area Community Plan, **less than significant** impacts to community character are identified.

The Project would be developed on land that is presently undeveloped and adjacent to and accessible via two major highways, I-15 and SR-76. Only a recreation center for radio-controlled model aircraft and cars is located on the Project site, and the Project site does not currently provide access to community uses to surrounding residents. The Project, through the proposed SPA, would consist of a development plan to provide a variety of land uses that surround a village-like mixed-use core. This mixed-use core would provide a point of cohesion and a place for surrounding residents, shoppers, and employees of the commercial and industrial districts to gather. For these reasons, effects associated with physically dividing an established community would not occur, and **no impact** is assessed.

### 3.1.5.3 Cumulative Impact Analysis

All of the projects listed in Table 1-4 were included in review of the potential for significant cumulative land use impacts. As noted in Table 1-4, two projects in addition to the Proposed Project include a GPA (Campus Park and Meadowood). Particular attention was given to those projects that include GPAs that may, in combination with the Project, contribute to increased land use density not envisioned in the General Plan or Community Plan. Construction of these various residential and commercial/industrial projects are anticipated to increase the urban intensity of the area, which may not be in conformance with the land use designations, policies, and goals of the General Plan, Community Plan, I-15 Corridor Subregional Plan, I-15/Highway 76 MSPA, and Zoning Ordinance, and may alter the overall community character and land use compatibility of the area over the long term.

The Proposed Project and all other cumulative projects, as shown in Table 1-4, would total approximately 5,125 residences. In addition, various commercial and office professional developments would be constructed. Approval of Campus Park West, in addition to previously approved Campus Park and Meadowood would result in a total of 1,878 DU (approximately 37 percent of the total cumulative residential units), as well as all of the industrial, commercial, and office uses. This potentially would result in a significant cumulative impact to the existing land use densities and character of the area. These cumulative projects would result in significant changes in the community character (as demonstrated through its visual character) of the areas east of I-15. Change in the seen environment is expressly addressed in the cumulative impacts discussion of Subchapter 2.1, Aesthetics. Assessing significant cumulative effects to the same criteria here would be duplicative. The reader is therefore referred to Subchapter 2.1, Section 2.1.3 of this EIR.

The Proposed Project would result in inconsistencies with two plans (as discussed above). These inconsistencies, however, would be resolved upon approval of the Project; the other two GPA projects (Campus Park and Meadowood) have been approved, in conjunction with their related amendments. These approvals, in conjunction with the anticipated Project approval, resolve any inconsistencies and achieve conformity with land use designations, goals, and policies of the General Plan, Community Plan, Zoning Ordinance, and Subdivision Ordinance. As discussed

above, the Project also would be consistent with all other relevant land use plans and policies. Based on this, the Project would be consistent with all applicable land use and planning requirements and would **not significantly contribute to regionally cumulative impacts** in association with the projects listed in Table 1-4.

Similarly, any potential changes in community character also would be consistent with planning documents for the area. Therefore, the Project would not result in a cumulatively considerable land use effect and potential impacts related to document conformity/inconsistency, including for the issue of community character, would be **less than significant**. Again, the reader is referred to Section 2.1.3 of Subchapter 2.1, however, for discussion of cumulative visual effects related to community character.

#### **3.1.5.4 Significance of Impacts**

Based on the analysis provided above, impacts related to land use plans and policies, as well as community character, would be **less than significant**.

#### **3.1.5.5 Conclusion**

The Project would be inconsistent with a few existing goals, standards, and/or policies in the Land Use Element of the General Plan, Mobility Element of the General Plan, and in a minor way, the Fallbrook Design Guidelines. The Project also would be inconsistent with the Zoning Ordinance. A GPA, SPA and Rezoning, however, are proposed as part of the Project, which would eliminate the potential land use policy inconsistencies; thereby resulting in less than significant land use policy impacts with regard to the Land Use Element of the General Plan, Mobility Element of the General Plan, and Fallbrook Design Guidelines.

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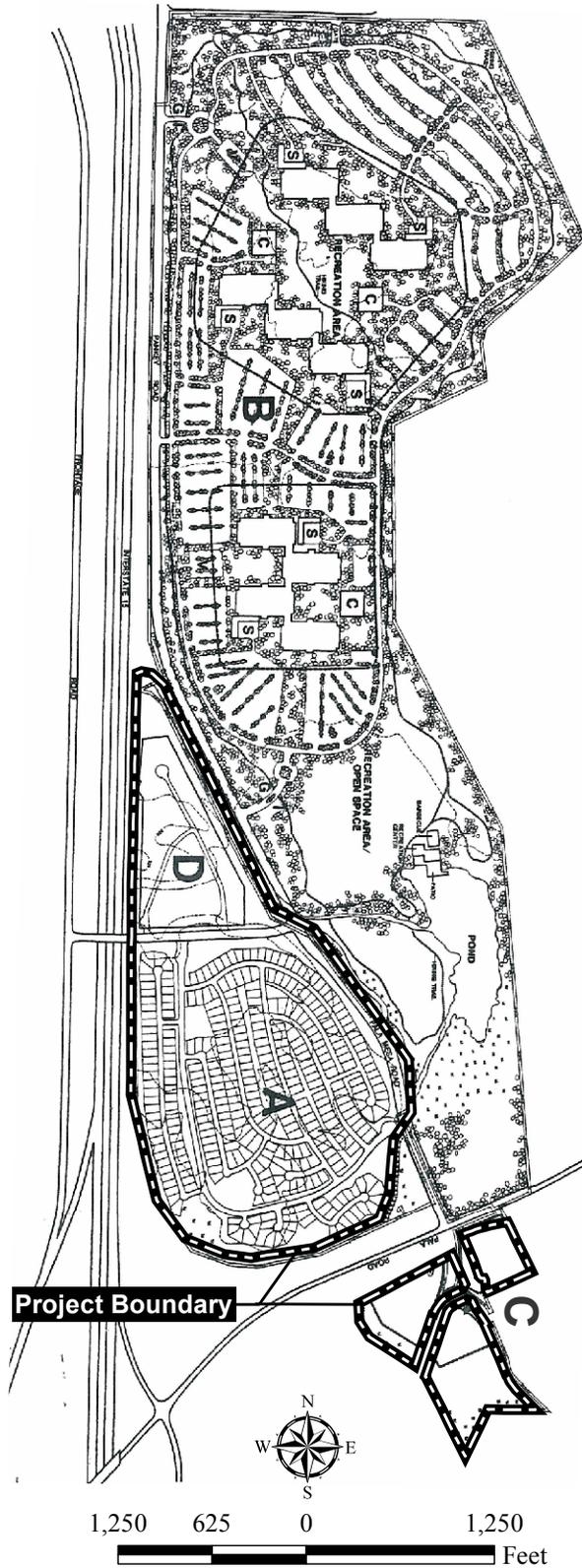


## Existing Land Uses

CAMPUS PARK WEST

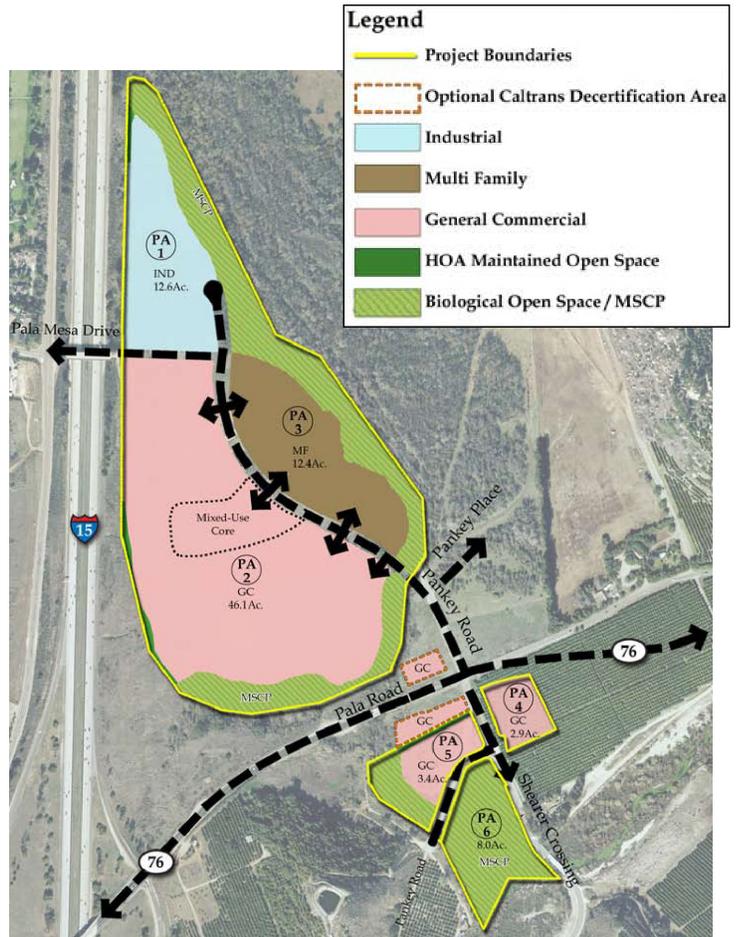
Figure 3.1.5-1

## Existing Specific Plan Land Uses



- A** 336-unit Mobile Home Park
- B** Hewlett Packard Facility and Recreation/Open Space Area
- C** Commercial Center and Open Space
- D** 150 Condominiums

## Proposed Specific Plan Land Uses



## Existing and Proposed Specific Plan Land Uses

CAMPUS PARK WEST

Figure 3.1.5-2