CHAPTER 1.0

PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

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1.1 Project Objectives

The purpose of the Campus Park West Project (hereafter referred to as "Proposed Project" or "Project") is to create a mixed-use community providing opportunities to live, work, shop and recreate in the same community. The overall objectives of the Project are to:

- Create a mix of land uses for the Campus Park West Specific Plan area that is compatible with and contributes to the existing character and planned balanced mix of land uses proposed for the SR-76 and I-15 quadrant communities, as well as community and resource agency open space planning goals and objectives.

- Provide housing, retail, and jobs so that residents have an opportunity to work and shop within a walkable/bikeable distance to their homes.

- Conserve significant environmental resources consistent with the goals of the Fallbrook Community Plan and the Multiple Species Conservation Program (MCSP).

- Develop a logical multi-modal Project transportation network encouraging safe and efficient travel throughout the Project and neighboring areas.

- Provide for adequate public services and facilities to accommodate the permitted Specific Plan land uses.

- Create a unique identity for the Project which is compatible with surrounding development and the character of the Fallbrook community.

- Incorporate sustainable design concepts into the development.

1.2 Project Description

1.2.1 Background

The Proposed Project is located on property (Figures 1-1, Regional Location Map, and 1-2, Aerial Photograph) that has been the focus of a number of planning efforts since 1974. That year the County Board of Supervisors adopted the Fallbrook Community Plan General Plan Amendment (GPA 74-02), designating this site as a specific planning area (SPA 2.75). Following adoption of the GPA, the Sycamore Springs Specific Plan (SP 81-01) was developed. That Specific Plan proposed a total of 1,152 mobile home units in a rental park and a planned residential development, along with an 18-hole golf course and commercial center on 442 acres. The associated Environmental Impact Report (EIR) (Log #79-2-197) was certified in 1981. Much of the Sycamore Springs property subsequently was acquired by Hewlett Packard, and the Hewlett Packard Campus Park Specific Plan (SP-83-01) was developed; proposing a research and development/manufacturing facility, with associated residential and commercial uses. 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. The Hewlett Packard Campus Park Specific Plan was approved and the EIR (EAD Log #82-2-95) was certified in 1983. This plan was not implemented.

On June 1, 1988, the County of San Diego (County) Board of Supervisors approved the Interstate 15/Highway 76 Interchange Master Specific Planning Area (MSPA). The MSPA anticipated that this area would become a logical node of future development because of its location at the intersection of interstate (I-15) and state (SR-76) highways. This area encompasses approximately 1,178 acres of land located within the four quadrants of the interchange and includes multiple owners.

On July 23, 2004, the County Planning Commission granted a Resource Protection Ordinance (RPO) exemption for the parcels addressed under the Hewlett Packard Specific Plan (including Campus Park West development) because the proposed development 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.

The initial project (Figure 1-3a, 2005 Land Use Plan) proposed by the current Applicant included 37 acres of residential use, comprised of 109 single-family residential units and 457 multi-family residential units. Office-professional uses were proposed on eight acres, and included another 87 multi-family residential units (for a total of 566 units). General commercial and freeway commercial uses were allotted 12 and 10 acres, respectively. Approximately 23 acres would have been in open space and parks. Based on the large number of residential units in an area planned for the I-15/SR-76 business node, and the presence of many residential uses immediately adjacent to I-15, County staff requested revision to the plan.

In 2008, a new project was evaluated (Figure 1-3b, 2008 Land Use Plan). This project deleted residential uses adjacent to I-15, deleted all single-family residential uses, and eliminated 136 multi-family residences. It also eliminated freeway commercial uses and expanded general commercial uses (to 28.81 acres). Approximately 20.6 acres of light industrial uses were added. In addition, a 6.1-acre mixed use area was identified to bridge the commercial and residential uses on site; this included 48 multi-family units in the area central to industrial, general commercial, and multi-family residential uses, respectively. Overall, residential uses totaled 369, a reduction of 197 units from the 2005 plan. Biological open space increased to approximately 23.4 acres, with another 11.8 acres of maintained open space. This design also realigned Pankey Road to the eastern perimeter of the site, with the goal being to decrease through traffic and to function as a buffer between developed uses and adjacent open space. The location of Pankey Road adjacent to sensitive riparian open space and general density of planned uses resulted in County staff requesting a revised plan.

In 2010, that revised plan was evaluated (Figure 1-3c, 2010 Land Use Plan). That plan included a total of 28 acres of general commercial uses, 20 acres of office/light industrial uses, a reduction in residential units to a total of 355 units (320 in multi-family residential and 35 in a mixed-use area), and incrementally increased open space overall to 36 acres. Pankey Road was realigned to provide a more direct route through the site, and pull the road away from the abutting open space

on the east side of the property. County staff and the Applicant have worked to refine that project to propose 77.7 (**Scenario 1**) to 79.6 (**Scenario 2**) developed acres, with the rest in open space, as described in Section 1.2.2, Project's Component Parts, below, and as evaluated in this Subsequent EIR.

The Project Specific Plan Amendment (SPA)/General Plan Amendment (GPA) Report (Project Design Consultants [PDC] 2014) addresses the current approximately 116.5 to 118.6-acre Campus Park West Specific Plan Area, and proposes multi-family residential uses, a central mixed-use core, general commercial, limited impact industrial/business professional uses, and open space (Figure 1-4, Land Use Plan). Project elements include a tentative map (TM 5424), a GPA (GPA 05-003), a SPA (SPA 05-001), and a rezone (REZ 05-005). The remaining areas of the original Hewlett Packard Campus Park Specific Plan Area are currently under separate ownership and have been addressed as separate projects (Campus Park [now known as Horse Creek Ridge] to the east and Palomar College to the north).[1]

1.2.2 Project's Component Parts

The current Project is a proposed amendment to the Hewlett Packard Campus Park Specific Plan; and is the result of changes in land ownership and regional planning goals, generally consistent with the 2011 County General Plan.

The Project site is located in the unincorporated portion of San Diego County in the community of Fallbrook, approximately 7 miles southeast of the Fallbrook town center and 46 miles north of downtown San Diego (Figure 1-1) in the northeastern and southeastern quadrants of the I-15/ SR-76 interchange. The site consists of non-contiguous parcels separated by Pankey Road, SR-76, and Shearer Crossing (Figure 1-2), with approximately 85 percent of the site located north of SR-76 and approximately 15 percent located south of SR-76. The Project contains parcels with the following Assessor Parcel Numbers (APNs): 108-121-14, 125-061-01, 125-063-01, 125-063-07, and 125-063-08.

The current Project proposes two design scenarios. One (**Scenario 1**) is sited within the original Project boundaries and covers approximately 116.5 acres. The other (**Scenario 2**) would incorporate approximately 2.1 additional acres into the Project that are currently held as SR-76 right-of-way by the California Department of Transportation (Caltrans). Because SR-76 is now built to its final anticipated configuration and the excess right-of-way is not anticipated to be required for state route operations, this area would be decertified and could be sold to the Project Applicant. Should this occur, the Project would encompass a total of 118.6 acres.

[1] The Palomar College project was previously approved and its EIR was certified by the College. The Campus Park EIR was approved by the County Board of Supervisors in May 2011. Subsequent to project approval, the Campus Park development was re-named Horse Creek Ridge. For purposes of consistency with County approvals and publically circulated documentation, the Campus Park name is retained in this document.

Under both **Scenarios 1 and 2**, the Project includes review and proposed approval of four discretionary actions. These include:

- A tentative map PDS2005-3100-5424 (TM ~~5424~~) to subdivide the property into 23 lots;
- A Specific Plan Amendment PDS2005-3813-05-001 (SPA ~~05-001~~) to amend the 1983-approved Specific Plan to the currently proposed mix of uses;
- A rezone PDS2005-3600-05-005 (REZ ~~05-005~~) from S90 to S88;
- A General Plan Amendment PDS2005-3800-05-003 (GPA ~~05-003~~) to revise or reconfigure land use designations as well as amend the Mobility Element (ME).

Specifically, the GPA would: (1) change the Regional Category on two parcels south of SR-76 from Rural to Village; (2) change the land use designation of three parcels south of SR-76 from Specific Plan to General Commercial and Rural Lands 40; (3) expand Limited Impact Industrial uses north of SR-76 south to Pala Mesa Drive; (4) reconfigure land use designations north of SR-76 to reflect the Project SPA; and (5) amend the ME to reclassify Pankey Road from a Collector to a Boulevard with Class II bike facilities from Pala Mesa Drive to Shearer Crossing, apply Class II bike facilities to the portion of Pala Mesa Drive within Project boundaries, and designate Pala Mesa Drive between the western Project boundary and Old Highway 395 as a Class III bike route.

As noted above, under **Scenario 1** the Project would abut right-of-way owned by Caltrans in its existing configuration. Under this scenario, the Proposed Project would comprise a community including multi-family residential, general commercial with a mixed use component, limited impact industrial, and open space. The uses would be divided into six Planning Areas (PAs) (Figure 1-4). Limited impact industrial uses (approximately 120,000 square feet [s.f.] of light industrial/office space) would be located within PA 1 on 12.6 acres of land in the northern portion of the Project site, north of Pala Mesa Drive. PA 2 would consist of general commercial uses with a mixed-use core, and would be sited on approximately 46.1 acres in the southwestern portion of the site north of SR-76 and west of Pankey Road. PA 3 would be dedicated to multi-family residential development and includes a total of 248 units on 12.4 acres of land, in the southeastern portion of the site north of SR-76 and east of Pankey Road. PAs 4 and 5, south of SR-76, also would be dedicated to general commercial uses. Combined with PA 2, these areas would total 52.4 acres, and contain approximately 503,500 s.f. of commercial space. The mixed-use core integrated into PA 2 would contain commercial and office space, as well as up to 35 multi-family residences. Three homeowner association-maintained lots (approximately 1.4 acres) would contain manufactured slopes, landscaped areas, and drainage facilities; and are shown as HOA-maintained open space on Figure 1-4. Four biological open space lots would total approximately 31 acres. Table 1-1, Proposed Land Uses, provides a summary of the land uses proposed for the Project, and Figure 1-5, Site Plan, shows the proposed lot configurations. In addition to the on-site uses, the Proposed Project would require the construction of on- and off-site infrastructure improvements associated with roads, water, and sewer.

Scenario 2 assumes that based on recent improvements to SR-76 in conjunction with projected traffic volumes, Caltrans would release current right-of-way that is no longer planned for potential SR-76 widening. The potential for this to occur, and the subsequent inclusion of the decertified property into the Proposed Project is addressed throughout this EIR as a design option. The

amount of right-of-way subject to decertification totals 2.1 acres, with approximately 0.85 acre located north of SR-76 and 1.2 acres located south of SR-76, as depicted on Figure 1-4. Under that scenario, the Project could purchase that decertified right-of-way and would incorporate that additional acreage into commercial and open space uses. Decertified Caltrans right-of-way north of SR-76 would remain undeveloped except for a Project monument sign (and associated grading) to identify the entrance to Campus Park West. Decertified right-of-way south of SR-76 would be incorporated into PA 5 and developed with an additional 10,000 s.f. of General Commercial uses. The number of lots would remain the same, regardless of scenario (Lot 17 as shown in **Scenario 1** would no longer be necessary, so the area north of SR-76 would become a new Lot 17 and the area south of SR-76 would be incorporated into Lot 16.

Each of the land use categories and design element requirements discussed below would be the same, regardless of whether **Scenario 1** or **Scenario 2** is approved by decision makers. As indicated above, the difference would relate to acreage, with an associated amount of additional ground disturbance and development square footage, and some differences in fuel modification related to parcel location. Details regarding each Project component follow, with any differences between development **Scenarios 1** and **2** identified as appropriate.

1.2.2.1 *Land Uses*

Community-wide Design

The Proposed Project contains a variety of uses in order to provide opportunities for on-site work/live balance. In order to unite these uses into a community, some overarching design principles have been developed. These emphasize pedestrian/non-motorized activity, and architectural design, as summarized below.

To encourage walkability along roadways, the Project would include a mix of land uses within a comfortable walking distance. This has been accomplished by placing residential and commercial uses within the same development bubble in the mixed-use core area, and placing multi-family residential uses directly across the street (proposed Pankey Road) from general commercial and light industrial office uses. The furthest in-site walking distance (from the southern-most residential use to the northernmost light industrial use) would be just over a half mile (approximately 0.6 mile). Front or side building façades would be sited parallel to and abutting streetscape where feasible and appropriate. Entry plazas, courtyards, outdoor dining spaces and other gateway areas, as well as shaded sidewalks are incorporated into overall design. Sidewalks along Project roads would be linked to walkways within the separate land uses as well as trails and pathways, where possible. Bicycle parking facilities would be provided to encourage alternative transit, particularly for employees, shoppers, and residents.

Building design would express a single architectural style with substantial and consistent architectural detailing. The site is encumbered with a "B" designator for site plans. If the Project is approved, County staff will review each site plan submitted for consistency with Project design guidelines. Architectural style options that may be used throughout the Campus Park West community to ensure compatibility among the various land use districts as well as with the adjacent approved Campus Park and Meadowood projects, include rural ranch,

Mediterranean, urban Victorian and cottage, as depicted on Figure 1-6, Architectural Characteristics. Variation in design element specifics will be acceptable so long as the general overall characteristics are conformed to and are consistent with other developments in the area. These architectural vernaculars are described below.

The rural ranch architectural style features characteristics often associated with rural areas of San Diego County. Typical characteristics include barn-like building forms, low to moderately pitched gables, hipped roofs, exposed wood and timber structural detailing, galleries and balconies integrated into upper-stories, tower elements that punctuate the roofscape, ground floor arcades defined by piers and covered with a pitched shed roof form, and clerestory windows.

The urban Victorian style is apparent in many of the buildings in downtown Fallbrook. Typical characteristics include vertically proportioned architectural elements, an ornamental cornice along the top edge of the building, contiguous street façades, a large display window capped by a storefront cornice at sidewalk level, decorative window treatments, regularly spaced windows, and awnings above storefronts.

The "Mediterranean"-like climate of the Fallbrook area, the gently rolling countryside, and the rural environment support use of this style. Traditionally, common building elements that define Mediterranean architecture include the use of stone, terracotta tiles on the rooftop, arches, simple columns, wrought iron details, generous use of stucco, and a non-symmetric expression of building form, massing, design and placement of windows, and detailing. Use of quoins at building corners, keystones on arched openings, and shallow hip roofs is often present. Various shades of yellow, orange, and rust, as well as muted shades of creams, light grays, and soft beiges are common. Accent colors generally include tomato red, cobalt blue, golden sunflower, olive green, and forest green.

The cottage style is characterized by simple massing and forms. It emphasizes function and relies minimally on stylistic effects to define character. Features such as porches, bays, windows, and other appendages are incorporated to interrupt structure scale. This style often utilizes steep roof pitches, ornamentation that is utilitarian rather than decorative, a variety of colors to create individuality, and materials such as stucco, board and batton, and horizontal siding. The use of stone, brick, and wood in select locations can emphasize certain features.

Structures generally would be no more than 35 feet in height above grade, unless otherwise approved by the North County Fire Protection District (NCFPD). Architectural projections may extend above 35 feet, subject to NCFPD review and approval.[2]

Overall, building form, mass and elevations would be articulated to create interesting roof lines, shadow patterns, and architectural detailing. This is typical of the way development naturally occurs over time, with each new building reflecting the stylistic norms of the day. Individual storefronts may exhibit different but compatible themes. Emphasis would be on a harmonious

[2] Currently, the NCFPD cannot ladder three story buildings. Unless the NCFPD acquires appropriate equipment or otherwise determines greater heights may be safely allowed, residential structures with pitched roofs are limited to a top fascia height of 24 feet and topmost ridgeline of 35 feet, and non-residential buildings with flat roofs over 24 feet would require an exterior ladder in order to reach the roof.

development, human-scale architecture and a pedestrian-friendly environment.[3] As a general rule, building façades over 50 feet in length would incorporate changes in plane and architectural features that provide visual interest (projections, recesses, cornices, balconies, etc.). Blank unarticulated (or large uninterrupted expanses of) walls would not be permitted for building sides visible from a street or common area. Façade articulation may consist of changes in the wall plane, use of openings and projections, cornice details, overhangs, material and color variations, windows, recesses, changes in the roof line, loggias, towers and turrets, signs, etc.

Primary building entrances would be emphasized so that their location is apparent and clear, using such architectural cues as porches, loggias, canopies, and recessed or corner entries. Corner buildings at the intersections of Pankey Road and full turn movement entry drives may include articulated building elements in the form of towers, domes or turrets, ornamental parapets, bays or other details that emphasize the focal nature of these buildings. These architectural elements are proposed to extend no more than 5 feet above the Project maximum building height (generally 35 feet) and require NCFPD approval. These projections are consistent with architectural projections proposed for the adjacent approved Campus Park development.[4] If NCFPD acquires upgraded equipment supporting service of structures exceeding the overall 35 foot height limit, additional focused modifications to the height limit may be permitted subject to NCFPD approval as discussed under the mixed-use core and general commercial categories, below.

Residential Uses

A total of 248 multi-family dwelling units (DU) are proposed in PA 3, located east of Pankey Road. PA 3 consists of approximately 12.4 acres on four lots; residential density would be 20 DU per gross acre (du/ac).[5] As noted above, the Project Specific Plan (PDC 2014) does not propose rigid adherence to a single style, but supports structures that would share fundamental architectural characteristics, thereby allowing both visual compatibility and variety within an overall community theme, each of which would be approved during review by County staff as noted above. Figure 1-7 illustrates "Examples of Acceptable Architectural Character for the Proposed Multi-family Residential Area." Design elements such as wall offsets, balconies, deep openings and entryways, windows, roof pitches, gables, tower elements, arches, and roof structures would be encouraged. Also as noted above, the maximum building height would be 35 feet. The third floor of multi-family units could be reviewed for the potential to incorporate "step backs" to minimize perceived height and scale of the structures. Courtyards would be included within the residential areas, and would be oriented either toward open space (on the north and east sides of the Project) or to the south (to provide a more climatically protected

[3] "Human scale" refers to a building and its details, including: garage doors, pedestrian entries, windows, plate heights and balconies as they are in proportion to the height of an average person.

[4] While higher projections would not result in aesthetic issues (see Subchapter 2.1 of this EIR), it is understood that it could result in additional concerns on the part of the NCFPD. Modifications to allowable heights would require additional review by the NCFPD.

[5] While proposed zoning would allow for a variety of housing options, including duplex or two-family residential area, a multi-family residential area, or an area with a variety of single-family, duplex, two-family, or multi-family product types; the higher density option was selected to provide a more affordable solution to those who do not want to live in, or cannot afford, a traditional single-family detached residence.

setting). Front building façades would be sited parallel to Project streets, and oriented to create common area courtyards interior to the development or facing Pankey Road.

Free-standing garages would not be permitted directly in front of a building or along adjacent roadways. Garages and covered parking structures, mailboxes and trash enclosures all would be designed to complement the architectural style of the residential structures. Tubular steel fencing, or an acceptable alternative, may be utilized around the perimeter of the multi-family residential area, and also would be required around the perimeter of a pool area. This fencing would provide division of uses for safety reasons, and would not extend further than needed for safety purposes. It also would route pedestrians crossing Pankey Road to commercial or light industrial uses on the west side to locations appropriate for street crossing. Parking would be located internal to the development; garages and covered parking structures would not be permitted directly in front of a building or along adjacent roadways. Parking between buildings and Pankey Road would be avoided to the extent feasible.

Canopy trees on the south and west sides of a building would be sited every 50 linear feet and a minimum 20-foot-wide landscaped street edge zone would separate residential uses from Pankey Road. This landscaped zone would contain at least one tree for each 300 s.f. of landscaped area. Interior and rear yard property lines would have a minimum five-foot-wide landscaped setback, also with trees sited a minimum of one per each 300 s.f. of landscaped area. 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. 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. Parking lot perimeters would terminate a minimum of two to five feet from the face of a building. If the location is not visible from a public street, a two-foot minimum planted area may be installed between the parking lot and building. The wider five-foot-wide area would be landscaped, unless used as a pedestrian walkway, as discussed in Specific Plan Chapter 6, Design Guidelines.

General Commercial

Under **Scenario 1,** the proposed general commercial areas would consist of six lots in PA 2, comprised of 46.1 acres located southwest of the residential area, and two lots in PAs 4 and 5, comprised of 6.3 acres located south of SR-76 (Figure 1-4). It would be the largest use on site, totaling approximately 52.4 acres with a total of approximately 503,000 s.f. of commercial space (476,000 s.f., 9,000 s.f. and 18,500 s.f. in PAs 2, 4 and 5, respectively). These numbers would be the same for **Scenario 2** with two exceptions: the total amount of general commercial area would increase to 513,000 s.f., and PA 5 square footage would increase to 28,500 s.f. As noted above, buildings generally would be a maximum of 35 feet high, with architectural projections proposed as described above. The commercial uses would serve Project residents as well as the existing surrounding community and motorists using the I-15 corridor. PAs 4 and 5, south of SR-76, would be more likely to contain visitor-serving commercial uses. The general commercial district has the capability to include a variety of structures ranging from large retailers to small stores, as well as potential office uses.

The site design of the commercial district would allow for large (70,000 s.f. or larger), mid-sized (20,000 to 70,000 s.f.) and small (20,000 s.f. or smaller) format buildings. All-size format buildings may back onto I-15, SR-76 or Pala Mesa Drive. Small-sized format buildings may also back onto the eastern property line of PA 4. Buildings would front onto Pankey Road to the extent feasible, and fifty percent articulation would be required for the front (primary entrance) of a building, as well as rear and/or side walls of a building facing a street or common area. Large and mid-size format buildings would be set back a minimum of 50 feet from mixed-use core structures (see below). Small format retail buildings (pad buildings) would be located in areas that would define street edges, intersections, entries, and public spaces, particularly lining the Pankey Road street edge.

Figures 1-8, Examples of Acceptable Architectural Character for the Proposed Mixed-use Core and General Commercial Areas, and 1-9, General Commercial Typical Site Design Characteristics, depict possible architectural character and designs for the general commercial areas. Permitted building façade materials include poured-in-place, tilt-up, or pre-cast concrete; cast stone; integrally colored split-face CMU; integrally colored honed-face CMU; "Dryvit"-type systems; stucco; flat stone veneers; architectural metals; decorative steel elements; painted surfaces that complement the primary building material; backlit decorative steel; floating steel trellises; concrete siding (such as Hardi-plank) or similar; glass block; tinted storefront glass (non-reflective); and wood. Along the central drive aisle, windows would comprise 30 percent of the storefront length along the building's main entrance façade for small format retailers. (Medium and large format retail tenants would be excluded from this requirement.) A building parapet or similar architectural screening would screen all roof-mounted equipment.

Loading areas/docks would be permitted only on sides of a building that do not face Pankey Road. Views into service areas from street rights-of-way would be prohibited. Loading areas should be located towards the rear of all buildings; loading areas on the sides of buildings would only be permitted if adequately screened. All refuse collection areas would be located where least visible to the public and must allow for adequate ingress/egress by collection vehicles. Refuse collection areas that would otherwise be visible from a street or common area would be screened by building walls or screen walls (six to eight feet high) constructed of the same or similar exterior building material as adjacent structures. All refuse collection areas would be delineated on site plans with appropriate screening.

Pedestrian connections with one shade tree for every 50 linear feet and/or pergolas would link commercial projects to adjacent development through the mixed-use core to support internal circulation. Plazas would be encouraged in the general commercial district, as they would serve as open space focal points that would accommodate passive use by shoppers, residents of the multi-family land use district, and employees of the limited impact industrial district. Designed as places for informal gatherings, the plazas could facilitate social interaction within the community. Canopies, booths, and other ancillary buildings would be consistent with the architectural detail, materials, and character of the adjacent uses. Where arcades or covered walkways are proposed, these features would have a minimum width of six feet.

Thirty percent of building façades would be located on Pankey Road (i.e., between the corner of Pala Mesa Drive and Pankey Road south to the last non-signalized right-in/right-out driveway

into the general commercial district north of Pankey Place in PA 2). A single drive aisle between the building façade and Pankey Road would be permitted.

Mixed-use Core

The mixed-use core area could contain approximately 35 DU in addition to commercial and office space. The intent of the mixed-use core district, designated within PA 2 on Figure 1-4, is to provide a centrally located mix of uses with pedestrian and vehicular connections to the commercial and residential land uses. This mixed-use core is intended to be a pedestrian-oriented community center characterized by wide sidewalks and smaller scale buildings lining a two-lane roadway/drive aisle, large storefront windows on the ground floor with retail, office, or residential uses on the second/third stories, sidewalk cafes, pedestrian plazas, and shade trees, street lamps, benches, bike racks, and other amenities that encourage pedestrian activity. This mixed-use core would be within an approximately 10-minute walk from anywhere within the Campus Park West community north of SR-76 and would be accessed via one drive aisle, edged by 15-foot wide sidewalks on either side. Maximum building height would be consistent with other uses at 35 feet, with the potential for architectural projections as discussed above. The relatively low height of the buildings and incorporation of public spaces, width of the above-noted sidewalks, and parking configuration are all intended to emphasize the pedestrian and create a central attraction for the area's residents, shoppers, and workers. PA 2 development would be sited on a pedestrian-oriented drive aisle/traditional "main street" with parking separating the vehicular traffic from pedestrians. Figure 1-10, Mixed-use Typical Site Design Characteristics, shows the conceptual design of the mixed-use area.

Structure façade materials would duplicate those identified for the general commercial area described above. Building façades longer than 50 feet would be articulated. Changes in plane may include an offset, reveal, or projecting rib that includes a color, texture, or material change; and the verticality of solid walls would be interrupted with horizontal lines such as cornices, windows, openings, punch-outs, medallions, balconies, columns or arches. No mirrored or reflective glass would be used.

Awnings, arcades, covered walkways, and pergolas would be required on storefront façades to shelter pedestrians from the sun and promote walkability, and shade trees would be planted throughout landscaping and parking areas. Corner buildings may incorporate towers, domes, ornamental parapets, bays, etc. to emphasize their focal nature. In general, excepting sides facing biological open space, all sides of a building would show articulation, although the front (primary entrance) or side facing residential uses would require the greatest amount of articulation. Stepbacks on upper floors should be considered to reduce the apparent height/scale of the development. Figure 1-8 shows examples of possible architectural character for mixed-use structures.

The buildings would be oriented so the fronts face the central drive aisle/traditional main street. Only one bay of parking (diagonal, parallel or perpendicular) would be permitted in the front of buildings along the central drive aisle/traditional main street, with the remainder of the parking located behind the buildings. Shade trees (potentially aligned with structural bays) would be

spaced 30 feet on center and planted in the sidewalk within planter strips with a minimum unpaved width of 5 feet.

At least one 10- to 20-foot pedestrian connection (covered, partly covered or open) from the front of the buildings to the rear parking lots would be required for every 300 feet of building façade as would at least one mid-block crossing, located between 250 and 350 feet from the drive aisle intersection. Benches and trash containers would be placed for every 250 linear feet of front-facing building façade/storefront, which would be compatible with the building architecture and design and other street furniture in the Project.

Loading areas would be separated and screened from main circulation and parking areas and located to the rear of buildings, to the extent possible. As discussed for the overall general commercial area, trash dumpsters and mechanical units within PA 2 would be screened (by buildings or screen walls of six to eight feet in height) if they would otherwise be visible from a street or common area. Screen walls would be compatible with building architecture and exterior wall materials, and visible portions also would be landscaped, with a minimum vegetation height of three to six feet at maturity.

Street lights and lighting along sidewalks and walkways along the front of the buildings would not exceed 12 feet in height. For all other parking areas in the mixed-use core, a maximum height of 25 feet would be permitted. A maximum length of 300 feet would be allowed for a single line of connected shops. Sidewalk cafes would provide for a minimum of six feet of public access, across the pedestrian flow of traffic. If building "jogs" are used for sidewalk cafes, the jog may not be greater than 5 feet from the 15-foot wide sidewalk and may not have a length greater than 50 feet.

Limited Impact Industrial Uses

The proposed limited impact industrial areas would be located to the north of the commercial use areas, west of Pankey Road, and east of I-15 (Figure 1-4). They would consist of four lots totaling approximately 12.6 acres within PA 1, and would contain a maximum of 120,000 s.f. of industrial space. A variety of light industrial, office, and service facilities may be located within this district.

The architectural concept is compatible with architectural styles proposed in the approved nearby Meadowood and Campus Park projects and consistent with the architectural styles listed in the Fallbrook Community Plan. This would be achieved using similar architectural styles and quality materials, complementary roof forms, signage, colors, and decorative pavement. Buildings generally would be located parallel to the adjacent street or may be oriented to create common area courtyards interior to the development, or facing Pankey Road or adjacent open space. Walkways and/or plazas connecting the sidewalks and parking lots to sidewalks in Pala Mesa Drive or Pankey Road would be required. In order to interrupt the lengthy expanses of horizontal roofline, articulation would be provided on building façades; including variation in roof section height, or change in color, materials, forms, etc. Main entrances to the buildings would be defined and articulated, with distinctive features such as roof, arcade, fenestration, overhangs, columns, recess, or projections. Minor entrances would include features, such as

minor offsets, overhangs, color accents, special materials, canopies, porches, arcades, or pergolas. Articulated rooflines and parapet structures would be used to interrupt lengthy expanses of rooflines. Where rooftop equipment cannot be screened from view, it would be enclosed in housing that is consistent with the architecture of the main building or organized on the roof to give an orderly, uncluttered appearance and painted to match the roof color. Rooftop equipment screening would be identified on site plans. Loading, service and refuse collection areas would be screened by walls or vegetation and set back a minimum of 20 feet from front and side street property lines. Outdoor open space (e.g., for lunch areas) would be provided on site.

Primary materials may include tilt-up or pre-cast concrete with textures and colors; split-face block with textured surfaces; steel frame with glass or masonry and glass exterior (glass shall not exceed 80 percent of the exterior); and/or tile, brick and stone. Enameled or ribbed metal panels, wood, glass, and stucco may be used as decorative elements. Sloped roof materials maybe ribbed metal, clay, or concrete tile. Earth tones and warm, light colors are preferable. Bright, contrasting colors would be used for trims and accents only.

Figure 1-11, Limited Impact Industrial Typical Site Design Characteristics, shows a possible design for the industrial areas.

Open Space

This open space includes developed areas associated with on-site residential uses within PA 3.

Group Usable Open Space

At least 200 square feet of group usable open space would be provided per dwelling unit. These common areas would have a less than 10 percent slope and may be composed of sitting areas, play equipment, shade structures, a plaza, gazebos and pavilions, gardens, a pool area, or other similar features; and would incorporate a surface appropriate to the activity, with concrete or asphalt discouraged except for use on play courts. Plantings would be provided to allow for shade, spatial definition, and aesthetic considerations. Group usable open space is permitted anywhere on the same lot as the dwelling unit it serves. Up to 20 percent of the group usable open space requirement may be located on the rooftops of residential buildings.[6] Adequate guard railings or other protective devices would be incorporated into Project design, but would not be more than four feet high and would conform to the requirements of the height designator.[7]

[6] "Green roofs" provide a number of benefits such as reducing the urban heat island effect, reducing storm water runoff, improving the energy efficiency of buildings by providing greater insulation, improving air quality, and increasing aesthetic value.

[7] An area of contiguous space would result in any rectangle inscribed within it having no dimension less than 15 feet. Narrow strips of open space, such as landscaped strips, adjoining but projecting away from such a rectangle would not be counted toward the usable open space requirement. If space is located on a roof, any area occupied by vents or other structures that do not enhance usability of the space would not be counted toward the 15-foot dimension.

Children's Play Area

As part of the group usable open space requirement, at least one children's play area of 400 square feet would be provided for the first 25 dwelling units with an additional 100 square feet required for each additional 25 dwelling units. One large play area is preferred to several smaller ones. Although not anticipated at this time, if all Project multi-family housing is developed as a senior residential project, this requirement would be waived.

Private Usable Open Space

At least 100 square feet of private usable open space is required per dwelling unit. Private open spaces on the ground would be a minimum of eight feet in each dimension and would be screened from public view by landscaping, a wall, privacy fence, or other acceptable method. Decks used for upper floor private open space would have a minimum dimension of six feet.

Open Space Set-aside

On-site undeveloped open space consists of biological open space and homeowner's association (HOA) or maintenance district areas. These open space uses combined would account for approximately 27.5 percent of the Project site area.

Four biological open space lots totaling approximately 31 acres would be dedicated on site (Figure 1-12, Open Space/Conservation Plan). These lots would preserve wetlands and wetland buffers on the northern and eastern sides of PAs 1 and 3, south and southeast of PA 2, and in the western portion of PA 5, as well as all of PA 6, south of SR-76/Pala Road. PA 6 also 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. In addition, three lots totaling approximately 1.4 acres comprised of manufactured slopes, landscaped areas, and drainage facilities would be maintained by an HOA.

Based on quality of the resource, wetland buffers would vary from 25 to 100 feet in width. A 100-foot buffer from sensitive wetlands would be located along the eastern portion of the Project site adjacent to proposed residences. The proximity of the residential uses to biological open space protected through identification of the proposed development hardline could allow for views to natural areas and contribute to an atmosphere of openness. Passive recreational uses[8] would be permitted within the open space in PA 6 associated with the San Luis Rey River trail. Otherwise, the only activities allowed in biological open space would be open space enhancement activities, utility crossings, and fencing. Where ultimately designed as surficial (rather than subsurface) facilities, detention basins and adjoining perimeter areas also may be designed as passive-use open space areas for residential and commercial users and in pedestrian traffic areas, where appropriate. These HOA-maintained areas could include benches or tables for sitting and picnicking, a defined trail for walking and jogging, and interesting/colorful plant material at key nodes for additional interest.

[8] Passive recreation includes activities such as hiking, bird watching, and biking.

1.2.2.2 *Access and Circulation*

Regional access to Campus Park West would be provided from SR-76, which connects to I-15 to the west. A park and ride facility was recently built on the west side of I-15/SR-76, which will serve this area. In addition, 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).

Figure 1-13, Circulation Plan, depicts local access to the Project site and proposed improvements to roadways. The main access to the Project site would be from Pankey Road, which would be improved to extend north from SR-76 and connect to Pala Mesa Drive, providing access to the west side of I-15. Horse Ranch Creek Road, located east of the Project site within the Meadowood and Campus Park Specific Plan Areas, would provide north/south access from SR-76 to Stewart Canyon Road. The Campus Park Project would include an east/west road (Pankey Place) connecting Pankey Road with Horse Ranch Creek Road, providing an easterly access point for Campus Park West. Figure 1-14, Proposed Off-site Roadway Improvements, shows off-site roadway improvements proposed as part of the Project. These proposed on- and off-site improvements are discussed below.

SR-76/Pankey Road Intersection

From the I-15 northbound ramp easterly a distance of approximately 1.4 miles, SR-76 is four lanes in width. The Project would improve SR-76 at Pankey Road. Figure 1-15, SR-76 Cross-section Near the Intersection with Pankey Road, depicts proposed improvements. This intersection would be widened to provide additional turn lanes in the northerly and southerly directions. Grading and drainage improvements would be implemented along SR-76 within Caltrans right-of-way.

- The eastbound segment of SR-76 west of Pankey Road would be widened to add an additional northbound left turn lane (for a total of two left-turn lanes), and one southbound right-turn lane. Improvements would extend approximately 1,100 feet along SR-76 west of the intersection.

- The westbound segment of SR-76 east of Pankey Road would be widened to add an additional northbound right-turn lane, and a southbound left-turn lane. The existing bridge over Horse Ranch Creek would be widened by one lane on the north (westbound) side. Improvements would extend approximately 1,000 feet along SR-76 east of the intersection.

- The northbound segment of Pankey Road south of SR-76 would be widened to add two westbound left-turn lanes and one eastbound right-turn lane. The southbound segment of Pankey Road south of SR-76 would be widened to add an additional southbound lane, for a total of two southbound lanes.

- The southbound segment of Pankey Road north of SR-76 would be widened to add two westbound right-turn lanes and one eastbound left-turn lane. The northbound segment of

Pankey Road north of SR-76 would be widened to add an additional northbound lane, for a total of two northbound lanes.

Pankey Road

The on-site portion of Pankey Road extends north from SR-76 in a paved condition for approximately 820 feet. Pankey Road currently continues north as a dirt road for an additional approximately 1,000 feet. The Project proposes to modify on-site Pankey Road as illustrated on Figure 1-16, Existing and Proposed Circulation Element Plan. The Project proposes to reclassify Pankey Road between Pala Mesa Drive and Shearer Crossing from a Community Collector to a Boulevard and apply Class II bike facilities to the roadway. To accommodate the proposed alignment and width of Pankey Road, portions of the existing right-of-way that are no longer needed would be vacated and additional area would be dedicated to the County.

Pankey Road would serve as the main backbone road for the Project, curving through the center of the Project site and separating the commercial and limited impact industrial land uses from the residential area. Interior roads/drive aisles would branch off from Pankey Road to access residential, commercial, mixed-use core and limited impact industrial uses. As the Project would include a GPA to reclassify Pankey Road between Pala Mesa Drive and Shearer Crossing to a Boulevard, the roadway would utilize the County's Boulevard road classification, consisting of a four-lane roadway with low design speed and a wider parkway (suited for villages where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities). Pankey Road also would contain a raised median to control access, provide dedicated turn lanes, and increase road capacity.

Pankey Road would terminate in a cul-de-sac in the limited impact industrial district approximately 425 feet north of Pala Mesa Drive. A road modification would be required to permit this cul-de-sac where traffic would exceed 1,000 average daily trips (ADT).

Approximately 550 feet north of the Pankey Road/SR-76 intersection, a new three-way signalized intersection would be constructed. This intersection would be located immediately south of a new bridge to be constructed over Horse Ranch Creek (see above description of SR-76/Pankey Road intersection improvements). Pankey Place would extend east of this intersection and would be constructed in accordance with the 2011-approved Campus Park Tentative Map. A design modification request for reduced intersection spacing (less than 600 feet) for this three-way intersection is part of the Campus Park West application.

Between SR-76 and Pala Mesa Drive, Pankey Road would consist of four 12-foot-wide travel lanes with two 8-foot-wide Class II bike lanes, a 14- to 26-foot-wide raised median, and two 14-foot-wide parkways to accommodate landscaping and a sidewalk/pathway (Figure 1-17, Pankey Road Cross-sections). One side of Pankey Road would contain a five-foot-wide sidewalk and the other side would contain an eight-foot-wide meandering soft-surface pathway to accommodate non-motorized users. The total right-of-way width of this section of Pankey Road would be 106 to 118 feet.

North of Pala Mesa Drive, Pankey Road would transition into a two-lane collector with two 12-foot-wide travel lanes, two 8-foot-wide paved shoulders, two 6-foot bike lanes, and two 10-foot-wide areas containing a 5-foot-wide sidewalk separated from the roadbed by a 5-foot-wide landscaped strip on one side of the road, and a 10-foot-wide landscaped area on the other side of the road (Figure 1-17). The total right-of-way width for this segment would be 72 feet.

Pankey Road south of SR-76 would be realigned to transition directly into Shearer Crossing. As a result of this realignment, portions of the existing right-of-way would be vacated and additional right-of-way would be dedicated to the County. Between SR-76 and the junction with Shearer Crossing, Pankey Road would have a total right-of-way width of 118 feet, and would contain six 12-foot-wide travel lanes (including two southbound and four northbound, of which two would be dedicated left-turn lanes), two 8-foot-wide paved shoulders for bike lanes, and an 8-foot-wide soft-surface pathway for non-motorized users on both sides of the road separated from the roadbed by a 5-foot-wide landscaped strip (Figure 1-17). The five-foot wide sidewalk would connect to Shearer Road and allow for connection to the San Luis Rey River Park via multi-use trails identified in the San Luis Rey River Park Master Plan and schematically represented on Figure 1-13. A road modification has been requested for this segment of Pankey Road to allow for a grade break of 1.5 percent at the southerly edge of the eastbound SR-76 travel lane and to allow for a reduction in design speed from 40 miles per hour (mph) to 30 mph, in the curve segment between SR-76 and Shearer Crossing.

Pankey Road trends west from Shearer Crossing to provide access to general commercial uses in PA 6. This portion of Pankey Road would be comprised of a 72-foot-wide right-of-way with two 12-foot-wide travel lanes, two 8-foot-wide paved shoulders for bike lanes, and two 16-foot-wide parkways. Each parkway would contain five-foot-wide sidewalks separated from the roadbed by five-foot-wide landscaped strips (Figure 1-17). The bike lanes and sidewalks would terminate at the crossing of junction of Pankey Road and the San Luis Rey River Park multi-use trail.

Pankey Road South / Shearer Crossing Intersection

This intersection would be realigned to allow for access and circulation to the proposed commercial parcels south of SR-76. Pankey Road south would extend southerly and connect with Shearer Crossing at a four-way signalized intersection, approximately 400 feet south of the SR-76 intersection. The main commercial entrance to the PA 4 commercial parcel would extend to the east off this new four-way intersection. Shearer Crossing would continue south and Pankey Road would turn westerly, providing access to commercial uses in PA 5, before ending in a cul-de-sac at the western boundary of PAs 5 and 6. The extent of improvements for the realigned Pankey Road/Shearer Crossing south of SR-76 is approximately 1,200-feet in length, and requires grading and drainage improvements, some of which would occur within adjacent private and Caltrans property.

South of the intersection, improvements would transition from a 94-foot right-of-way into the existing Shearer Crossing, with a 60-foot-wide right-of-way with two 12-foot travel lanes, a 14-foot-wide striped median, two 8-foot-wide paved shoulders, and a 5-foot-wide sidewalk on

the west side of the road. The sidewalk would be separated from roadway by a 5-foot-wide landscaped strip and a 14-foot-wide planted area (designed not to obstruct line-of-sight) would be located on the other side of the road. The sidewalk would terminate at the crossing of Shearer Crossing by the San Luis Rey River Park multi-use trail (Figure 1-18, Shearer Crossing Cross-section).

Pala Mesa Drive

Pala Mesa Drive on site would have a 72-foot right-of-way width (Figure 1-19, Pala Mesa Drive and Old Highway 395 Cross-sections). It would contain two 12-foot-wide travel lanes, two 8-foot-wide paved shoulders, two 6-foot-wide bike lanes, and two landscaped areas. A 5-foot-wide sidewalk separated from the road by a 5-foot wide parkway would be located on the northern side of the road; the southern side of the road would contain a 10-foot wide landscaped area. At the bridge crossing of I-15, the road would narrow to an existing 40-foot curb-to-curb crossing that includes a left-turn lane and a through right lane in the westbound direction and a single lane eastbound. A design modification would be required to allow the existing 40-foot bridge width, rather than widening the bridge to meet the standard 52-foot curb-to-curb width. A GPA would be required to apply a Class II bike lane designation along Pala Mesa Drive within the Project boundary and designate a single Class III bike route lane on Pala Mesa Drive west of the Project boundary, providing a connection to the Class II facilities on Old Highway 395. A pedestrian crossing would also be located on one side of the bridge.

Old Highway 395/Pala Mesa Drive Intersection

This intersection would be widened and improved to provide additional turn capacity. Minor grading and drainage improvements are required to improve this intersection.

- The northbound segment of 395 south of Pala Mesa Drive currently has adequate hardscape. The road would be re-striped to include an 80-foot long, 11-foot wide eastbound right-turn lane onto Pala Mesa Drive.

- The southbound segment of 395 north of Pala Mesa Drive would be widened from a roadway surface varying in width from 40 to 50 feet to 47 feet for a distance of approximately 1000 feet. An eastbound left-turn lane onto Pala Mesa Drive would be added.

- The east-bound segment of Pala Mesa Drive west of Old Highway 395 would be widened from a roadway surface width of approximately 38 feet to 46 feet for a distance of approximately 600 feet. The right- and left-turn movements would be retained, and a through lane to Pala Mesa Drive would be added.

Parking

Off-street parking would be provided for all on-site uses pursuant to County parking space requirements for specific land uses. Parking lot sizes, designs, and locations, as well as number of parking spaces, would be determined based on ultimate land use and design based on

Sections 6750 through 6799 of the Zoning Ordinance. On-street parallel parking would be permitted on Pala Mesa Drive, subject to County parking standards and Project street design. On-street parking (parallel, diagonal, or perpendicular) also would be permitted on the central drive aisle/traditional main street in the mixed-use core. When any parcel or adjoining parcels of land are proposed to be used for two or more of the distinguishable uses (as listed below), an adjustment of the minimum number of parking spaces required to serve the mix of occupancies would be determined as discussed under Shared Parking.

Carpool Parking

Priority parking would be provided for autos and vans carrying multiple passengers (carpool parking) in PAs 1 and 2. It would be provided at a ratio of 1 space per lot, up to 10 spaces, consolidated and split between these planning areas. This is part of the required Project parking spaces and would not result in additional hardscape.

Shared Parking

All mixed-use core and general commercial zoned areas would be allowed to use the on-site shared parking option as well as building adjacent on-street parking in order to meet parking demand. Property owners sharing parking spaces would be required to enter into a shared parking agreement with the County and between each other.

Shared parking requirements would use a form acceptable to County Counsel and include the following:

1. Shared parking requests would serve two or more different land uses located adjacent or near to one another;
2. Shared parking facilities would be located within 600 foot of the uses served;
3. Shared parking facilities would provide signs on the premises indicating the availability of the facility for patrons of the participating uses; and
4. Modifications to the structure in which the uses are located or changes in tenant occupancy would require review by the Director of Planning and Development Services (PDS) for compliance with this section.

Non-motorized Circulation

In addition to the Class II bike lanes along Pankey Road and Pala Mesa Drive and the Class III bike route along Pala Mesa Drive west of the Project boundary, non-motorized circulation facilities are provided throughout the Project site. There is a non-contiguous Type D Special Pathway along Pankey Road that provides multi-modal circulation opportunities and connects to pathways in adjacent projects. There are also the noted 5-foot community sidewalks along all Project roadways and a minimum 15-foot sidewalk would be located within the mixed-use core area to facilitate pedestrian activity. A 20-foot easement would be provided in PA 6 to accommodate the San Luis Rey River Park Trail. The sidewalks and bike lanes would provide connections to the San Luis Rey River Park Trail.

1.2.2.3 *Utilities*

The Proposed Project would require the extension of waste water and potable water pipelines, as well as gas, electric, and phone/cable lines throughout the development and to off-site connection points. All existing public utilities and services would be improved and new facilities would be constructed and available concurrent with need. All new on-site utility lines, as well as the existing 69-kilovolt (kV) overhead lines, would be installed underground within improved roadbeds. As described in more detail below, off-site utility improvements would be required to connect to existing or proposed utilities.

The potable water, recycled water, and wastewater facilities required for the Proposed Project are addressed in the Atkins 2012 Water and Sewer System Studies; a copy of this report is included in Appendix S to this EIR.

The majority of Campus Park West is located within the San Luis Rey Municipal Water District (SLRMWD) sphere of influence (SOI), with a small percentage in the Rainbow Municipal Water District (RMWD). RMWD is a member agency of the San Diego County Water Authority (SDCWA) and the Metropolitan Water District of Southern California (MWD), and obtains 100 percent of its supply from the SDCWA aqueduct system. RMWD also provides sewer service to portions of its service area, including the portions immediately west and south of Campus Park West. SLRMWD manages groundwater resources of the San Luis Rey River, its sole source of water, and does not provide retail water service. Water and sewer service would therefore be provided to Campus Park West by RMWD, with specific provisions for service outlined in a pre-annexation agreement dated May 22, 2012. Campus Park West would initiate annexation into the RMWD (and SDCWA and MWD) and an amendment to the District's SOI if the Project is approved.

Potable Water

The proposed potable water system is shown in Figure 1-20, Conceptual Potable Water Plan: On-site and Approved Off-site Facilities.

To provide potable water system redundancy, RMWD would require two supply connections. Within the Proposed Project boundaries, the potable water pipelines would be sited in Pala Mesa Drive and Pankey Road. Pipeline size would be 12 inches. These lines would tie into facilities to the west and south. For lines tying into the west, an above-ground pressure reducing station would be located on site just east of the Pala Road crossing of I-15, and the tie-in would occur near the property line. In addition, Project lines would tie into water lines being installed by the approved Campus Park development to the east. That project is installing 16-inch lines from Pankey Road east to Horse Ranch Creek Road (to be completed) and north along Horse Ranch Creek Road to Stewart Canyon Road (in place). Campus Park (working with RMWD) plans a 12-inch line extending from Pankey Road west along SR-76 to join an existing 12-inch potable water line located in SR-76 which begins at Old Highway 395 and extends easterly across I-15 to approximately mid-way between I-15 and Pankey Road. Campus Park West lines would tie into the SR-76 lines north and south of the Pankey Road junction with SR-76. A pressure reducing station also would be provided by the Campus Park development at SR-76 and Pankey Road. If

(for some currently unanticipated reason) the Campus Park project construction slows, it is anticipated that RMWD would continue to install these facilities as part of the SR-76 improvements. In this event, Campus Park West would work with RMWD to implement installation of the necessary Campus Park/RMWD planned lines. For that reason, analysis of environmental impacts associated with installation of off-site lines not already completed (e.g., within the approximately 2,400 foot-long section along SR-76) is included within this EIR.

Wastewater

Wastewater service also would be provided by RMWD. Figure 1-21, Conceptual Sewer Plan: On-site and Approved Off-site Sewer Facilities, depicts existing RMWD lines, as well as pipelines: (1) previously installed in SR-76 (including during early Hewlett Packard Campus Park evaluation) and (2) currently under construction by the adjacent Campus Park Project in Horse Ranch Creek Road, SR-76, and Pankey Road north of SR-76; as well as the location of the approved Campus Park lift station. Figure 1-22, Project Vicinity Sewer Facilities, depicts the anticipated ultimate configuration of facilities.

Flows from Campus Park West would be conveyed to the planned Campus Park Lift Station and discharged into the existing SR-76/Pala Road force main and gravity sewer, which are part of the backbone sewer system for the RMWD. This gravity sewer extends westerly, with ultimate conveyance to the City of Oceanside San Luis Rey Wastewater Treatment Plant. The system would include not only construction of new facilities proposed by Campus Park or Campus Park West, but also abandonment of existing lines by RMWD. As depicted, sewage would be collected from the Project site via 8- and 12-inch-diameter PVC gravity pipelines placed in excavated trenches in existing and planned roadways. On-site lines would be sited within Pala Mesa Road and Pankey Road. These would tie into off-site systems located to the west and south. The project would tie into 12-inch mains located in SR-76 and extending from approximately mid-way between the I-15 off-ramps and Pankey Road east to Horse Ranch Creek Road and northerly to Stewart Canyon Road. A pump station (also to be constructed by approved Campus Park) would be sited on a 0.2-acre site on Campus Park property in the northeast quadrant of the Pankey Road/SR-76 intersection. Facilities from the adjacent Campus Park project are currently anticipated to be completed in 2014. The sewer lift station would pump all wastewater generated by the Project to an existing 12-inch force main in SR-76. During CEQA evaluation and approval of the Campus Park project pump station, a conceptual plan was provided (see Figure 1-23, Preliminary Design for the Campus Park Sewer Lift Station). That plan proposed three structures: (1) a lift station wet well for influent sewage and three submersible pumping units, (2) emergency storage to accommodate six hours of average daily sewage flow, and (3) a valve vault. A number of pump station elements would be located below grade. These would include the pump station wet well, with the top of the wet well set at finished grade; the emergency storage structure concrete vaults; and liquid holding vaults with only access shafts at grade. Above-grade facilities would include an emergency bypass connection, and an emergency generator (sized to run two pumps in addition to all auxiliary electrical and mechanical systems). The preliminary size of the generator was identified as 60 kilowatts. In addition, the site is proposed to include an odor control system. Gated access to the sewer lift station would be provided from the trail staging area immediately to the north and the entire site would be enclosed by a six-foot-high chain-link fence. Exterior lights would be

pole mounted and located on the site to provide adequate visibility of all equipment and facilities. Final design coordination is underway between Campus Park and RMWD.

It is anticipated that these facilities would be in place prior to mass grading for Campus Park West. In that instance, Campus Park West would contribute fair share (as determined by RMWD) to construction of these facilities by Campus Park. If for any reason Campus Park is unable to complete construction of this facility and necessary off-site pipelines, Campus Park West would complete these efforts. Should implementation of the adjacent Campus Park lift station be delayed, RMWD would permit (on an interim basis) the discharge of Campus Park West flows to the Plant B Interceptor until the Campus Park lift station is operational.

In addition to these Project-required facilities, RMWD has requested that the Project environmentally clear some actions proposed by RMWD for their overall system. Their proposed facilities would result in abandonment of existing facilities located in environmentally constrained areas as well as provide features that would convey sewage generated off site (west of I-15) to the north. In order to support these actions, a pump station also would be needed at the northerly extent of Campus Park West. Three alternative locations for this northerly station are evaluated in this EIR, but only one would be required. The three alternative locations are all north of Pala Mesa Road, with one located immediately within Project boundaries (C), and two located west of I-15 (A and B). West of I-15, the southernmost alternative site is located between Old Highway 395 and I-15 and the northernmost site is located west of Old Highway 395 (see Figure 1-22). Options A and B would be sited near the existing gravity sewer and would require construction of a new force main extending south and then east across I-15 in the Pala Mesa Drive overpass. Option C would utilize the existing gravity sewer crossing I-15. A new force main would be constructed to convey flows south and then west in Pala Mesa Drive, discharging to the proposed Campus Park West gravity sewer in Pankey Road. All options would require a new section of force main from the east side of the bridge to the proposed gravity sewer in Pankey Road. Options A and B would also require sections of new force main on the west side of I-15 and in the Pala Mesa I-15 overpass, and Option C would require an additional section of force main along the east side of I-15, as depicted in Figure 1-22.

Regardless of location, the RMWD pump station would be a submersible package sewer. An above-grade motor control center and electrical panel would be required. Equipment would be shielded by an approximately three foot by three foot by four foot fiberglass reinforced plastic enclosure, with a control panel mounted on the wall. This would be located on a pad not to exceed 10 by 10 feet in size (see Figure 1-24, "Typical" for the RMWD Sewer Pump Station).

Recycled Water

RMWD currently does not generate or distribute recycled water. Furthermore, due to the financial impacts of acquiring or producing recycled water combined with installing and maintaining a recycled water transmission and distribution system, a recycled water system is not planned at this time. A potentially viable option for recycled water in the future would be the proposed Meadowood project to the east. That project, approved in 2011, includes a wastewater treatment plant. If the approved development is built, RMWD could obtain recycled water from that Valley Center MWD-owned and operated facility. Under these scenarios, a recycled water

pipeline in Pankey Road could serve irrigation use within the project. It is recommended that RMWD review the status and likelihood of a reclamation facility in the area at the time of improvement plan processing and determine if a recycled pipeline should be required within Campus Park West.

Because current RMWD plans do not propose use of recycled water, it has not been incorporated into the Proposed Project. As indicated above, however, if recycled water becomes available, it could be routed to the Project via pipelines installed wholly within disturbed SR-76 and Pankey Road right-of-way. Other options could include recycled water from Fallbrook Public Utilities District or Valley Center MWD's Moosa Canyon plant with a recycled water pipeline extension to the District's Beck reservoir. The potential for these alternatives is speculative at this time. If RMWD determines that recycled water would be available, and requires recycled water use within Campus Park West, the locations of such pipelines and potential environmental effects with their installation would be confirmed at that time. If an option other than tying into the Meadowood facility is chosen, it would require additional CEQA review.

Drainage

Currently, there are no drainage improvements on site, and drainage flows overland in its natural state. The Proposed Project would generally maintain existing drainage patterns.

The County Watershed Protection Ordinance (WPO) requires that all development projects use Low Impact Development (LID) planning and storm water management techniques to maximize infiltration, provide retention, slow runoff, minimize the impervious footprint and constructed widths of the project, and direct runoff from impervious areas into landscaping (Section 67.806.c.2 of the WPO). LID elements required as part of Project design of Campus Park West include: use of pervious surfaces wherever appropriate, disconnection of impervious surfaces and design of them to drain into properly designed pervious areas, and implementation of site design Best Management Practices (BMPs). These required elements can be attained through use of:

- Bio-retention swales, basins and slopes
- Permeable pavement such as permeable concrete and pavers
- Subsurface reservoir bed or underground storm water storage below the pavement surface of parking lots
- Discharging roof downspouts directly into landscaped areas via swales or a pipe that daylights some distance from the building foundation

A storm drain system would collect and convey site runoff within the Project limits to Horse Ranch Creek at various locations (Figure 1-25, Conceptual Drainage Plan). The Proposed Project's storm drain system also would convey runoff from the existing I-15 storm drain systems. The proposed system would include four detention basins to ensure post-Project peak flow rates do not exceed pre-Project peak flow rates.

1.2.2.4 *Landscape/Hardscape*

Landscaping would be installed to enhance the visual character of the Project, provide amenities for pedestrians, encourage walkability throughout the Project, and provide erosion control. The primary proposed landscape theme for the proposed development is described as "Mediterranean." It would reflect the natural setting in and around Campus Park West, which includes broad agricultural pastures and groves, dense riparian corridors, oak woodlands, and boulder-strewn steep hillsides.

The landscape theme would be consistent throughout the community, serving as a cohesive link for the various land uses of the Proposed Project as well as visually integrating the Project with the surrounding pastures and groves, riparian corridors, and oak woodlands. Hardscape would include traditional materials such as stone, wood and stucco to reference the natural and rural landscape as well as building materials common to Mediterranean architecture. Accent landscaping would be used at entry points to the Project site, and at entry points to the various parcels within the Project site. In these areas, the landscape would include transition features including focal plantings, decorative stone walls, vine arbors, and signage. A series of low-scaled entry monuments, fencing, lighting, and pedestrian pathways would provide further design continuity for the Project. Project irrigation would require screening of equipment, water conservation through appropriate irrigation heads and hydrozones, and moisture sensors and rain gauges. In the event of future mandatory water restrictions, the Project would employ drought response conservation measures based on the (then current) Drought Management Plan approved by SDCWA.

Landscape Zones

A series of landscape zones has been delineated to guide the selection of plant species. Figures 1-26a through e, Landscape Zones, depict the general location of each zone, as well as typical cross-sections of zone planting. A plant palette has been developed for each zone; listing potential species appropriate to a zone's location next to open space, internal to the Project, and/or within a brush management zone (Table 1-2, Proposed Plant Palettes). The zones and palettes are consistent with the intent of the I-15 Scenic Preservation Guidelines, the landscaping plans for the adjacent Campus Park and Meadowood projects, the "Customized Acceptable Plant List" as prepared by Firewise 2000, Inc. for Campus Park West, and the County's "Suggested Plant List for a Defensible Space" (Appendix K). The palettes also include drought-tolerant plant material that does not require a high degree of maintenance, fertilizer, or insect control. The plant palettes are grouped into six sections:

- Section I: Fuel Modification Zones
- Section II: Public Streets (Pankey Road, Pala Mesa Drive, and Shearer Crossing)
- Section III: Slopes (manufactured slopes outside fuel modification zones)
- Section IV: Drainage Swales and Detention Basins
- Section V: Parking Lots
- Section VI: Mixed-Use Core Central Drive/Traditional Main Street and Project Entries

Within Section I, the fuel modification zones would include riparian and upland areas. The riparian areas correspond to the existing drainages and low areas, including Horse Ranch Creek along the eastern edge of the Project site, along the southern property boundary north of SR-76, and along the western boundary of PA 5. Landscaping in these areas would provide transitional planting between the developed and upland areas, and the existing riparian habitat. Fuel modification zones beyond riparian areas generally consist of graded flat pads adjacent to I-15. These areas would be planted with trees and shrubs selected for fire resistance and compatibility with the landscape themes.

Specifically with regard to fuel treatment locations, under **Scenario 1** a Zone 1 50-foot wide swath of irrigated landscaping/fuel modification/limited building zone would extend from building edge on the north and east sides of PA 1 (excluding only where the PA abuts Pala Mesa Drive and Pankey Road; the west, south and southeastern sides of PA 2 (excluding only where the PA abuts Pala Mesa Road and Pankey Road); the northeastern, eastern and southeastern sides of PA 3 (excluding only where the PA abuts Pankey Road and SR-76); the north and west sides of PA 5 (excluding only where the PA abuts Pankey Road); and the east and south sides of PA 4 (excluding only where the PA abuts Pankey Road). Beyond the Zone 1 areas, a Zone 2 fuel modification/limited building zone generally would be implemented. In these areas, thinning and maintenance of native vegetation would occur. PA 6 does not require any fuel management. Under **Scenario 2**, the same fuel management elements (or lack thereof) would occur for PAs 1, 2, 3, 4 and 6. For PA 5, however, Zones 1 and 2 would continue along the western boundary of the PA to the southern edge of SR-76; neither zone would be required adjacent to SR-76/Caltrans right-of-way.

Section II plantings include Pankey Road, Pala Mesa Drive, and Shearer Crossing. All Section II landscaping would be placed in a manner to preserve sight lines and safety setbacks along the other roadways within the Project site and encourage pedestrian use of sidewalks (e.g., low scale plantings [not to exceed three feet in height] would be used adjacent to driveway entrances and street corners to maintain visibility for pedestrian safety). Planting would occur within the right-of-way (in the median and along road edge) and within the required landscape setbacks outside of the right-of-way pursuant to an encroachment removal agreement between the County and Project Applicant/property owner/Project Developer, as appropriate. An HOA, landscape maintenance district (LMD) or other funding mechanism, such as a Community Facility District (CFD), would be formed to maintain the landscaping within the right-of-way and non-public areas needing maintenance. The size and spacing of trees shall comply with County and fire district standards. Along Pankey Road and Pala Mesa Drive, 15-foot-wide landscaped zones would be provided adjacent to commercial uses, and 20-foot-wide landscaped zones would be provided adjacent to residential and limited impact industrial uses. At least one tree would be located for each 300 s.f. of landscaped area. Massing of shrubs beneath trees would be used to enhance the rural visual quality of the Fallbrook community, and to provide color, screening, and buffering. Streets within each land use area would be planted with consistent canopy street plantings to create distinct streetscape identities, while being consistent with the overall landscape theme. Sizing and spacing of trees would be consistent with County fire requirements.

On internal slopes in Section III that are located within the Project boundary but outside of fuel modification zones, plants would be staggered and spaced irregularly, with trees installed along

contour lines in undulating groups to create a naturally clustered appearance. Shrubs of varying heights, groundcover, and perennials (or combination thereof) would be planted between tree groupings. Shrubs higher than three feet and trees would not be planted near street or driveway intersections in order to preserve line of sight. Groundcover would be used for erosion control. Slopes within fuel modification zones would be planted with vegetation from the applicable fuel modification zones plant list. Manufactured slopes within MSCP open space preserve areas would be revegetated with native low fuel plants, consistent with the Onsite Enhancement Plan prepared by REC Consultants, Inc. Exterior slopes, located beyond the Project boundary, would be stabilized with suitable BMPs to control erosion and storm water runoff in accordance with County of San Diego standards and with plants from the slopes plant list.

Detention basin locations are provided on Figure 1-26; with specific design of these basins being determined during site plan review. Plants that can withstand both drought and occasional flooding would be used within the drainage swales and potential ground-surface (as opposed to underground) detention basins (Section IV). Please note that drainage swales and ground-surface detention basins within fuel modification zones would be planted with vegetation from the applicable fuel modification zones plant list.

Detention basins and perimeter areas would be used as passive recreation areas where appropriate, and would be designed to facilitate nature viewing and other quiet activities that do not require large open spaces. Amenities in these areas may include benches and tables, trails, and colorful plants.

Shade trees, shrubs, and hedges for screening would be used within parking lots (Section V), with landscaping for parking lots located in fuel modification zones being pulled from the plant list in Section I. The Project Specific Plan notes particular requirements for commercial, mixed-use core, industrial and multi-family areas. Consistent with the Fallbrook Design Guidelines, where the total square footage of a parking or service area exceeds 6,000 square feet, in addition to all other guidelines, an internal area equivalent to a minimum of five percent of the total area would be planted with a combination of trees and shrubs. Each parking stall would be within 30 feet of the trunk of a shade tree. Throughout the Project, parking lot perimeters would terminate a minimum of five feet from the face of a building. This area would be landscaped, unless used as a pedestrian walkway. Space may be decreased to a minimum of two feet of planted area between the parking lot and building, if the location would not be visible from a public street. The planted perimeter (regardless of size) does not apply to locations where a service area—as opposed to parking space—would be located.)

The Section VI mixed-use core is intended to become a major focal point in the Campus Park West community. As such, the mixed-use core drive aisle/traditional main street as well as other Project entries would display distinctive characteristics evoking a sense of arrival to each district and using the plants specified.

Walls and Fencing

Use of high solid sound and retaining walls along public streets would be minimized to the extent feasible given safety and sound attenuation considerations, and access to sidewalks and

road crossings would be a priority. Where Project sound walls 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.

If safety fencing is needed for a dual use detention/play area, it could include materials such as tubular steel fencing or an acceptable alternative, and would include wire mesh between posts and rails. Within fuel modification zones, materials that are non-combustible and/or have a minimum one-hour fire resistance rating (e.g., wood treated with a fire-retardant coating or Class A fire-rated composite or treated wood) would be required. Although materials would differ, fencing design would be the same for both fuel modification zone areas and non-fuel modification zone areas.

A six-foot-high fire wall would be constructed along the western, southern and eastern boundaries of the southernmost portion of PA 2, as well as the northern boundary of PA 5 as part of Project design. (The reader is referred to Figure 3.1.3-1 in Section 3.1.3, Hazards and Hazardous Wastes, of this EIR.) The walls would be solid, approximately 2,300 and 450 feet in length, respectively, and 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. Under **Scenario 2**, there would not be a fire wall along the northern boundary of PA 5.

Biological open space areas also would be fenced off from the proposed development. In addition, signage would be placed along the edge of the biological open space area to deter human incursion.

Additional sound barriers are proposed as mitigation for Project-related noise within PA 3 along Pankey Road and between portions of PA 3 residential development and open space. Please refer to Sections 2.5, Noise, and 2.6, Biological Resources, for information on these proposed mitigation measures.

Lighting

In general, lighting is proposed to be the minimum necessary for safety and clarity of view for nighttime pedestrians. Street lighting would be provided along all streets and designed to meet the illumination standards established by the County for public safety. Exterior light fixtures would be incorporated into the building designs to provide adequate lighting for all walkways and plazas that is compatible with building styles. Each land use type also would provide adequate lighting for all walkways from building entrances to sidewalks leading to a nearby transit stop, if appropriate.

Parking field area light fixtures would use a fully shielded, low-pressure sodium vapor light or equivalent source to avoid illumination of adjacent land uses, in compliance with the County Light Pollution Code (LPC), and would be encouraged to be energy efficient. Other lamp types above 4050 lumens are permitted subject to the requirements of the LPC. Prohibited lighting

includes fluorescent, high-pressure sodium, laser, floodlights, lights that move or flash, and searchlights; light fixtures would be equipped with appropriate reflection and shielded to prevent illumination of the adjacent land uses/areas, and all bulbs and fixtures must be non-glare. Exterior light fixtures would be incorporated into building design and would be restricted to the first floor.

The maximum height of light poles in parking lots would be limited to 25 feet in non-residential areas and 15 feet in the multi-family residential areas. Pedestrian walkway lighting in the multi-family area would be between 8 and 12 feet. Walkways and plazas interior to the development generally would provide exterior lighting with a maximum height of 15 feet. (If the walkway/plaza is adjacent to 25-foot-high parking lot lighting, however, and the walkways and plazas are well lit and meet point-to-point illumination requirements, then the 15-foot fixtures may not be required.) Similar to walkway lighting in PA 3, lighting along sidewalks and walkways in front of buildings in the mixed-use core would not exceed 12 feet in height. Lighting for pedestrian walks would be designed for point-to-point illumination with an emphasis on clearly defined pedestrian walkways and direction of travel. Mounting of light fixtures on buildings would be limited to the first floor.

Special consideration would be taken for lighting along the riparian corridor to the east of the Project, including use of full cut-off lighting that accepts only long wavelength (580 nanometers [nm] or longer). Lights with permanent filters that filter all light below that standard also would be acceptable.

Signage

Primary Project identification signage would be located at the Project's entrance at SR-76/Pankey Road. Secondary Project identification signage would be included at two locations: (1) the intersection of Pankey Road/Pala Mesa Drive; and (2) the intersection of Pankey Road/proposed Pankey Place. Primary and secondary Project identification signage would be composed of low horizontal stone walls.

Informational and directional signs would be on plaques and vertical monuments located at gateways, on or adjacent to rights-of-way, and at Project entries to both provide needed information and result in the fewest number of signs. The general commercial, mixed-use core, and limited impact industrial districts would utilize a variety of signage, including: street banners; wall-mounted tenant identification proportional to the store front; hanging signs below arcades; and low, horizontal monument signs for pad tenants. Mixed-use tenants would be permitted two wall signs (one facing the central drive aisle/traditional main street and one facing the rear/parking lot area), corner tenants would be permitted two wall signs, and tenants that back or side onto Pala Mesa Drive, SR-76, or I-15 would be permitted to have up to three wall signs. Lighting would be consistent on Project signs, but may vary on wall-mounted tenant signs. Allowable sign lighting would include internally or back-lit individual letters and internally illuminated logos. On a per-store basis, preferred sign coloration could include three colors in addition to black and white, but additional colors would be permitted where required for specific business or corporate logos or to adequately represent the business. Sign posts or

other structural elements should be of wood or metal, with a preference for black, white or dark colors, or natural stain finish.

Prohibited signage includes: roof and parapet signs, internally illuminated plastic light box signs, pole signs greater than six feet in height, portable or mobile signs, and signs that cover or interrupt architectural features. Specific guidelines as to allowable sign types and size per building frontage are provided in the Project Specific Plan, Chapter 6, Design Guidelines, for the multi-family residential, mixed use-core, general commercial, and limited impact industrial uses. Where there is a conflict between the Fallbrook Design Guidelines and/or the San Diego County Zoning Ordinance Sign Regulations, the Project Specific Plan would control. Where the Specific Plan is silent, the County Zoning Ordinance (Sections 6200 and 6250) would prevail.

1.2.2.5 *Grading*

The existing elevation for the Project site ranges from approximately 290 feet above mean sea level (amsl) on the portion of the property located north of SR-76 to 261 feet amsl on the property south of SR-76 between existing knolls. Given the conservative (worst-case) nature of the grading projections, combined with the very small acreage variation between the development scenarios, regardless of whether **Scenario 1** or **Scenario 2** is approved, the Project would grade approximately 91.2 acres (or 78 percent) of the Project site, resulting in a total of 850,000 cubic yards (cy) of balanced cut and fill for the site proper.

Because the site is underlain primarily by alluvial deposits to some depth, need for blasting during mass grading is considered highly unlikely. It is anticipated that the site would be rippable (i.e., able to be excavated with conventional excavation equipment). As a result, blasting is not assumed for the Project. Potential for off-site blasting also is considered unlikely. As described above, any off-site utility connections (currently anticipated to be completed by others, but conservatively incorporated into the Project in the event that associated projects stall in development) would be completed within existing roads such as SR-76, or in ground already prepared for roadways such as Horse Ranch Creek Road; with any necessary excavation, preparation, recompaction, etc. necessary to support these roadways already accomplished as part of existing road work. Roadway improvements to Old Highway 395 or SR-76 would either be completed under the same assumption, or be completely surficial and related to striping. In the unlikely event that need for blasting is identified, subsequent CEQA review would be undertaken.

The slope ratio of manufactured slopes would not exceed 2:1, and the maximum cut and fill height would be just under 30 feet (29.9 feet) and 43 feet (42.5 feet), respectively. The finished grade would range from 294 feet amsl within the northern area to 274 feet amsl within the southern area. The finished grades adjacent to I-15 would be four feet below the elevation of the interstate within the northern portion of the site, and one foot above the interstate in the central and southern portions of the site. Lots 15 and 16, located south of SR-76, have average existing elevations of 266 and 263 feet amsl, respectively. Proposed elevations under **Scenario 1** would be 272 and 268 feet amsl, respectively. For **Scenario 2**, in order to retain the existing southerly drainage pattern, the decertified portion of PA 5 would have a northerly elevation of 270 feet amsl**.**

Should any oversize rock be produced through Project grading, it would be either buried on site in deep fill or hauled off site (off-site transport is anticipated to go to the Granite Construction facility approximately 0.3 mile east of SR-76 and Pankey Road). No rock crushing would occur on site.

1.2.2.6 *Project Phasing*

Market conditions, funding for public facilities, and similar conditions beyond the control of the developer would drive specific product phasing, as well as controlling the overall implementation period. Nonetheless, an overall approach to Project development has been designed that would ensure a logical and orderly expansion of roadways, public utilities, and infrastructure. The first phase focuses on overall site grading and infrastructure installation. The second phase addresses "vertical" development of the Project.

Grading and Primary Infrastructure

~~Mass grading could occur in two phases.~~ If mass grading ~~it~~ does not occur in a single phase addressing PAs 1 though 5, it could occur in two or more phases.~~,~~ Phase 1 c~~w~~ould include the commercial parcels south of SR-76, the commercial parcel north of SR-76 and west of Pankey Road, and Pankey Road and Pala Mesa Drive. Under this scenario, Phase 1 would include~~s~~ approximately 500,000 cubic yards of cut and fill~~;, which~~ includinge~~s~~ approximately 50,000 cubic yards of borrow from either the multi-family parcel east of Pankey Road or the general commercial area west of Pankey Road.

Soil removed from north of SR-76 would be used to raise pad elevations above the flood plain in the southern portion of the Project. During earth-moving operations, grading quantities would be balanced on site and there would be no need to import or export soil off site. Construction vehicles would access the site via SR-76, with staging and storage areas located within the proposed grading areas for the project. Since the site is designed to balance, Project-related traffic would be restricted to construction workers and supplies for construction.

Construction efforts could require driven piles for the bridge footings as part of Pankey Road bridge construction. Alternatively, cast-in-drilled-holes could be used. The potential for driven piles was evaluated during Project noise and biological technical studies with regard to environmental effects. Specifics of construction would be verified or modified as necessary to ensure conformance with all applicable regulatory requirements and industry standards.

Regardless of location, ~~F~~following the first grading phase, backbone infrastructure would be installed. This would include all elements necessary to support proposed developed uses; such as construction of Pankey Road, intersection improvements along SR-76, road connections to Pala Mesa Drive, off-site connections to a potable water source and sewer lines to ensure redundancy, a pump station construction, and connection of all utility lines between these facilities and the Project boundary. The backbone storm drain systems in Pankey Road, Pala Mesa Drive, and SR-76 also would be completed during this phase.

These efforts are anticipated to take between six months and a year, and, depending on the timing of other projects, some of these infrastructure improvements may be completed by either Campus Park or Meadowood prior to construction of Campus Park West. For the purposes of environmental review throughout this EIR, assumptions also have been made regarding construction equipment operationsng during this phase. The grading operation would require various equipment including, but not limited to, 5 crawler tractors, 20 dumpers, 2 graders, 1 off-highway tractor, 10 off-highway trucks (including water trucks), 2 rollers, 12 rubber tired dozers, 2 rubber tired loaders, 12 scrapers, 2 skid steer loaders, and 2 backhoe loaders/tractors.

Dedication of Project biological open space areas adjacent to any area for which grading activities are proposed would also occur as a first actions preceding grading during this phase, with concurrent monitoring of construction activities adjacent to any open space set aside. Regardless of order of Project construction and operation, mitigation requirements by individual Project lots have been specified in Appendix G of this EIR to ensure that appropriate biological mitigation would occur prior to grading impacts.

Phase 2 of the grading plan could include approximately 300,000 cubic yards of cut and fill to complete the grading of the multi-family parcel and the light industrial parcels north of Pala Mesa Drive. Grading equipment would be the same as identified above.

Structures, interior site roads, utilities, and storm drains within specific development sites, along with associated parking and landscape areas, would be implemented concurrently with build out of the specific use areas, as described below.

On-site Development

Once the above grading and infrastructure construction efforts are completed, vertical construction could begin. This phase is anticipated to take 10 to 15 years. This would include all the structures required for the mixed use, residential, general commercial and limited impact industrial development, as well as interior site roads, installation of Project streetscape, etc. Utilities and storm drains within development sites, as well as associated parking areas and landscaping would be implemented concurrently with build out of the specific use areas.

As noted above, the specific order of development would be market driven and cannot be specified at this time. A logical likely projection of the order of development, however, is provided in Figure 1-27, Conceptual Phasing Plan. This plan anticipates that the commercial parcels south of SR-76 would be developed first (PAs 4 and 5), the general commercial area north of SR-76 (PA 2) would be developed second, the residential area (PA 3) would be developed third, and the light industrial/office area (PA 1) would be developed last. In order to provide conservative environmental evaluation, Project analyses assume that residents associated with multi-family or mixed-use core portions of the Project would be on site while adjacent Project construction would be ongoing.

In order to provide conservative (worst-case) analysis of potential Project effects, projected years are also identified so that Project-related modeling can incorporate assumptions regarding vehicle standards, etc. for air and noise assessments. These assumptions project that Project

grading would be completed within a shorter period of time (thus disturbing more soil per day) and that build out would be completed within 10 years overall (so that fewer older cars with higher emissions rates have been phased out of anticipated use rates). For these worst-case projections, Project ground breaking is assumed to occur in 2015, with all Project buildout completed within 10 years.

1.2.3 Technical, Economic, and Environmental Characteristics

The economic characteristics of the Project include responsibilities for land acquisition/dedication, construction and maintenance of the Project elements, and the mitigation of Project-related impacts, to the extent that economic responsibilities have been determined.

Environmental considerations shaping the Project include the presence of sensitive biological resources and the need to comply with relevant ordinances, wildfire concerns, floodway concerns related to Horse Ranch Creek, and noise control issues related to Project-generated noise combined with ambient conditions largely generated by I-15. Technical and environmental commitments are proposed that are both standard construction operating measures as well as those of specific Project design to minimize potential long-term adverse effects associated with the Project for each of the above noted (and additional) elements. These environmental design considerations are listed on Table 1-3, Additional Environmental Design Considerations, and are included in Chapter 7.0. Topics for which environmental design measures are proposed as part of the project description are listed on Table 1-3 in the order they are discussed in this EIR.

1.3 Project Location

The Project site is located in the unincorporated portion of San Diego County in the community of Fallbrook, approximately 7 miles southeast of the Fallbrook town center and 46 miles north of downtown San Diego (Figure 1-1). The Project site is within the northeast and southeast corners of the I-15/SR-76 interchange. SR-76 separates the northern parcel from the three southern parcels. The western edge of the northern area of the property is bordered by I-15 (Figure 1-2).

1.4 Environmental Setting

1.4.1 Project Vicinity

The Proposed Project is located in a valley bisected by the I-15 corridor. The area surrounding the site is topographically varied. Located to the north of the Project site are Monserate Mountain and its foothills, a portion of which make up a resource conservation area owned and managed by Fallbrook Land Conservancy. The highest point in the Monserate Mountain range is 1,567 feet amsl. Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. The Campus Park Specific Plan Area is located easterly of the Project site. Rosemary's Mountain, a large rocky peak and quarry site east of the Project site, reaches a height of 992 feet amsl. Citrus and avocado groves and passive agriculture are the main land uses east of the Project site (between the property and Monserate Mountain), and scattered large-lot single-family residences also are present. Numerous single-family homes and some nursery facilities are located among the hills north of the Project site.

Lancaster Mountain and an open space corridor exist southeast of the Project site, associated with the San Luis Rey River. The San Luis Rey River trends from the east toward the west within approximately 0.25 mile of the southern extent of the Project site. The river is identified as a Resource Conservation Area in the General Plan and includes large patches of riparian woodland vegetation. South of the river is the Lake Rancho Viejo residential subdivision, a master-planned development of approximately 500 single-family homes and associated community amenities. Farther to the south, the hills rise to 1,485 feet amsl, creating the southeastern boundary of the valley through which I-15 extends.

Another north/south trending series of peaks creates the valley's western boundary (west of the Project site). The highest among these peaks rises to approximately 929 feet amsl. Pala Mesa Resort, a private resort with a golf course, numerous guest rooms, and a restaurant, is located at the bottom of the hills to the northwest of the Project site, adjacent to I-15 and Old Highway 395. This area also includes housing developments, a hotel/restaurant, and commercial uses near Old Highway 395, and single-family residences on large lots located among the hills, as well as small-scale agricultural facilities (e.g., nurseries and citrus or avocado groves). Some native vegetation and undeveloped areas are scattered among these hills. Beck Reservoir, owned by RMWD, is located to the northwest of the Project site and the Engel Family Preserve, owned by Fallbrook Land Conservancy, is located to the west (refer to Figure 1-2).

1.4.2 Project Site

The approximately 116.5-acre Project site consists of four non-contiguous properties separated by SR-76, Pankey Road (which dead ends into the property north of SR-76), and Shearer Crossing (Figure 1-2). SR-76 separates the northern parcel from the three southern parcels. The Project site is approximately 2,000 feet across (east-west) at its widest point and approximately 5,600 feet (roughly one mile) from the northern to southern boundary.

The majority of the site, approximately 100 acres, is located north of SR-76 and consists of gently sloped knolls dissected by a south-flowing drainage and several east flowing tributaries, which are steep-sided and densely vegetated. Topography in the 17 acres south of SR-76 is generally flat, but does steepen slightly to the south and east as the property approaches the San Luis Rey River, where riparian vegetation dominates. The Project site primarily is comprised of disturbed, agricultural, and non-native vegetation, while riparian woodland and a variety of native vegetation, including mule fat, tamarisk, and coastal sage scrub, are present near property borders. One of three parcels south of SR-76 is currently in citrus production, while the other two southerly parcels are undeveloped and contain low lying grasses and some scattered small trees.

North of SR-76, the Project site is undeveloped and historically has been used for dry farming or has lain fallow. Currently, the Project site supports a non-permitted recreation center for radio-controlled model aircraft, which includes an airstrip and miscellaneous features such as shade structures, fences, and storage located in the northern area of the property. The remnants of old citrus orchards are present atop two knolls in the northern area of the property, some of which are still standing and some are graded away. The southern knolls were formerly orchards, but have been graded and cleared.

Shearer Crossing also divides the southern parcels, where it continues south to connect Pankey Road and SR-76 to the Lake Rancho Viejo development.

1.5 Intended Uses of the EIR

This EIR is prepared in compliance with CEQA, and ensures that information required by the public as well as County decision makers is both adequate and available. Prepared prior to County Board of Supervisors consideration of the Proposed Project for approval or denial, the purpose of this EIR is to identify the potential occurrence of impacts, and the anticipated significance of those impacts, that could occur if the Proposed Campus Park West Project is implemented.

This EIR is a Subsequent EIR, as defined in CEQA Guidelines Section 15162 and discussed in the Project Notice of Preparation of an EIR (published June 11, 2009, and located in Appendix A to this document). As discussed in Section 1.2.1, Background, two previous certified EIRs addressed the Project site. The 1981 Sycamore Springs Specific Plan EIR (EAD Log #79-2-197) addressed a 442-acre site adjacent to and east of I-15 and both north and south of SR-76. The 1983 Campus Park Specific Plan EIR (EAD Log #82-2-95) addressed the same geographic location, but changed proposed uses in the northern portion of the Specific Plan site to accommodate a Hewlett Packard research and development facility (including manufacturing uses).

Current project planning began in 2004, with approval of Plan Amendment Authorization. As indicated in Figures 1-3a through 1-3c, the Project has been refined (and impacts lessened) since initial plan submittal. The current Campus Park West Project addresses an approximately 116.5-acre site. Detail as to the current Proposed Project is presented in Section 1.2.2 of this chapter, and reflects reductions in development intensity from the first TM proposed to County staff as part of the current effort. In addition to the changes in Project design, substantial portions of the earlier Specific Plan area have been severed to accommodate development proposals by others (the Palomar College District and Campus Park). The reader is referred to Figure 3.1.5-2 in Section 3.1.5, Land Use, of this EIR. This figure provides a comparison of current Campus Park West Specific Plan boundaries with the 1981 and 1983 boundaries, as well as showing areas under development, or to be developed, by others (Palomar College, Campus Park).

Additionally, in the time since the 1981 and 1983 EIRs were certified, although there has been little change to the state of the property parcels, there have been changes in required analyses due to changes in regulations or known conditions. In other words, elements relating to existing conditions of the site itself (e.g., underlying geological formations, the primarily undeveloped state of the site itself) have remained constant, but the location and level of surrounding development has changed, which would potentially affect the severity of previously identified effects. In other instances, some of the laws and regulations applicable to the Project have changed. For instance, some sensitive species have been listed as threatened or endangered within this time period, and some community guidelines have become available which did not previously exist.

For these reasons, the current Proposed Project cannot simply rely on the earlier certified EIRs for accurate and complete disclosure with regard to potential impact type, impact magnitude (i.e., significance) and appropriate mitigation. Although the document incorporates and relies upon the certified 1981/1983 EIRs to the extent appropriate/reasonable/feasible, new information is provided where warranted. The reader is referred to Chapters 2.0 and 3.0 of this EIR for complete discussion of how the earlier certified EIRs apply to the current subsequent document.

This Subsequent EIR, pursuant to the CEQA Guidelines Sections 15160 through 15170, is an informational document that has been prepared to: (1) inform public agency decision-makers and the public of the potential for significant environmental impacts as a result of Project implementation; (2) identify mitigation measures that would reduce Project impacts; and (3) identify alternatives that would reduce or avoid potentially significant impacts. The decision-makers will consider the information in this Subsequent EIR, along with social and economic information presented to the County, before taking action on the Proposed Project. This EIR may constitute substantial evidence in the record to support the agency's action on the Project.

The County is the lead agency for the Project under CEQA. For each significant impact identified in the EIR, the lead agency must make findings, and if appropriate, prepare a Statement of Overriding Considerations if mitigation presented does not reduce impacts to below a level of significance. Responsible agencies, identified below, will use this EIR in their discretionary approval processes.

1.5.1 Matrix of Project Approvals/Permits

This environmental analysis has been prepared to support the discretionary actions and approvals necessary for implementation of the Project. Potential required approvals and permits are listed in the following matrix.

Discretionary Approval/Permit	Approving Agency
GPA SPA Zone Reclassification Tentative Map I-15 Master Specific Planning Area modification to reflect SPA Roadway Modification Requests Right-of-way Vacation and Dedication "B" Special Area Designator Site Plans	County Department of Planning and Development Services (PDS)
Right-of-way Permit(s) Encroachment Permit Grading Permit(s) Final Map Improvement Plans Traffic Control Plan	PDS – Land Development California Department of Transportation (Caltrans)
4(d) Habitat Loss Permit	County U.S. Fish and Wildlife Service (USFWS) California Department of Fish and Wildlife (CDFW)
Section 401 Water Quality Certification National Pollutant Discharge Elimination System (NPDES) Permit General Construction Storm Water Permit Waste Discharge Requirements Permit	San Diego RWQCB
Section 404 Permit – Dredge and Fill	U.S. Army Corps of Engineers (ACOE)
Section 1602 Streambed Alteration Agreement (SAA)	CDFW
Section 7 Consultation or Section 10a Permit – Incidental Take	USFWS
State Highway Encroachment Permit	California Department of Transportation (Caltrans)
Detachment from San Luis Rey Municipal Water District and Annexation to Rainbow, MWD and SDCWA, as necessary, to provide water and sewer service	LAFCO MWD SDCWA RMWD SLRMWD
School District Authorization	Fallbrook Union High School District Bonsall Union Elementary School District

1.5.2 Related Environmental Review and Consultation Requirements

It would be necessary to consult with adjacent property owners wherever rights-of-way must be acquired and where temporary easements would be needed to finish construction. For the proposed improvements on SR-76, it would be necessary to consult with Caltrans. Consultation with various utility companies may be required to locate existing utilities in roadways and make

arrangements for relocation or replacement. In addition, consultation would be required with the wildlife agencies (USFWS and CDFW) with regard to sensitive species and associated habitats, and with the permitting/certification agencies (ACOE, CDFW, and RWQCB) with regard to jurisdictional waters. As noted on the matrix above, in addition to the "will serve" letters located in Appendix Q of this EIR, additional coordination would be required with water/sewer utilities and the school districts regarding annexation, detachment and authorization, as well as with NCTD regarding standards for bus stops along Pankey Road to accommodate future bus service. Coordination with the San Diego Local Agency Formation Commission (LAFCO) would occur regarding changes to service boundaries and special district SOIs.[9] Specifically with regard to the SOIs, at present, approximately 98 acres of the Project area are beyond the boundaries of the RMWD SOI but are within the SLRMWD SOI. LAFCO is currently considering a proposed expansion of the RMWD SOI boundary to include the remaining Project area as part of the *San Luis Rey Watershed: Bonsall and Pala Subareas MSR & SOI Update*. The SOI Update would also potentially remove the same territory from the SLRMWD SOI. The MSR/SOI Update has been analyzed as part of the Final Environmental Impact Report for Meadowood (certified in 2012), and information is also provided in Section 3.2 of this EIR with regard to agricultural data specific to the LAFCO action relative to Campus Park West.

LAFCO is likely to consider the MSR/SOI amendments prior to submittal of a request for a Campus Park West Reorganization. If the two amendments have not been acted upon prior to submittal, Campus Park West will make this request concurrent with the annexation.

Pursuant to California Government Code 65352.3, Native American consultation was initiated in 2010. The Native American Heritage Commission (NAHC) was contacted, as were a number of Native American individuals/bands/organizations potentially knowledgeable regarding cultural resources in the area. Representatives of the Pala Band of Mission Indians, Pauma and Yuima, Rincon Band of Mission Indians, San Luis Rey Band of Mission Indians, and La Jolla Band of Mission Indians were contacted. Two tribes responded: the San Luis Rey Band of Mission Indians and Pala Band of Mission Indians. The reader is referred to Chapter 2.4, Cultural Resources, for details of the Native American consultation.

1.6 Project Inconsistencies with Applicable Regional and General Plans

A number of plans, regulations, and ordinances apply to this development and were considered during the Project Applicant's preparation of the SPA and GPA. In particular, the 2011-approved General Plan, Fallbrook Community Plan (including Appendix 1, the Interstate 15/Highway 76 Interchange MSP, of Appendix B, the I-15 Corridor Subregional Plan), and Fallbrook Design Guidelines were reviewed for all applicable designations, goals, policies, and conditions. Other plans and regulations also were reviewed, including the County Zoning Ordinance, County Subdivision Ordinance, RWQCB's San Diego Basin Plan, federal Clean Water Act (CWA), National Pollution Discharge Elimination System (NPDES), San Diego Municipal Storm Water Permit, Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP), Natural Communities Conservation Program (NCCP), County LPC, and Congestion Management Plan (CMP). The Project's compliance or non-compliance with

[9] LAFCO is independent of County government. LAFCOs were designed to provide assistance to local agencies in overseeing jurisdictional boundary changes.

these plans and ordinances is evaluated throughout the EIR, with discussion in Chapters 2.0 and 3.0.

In summary, the Proposed Project would be consistent with the above-named plans and ordinances, with the exception of a few goals, standards, and/or policies of the Land Use Element of the General Plan, Circulation Element of the General Plan and Fallbrook Design Guidelines, and County Zoning Ordinance (see detailed discussions in Subchapter 2.6, Land Use, of this EIR). The Project Applicant is proposing a GPA and SPA that, when approved, would eliminate the potential land use policy inconsistencies; thereby resulting in less than significant land use policy impacts with regard to these documents. Similarly, approval of the rezone would result in Project compliance with the County Zoning Ordinance.

As addressed in Section 1.2.1, Background, the Proposed Project is exempt from RPO regulations.

1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area

The State CEQA Guidelines (Section 15355) state that a cumulative impact is "the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects." Sections 15065 and 15130 of the CEQA Guidelines require that an EIR address cumulative impacts of a project when the project's incremental effects would be cumulatively considerable; i.e., the incremental effects of the project would be "considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects." Table 1-4, Cumulative Projects, provides a list of cumulative projects within the vicinity of the Proposed Project. Figure 1-28, Cumulative Projects, shows the general location of the projects listed in Table 1-4.

A total of 97 projects in the vicinity of the Proposed Project were considered for the analysis of cumulative impacts based on the Project Traffic Impact Analysis (TIA). The list consists of projects that are pending or recently approved within the County. Combined, all 97 cumulative projects would result in the addition of approximately 5,125 housing units to this portion of the County.

Each individual technical subject area within Chapters 2.0 and 3.0 analyzes cumulative impacts of the Project in relation to those projects that could potentially combine with the Project to result in cumulatively considerable impacts. A description of the cumulative projects study area relevant to each specific resource topic is identified within each subchapter.

1.8 Growth-inducing Impacts

As stated in State CEQA Guidelines Section 15126.2(d), whether or not a project may be growth inducing must be discussed in an EIR. The question to be asked is whether or not a "project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included are projects that would remove

obstacles to population growth. Examples of these types of actions include: (1) a "major expansion of a waste water treatment plant," that would thereby allow for more construction in service areas covered by the plant; and (2) actions that could encourage and facilitate "other activities" that could significantly affect the environment. Typically, the latter issue involves the potential for a project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. The CEQA Guidelines further state that "[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment" (Section 15126.2[d]). This Subsequent EIR therefore evaluates the Project's influence on growth in the Fallbrook area as a result of an increase in residential density and potential jobs through general plan/specific plan amendments and rezone applications, modifications and improvements to the circulation system, and extension of utility lines.

As described above, the Proposed Project would include development of 248 multi-family residential units, general commercial uses with a mixed-use core allowing for 35 additional multi-family residential units, and limited impact industrial uses. The infrastructure necessary to support the development would include on-site roadways, focused improvements to off-site roadways, sewer lines and water lines, as well as support for non-vehicular modes of transportation via pathways and sidewalks.

1.8.1 Growth Inducement Due to Construction of Housing

As discussed above, the key growth-inducement issue is the potential for a project to foster economic and population growth or the construction of additional housing in the area surrounding the project under review. Implementation of the Proposed Project would not in itself make it more likely that another housing development would be approved.

The addition of Project residents to the Fallbrook area would, however, incrementally increase the demand for goods and services in the Fallbrook community. This increased demand largely would be served by those services offered in the proposed commercial and mixed use areas of the Project site. Additional services would be provided by those future projects located in the vicinity of the Project site on lands currently zoned for commercial use, and within future planned developments in the area (e.g., the proposed Campus Park Town Center approved as part of the Campus Park project). Because the mix of land uses of the Proposed Project would generally serve the needs of the Project residents, off-site growth-inducing effects would not result from Project implementation.

Also relevant, the uses proposed for the Campus Park West portion of the Hewlett Packard Specific Plan included a 150-unit townhouse project and a 336-unit mobile home park, for a total of 486 DU. The Proposed Project would construct a maximum of 283 DU; thus, the Project is well below the allowable limits already specified for the area. The Project also would fulfill the intent of the Fallbrook Community Plan by providing housing within the Fallbrook area.

1.8.2 Growth Inducement Due to Provision of Public Facilities/Services

The Project would not provide new on-site public service facilities such as parks, schools, or fire stations as part of Project design. A shortfall of schools is identified in Section 3.1.7; however,

identified mitigation consists of payment of fees. Therefore, the Project would only support construction required to serve its own students. Although the Project would not provide a new sheriff's station, it would reserve land within PA 1 for potential purchase by the County, and would participate with others in the vicinity to fund such construction. Need for this station was identified in the San Diego County Sheriff's Department Facilities Master Plan (October 2005). As such, provision of a parcel for purchase to allow construction, and payment of fair share would address an existing identified need and would not be considered growth inducing.

1.8.3 Growth Inducement Due to Roadway Construction/Improvements

The construction of new roadways or the improvement of existing roadways and intersections could potentially induce growth if that development/improvement provides significantly improved accessibility to undeveloped or underdeveloped sites or removes an obstacle to development by providing greater roadway capacity than is needed to serve existing and cumulative development. The proposed development would include the construction of Pankey Road, a primary thoroughfare through the Project site that would extend from SR-76 northward through the property to a connection with Pala Mesa Drive. Some local drivers may use Pankey Road to access Old Highway 395 on the west side of I-15, thereby circumventing the I-15/SR 76 interchange. This use by local motorists would be relatively minimal, however, given the areas accessed, and would not provide a basis for additional area growth. Because Pankey Road would be designed to only serve the Proposed Project, as well as already planned abutting projects (i.e., Campus Park), growth-inducing effects are not anticipated.

Internal roadways proposed on site would provide access to the Project's limited impact industrial, commercial, and mixed-used areas. No growth inducement is identified related to the construction of new internal roadways for the Proposed Project because all of the internal roadways would serve only the Project site.

Off-site improvements would all be very focused in nature and would not result in access to areas currently undeveloped beyond the Project. SR-76 from the I-15 northbound ramp easterly to a distance of approximately 1.4 miles has recently been widened from two to four lanes. Additional improvement of SR-76 in the immediate vicinity of Pankey Road would result from construction of turn lanes onto Pankey Road. Construction of the proposed turn lanes would be required to accommodate growth within the Campus Park West development and would not benefit other surrounding areas. Similarly, provision of turn lanes onto Pala Mesa Drive from Old Highway 395 would not provide access to new locations not already planned for development. The very minor improvements to Shearer Crossing south of its junction with Pankey Road are related only to termination of Project improvements and transitioning back to the existing condition on Shearer Crossing. As a result, the Proposed Project is not identified as growth inducing with regard to the very focused SR-76, Old Highway 395, and/or Shearer Crossing improvements.

1.8.4 Growth Inducement Due to Extension of Public Utilities

The extension of public water and sewer services into new areas or the increase in capacity of existing facilities is traditionally seen as having the potential to encourage either development of

existing, vacant properties adjoining utility improvements, or more intensive use of existing developed lots near these utilities. In the case of the Proposed Project, growth inducement due to Project upgrades is not likely to occur because utilities are generally already available in the Project area, serving other existing nearby development, and would extend service only to the Proposed Project, with existing or planned development by others surrounding the parcels.

As discussed previously within this chapter, the Project site would require annexation to and expansion of the RMWD service area for the provision of water and wastewater services. The extension of the water district boundary and SOI determination by LAFCO would address currently unserved areas, but would not have a growth-inducing impact because the areas being considered for service are wholly located within Project boundaries. With regard to the new RMWD pump station facilities being evaluated in this document and located north and west of the Project, as noted in Section 1.2.2.3 of this chapter, those facilities would replace existing lines located in environmentally sensitive and difficult to access locations. They would convey sewage from uses west of I-15, which are largely built out.

1.8.5 Growth Inducement Due to Land Use Policy Changes

To develop the Proposed Project, amendments to several land use policies would be necessary. Such amendments include elements of the Project's existing Specific Plan, General Plan, Fallbrook Community Plan, and Zoning Ordinance. In terms of CEQA analysis, changes to land use policies may be interpreted as inducing growth if the effect of those policy changes extends beyond the specific project or creates a precedent that could ultimately induce growth. While the Proposed Project includes residential development at a greater intensity than the existing General Plan, it is generally consistent. Furthermore, the Proposed Project is located in an area envisioned to support additional development as identified by the SANDAG Smart Growth Concept Map, I-15 Corridor Subregional Plan, and Interstate 15/Highway 76 Interchange Master Specific Plan (MSP).

The proposed amendments would not set a precedent for change due to the unique nature of site-specific development. Specifically, development of the Proposed Project pursuant to County requirements must occur under a Specific Plan. As a previous Specific Plan has been adopted for this site, and as all planning-related documents refer to the Project site under the Specific Plan, any changes to that Specific Plan would require an amendment to the existing Specific Plan and General Plan. Amendments to these existing planning documents would not induce growth in the area as all surrounding areas are developed or have planned developments (I-15, SR-76, Campus Park, Meadowood, Lake Rancho Viejo).

With regard to changes to the Zoning Ordinance, similar changes pursued by other property owners in the Project area also would be subject to review of the merits and details of an individual project regarding whether approval of a policy change should occur. This means that if a project with a requested policy change similar to that of the Proposed Project were to be submitted to the County, approval of that project request would depend upon the details of that project and whether such project would merit approval of an amendment to such land use policy (or policies). Precedence does not typically apply. The Project site is zoned S90 – Holding Area. Rezoning this area to allow for the Proposed Project would not encourage rezoning in surrounding areas as there is already planned development on adjacent properties. Furthermore,

this is not a change in zoning, as much as a "clarification." The previous zones had been supplemented by residential zones and a zone designating the need for detail. This Project provides that detail. Therefore, proposed changes to the General Plan, Specific Plan, and Zoning Ordinance by the Proposed Project would not induce growth.

Table 1-1
PROPOSED LAND USES

Land Use	Approximate Gross Acreage Scenario 1/ Scenario 2	Maximum Square Footage Scenario 1/ Scenario 2	Density (Dwelling Units per Acre) Both Scenarios	Number of Dwelling Units Both Scenarios
Residential	12.4/12.4	--	20	248
General Commercial	52.4/54.8	503,500/513,000	--	--
Mixed-use Core (within General Commercial)	--	--	20	35
Limited Impact Industrial/Office	12.6/12.6	120,000/120,000	--	--
HOA-maintained Open Space	1.42/1.09	--	--	--
Biological Open Space	31.0/31.0	--	--	--
Right-of-Way	6.7/6.7	--	--	--
TOTAL	**116.5/118.6**	**--**	**2.5 (overall)**	**283**

Table 1-2
PROPOSED PLANT PALETTES

Botanical Name	Common Name
I. FUEL MODIFICATION ZONE - RIPARIAN AREAS	
Trees	
Acer macrophylla	big leaf maple
Alnus rhombifolia	white alder
Platanus racemosa	California sycamore
Populus fremontii	Fremont cottonwood
Populus trichocarpa	black cottonwood
Salix spp.	willow
Umbellularia californica	California laurel
Shrubs	
Baccharis pilularis	dwarf coyotebush
Mimulus guttatus	mimulus
Ribes speciosum	fuchsia-flowering gooseberry
Ribes viburnifolium	evergreen currant
Rosa californica	rose
Trees	
Acer macrophyllum	big leaf maple
Acer saccharinum	silver maple
Arbutus unedo	strawberry tree
Archontophoenix cunninghamiana	king palm
Brahea armata	blue Mexican palm
Brahea edulis	Guadalupe palm
Ceratonia siliqua	carob
Cercis occidentalis	western redbud
Lophostemon conferta	Brisbane box
Pistacia chinensis	Chinese pistache
Platanus acerifolia	London plane tree
Populus alba	white poplar
Prunus ilicifolia	hollyleaf cherry
Prunus lyonii	Catalina cherry
Quercus agrifolia	coast live oak
Quercus engelmannii	Engelmann oak
Rhus lancea	African sumac
Umbellularia californica	California bay laurel

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
I. FUEL MODIFICATION ZONE - RIPARIAN AREAS (cont.)	
Shrubs	
Agave shawii	NCN
Amorpha fruticosa	false indigobush
Arctostaphylos spp.	manzanita
Atriplex canescens	hoary saltbush
Baccharis pilularis twin peaks	dwarf coyote bush
Ceanothus spp.	California lilac
Cneoridium dumosum	bush rue
Comarostaphylis diversifolia	summer holly
Convolvulus cneorum	bush morning glory
Dalea attenuata v. orcuttii	Orcutt's delea
Encelia californica	coast sunflower
Encelia farinosa	white brittlebush
Eriophyllum confertiflorum	golden yarrow
Fremontodendron californicum	flannelbush
Fremontodendron mexicanum	southern flannelbush
Heteromeles arbutifolia	toyon
Malacothamnus clementinus	San Clemente Island bush mallow
Malacothamnus fasciculatus	mesa bushmallow
Photinia spp.	photinia
Quercus dumosa	scrub oak
Rhamus alaternus	Italian buckthorn
Rhamus californica	coffeeberry
Rhaphiolepis spp.	rhaphiolepis
Rhus ovata	sugarbush
Rhus trilobata	squawbush
Ribes speciosum	fushia flowering gooseberry
Rosa californica	California wild rose
Salvia spp. *(except mellifera)*	sage
Sambucus spp.	elderberry
Symphoricarpos mollis	creeping snowberry
Yucca schidigera	Mojave yucca
Yucca whipplei	foothill yucca

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
I. FUEL MODIFICATION ZONE - RIPARIAN AREAS (cont.)	
Groundcover, Perennials	
Lupinus spp. *nanus*	lupine
Achillea millefolium	yarrow
Arctostaphylos spp.	manzanita
Cotoneaster spp. *(except lacteus)*	redberry
Drosanthemum hispidum	rosea ice plant
Dudleya pulverulenta	chalk dudleya
Ferocactus viridescens	coast barrel cactus
Helianthemum spp.	sunrose
Lasthenia alifornica	common goldfields
Lupinus spp.	lupine
Santolina chamaecyparissus	lavender cotton
Santolina virens	santolina
Verbena rigida	verbena
Viguiera laciniata	San Diego sunflower
Vinca minor	dwarf periwinkle
Coreopsis gigantean	giant coreopsis
Coreopsis grandiflora	coreopsis
Coreopsis maritime	sea dahlia
Coreopsis verticillata	coreopsis
Heuchera maxima	island coral bells
Iris douglasiana	Douglas iris
Penstemon spp.	penstemon
Sisyrinchium bellum	blue-eyed grass
Sisyrinchium californicum	golden-eyed grass
Solanum xantii	purple nightshade
Zauschneria 'catalina'	Catalina fuschia
Zauschneria californica	California fuschia
Zauschneria cana	hoary California fuschia

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
II. PUBLIC STREETS	
Trees	
Arbutus marina	madrone
Brachychiton populneus	bottle tree
Calodendrum capense	cape chestnut
Cassia leptophylla	Gold medallion tree
Heteromeles arbutifolia	toyon
Jacaranda mimosifolia	jacaranda
Koelreuteria bipinnata	Chinese flame tree
Lagerstroemia indica	crape myrtle
Platanus acerifolia	London plane tree
Pyrus calleryana	pear
Quercus agrifolia	coast live oak
Quercus engelmannii	Engelmann oak
Ulmus parvifolia	Chinese elm
Shrubs	
Agapanthus spp.	lily-of-the-nile
Abelia x grandiflora prostrata	prostrate abelia
Agava spp.	agave
Bougainvillea spp.	bougainvillea
Callistemon cintrinus Little John	dwarf bottlebush
Dietes bicolor	fortnight lily
Echium fastuosum	pride of Madeira
Hibiscus spp.	hibiscus
Leptospermum spp.	tea tree
Leucophyllum langmaniae	Texas ranger
Ligustrum japonicum	Japanese privet
Nandina domestica	Gulf Stream nandina
Santolina chamaecyparissus	lavender cotton
Strelitzia reginae	bird of paradise

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
II. PUBLIC STREETS (cont.)	
Groundcover	
Anigozanthos spp.	kangaroo paw
Baccharis pilularis	coyote bush
Ceanothus spp.	wild lilac
Cerastium tomentosum	snow-in-summer
Coprosma kirkii	creeping coprosma
Dymondia margaretae	N.C.N.
Festuca glauca	blue bolder
Helianthemum spp.	sunrose
Iva hayesiana	hayes Iva
Myoporum pavifolium	prostrate myoporum
Verbena rigida	sandpaper verbena
Santolina spp.	green or grey santolina
III. SLOPES	
Trees	
Geijera parviflora	Australian willow
Lophostemon conferta	Brisbane box
Platanus racemosa	California sycamore
Quercus agrifolia	coast live oak
Rhus lancea	African sumac
Sambucus mexicana	elderberry
Shrubs	
Anigozanthos spp.	kangaroo paw
Arctostaphylos spp.	manzanita
Artemesia douglasiana	sagebrush
Artemesia palmeri	sagebrush
Baccharis pilularis twin peaks	dwarf coyote bush
Cistus spp.	rockrose
Dietes bicolor	fortnight lily
Heteromeles arbutifolia	toyon
Lantana montevidensis	lantana
Mimulus guttatus	monkey flower
Photinia fraseri	photinia
Pluchea purpurascens	arrowweed

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
III. SLOPES (cont.)	
Shrubs (cont.)	
Raphiolepis spp.	raphiolepis
Ribes speciosum	fuchsia-flowering gooseberry
Rosa californica	rose
Ribes viburnifolium	evergreen currant
Rubus ursinus	California blackberry
Salvia spp. *(except mellifera)*	sage
Tecomaria capensis	cape honeysuckle
Groundcover	
Cerastium tomentosum	snow-in-summer
Coprosma kirkii	creeping coprosma
Dymondia margaretae	N.C.N.
Helianthemum spp.	sunrose
Iva hayesiana	gayes Iva
Verbena rigida	sandpaper verbena
IV. DRAINAGE SWALES AND DETENTION BASINS	
Trees	
Geijera parviflora	Australian willow
Lophostemon conferta	Brisbane box
Platanus racemosa	California sycamore
Quercus agrifolia	California live oak
Rhus lancea	African sumac
Umbellularia californica	California bay laurel
Shrubs	
Arctostaphylos spp.	manzanita
Atriplex canescens	saltbush
Carex spissa	San Diego sedge
Cistus spp.	rockrose

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
IV. DRAINAGE SWALES AND DETENTION BASINS (cont.)	
Shrubs (cont.)	
Heteromeles arbutifolia	toyon
Mahonia spp.	mahonia
Leptospermum scoparium	New Zealand tea tree
Raphiolepis spp.	raphiolepis
Photinia fraseri	photinia
Rhus spp.	sumac
Salvia spp. *(except mellifera)*	sage
Sambucus mexicana	Mexican elderberry
Tecomaria capensis	cape honeysuckle
Groundcover	
Baccharis pilularis	coyote bush
Ceanothus spp.	California lilac
Lantana montevidensis	lantana
Lasthenia glabrata	goldfields
Lotus scoparius	deerweed
V. PARKING LOTS	
Shade Trees	
Albizia julibrissin	silk tree
Arbutus marina	strawberry tree
Brachychiton populneus	bottle tree
Calodendrum capense	cape chestnut
Cassia leptophylla	gold medallion tree
Gingko biloba 'fairmount'	maidenhair tree
Jacaranda mimosifolia	jacaranda
Koelreuteria bipinnata	Chinese flame tree/Chinese golden rain tree
Lophostemon conferta	Brisbane box
Pistachia chinensis	Chinese pistache
Platanus acerifolia	London plane tree
Platanus racemosa	California sycamore
Quercus agrifolia	coast live oak
Tipuana tipu	tipu tree
Rhus lancea	African sumac
Ulmus parvifolia	Chinese elm

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
V. PARKING LOTS (cont.)	
Screen Shrubs/Hedges	
Altriplex canescens	saltbush
Baccharis piluaris twin peaks	Dwarf coyote bush
Buxus harlandi	boxwood
Buxus microphylla	boxwood
Escallonia spp.	escallonia
Ligustrum japonicum	ligustrum
Melaleuca ericifolia	honey myrtle
Melaleuca gibosum	honey myrtle
Pittosporum spp.	pittosporum
Prunus ilicifolia	California laurel cherry
Rhamus alaternus	blackthorn
Rhamus californica	blackthorn
Rhaphiolepis indica	Indian hawthorn
Rhaphiolepis ovata	Hawthorn
Rhaphiolepis umbellate	yeddo hawthorn
Rhus laurina	lemonade berry
Rhus lentii	laurel sumac
Ribes viburnifolium	squawbush
Teucorium fruticans	bush germander
Xylosma congestum	shiny xylosma
VI. MIXED-USE CORE CENTRAL DRIVE AISLE/TRADITIONAL MAIN STREET AND PROJECT ENTRIES	
Accent Trees	
Arbutus marina	madrone
Brachychiton populneus	bottle tree
Calodendrum capense	cape chestnut
Cassia leptophylla	gold medallion tree
Eriobotrya Biloba 'Fairmount'	maidenhair tree
Hymenosporum flavum	sweetshade
Jacaranda mimosifolia	jacaranda
Koelreuteria bipinnata	Chinese flame tree/Chinese golden rain tree
Pistaachia chinensis	Chinese pistache
Rhus lancea	African sumac
Spathodea campanulata	African tulip

Table 1-2 (cont.)
PROPOSED PLANT PALETTES

Botanical Name	Common Name
VI. MIXED-USE CORE CENTRAL DRIVE AISLE/TRADITIONAL MAIN STREET AND PROJECT ENTRIES (cont.)	
Ornamental Shrubs	
Abelia 'Edward Goucher'	glossy abelia
Aeonium arboretum atropurpureum	purple aeonium
Anigozanthos 'Bush Blaze'	'bush blaze' kangaroo paw
Kalanchoe 'Fantastic'	kalanchoe
Buxus microphylla	boxwood
Callistemon 'Little John'	dwarf callistemon
Ceanothus g. *horizontalis Yankee Point*	yankee point Carmel creeper
Calliandra haematocephala	pink powder puff
Dietes vegeta	fortnight lily
Escallonia spp.	escallonia
Grewia caffera	starflower grewia
Lavendula angustifolia	French lavender
Leucophylum frutescens	Texas ranger
Ligustrum japonicum	ligustrum
Muhlenbergia rigens	deergrass
Nandina domestica 'Gulf Stream'	dwarf heavenly bamboo
Phormium tenax 'Pink Stripe'	'pink stripe'
Pittosporum Tobira	mock orange
Rhaphiolepis 'Pink Lady'	rhaphiolepis 'pink lady'
Salvia clevelandii	N.C.N.
Santolina chamaecyparissus	lavender cotton
Strelitzia juncea	narrow leaf bird of paradise
Teucorium fruticans	bush germander
Xylosma congestum	shiney xylosma
Cotoneaster Low Fast	low fast cotoneaster
Gazania Hybrid sp.	gazania
Lantana montevidensis	purple lantana
Rosmarinus 'Collingwood'	rosemary
Trachelospermum jasminoides	star jasmine
Senecio serpens	blue chalksticks

Table 1-3
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Aesthetics - Construction

- Native topsoil stockpiles will not be greater than six feet high and will be re-spread following completion of construction activities.

Aesthetics - Operation

- High solid walls located along public streets will be minimized. Where scenic views are available, transparent panels may be evaluated as an alternative method of attenuating unwanted sound.
- Where cost and space permit, the installation of berms in conjunction with landscaping would be preferred for noise attenuation.
- All walls and fences over three feet in height facing a public street will provide a fully landscaped buffer at least five feet deep at plant maturity between the street and wall or fence.
- Where safety fencing is required for a dual use detention/play area that will be visible from a street or common area, rural character wood fencing would be allowed.
- No loading areas in mixed use areas will be permitted between a building front and the central parking bay, Pankey Road, or internal streets.
- All trash dumpsters/compactors/receptacles within mixed use areas will be screened (by buildings or screen walls) if they would otherwise be visible from a street or common area. Mechanical units also will be screened.
- Screen walls will be compatible with building architecture and exterior wall materials, and also will be landscaped with a minimum hedge row with a height of three to six feet at maturity.
- Extensive flat roofs will be avoided. When flat roofs are necessary in large commercial and industrial buildings, they will incorporate shed roofs, trellises, loggias, changes in parapet height, turrets and towers, and architectural embellishments.
- Roof-top equipment would be screened from view from adjacent roads, properties, and pedestrian areas in PAs 2, 3, 4 and 5. This equipment is expected to include HVAC, etc. In the area north of Pala Mesa Drive, where shielding of routine roof equipment may not be possible, equipment would be organized in an orderly, uncluttered fashion and painted to match the roof color. Rooftop equipment screening would be identified on site plans.
- To ensure consistency in format and content of signs, a comprehensive sign package will be developed and submitted to PDS as part of the site plan application.
- Prohibited signage includes: roof and parapet signs, light box signs (rectangular plastic signs that are intentionally illuminated), pole signs greater than six feet in height, portable or mobile signs, and signs that cover or interrupt architectural features.

Air Quality - Construction

- The entire construction fleet will be required to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or California Air Resources Board (CARB)-certified Tier 4 equipment.
- Low volatile organic compound (VOC) coatings will be utilized in accordance with SDAPCD Rule 67.0 requirements.
- A minimum of three applications of water will be applied during grading between dozer/scraper passes, as necessary. Additional watering or acceptable non-toxic SDAPCD dust control agents will be applied during dry weather or windy days until dust emissions are not visible.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Air Quality – Construction (cont.)

- Dirt storage piles will be enclosed, covered, watered three times daily, if necessary, or stabilized by chemical binders, tarps, fencing or other non-toxic erosion control according to manufacturers' specification.
- A 15-mile per hour (mph) speed limit will be enforced on unpaved surfaces.
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- Haul trucks hauling dirt, sand, soil, or other loose materials will be covered or two feet of freeboard will be maintained.
- When active construction ceases on the site, disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County and/or SDAPCD to reduce dust generation.
- After completion of grading, internal roadways will be paved, chip sealed, or chemically stabilized.
- Sweepers or water trucks will be used to remove "track-out" at any point of public street access.
- Grading will be suspended if winds exceed 25 mph or if visible dust plumes emanate from a site; disturbed areas will be stabilized if construction is delayed.
- In accordance with the SDAPCD Rule 55 - Fugitive Dust Control, no dust and/or dirt will leave the property line. The following measures would be implemented to ensure the requirements of this rule are met:
  - Airborne Dust Beyond the Property Line: No person will engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.
  - Track-out/Carry-out: Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out will be:
    (i) Minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the Project or operation:
      (a) Track-out grates or gravel beds at each egress point
      (b) Wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks
      (c) Secured tarps or cargo covering, watering, or treating of transported material
    (ii) Removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only particulate matter smaller than 10 microns in diameter (PM_{10})-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements will be used. The use of blowers for removal of track-out/carry-out will be prohibited under any circumstances.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Air Quality – Operation

- The Project has been designed with a balance of uses including residential, commercial, limited industrial, and open space within close proximity (0.25-mile) to encourage walking and other non-automobile modes of transport between uses and to minimize external (off-site) trips by including local opportunities for employment and shopping for goods and services.
- The Project site will maximize access to transit lines to accommodate bus travel, and to provide lighted shelters at transit access points.
- Streets have been designed to maximize pedestrian access to transit stops.
- The landscape plan includes trees that provide shading of buildings and parking lots, and includes native drought-resistant plants (ground covers, shrubs and trees).
- The Project will be designed to meet or exceed current Title 24 energy efficiency standards.
- Flat roofs on non-residential structures will include a white or silver cap sheet to reduce energy demand.
- Building design will include roof anchors and pre-wiring to allow for the installation of photovoltaic systems and/or participate in SDG&E incentive programs for energy efficient development where feasible.
- Preferential parking for carpools will be included to accommodate carpools and vanpools in employment areas (e.g. commercial, business-professional uses).
- Bike racks will be provided throughout the development.
- All truck loading and unloading docks will be equipped with one 110/208 volt power outlets for every two-dock doors. Signs will be posted stating "Diesel trucks are prohibited from idling more than five minutes and trucks requiring auxiliary power shall connect to the 110/208-volt outlets to run auxiliary equipment."
- Electrical outlets will be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment. Installation of a gas outlet in the rear of residential buildings will be required for the use of outdoor cooking appliances, such as gas burning barbeques.
- Installation of low nitrogen oxide (NOx) hot water heaters will be required for residences.
- Notices will be provided to homebuyers of incentive and rebate programs available through SDG&E or other providers that encourage the purchase of electric landscape maintenance equipment.
- Only natural-gas fireplaces will be permitted in residential uses.
- Two conductive/inductive electric vehicle charging stations will be provided in a commercial land use space. Signage prohibiting parking for non-electric vehicles in the designated parking spaces will be installed.
- Chemical feed addition at the pump station will be included to minimize odors. A back-up chemical injection system will be included for redundancy.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Biological Resources – Construction

- Brushing, clearing, and grading activities will not be permitted during the avian breeding season (February 15 through August 31).
- Native topsoil (top three to five inches) will be salvaged and stockpiled within a disturbed on-site location. Stockpiles will not be greater than six feet high and will not be mixed with other excavated materials. Following completion of construction activities, stockpiled native topsoil will be re-spread as applicable.
- Dirt storage piles will be stabilized by chemical binders, tarps, fencing or other erosion control.
- Temporary protective fencing will be used to keep construction equipment and people out of sensitive habitats that are not proposed to be graded.
- Grading will be terminated if winds exceed 25 mph.
- The Project will comply with seasonal grading restrictions during the rainy season (October 1 to April 30) for applicable locations/conditions.
- Project landscaping will include native vegetation and drought tolerant plant materials.
- Storm water and non-storm water flows will be properly managed to minimize runoff.
- Erosion control/stabilizing measures, such as geotextiles, mats, plastic sheets/tarps, fiber rolls, soil binders, or temporary hydroseeding (or other plantings) established prior to October 1 in appropriate areas (e.g., disturbed areas and graded slopes), will be used.
- Sediment controls will be used to protect the construction site perimeter and prevent off-site sediment transport, including measures such as temporary inlet filters, silt fence, fiber rolls, gravel bags, temporary sediment basins, check dams, street sweeping/vacuuming, energy dissipators, stabilized construction access points/sediment stockpiles, and properly fitted covers for sediment transport vehicles.

Biological Resources - Operation

- The proposed storm drain system will accommodate peak 100-year storm flows and be designed so that off-site flows from the west do not comingle with on-site flows (except for drainage from the northernmost Caltrans storm drain tributary to the site).
- Appropriate energy dissipation facilities (e.g., riprap aprons) will be used at the proposed discharge locations.
- The Project will replace the North Pankey Bridge and realign/raise applicable portions of Pankey Road, as well as raise applicable graded pad elevations such that all proposed roadways, bridges, and graded pads will be located outside of the mapped Horse Ranch Creek and San Luis Rey River 100-year floodplains.
- Lighting will be shielded to minimize light impacts to adjacent riparian and other sensitive habitats and no buildings will be allowed within limited building zones.
- The Project will provide a 25- to 100-foot buffer between riparian areas and proposed development.
- Biological open space areas will be fenced off from the proposed development.
- Signage will be placed along the edge of the biological open space area to deter human incursion.
- Open space areas will be preserved within an easement and will be subject to a Resource Management Plan (RMP).
- The amount of hazardous materials used and stored on site will be minimized, and storage/use locations will be restricted to areas at least 50 feet from storm drains and surface waters.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Transportation/Traffic - Construction

- The Proposed Project will include the preparation and approval of a Traffic Control Plan (TCP), including measures to reduce traffic delays and minimize public safety impacts, such as the use of flagpersons, traffic cones, detours and advanced notification signage, pedestrian/equestrian detours, movement restrictions, and temporary lane closures. In addition, the construction contractor will provide a means for public liaison/contact information for public inquiries and concerns.
- Grading will be balanced on site, with no import, and potential export restricted to oversized rock transfer to Granite Construction, approximately 0.3 mile east of the Project.
- Pankey Road's intersections with Pala Mesa Drive, SR-76, and Shearer Crossing will be signalized under Existing Plus Project conditions.

Transportation/Traffic - Operation

- Bicycle spaces shall conform to the standards provided within the County Zoning Ordinance Sections 6758-6783, 6787, and 6792.

Climate Change - Operation

- The Proposed Project will be designed in accordance with the Building Industry Association's California Green Builder (CGB) program.
- The Project will exceed the current 2008 California Energy Code's residential and non-residential efficiency standards by 15 percent through improved HVAC systems and duct seals; enhanced ceiling, attic and wall insulation; Energy Star appliances; high-efficiency water heaters; energy-efficient three-coast stucco exteriors; energy-efficient lighting; and high efficiency window glazing.
- The Project will reduce the overall use of potable water within each home by 20 percent by including advanced plumbing systems, such as parallel hot water piping or hot water recirculation systems, and fixtures such as low flow toilets, water-saving showerheads and kitchen faucets, and buyer-optional high-efficiency clothes washers.
- The Project's outdoor landscaping plan will minimize turf, maximize drought-tolerant plants, and incorporate weather-based irrigation controllers, multi-programmable irrigation clocks, and high-efficiency drip irrigation systems. At the time of final inspection, a manual shall be placed in each building that includes, among other things, information about water conservation.
- In accordance with CalGreen criteria and state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste will be diverted from landfills through reuse and recycling. To further minimize waste, the Project will incorporate recycled materials for flooring, and certified sustainable wood products and other recycled or rapidly renewable building materials where possible. Areas for storage and collection of recyclables and yard waste would be provided for each residence
- To maximize shade and reduce heat island effects, the landscape plan will include strategic location of deciduous trees and other vegetation. Impervious surfaces, including paved parking areas, will also be minimized and pervious pavers used instead where practical.
- No CFC-based refrigerants will be used, and interior finishes, adhesives, sealants, paints and coatings, and carpet systems will be low in VOCs, and meet the testing and product requirements of one or more nationally recognized green product labeling programs. Compliance with these requirements of the CGB program shall be verified through documentation.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Geologic Hazards - Construction

- Project grading, excavation and construction activities (including all on- and off-site areas) will be subject to on-the-ground geotechnical observations and testing by the Project Geotechnical Engineer to verify or (if applicable) modify the design measures and recommendations identified in the Project geotechnical investigations, based on site-specific conditions.
- The Project design will incorporate measures to accommodate projected seismic loading pursuant to recommendations in the Project geotechnical investigations and the on-the-ground observations/testing noted above, as well as applicable seismic elements of the International Buildings Code (IBC) and County Building Code. Specifically, such measures will include incorporating the recommended peak ground acceleration levels, as well as parameters related to subsurface profile types, acceleration and velocity coefficients, seismic zone, and seismic source (including type and distance).
- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, standard measures will be implemented to reduce the potential for liquefaction and related effects in applicable areas, including efforts such as removal/replacement of unsaturated soils, vibro-compaction of saturated materials, deep soil mixing (i.e., introducing cement to consolidate loose soils), and the use of stone or sand columns and/or vibro-replacement/densification techniques.
- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, if expansive soils are determined to be present on the Project site or at the locations of off-site facilities in areas that could pose a risk to life or structures, standard measures will be implemented to address related potential impacts. Specifically, this may include efforts such as burial in deeper fills, use of stiffer slab/foundation design, presaturation, overexcavation, or other IBC-recommended measures.
- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, standard measures will be implemented to address potential impacts related to compression and settlement in potentially susceptible areas including fill, topsoil/colluvium, alluvium and weathered terrace deposits. Depending on site-specific conditions, this may include removal and recompaction or replacement of compressible deposits with engineered fill, and/or placement of settlement monuments and related monitoring in applicable areas after completion of Project grading and prior to construction of proposed improvements. Monitoring of the settlement monuments will be conducted to verify when settlement ceases or is no longer a hazard to Project facilities, with 13 preliminary settlement monument locations identified in areas of substantial alluvial deposits (Figure 3.1.2-1, Geologic Map). Associated monitoring is anticipated to extend over a period of approximately three to six months, and could potentially extend up to one year locally. Once it is determined that significant settlement is no longer occurring in the monitored areas, proposed construction of Project improvements will be allowed to commence.
- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, the proposed Pankey Road bridge foundation design (consisting of driven piles or cast-in-drilled-holes) would be verified or modified as necessary to ensure conformance with all applicable regulatory requirements and industry standards.
- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, applicable standard measures will be implemented to address the potential generation and use/disposal of oversize materials, including efforts such as selective disposal (e.g., burial in deeper fills), use in landscaping/decorative efforts or off-site disposal.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Geologic Hazards – Construction (cont.)

- Based on geotechnical recommendations and on-the-ground observations/testing as noted above, standard industry measures will be implemented to address potential effects from corrosive soils, including efforts such as: (1) removal of unsuitable deposits and replacement with non-corrosive fill; (2) use of corrosion-resistant construction materials (e.g., coated or non-metallic facilities); and (3) installation of cathodic protection devices (e.g., use of a more easily corroded "sacrificial metal" to serve as an anode and draw current away from the structure to be protected).

Hazards and Hazardous Waste - Construction

- The RC Flyers Club is being notified to either repair the tractor so that it is not leaking oil or remove it from the premises as a matter of Project design.
- Upon removal of storage containers from the Project site, areas beneath the containers will be inspected for hydrocarbon stained or odorous soils. If such soils are discovered, they will be removed in accordance with standard procedures as part of Project design.
- If proposed grading at the residential site (corresponding to Boring B-4) requires a cut of two feet or more, the applicant or successors in assigns shall perform further testing to determine the contamination of Dieldrin. If soil removal is required based on the results of testing, it shall be completed in accordance with U.S. Environmental Protection Agency (USEPA) and/or California Department of Toxic Substances Control (DTSC) standards.

Hazards and Hazardous Waste - Operations

- A minimum of 100 feet of fuel treatment will be placed around all structures that abut flammable native vegetation located north and east of the Project. The first 50 feet from a structure will be landscaped and irrigated, with an additional 50 feet of fuel treatment (non-irrigated thinning zone). On the west and south sides of the project, 75 feet of fuel treatment will provide fire protection and reduce the fire threat to less than significant levels.
- A 6-foot high and approximately 2,300-foot long fire wall would be located on the southernmost developable portion of PA 2 and an approximately 450-foot long wall would be located on the northern boundary of PA 5. Both barriers would be of non-combustible solid wood and or tempered glass (also non-combustible and solid).
- All newly constructed structures will be built to "Enhanced" building requirements, as specified in the Fire Protection Plan (FPP). The installation of automatic interior sprinkler systems (National Fire Protection Association – NFPA Standard 13R – Standard for the Installation of Sprinkler Systems in Residential Occupancies Up To and Including Four Stories in Height) will be required. Tempered glass will be used in at least one panel of all windows and openings in the outer walls.
- Per the Fire Code Amendments of January 28, 2008, all buildings and structures will be set back a minimum of 30 feet from the property line unless the County Zoning Ordinance requires a greater minimum. When the property line abuts a roadway, the setback will be measured from the centerline of the roadway. All buildings located along the western project boundary will be set back from the boundary a minimum of 75 feet to allow space for fuel treatment as discussed above. All buildings will be located outside of fuel treatment zones.
- Additional features include minimum street widths and turning radii for streets and cul-de-sacs, all-weather road paving capable of supporting fire apparatus, fire access roadways throughout the development free of speed control devices, clear street signs and marking, a lighted directory map at each driveway entrance, minimum setbacks if gates are proposed, and a continuous water supply.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hazards and Hazardous Waste - Operations (cont.)

- Buildings will be no more than 35 feet in height above grade, unless otherwise approved by NCFPD. Architectural projections may extend above 35 foot height requirement, subject to NCFPD review and approval. Unless NCFPD acquires upgraded facilities/equipment or otherwise determines greater heights may be safely allowed, residential structures with pitched roofs are limited to a top of fascia height of 24 feet and a topmost ridgeline of 35 feet and non-residential buildings with flat roofs over 24 feet will require an exterior ladder at that point in order to reach the roof.
- If fencing will be located within a brush management zone, the appearance may remain rustic, but materials will be non-combustible and require a minimum one-hour fire resistance rating, such as wood treated with a fire-retardant coating or Class A fire-rated composite or treated wood.
- Site furnishings in brush management zones will be fire resistant or fire proof.
- Only plant species listed in the County of San Diego PDS Approved Plant List will be used. Other recommended plant species meeting the criteria for fire resistive plant characteristic may be planted within any fuel treatment zone only after these plants have been certified by the Project Applicant's landscape architect and fire consultant in conjunction with the North County Fire Protection District (NCFPD) Fire Marshal
- Each lot owner will be individually responsible for fuel treatment on property lots, including all measures included in the FPP. Property owners will be members of a legally constituted HOA, which will support the maintenance of common areas (including roadsides) in perpetuity. Refer to the FPP (Appendix K) for specific requirements for the ongoing fuel modification maintenance

Hydrology/Water Quality – Construction

Erosion/Sedimentation

- The Project will comply with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) during all grading and land-disturbance activities. This includes preparation of a Construction Site Monitoring Plan (CSMP), a Risk Assessment to determine the Project's Risk Level (1, 2 or 3), and appropriate Risk Level Requirements as outlined in the Construction General Permit. Prior to land disturbance activities, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared by a qualified SWPPP preparer, with this plan to be located on site at all times.
- If the site is determined to be a Risk Level 2 or 3 site, a Rain Event Action Plan (REAP) will be prepared and implemented 48 hours prior to any likely precipitation event (50 percent or greater probability of producing precipitation in the Project area). The REAP shall be prepared for all phases of construction and implemented for construction activities to provide enhanced erosion and sediment control measures during predicted storm events.
- The Project will comply with seasonal grading restrictions during the rainy season (October 1 to April 30) for applicable locations/conditions.
- Existing vegetation will be preserved wherever feasible, and phased grading schedules will be used to limit the area subject to erosion at any given time.
- Storm water and non-storm water flows will be properly managed to minimize runoff.
- Erosion control/stabilizing measures, such as geotextiles, mulching, mats, plastic sheets/tarps, fiber rolls, soil binders, compost blankets, soil roughening, and/or temporary hydroseeding (or other plantings) in appropriate areas (e.g., disturbed areas and graded slopes), will be used.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hydrology/Water Quality – Construction (cont.)

Erosion/Sedimentation (cont.)

- Sediment controls will be used to protect the construction site perimeter and prevent off-site sediment transport, including measures such as temporary inlet filters, silt fence, fiber rolls, silt dikes, biofilter bags, gravel bag berms, compost bags/berms, temporary sediment basins, check dams, street sweeping/vacuuming, ATS (if applicable based on risk assessment), energy dissipators, stabilized construction access points/sediment stockpiles, and properly fitted covers for sediment transport vehicles.
- BMP materials will be stored in applicable on-site areas to provide "standby" capacity adequate to provide complete protection of exposed areas and prevent off-site sediment transport.
- Full erosion control will be provided in disturbed areas not scheduled for additional activity for 14 or more consecutive calendar days.
- Appropriate training will be provided for the personnel responsible for BMP installation and maintenance.
- Solid waste management efforts, such as proper containment and disposal of construction debris, will be used.
- The Project will comply with local dust control requirements.
- Permanent landscaping, with emphasis on native and/or drought-tolerant varieties, will be installed as soon as feasible after construction.
- Appropriate monitoring and maintenance efforts (e.g., prior to and after storm events) will be implemented to ensure proper BMP function and efficiency.
- Monitoring/reporting and post-construction management programs will be implemented per NPDES and/or County requirements.
- Additional BMPs as necessary will be implemented to ensure adequate erosion and sediment control (e.g., enhanced treatment and more detailed monitoring/reporting).
- The Project will implement sampling/analysis, monitoring/reporting and post-construction management programs per NPDES and/or County requirements.
- The Project will implement additional BMPs as necessary to ensure adequate erosion and sediment control (e.g., enhanced treatment and more detailed monitoring/reporting.)

Hazardous Materials

- The amount of hazardous materials used and stored on site will be minimized, and use/storage locations will be restricted to areas at least 50 feet from storm drains and surface waters.
- Raised (e.g., on pallets), covered, and/or enclosed storage facilities will be used for all hazardous materials.
- Accurate and up-to-date written inventories and labels will be maintained for all stored hazardous materials.
- Berms, ditches, and/or impervious liners (or other applicable methods) will be used in material storage and vehicle/equipment maintenance and fueling areas to provide a containment volume of 1.5 times the volume of stored/used materials and prevent discharge in the event of a spill.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hydrology/Water Quality – Construction (cont.)

Hazardous Materials (cont.)

- Warning signs will be placed in areas of hazardous material use or storage and along drainages and storm drains (or other appropriate locations) to avoid inadvertent hazardous material disposal.
- All construction equipment and vehicles will be properly maintained.
- Paving operations will be restricted during wet weather, appropriate sediment control devices/methods will be used downstream of paving activities, and wastes and/or slurry from sources including concrete, dry wall and paint will be contained or disposed of by using properly designed and contained washout areas.
- Training for applicable employees will be provided in the proper use, handling and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
- Absorbent and clean-up materials will be stored in readily accessible on-site locations.
- Portable wastewater facilities will be properly located, maintained, and contained.
- Solid waste management efforts such as proper containment and disposal of construction debris, and restricting construction debris storage areas to appropriate locations at least 50 feet from storm drain inlets and water courses will be implemented.
- A licensed waste disposal operator will be employed to regularly (at least weekly) remove and dispose of construction debris at an authorized off-site location.
- Recycled or less hazardous materials will be used, wherever feasible.
- Regulatory agency telephone numbers and a summary guide of clean-up procedures will be posted in a conspicuous on-site location.
- Hazardous material use/storage facilities and operations will be regularly (at least weekly) monitored and maintained to ensure proper working order.
- Additional BMPs will be implemented as necessary (and in conformance with applicable requirements) to ensure adequate hazardous material control

Demolition-related Debris Generation

- Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.
- Dust-control measures such as watering to reduce particulate generation will be used for pertinent locations/activities (e.g., concrete removal).
- Appropriate erosion prevention and sediment control measures will be used downstream of all demolition activities.
- The Project will conform with applicable requirements related to the removal, handling, transport and disposal of hazardous materials generated during demolition, including efforts such as implementing appropriate sampling and monitoring procedures; proper containment of contaminated materials during construction; providing protective gear for workers handling contaminated materials; ensuring acceptable exposure levels; and ensuring safe and appropriate handling, transport and disposal of hazardous materials generated during Project construction.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hydrology/Water Quality – Construction (cont.)

Disposal of Extracted Groundwater

Dewatering operations conducted during Project construction, if required, will conform with all applicable treatment and disposal requirements under the NPDES General Permit for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region Except for San Diego Bay (Groundwater Permit). This may include standard measures such as: (1) using appropriate erosion and sediment controls in applicable areas/conditions (e.g., disposal of extracted groundwater on slopes or graded areas); (2) testing extracted groundwater for appropriate contaminants prior to discharge; and (3) treating extracted groundwater prior to discharge, if required, to provide conformance with applicable Groundwater Permit discharge criteria, through methods such as filtration, aeration, adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant

Hydrology/Water Quality - Operation

Runoff Rates/Amounts

- The proposed storm drain system will accommodate peak 100-year storm flows and be designed so that off-site flows from the west do not comingle with on-site flows (except for minor drainage from the northernmost Caltrans storm drain tributary to the site).
- Appropriate energy dissipation facilities (e.g., riprap aprons) will be used at the proposed discharge locations.

Hydromodification

- The Project design will include four appropriately located and sized detention basins to address post-development flows and provide conformance with County of San Diego Final Hydromodification management Plan, pursuant to recommendations in the Project Preliminary Hydromodification Management Study.

Floodplains/Flooding

- The Project will replace the North Pankey Bridge and realign/raise applicable portions of Pankey Road, as well as raise applicable graded pad elevations such that all proposed roadways, bridges, and graded pads will be located outside of the mapped Horse Ranch Creek and San Luis Rey River 100-year floodplains.

Water Quality

- Low Impact Development (LID) Site Design BMPs
  - Well-draining (Type A and B) soils, significant trees, critical areas (e.g., floodplains and steeper slopes), and areas near drainages will be preserved wherever feasible to provide natural buffer zones.
  - Appropriate set-backs from drainages will be provided for development envelopes, and construction equipment access will be restricted in planned green/open space areas.

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hydrology/Water Quality – Operation (cont.)

Water Quality (cont.)

- Clustered lot designs will be used and landscaping will be provided in applicable paved areas such as parking lots.
- Curb cuts will be provided to drain applicable areas to landscaping.
- Pitched and/or permeable pavement will be used in appropriate areas to drain impervious surfaces to landscaping.
- Downspouts and cisterns/rain barrels will be provided to direct drainage into vegetated areas where deemed appropriate.
- Appropriate soil amendments will be used, native soils will be reused, 'smart' irrigation systems (e.g., appropriate water schedules and rain/pressure-sensitive shutoff devices) and appropriate landscaping, including street trees, will be installed.

- Source Control BMPs
  - "No dumping" stencils/tiles and/or signs with prohibitive language (per current County guidelines) will be installed at applicable locations such as drainages, storm drain inlets, catch basins and public access points to discourage illegal dumping.
  - Outdoor material storage areas, food service facilities, water features, loading docks, maintenance bays, vehicle/equipment wash areas, outdoor processing areas, and non-retail fueling areas (if proposed) will be designed to reduce pollutant discharge through methods such as: (1) providing appropriate storage facilities for hazardous materials (e.g., cabinets, sheds or similar structures that prevent runoff contact and discharge to storm drains); (2) providing appropriate on-site pre-treatment and/or directing flows to the sanitary sewer; (3) installing impermeable floors, covers and secondary containment structures such as berms, dikes, or curbs; and (4) using pavement grades, containment or other appropriate measures to prevent run-on.
  - Trash storage areas will be designed to reduce pollutant discharge through methods such as paving with impervious surfaces, precluding run-on, installing screens or walls to prevent trash dispersal, providing attached lids and/or roofs for trash containers to prevent direct precipitation contact, and providing pre-treatment prior to discharge of associated runoff to the sanitary sewer.
  - Regular street sweeping will be implemented in areas such as plazas, sidewalks and parking lots; and associated debris and washwater will be precluded from entering the storm drain system.
  - Site landscaping will be designed to maximize the use of appropriate native and/or drought-tolerant varieties, and use efficient irrigation systems as described above for Site Design and LID BMPs.
  - Drainage from private roadways will be directed into water quality basins or other appropriate treatment control BMP.
  - Whenever feasible, driveways will be designed to include shared access, flared lanes (i.e., a single lane at the street), wheelstrips (i.e., pavement only under tires), and/or drainage to landscaped areas prior to entering the storm drain system.
  - Landscaping will be incorporated into parking area drainage systems, wherever applicable.
  - Manufactured or disturbed slopes will be revegetated/stabilized as soon as is feasible, and appropriate drainage structures will be used to preclude concentrated flows on slopes

Table 1-3 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS

Hydrology/Water Quality – Operation (cont.)

Water Quality (cont.)

- Source Control BMPs (cont.)
  - Pet waste disposal bags and related educational materials will be provided at trail heads, open space corridors, or other applicable locations to encourage clean-up efforts.
  - Applications of chemical pesticides, herbicides and fertilizers will be minimized; licensed professionals will be used for application of such chemicals in common landscaped areas; the rates and times of fertilizer applications will be restricted to minimize potential discharge in irrigation or precipitation runoff; and native landscaping will be used to reduce fertilizer use
  - An educational program will be implemented for home and business owners/tenants to prevent illegal or inadvertent pollutant discharge, including the distribution of materials regarding dry-clean methods, protection of storm drain inlets, prevention/proper disposal of pet wastes, proper handling/disposal of hazardous wastes, water conservation, swimming pool chemical use/maintenance, integrated pest management (IPM) methods, employee training, secondary containment, minimizing hazardous material use, proper clean-up procedures, street and parking lot sweeping, and proper collection/disposal of wash water.

- LID and Treatment Control BMPs
  - Water quality basins or BMPs of equivalent effectiveness (e.g., underground storage devices, mechanical control devices, etc.), will be used to treat runoff from most of the site prior to discharge, Attachment C of the Project Storm Water Management Plan [SWMP] in Appendix M).
  - Media filters will be used to treat Project runoff from applicable areas not covered by the described water quality basins. Specifically, this includes areas around the proposed intersection of SR-76/Pankey Road, with a series of curb inlets proposed to direct associated flows to the filters prior to discharge into the Project storm drain system (refer to Attachment C of the Project SWMP In Appendix M).
  - A baffle separator (or equivalent device) will be used to treat runoff from Shearer Crossing and the proposed commercial development south of SR-76. In addition, one or more supplemental treatment devices will also be required in the commercial areas to ensure regulatory conformance, potentially including media filters, biofilters, vegetated swales, bioretention facilities, and/or infiltration devices as outlined in the Project SWMP. The specific types and locations of these additional BMPs will be determined after completion of preliminary site design for the noted commercial areas.
  - Monitoring and maintenance efforts for the water quality basins will be implemented by the Project owner(s) through entering into a written BMP Maintenance Agreement with the County. Specific monitoring and maintenance efforts associated with proposed BMP facilities and programs include monitoring and reporting to document that programs/activities are being implemented as designed, inspection and maintenance of physical facilities, and making necessary modifications to ensure that intended BMP functions and regulatory requirements are being met.

Table 1-4
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood Specific Plan	Just north of SR-76, 0.25 mile east of I-15, adjacent to Campus Park Project	390	Residential development, including: 355 SFR and 489 MFR with densities from 3.5 to 19.9 du/ac with designation of a site for a future elementary school (or up to 886 DUs without a school), 6 private parks, 4 miles of trails, community facilities and infrastructure, 125.3 acres of open space, and 56.8 acres of active agriculture (citrus groves, using groundwater).
2	SPA 03-008 GPA 03-004 R 03-014 VTM 5338 RPL[6] S 07-030 S 07-031	Campus Park	Northeast quadrant of I-15 and SR-76, adjacent to Campus Park West Project	416.1	Mixed-use development including 521 SFR, 230 MFR, 61,200 s.f. commercial, 157,000 s.f. office professional, active sports park, 6 neighborhood parks, and up to 197 acres of biological open space.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR. Density 1.6 du/ac. Lot sizes vary from 5,500 to 23,500 s.f., two parks totaling 4.3 acres, trails, 36.5 acres of open space. SPA to allow clustering.
4	TM 4729	Tedder TM	South side of Pala Mesa Drive, west of I-15, and east of Daisy Lane	29.5	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 net acres.
5	TPM 20830	Hukari Subdivision	Northern terminus of Mountain View Road and West Lilac Road on west side of Bonsall	30	Minor residential subdivision with road improvements. 4 SFR lots plus 1 remainder lot (3.4 to 7.7 net acres each).
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	NA	11 SFR lots.
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	NA	Add additional units to a bed and breakfast.
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2-acre minimum).

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
9	TPM 20491	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/ agricultural parcels (2.00 and 2.10 acres). Private septic system.
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Road, Fallbrook	15.90	Minor residential subdivision. 4 SFR lots plus 1 remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres).
11	SPA 03-005 MUP 00-000 P 74-120W1 P 74-121M10 MUP 03-006 MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR-76 and immediately west of I-15, Fallbrook	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.
12	TPM 20431 S 98-006	Lung TPM	Citrus Drive and Calle Canonero, Fallbrook	10.7	Minor residential subdivision. 2 SFR lots (6.7 and 4.0 acres).
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Niños, Fallbrook	13.54	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres and remainder 4.00 net acres. Septic system.
14	TPM 20484	Bierman TPM	4065 Calle Canonero, Fallbrook, south of Vern Drive and west of Lorita Lane	9.91	Minor residential subdivision. 4 SFR lots, ranging from 2.01 to 2.19 net acres. Septic system.
15	S 04-026	Cooke Residence	3974 Citrus Drive between Wilt Road and Vern Drive	N/A	4,723 s.f. SFR.
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Road, Fallbrook	21.81	Minor residential subdivision. 4 SFR lots plus 1 remainder lot.
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge Road, east of I-15 off Mission Road, Fallbrook	19.55	Minor residential subdivision. 4 SFR lots.
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approximately 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.
19	TPM 20853	Rarick TPM	3261 Reche Road, Fallbrook	8.77	Minor residential subdivision. 4 SFR lots ranging from 2.02 to 2.25 acres. Septic system.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site.
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. 1 existing SFR on site.
22	NA	Pala Casino	Pala Road and Pala Mission Road	TBD	187,300 s.f. casino, hotel, theater.
23	MUP 87-021 RPL2 REZ P87-001 RPL2	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR-76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Realignment of SR-76 from Project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into 4 parcels (4.3, 4.2, 9.6, and 8 acres) plus remainder (33 acres).
25	TM 5321	Prominence at Pala	Pala Del Norte Road. 1/3 mile north of SR-76 and approximately two miles west of the Pala Indian Reservation	346.6	Subdivide the property into 30 SFR and 2 open space lots ranging in size from 4 to 96 acres.
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between Pankey Road and Pala Mesa Heights Drive	85	New community college campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water, and sewer improvements.
27	NA	Caltrans Realignment of SR-76 and improvements to the I-15/SR-76 Interchange	From Melrose Drive to South Mission Road and from South Mission Road to I-15	NA	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.
28	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater, and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
29	TM 5231 RPL4 MUP 00-034	Pala Mesa Subdivision	Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condominium units.
30	TM 5276	West Lilac Farms	32542 Aqueduct Road and Via Urner, Bonsall	12.8	8 SFR lots.
31	TM 5346	Dabbs TM	32006 Aqueduct Road, Bonsall	38.4	9 SFR lots.
32	TM 5410	Marquart Ranch	West Lilac Road and Mesa Lilac Road, Bonsall	44.2	9 SFR lots. Includes improvements to West Lilac Road and Mesa Lilac Road, and drainage improvements.
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots.
34	TM 5469	Ridge Creek Drive	Ridge Creek east of Live Oak Park Road and Ridge Drive, Fallbrook	30.4	14 SFR lots.
35	TM 5499	Club Estates	SR-76 east of Cole Grade Road at Pauma Valley Drive	48.3	31 SFR lots.
36	TM 5540 MUP 07-007	Oak Tree Ranch TM	15560 Spring Valley Road	9.95	24 SFR.
37	TM 5545	Turnbull TM	32979 Temet Drive	22.9	17 lots.
38	TPM 20913	Wexler TPM	Luiseno Circle and Wasa Court, Valley Center	2.54	4 lots.
39	TM 5223	Shadow Run Ranch	15040 Adams Drive	263	54 SFR lots and 2 open space lots. MUP filed concurrently for Planned Residential Development that would cluster residential development on minimum 2-acre lots.
40	TPM 20896	Diana Acres	Adams Drive off SR-76, Pauma Valley		3 lots.
41	TPM 20804	Hunter Subdivision	15550 Adams Drive	7.5	3 lots.
42	TPM 20538	Burge TPM	34487 Citracado Drive, Pala	12.58	4 lots plus remainder.
43	MUP 99-001	Pauma Valley Packing Company	34188 Hampton Road	4.14	Packing and processing plant.
44	MUP 00-030	Shadow Run Ranch/Schoepe-Pauma	14504 SR-76	263.17	13 lots.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
45	TM 5508	Warner Ranch	Pala-Pauma	513	732 SFR lots, 168 condo units, community park, and fire station lot.
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision. 3 SFR lots (1.03, 2.06 and 2.31 net acres).
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision. 4 SFR lots plus 1 remainder lot. Existing SFR and grove on site.
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones; TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres); TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres). TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).
50	TPM 20505	John Collins TPM	Margarita in Fallbrook	8.29	2 lots.
51	TPM 21085	Brannon Trust TPM Remai	411 Yucca Road, Fallbrook		4+ lots.
52	TPM 20976	Dien N Do TPM	405 Ranger Road		4 SFR lots plus remainder.
53	TPM 20373	Tim Rosa TPM	2973 Los Alisos Drive	13	4 lots plus remainder.
54	TPM 20427	Leising TPM	1246 Via Vista	10.83	4 lots.
55	TPM 20434	Atteberry TPM	1166 Sierra Bonita	9	3 lots.
56	TPM 20980	Johnson TPM	3035 Trelawney Lane		2 lots.
57	TPM 20381	Chipman TPM	Camino Zasa, Fallbrook	24.5	4 lots plus remainder.
58	TPM 21047	American Lotus Buddhist Association TPM	Reche Road at Rabbit Hill, Fallbrook	5.63	4 lots plus remainder.
59	TM 5547	Reche Road TM	3129 Reche Road, Bonsall	33.5	12 SFR lots.
60	TM 5158 RPL3	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots.
61	TPM 19742	Dion TPM and time extension	3562 Canonita Drive	7.5	2 lots.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
62	TPM 20476	Patricia Daniels TPM	3609 Canonita Road, Fallbrook	13.2	4 lots plus remainder.
63	TPM 20443	Cameron Subdivision	2644 Vista de Palomar, Fallbrook; North side of Vista de Palomar between Post Hill and Via Rancheros	11.31	Minor residential subdivision. 3 SFR lots (2.22, 2.44 and 6.37 acres). Septic system.
64	TPM 20473	Tesla Gray TPM	East end of Vista de Palomar, and north end of Old Post Road, Fallbrook	28.91	Minor residential subdivision. 4 SFR lots plus 1remainder. Future development of 5 SFR.
65	TPM 20592	Aspel TPM	3107 Old Post Road, Fallbrook	7.32	Minor residential subdivision. 2 SFR lots (2.09 and 5.20 acres).
66	TPM 20317	James Patapoff TPM	2639 Via Alicia, Fallbrook	16.8	Subdivision of 16.8 acres into 4 lots plus remainder.
67	TPM 20503	Yew Tree Spring Water Corporation	3573 Diego Estates Drive, Fallbrook	7.48	3 residential lots.
68	TPM 20610	Haugh, Granger TPM	Live Oak Creek Circle and Gird Road, Fallbrook	12.94	4 lots.
69	TPM 20614 RPL1	Brown, Lee & Karen TPM	3850 Gird Road	6.46	3 lots.
70	TPM 20648	Pepper Drive TPM	3926 Flowerwood Lane	1.39	4 residential lots.
71	TM 4971	Surf Properties TM	3545 Vista Corona	46.89	15 lots.
72	TM 4908	Brook Hills TM	4061 La Cañada Road, Fallbrook	96.71	35 lots.
73	MUP 02-011	Latter-Day Saints/Via Monserate	Fallbrook	7.96	17,000 s.f. church and meeting rooms.
74	TM 4976 RPL4	Leeds and Strausss TM	North side of Olive Hill Road, near intersection with SR-76, Bonsall	45.76	17 SFR lots. TM time extension until September 13, 2009.
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots.
76	TPM 20173	Shamrock Partners TPM	Shamrock Road, Bonsall	10	3 lots.
77	TPM 20851	Crook TPM	32179 Shamrock Road		5 lots.
78	TM 5275	Tabata TM	1061 McDonald Road	4.96	8 lots.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
80*	TPM 20932	Murray Davidson TPM	3956 Pala Mesa Road, Fallbrook		Subdivision of 1 lot into 4 SFR lots plus remainder.
81	TPM 21076	Sumac TPM	3111 Sumac Road		4 lots.
82	S 03-024	Janikowski SFR	9686 Pala Road (SR-76), Fallbrook; on north side of SR-76	5.12	3,200 s.f. SFR.
83	TPM 19827	Kratochvid TPM; expired map	Old Highway 395	12.3	4 lots.
84	TPM 20319	Kohl TPM	7641 Mount Ararat Way, Bonsall	9.71	4 lots plus remainder.
85	TPM 20541	Woodhead TPM	Mt. Ararat Way, Bonsall	12.54	4 lots plus remainder
86	TPM 20596	Rockefeller TPM	9590 Lilac Way, Valley Center	5	2 lots.
87	TPM 20763	McNulty TPM	32171 Dos Niñas	5.19	2 lots.
88	TPM 20689	Stehly TPM	Corner of Viking Grove Lane/Man Tan Road, Valley Center (adjacent to TPM 20690)	12.7	4 SFR lots and remainder.
89	TPM 20845	Sanders TPM	West Lilac Road, 1.25 miles west of Old Highway 395		4 lots plus remainder lot.
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR-76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store.
91	TPM 21156	Monserate TPM	3624 Monserate Hill Road	24.6	4 SFR.
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place		4 lots.
93	TPM 20994	Madrigal TPM	1055 Rainbow Valley Boulevard near Old Hwy 395		3 lots.
94	MUP 07-009	Orange Grove Power Plant	4 miles northeast of I-15 on Pala del Norte Road, north of SR-76	8.5	96-megawatt power generation facility.

Table 1-4 (cont.)
CUMULATIVE PROJECTS

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
95	37-AA-0032	Gregory Landfill	Approximately 3.5 miles east of I-15 on SR-76	1,770	Landfill site for solid waste.
96	S 99-057 S 99-029 S 89-081 P 81-023 SPA 84-02 P 81-023	Meadowcreek Lake Rancho Viejo	Just east of I-15 and southeast of the San Luis Rey River and Pala Mesa Drive	NA	16 SFR as part of previously approved SFR development.
97	GPA 3800-12-001 SP 3810-12-001 TM 5571 RPL3 and 5572 RPL3 REZ 3600-12-003 MUP 3300-12-005, 3500 12-017 (STP); 3500 12-018 (STP)	Lilac Hills Ranch	Approximately two miles east of I-15 and Old Highway 395, abutting and south of Lilac Road	608	Mixed use development with overall residential density less than 2.9 du/ac. 90,000 s.f. of commercial, office, and retail, including a 50-room country inn. 1,746 units including 903 SFR, 164 SF attached, 211 units in commercial mixed-use areas, and 468 SFR age-restricted units; with a senior community center, a group residential and group care facility, and dementia care facility. Civic facilities may include a fire station, school (K-8), parks and other amenities; recycling facility, and water reclamation facility. 103.6 acres of open space (groves and biological/wetland habitat).
CUMULATIVE DWELLING UNITS TOTAL					**5,125**

* Project No. 79 (Berezousky TPM) has been withdrawn.
MFR = multi-family residential
MUP = Major Use Permit
NA = not available
REZ = Rezone
RPL = Replacement Map
S = Site Plan
s.f. = square feet
SFR = single-family residential
TM = Tentative Map
TPM = Tentative Parcel Map
ZAP = Minor Use Permit

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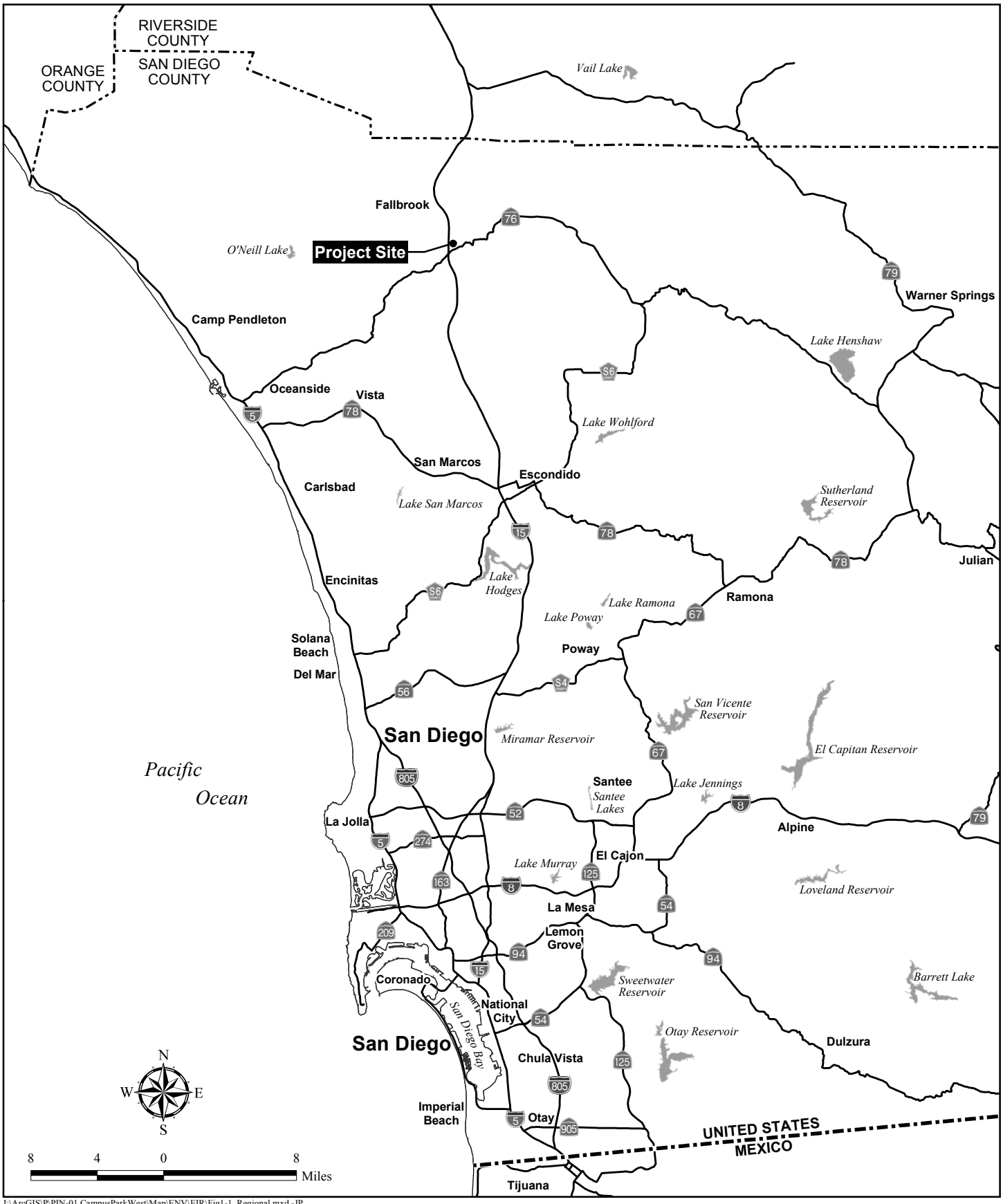

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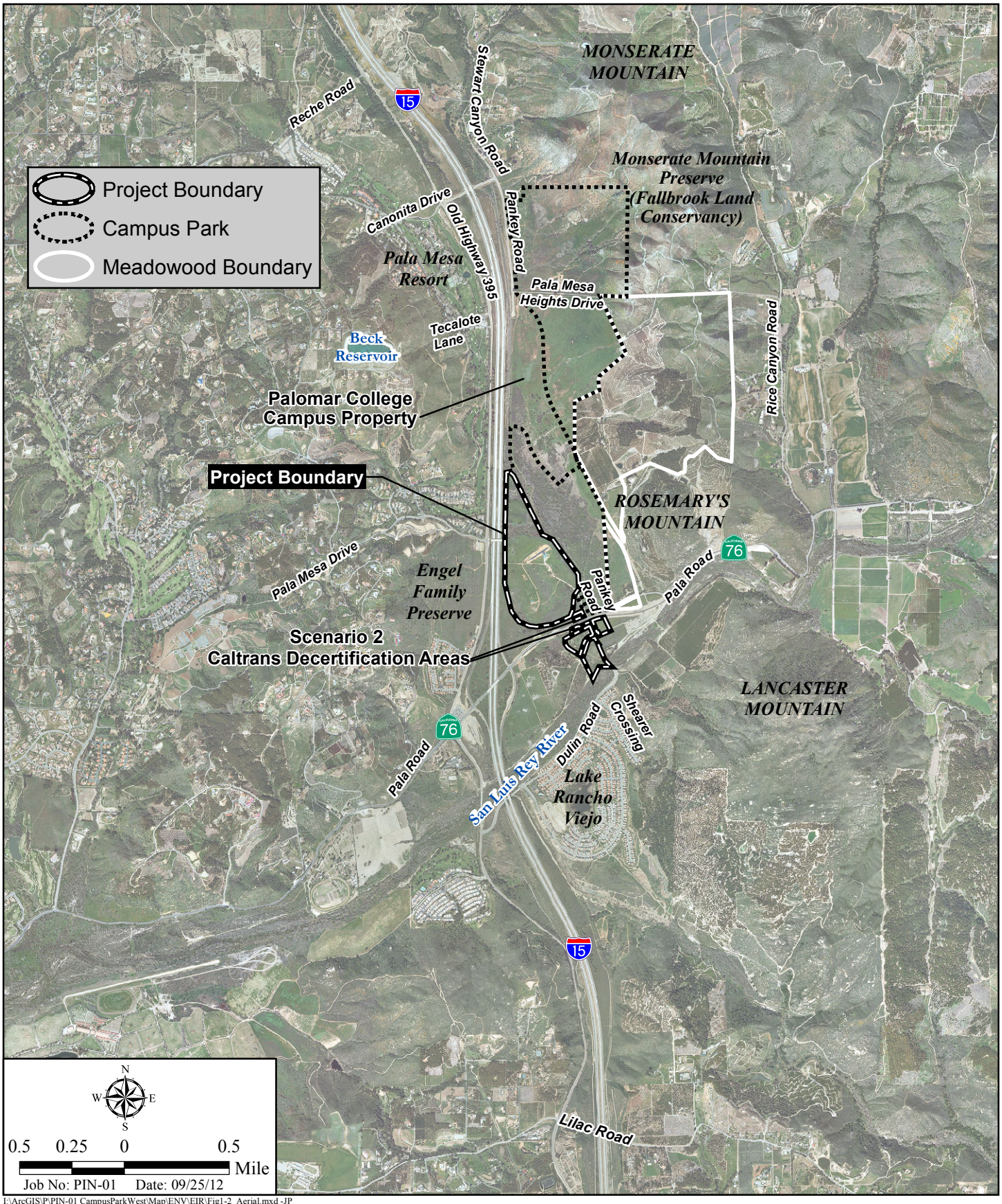
Regional Location Map

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-1



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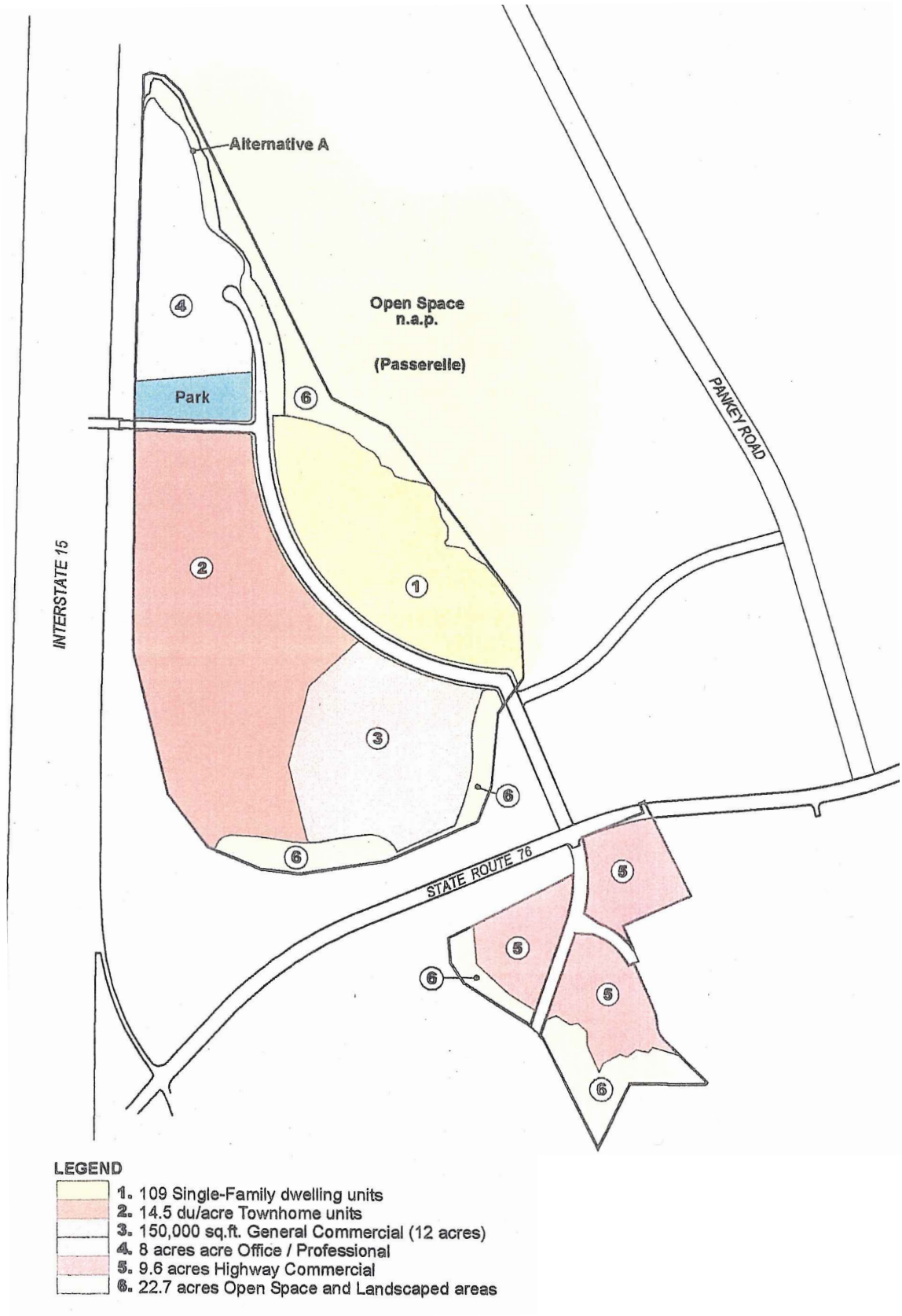
Aerial Photograph

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-2



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2005 Land Use Plan

CAMPUS PARK WEST

Figure 1-3a

HELIX Environmental Planning

Source: PDC 2012

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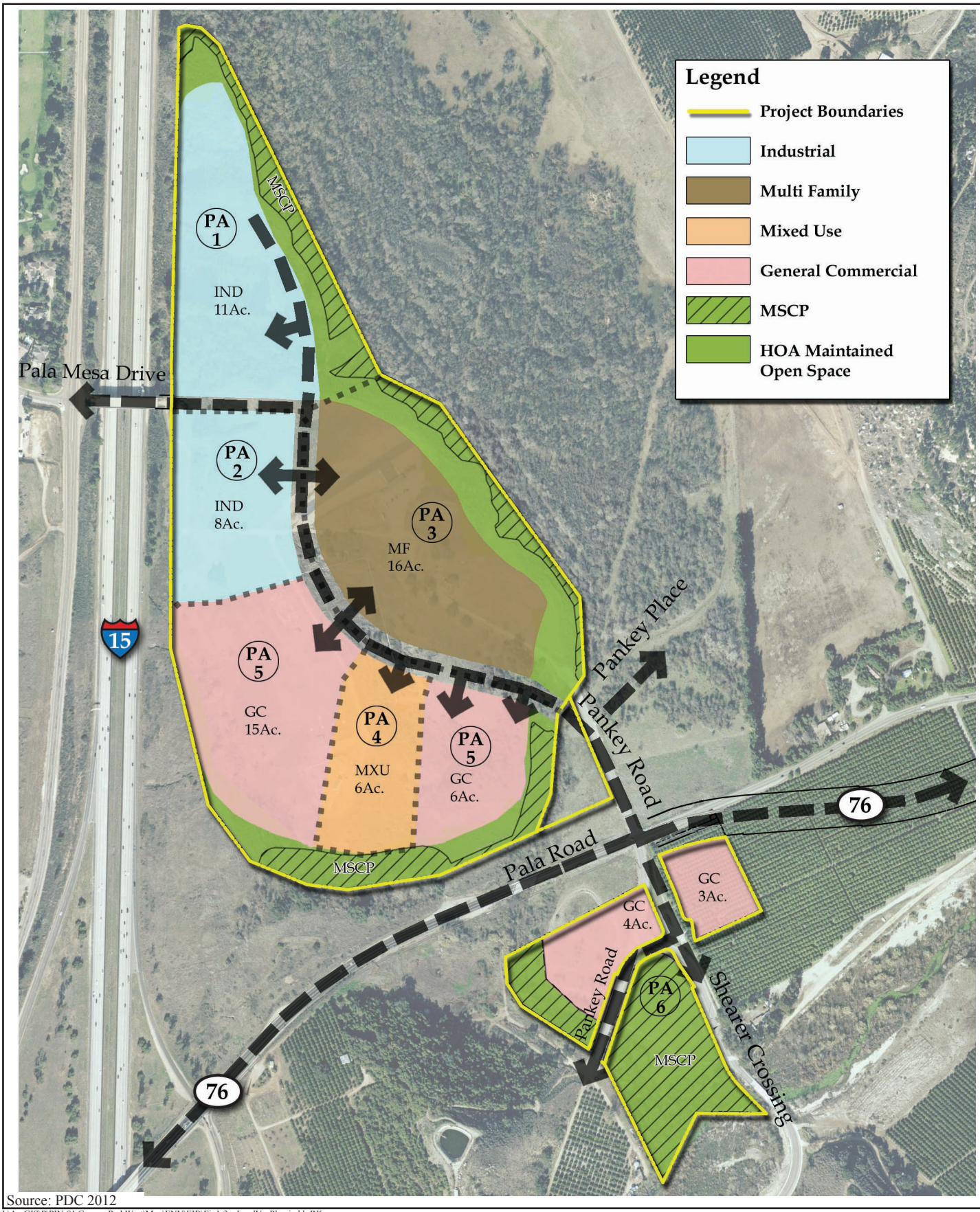
2008 Land Use Plan

CAMPUS PARK WEST

Figure 1-3b

HELIX Environmental Planning



Source: PDC 2012

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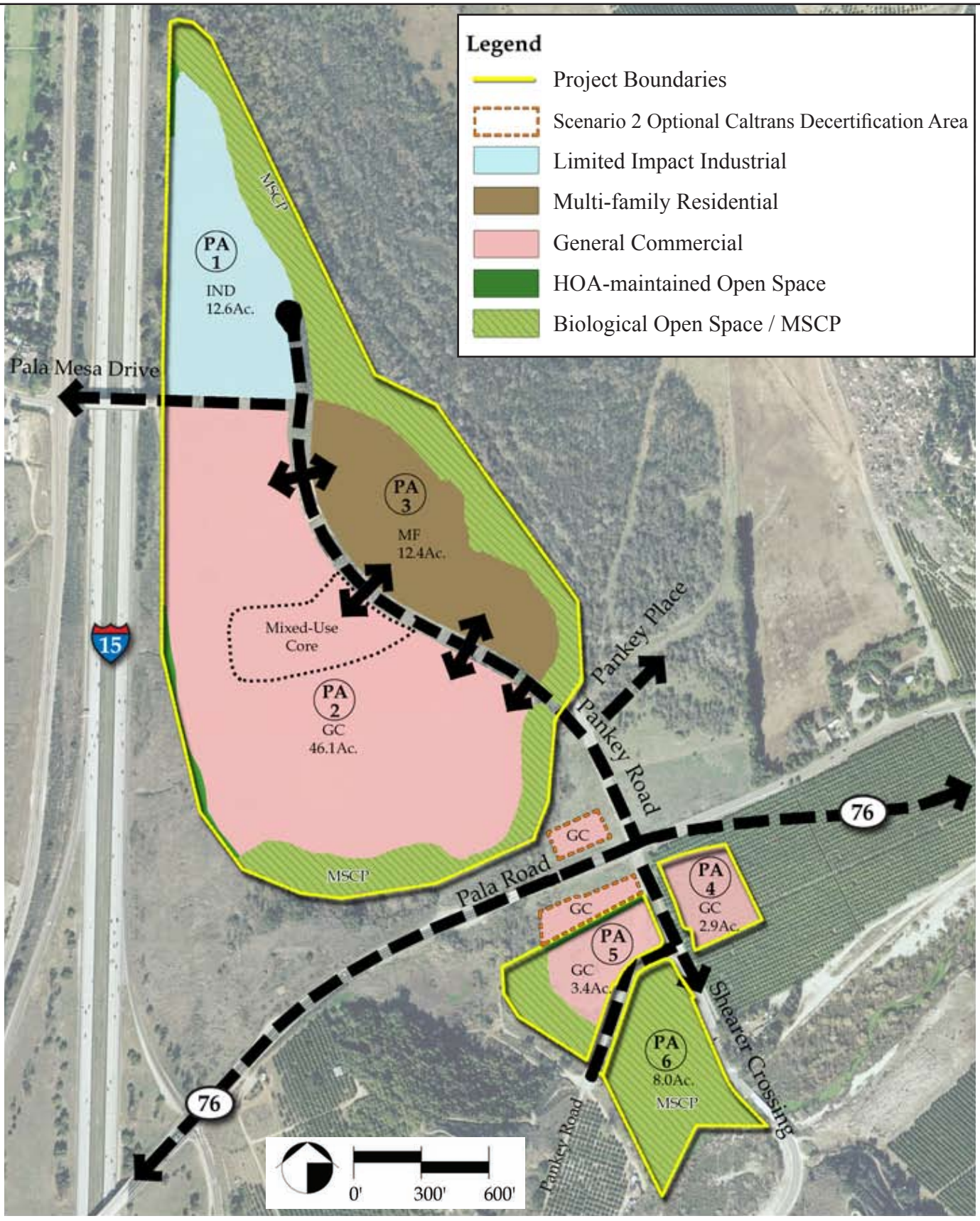
2010 Land Use Plan

CAMPUS PARK WEST

Figure 1-3c

HELIX Environmental Planning



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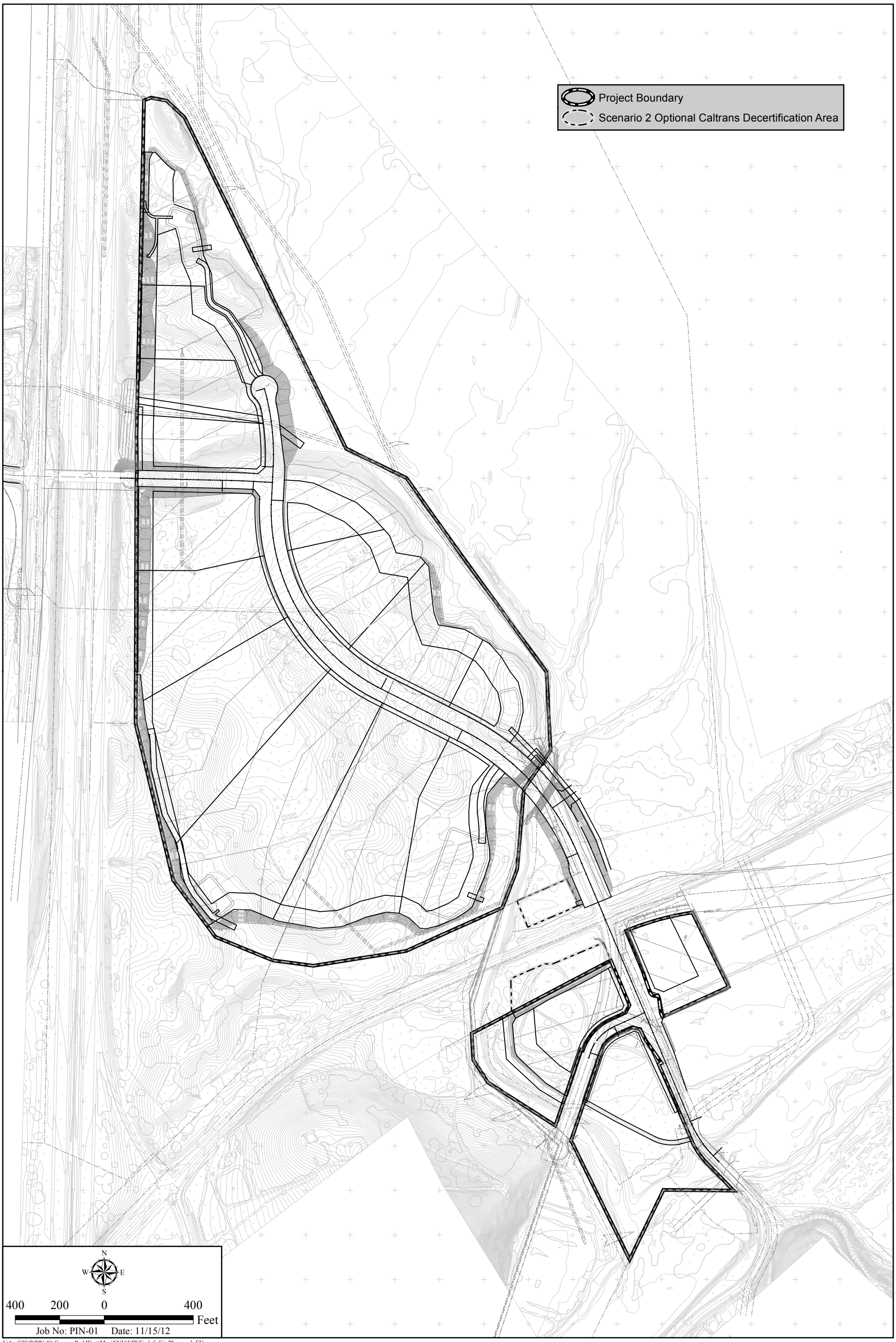
Land Use Plan

CAMPUS PARK WEST

Figure 1-4

HELIX Environmental Planning



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Site Plan

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-5

Examples of Rural Ranch Architectural Characteristics

Examples of Urban Victorian Architectural Characteristics

Examples of Mediterranean Architectural Characteristics

Examples of Cottage Architectural Characteristics

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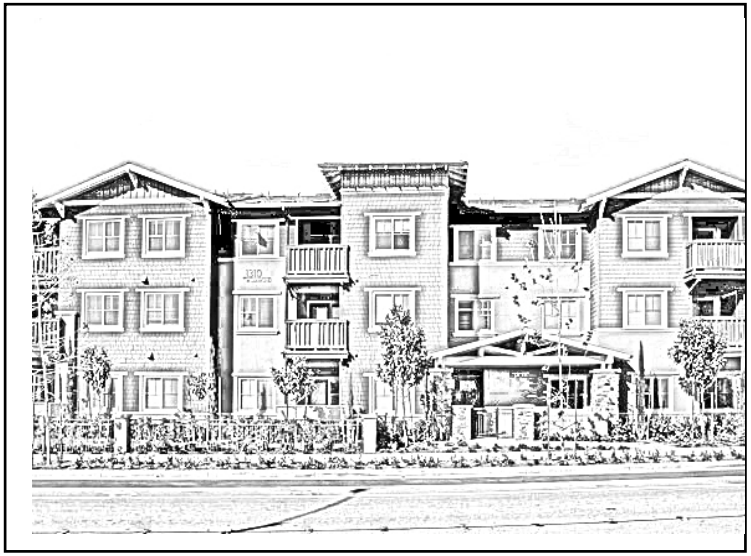
Architectural Characteristics

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-6



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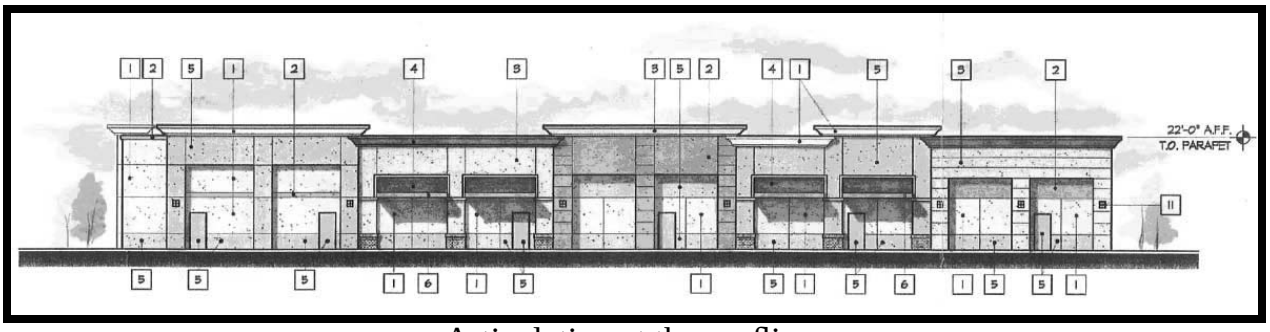
Examples of Acceptable Architecture Character for the Proposed Multi-family Residential Area

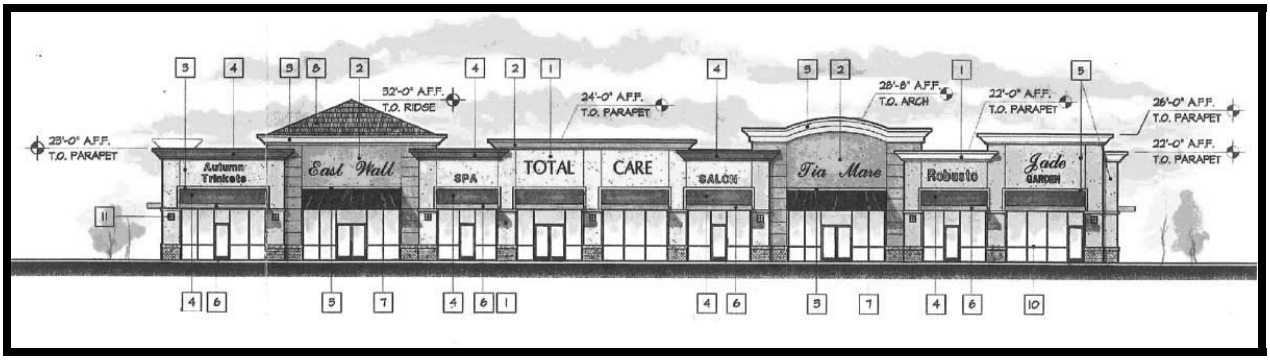
CAMPUS PARK WEST

Figure 1-7

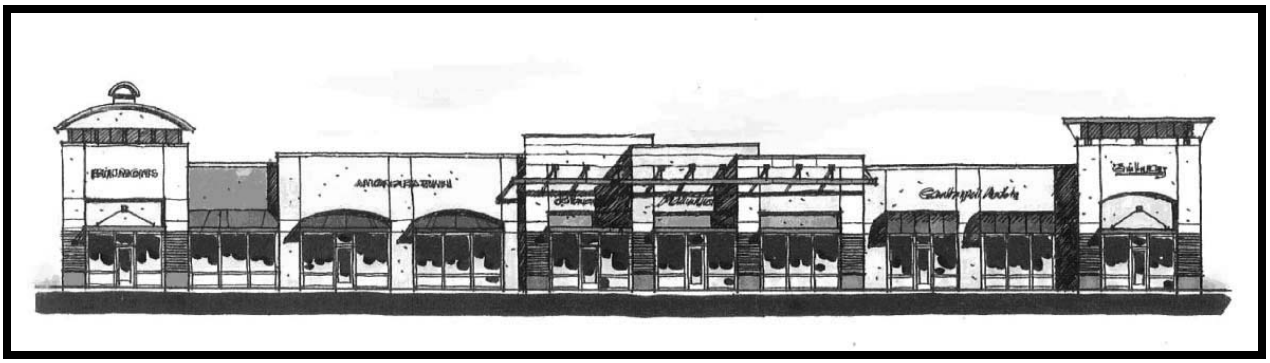
HELIX Environmental Planning



Articulation at the roofline



Variation in building height



Corner/end treatments

Articulation for general commercial development

Source: PDC 2012

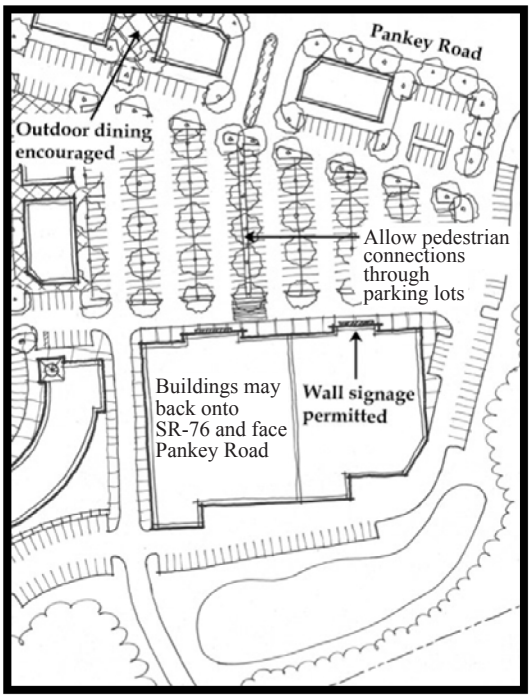
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\
Fig1-8_ArchCharacter_Commercial.indd -JP

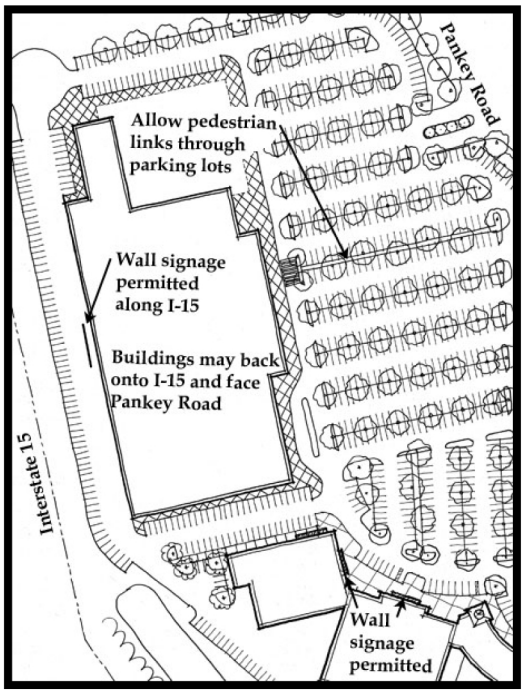
Examples of Acceptable Architecture Character for the Proposed Mixed-use Core and General Commercial Areas

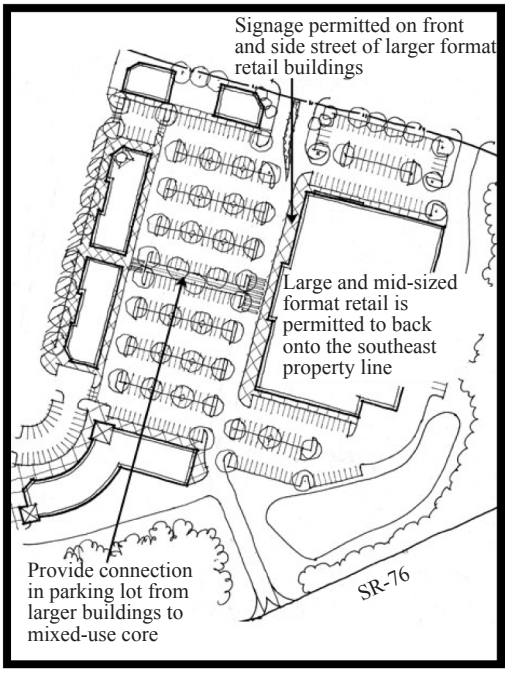
CAMPUS PARK WEST

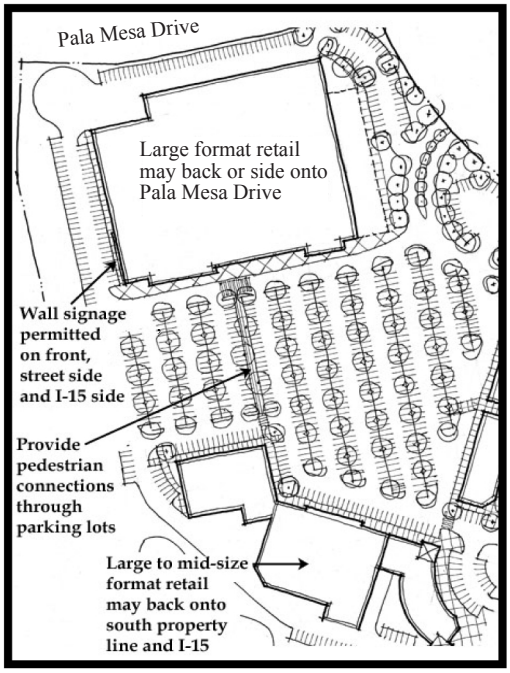
Figure 1-8

HELIX Environmental Planning









Source: PDC 2012

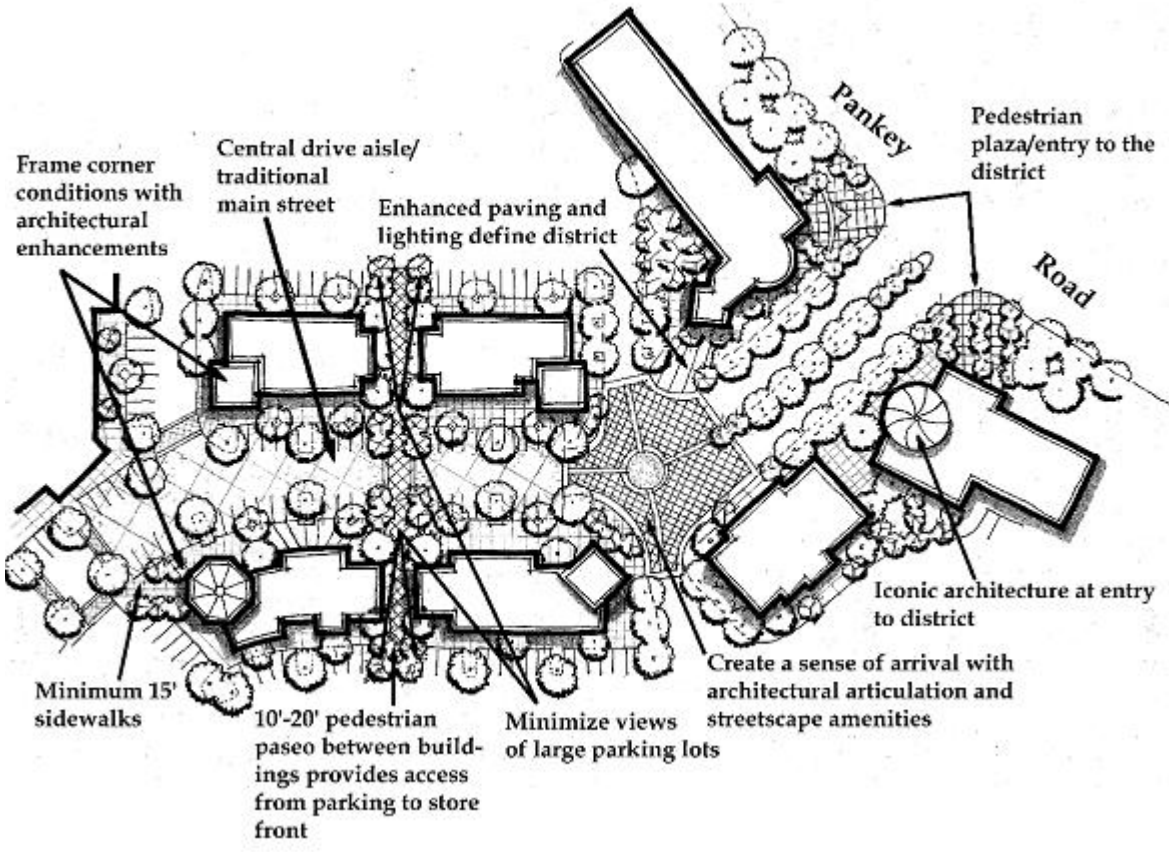
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-9_CommercialPlan.indd -JP

General Commercial Typical Site Design Characteristics

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-9



Source: PDC 2012

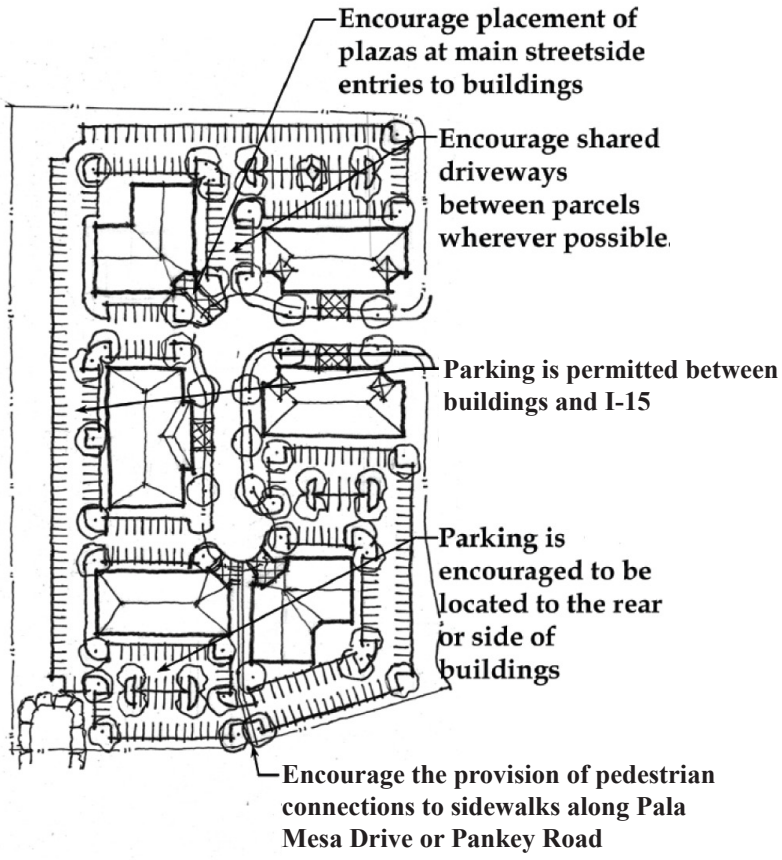
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-10_MixedUsePlan.indd -JP

Mixed-use Core Typical Site Design Characteristics

CAMPUS PARK WEST

Figure 1-10

HELIX Environmental Planning



Source: PDC 2012

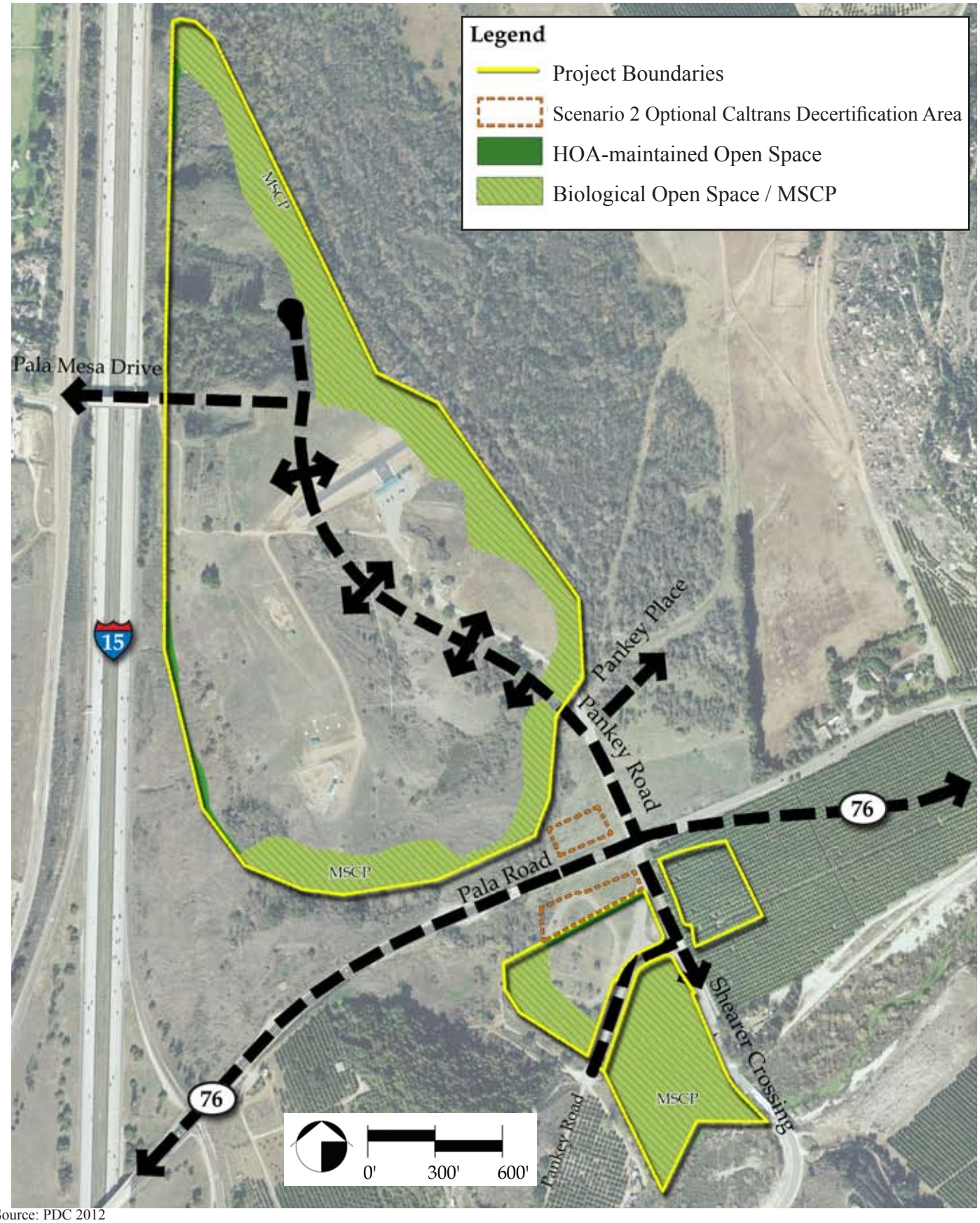
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-11_IndustrialPlan.indd -JP

Limited Impact Industrial
Typical Site Design Characteristics

CAMPUS PARK WEST

Figure 1-11

HELIX Environmental Planning



Source: PDC 2012

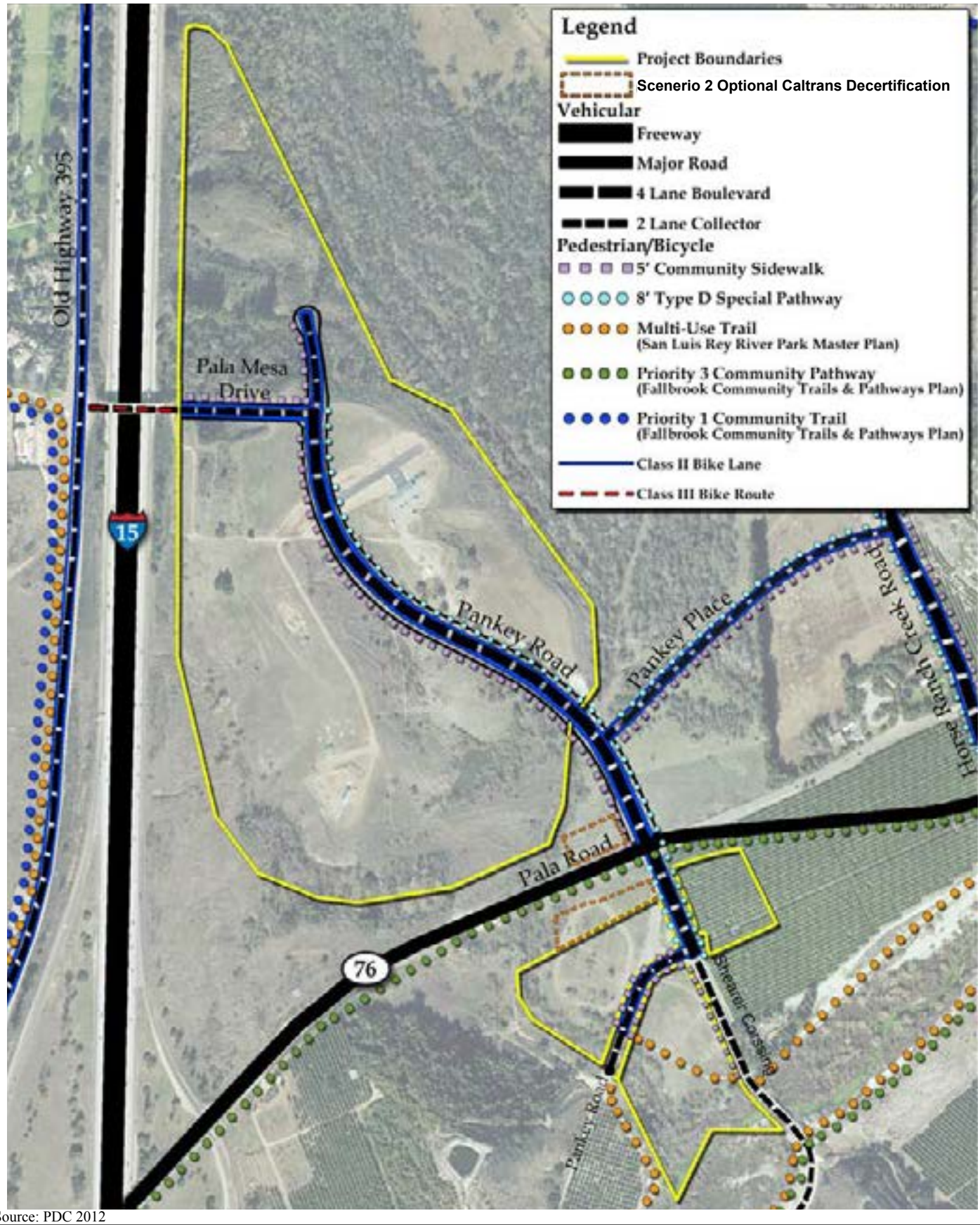
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-12_OpenSpace_Conservation.indd -JP

Open Space/Conservation Plan

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-12



Source: PDC 2012

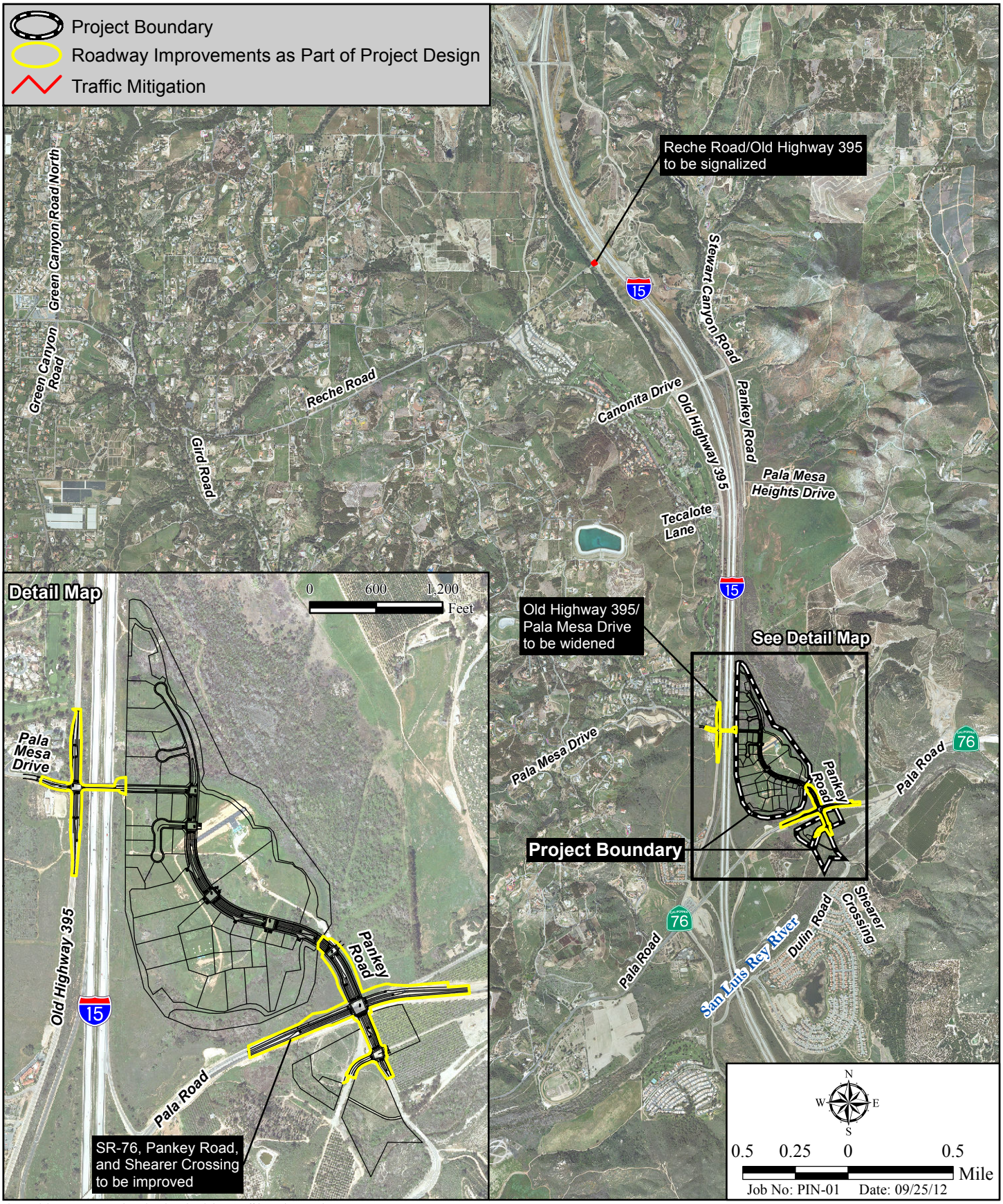
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-13_CirculationPlan.indd -KF

Circulation Plan

CAMPUS PARK WEST

Figure 1-13

HELIX Environmental Planning



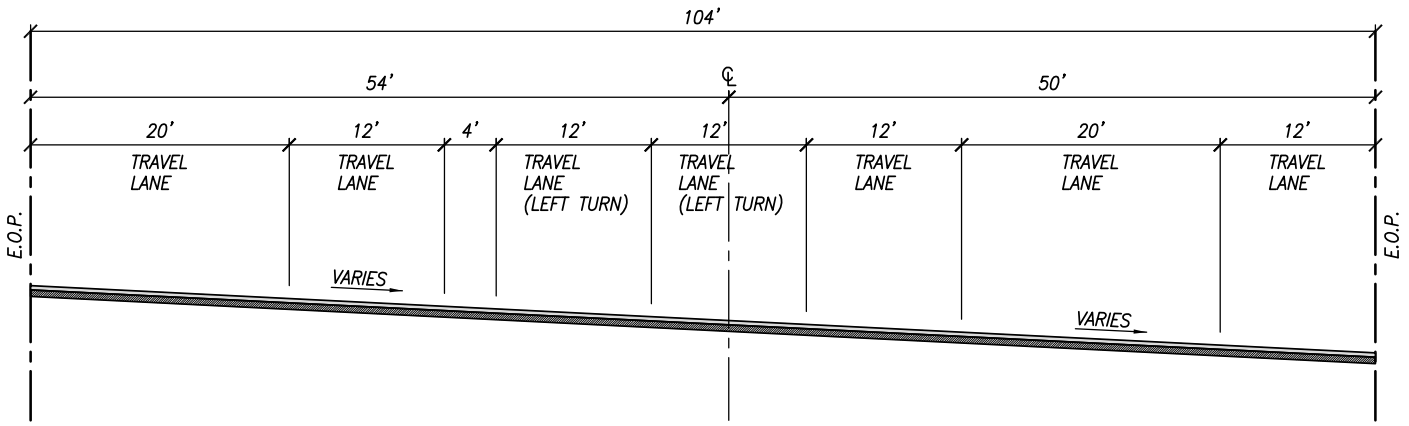
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-14_OffsiteRoadways.mxd -JP

Proposed Off-site Roadway Improvements

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-14



Source: PDC 2012

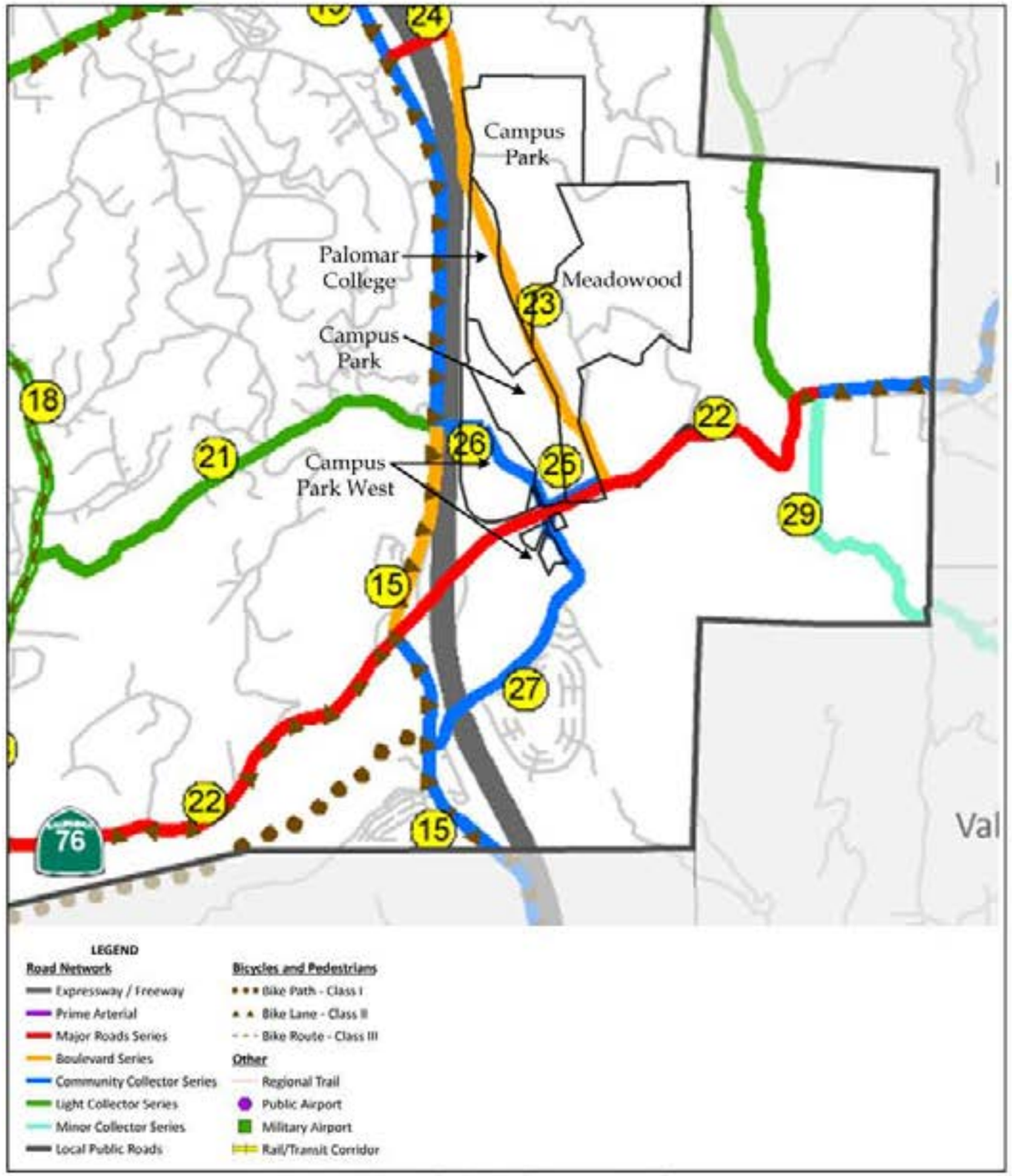
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-15_CrossSection_SR76.indd -JP

SR-76 Cross-section Near the Intersection with Pankey Road

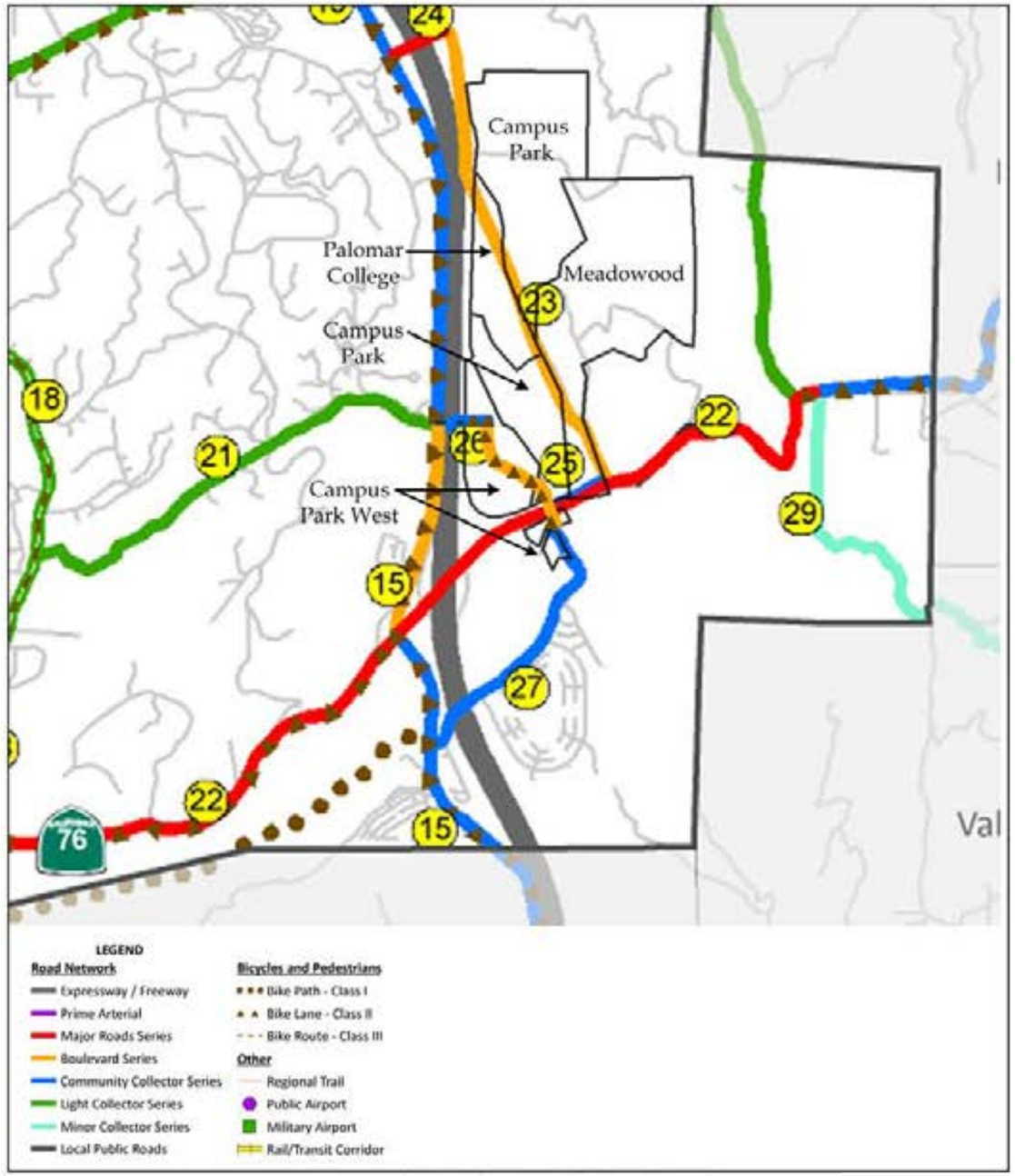
CAMPUS PARK WEST

Figure 1-15

HELIX Environmental Planning



Existing Circulation Element Roads



Proposed Circulation Element Roads

Source: PDC 2013

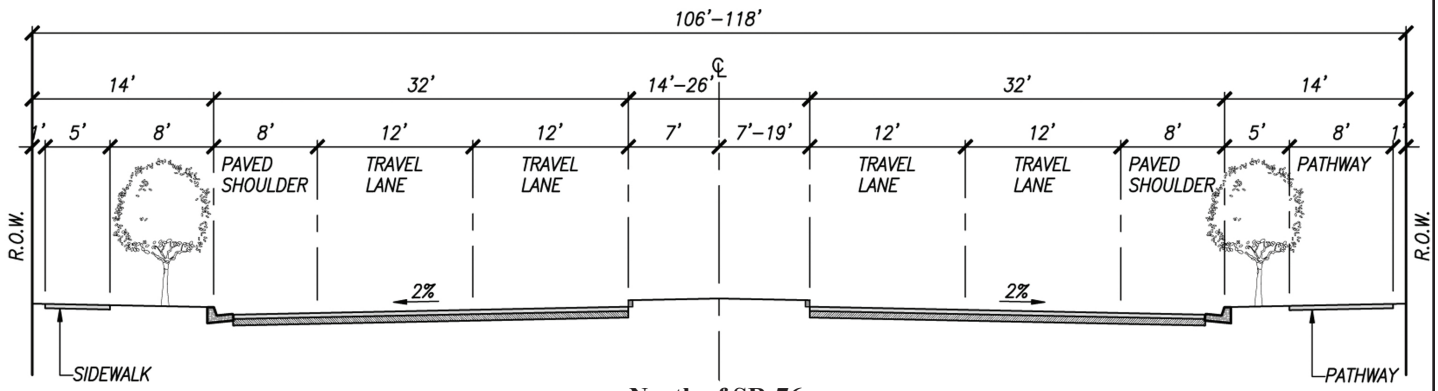
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-16_CirculationElement.indd -KF

Existing and Proposed Mobility Element Plan

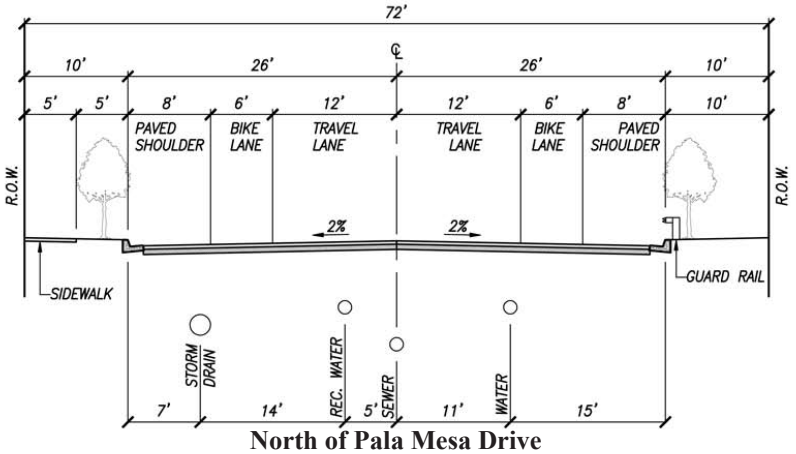
CAMPUS PARK WEST

HELIX Environmental Planning

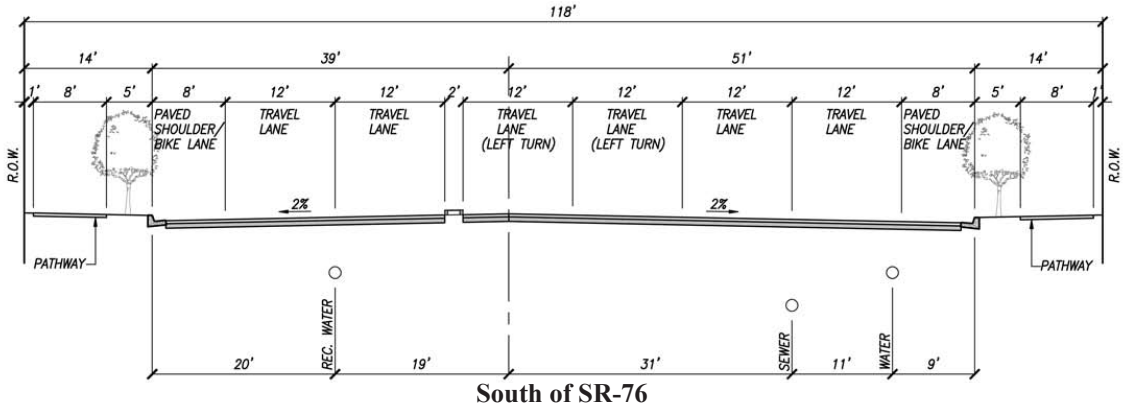
Figure 1-16



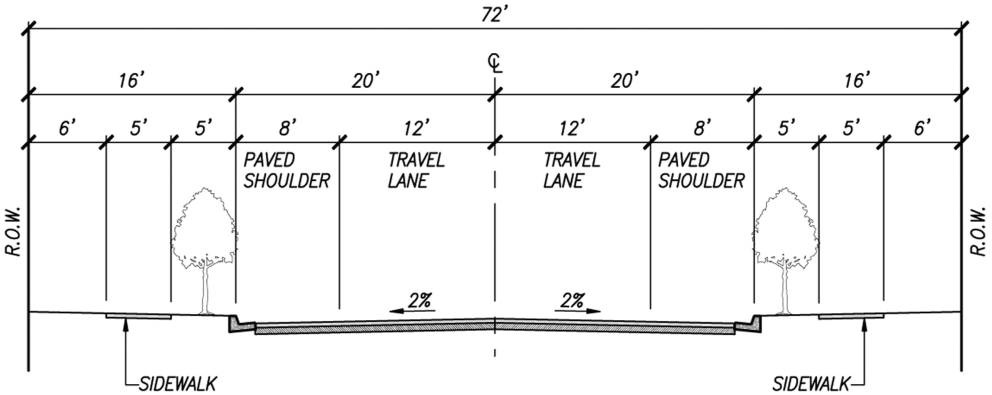
North of SR-76



North of Pala Mesa Drive



South of SR-76



West of Shearer Crossing

Source: PDC 2012

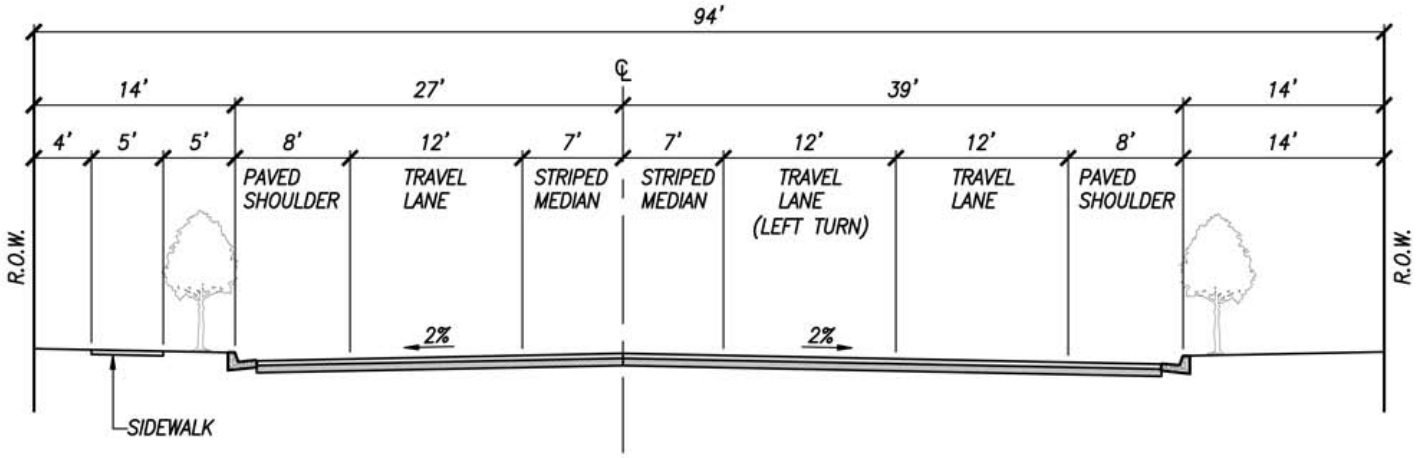
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-17_CrossSection_PankeyRoad.indd -JP

Pankey Road Cross-sections

CAMPUS PARK WEST

Figure 1-17

HELIX Environmental Planning



Source: PDC 2012

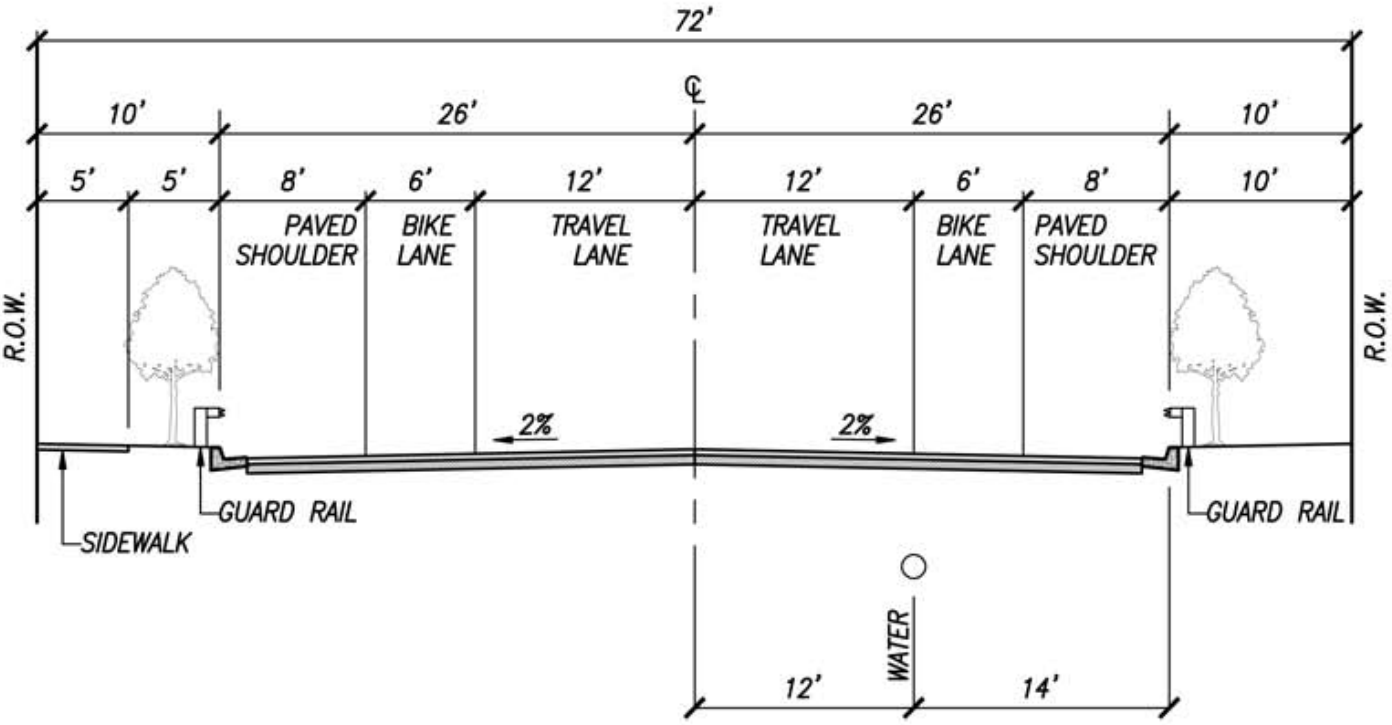
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-18_CrossSection_ShearerCrossing.indd -JP

Shearer Crossing Cross-section

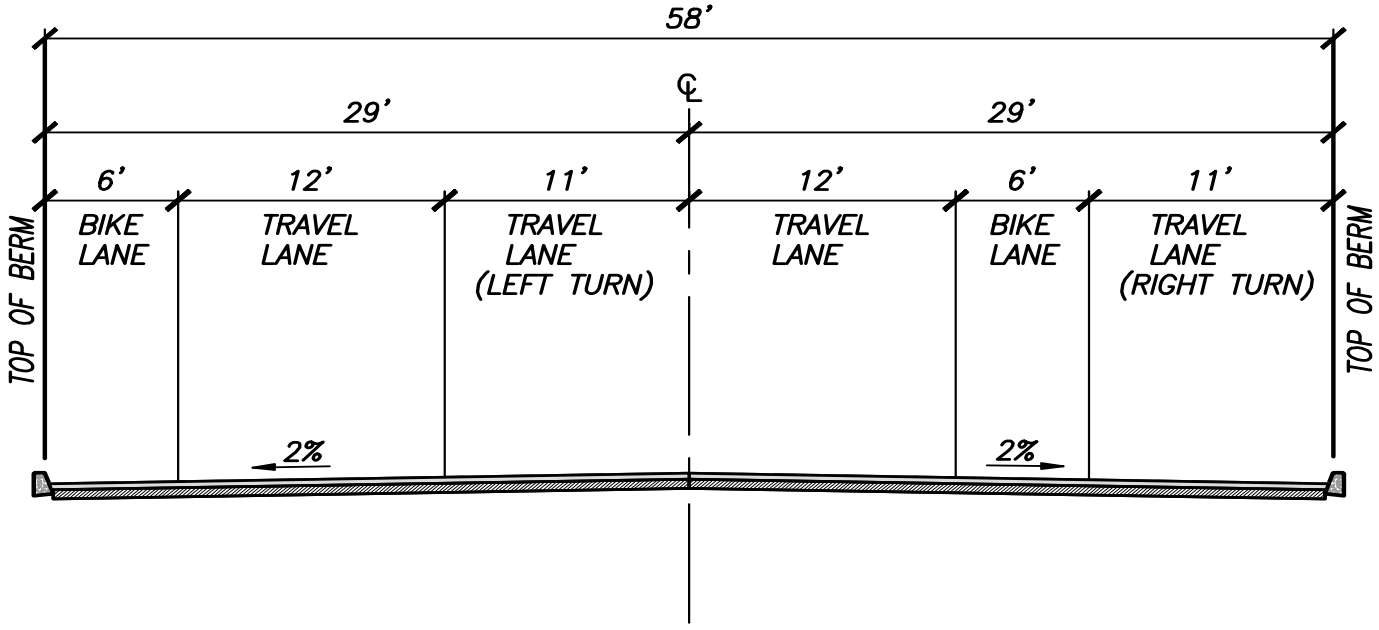
CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-18



Pala Mesa Drive



Old Highway 395

Source: PDC 2013

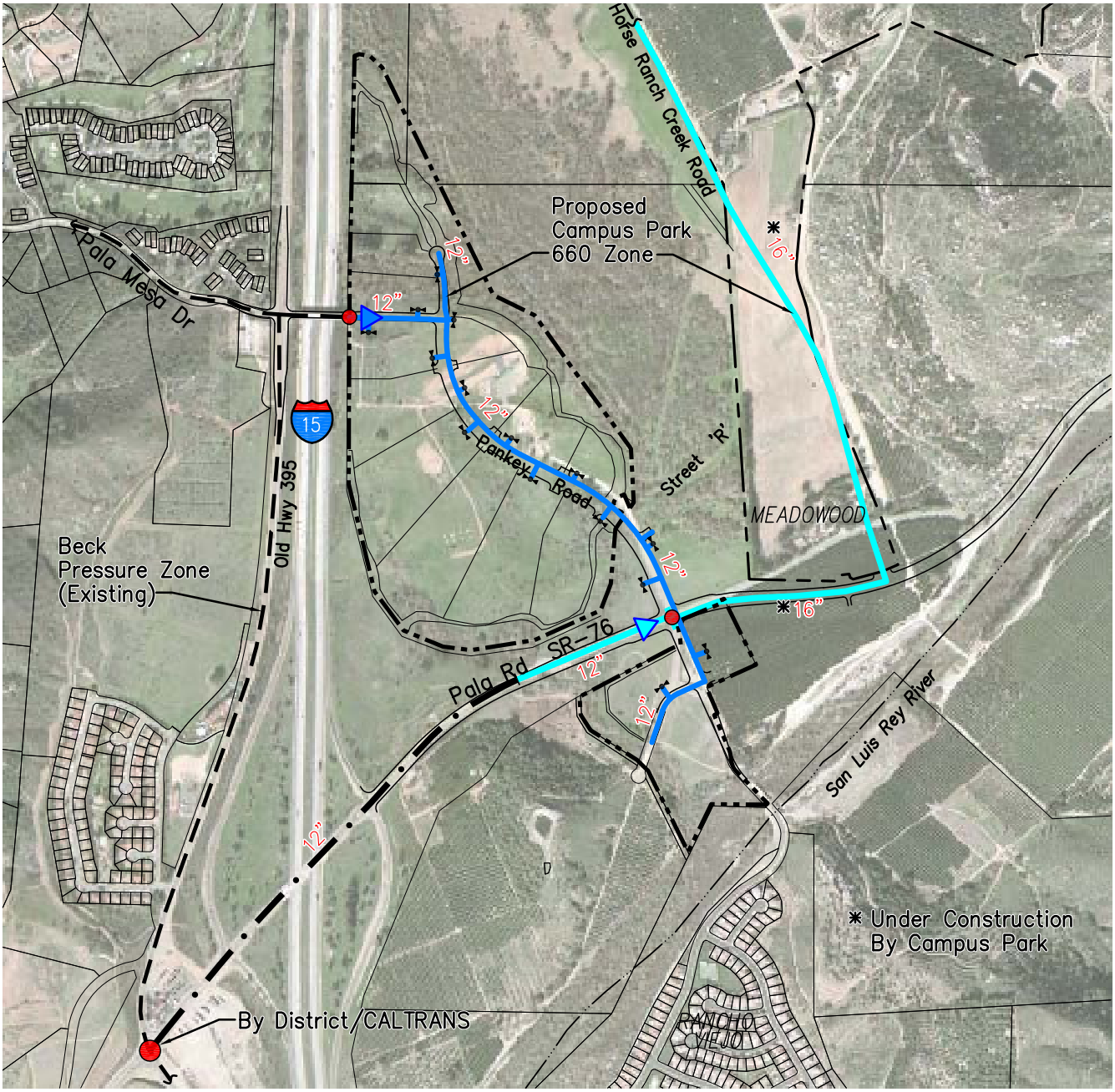
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-19_CrossSection_PalaMesaDrive395.indd -JP

Pala Mesa Drive and Old Highway 395 Cross-sections

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-19



Source: ATKINS 2012

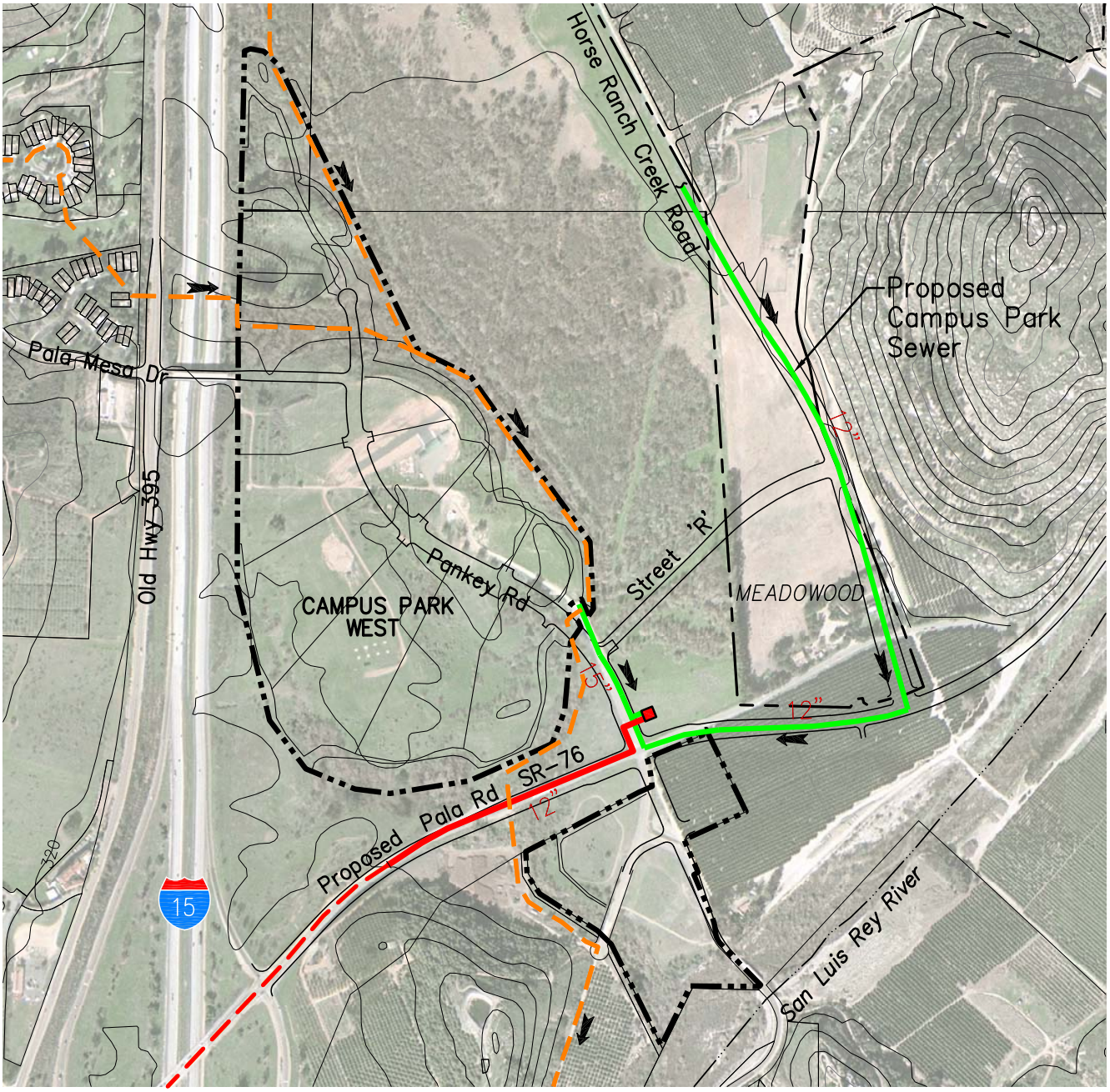
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-20_SewerPlan.indd -RK

Conceptual Potable Water Plan: On-site and Approved Off-site Facilities

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-20



Source: ATKINS 2012

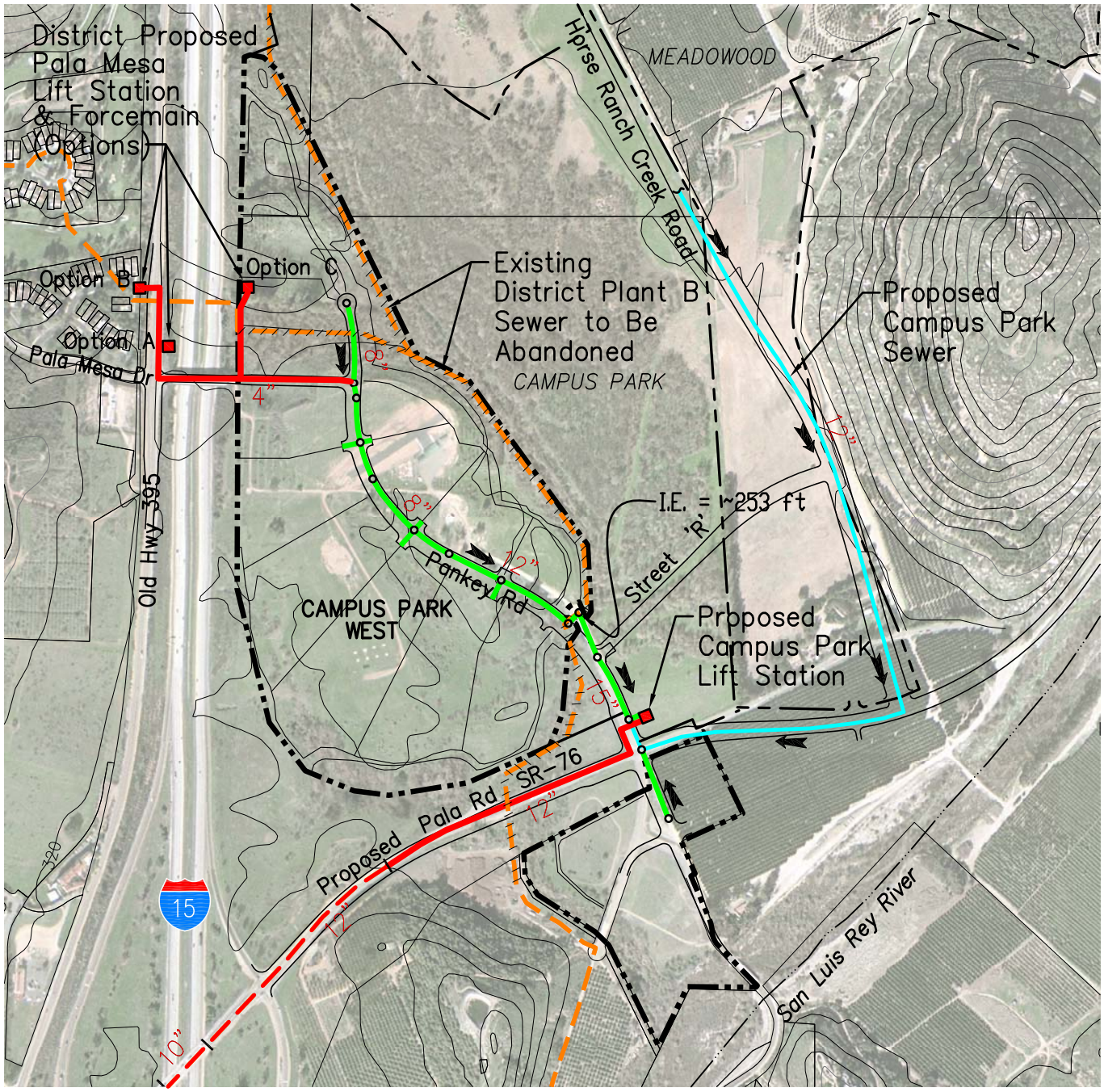
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-21_SewerPlan.indd -RK

Conceptual Sewer Plan: On-site and Approved Off-site Facilities

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-21



CAMPUS PARK WEST PROJECT BOUNDARY
EXISTING RAINBOW SEWER
PROPOSED **ON-SITE** SEWER
MANHOLE
EXISTING FORCE MAIN
PROPOSED FORCE MAIN
PROPOSED LIFT STATION
PROPOSED CAMPUS PARK SEWER

N

Source: ATKINS 2012

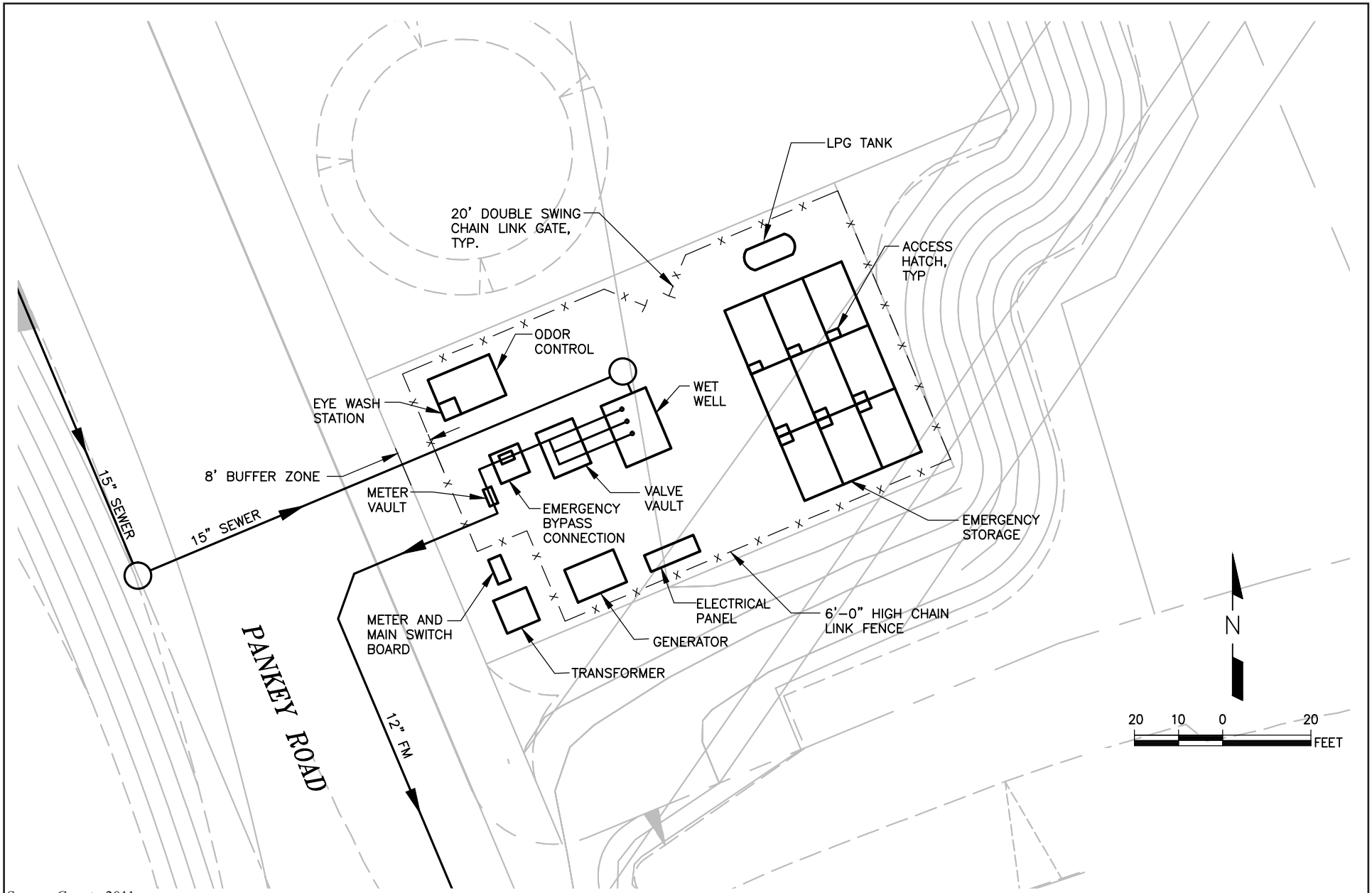
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-22_SewerPlan.indd -RK

Project Vicinity Sewer Facilities

CAMPUS PARK WEST

Figure 1-22

HELIX Environmental Planning



Source: County 2011a

I:\ArcGIS\P\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-23_SewerLift.pmd -EV

Preliminary Design for the Campus Park Sewer Lift Station

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-23

Source: Elliott 2012

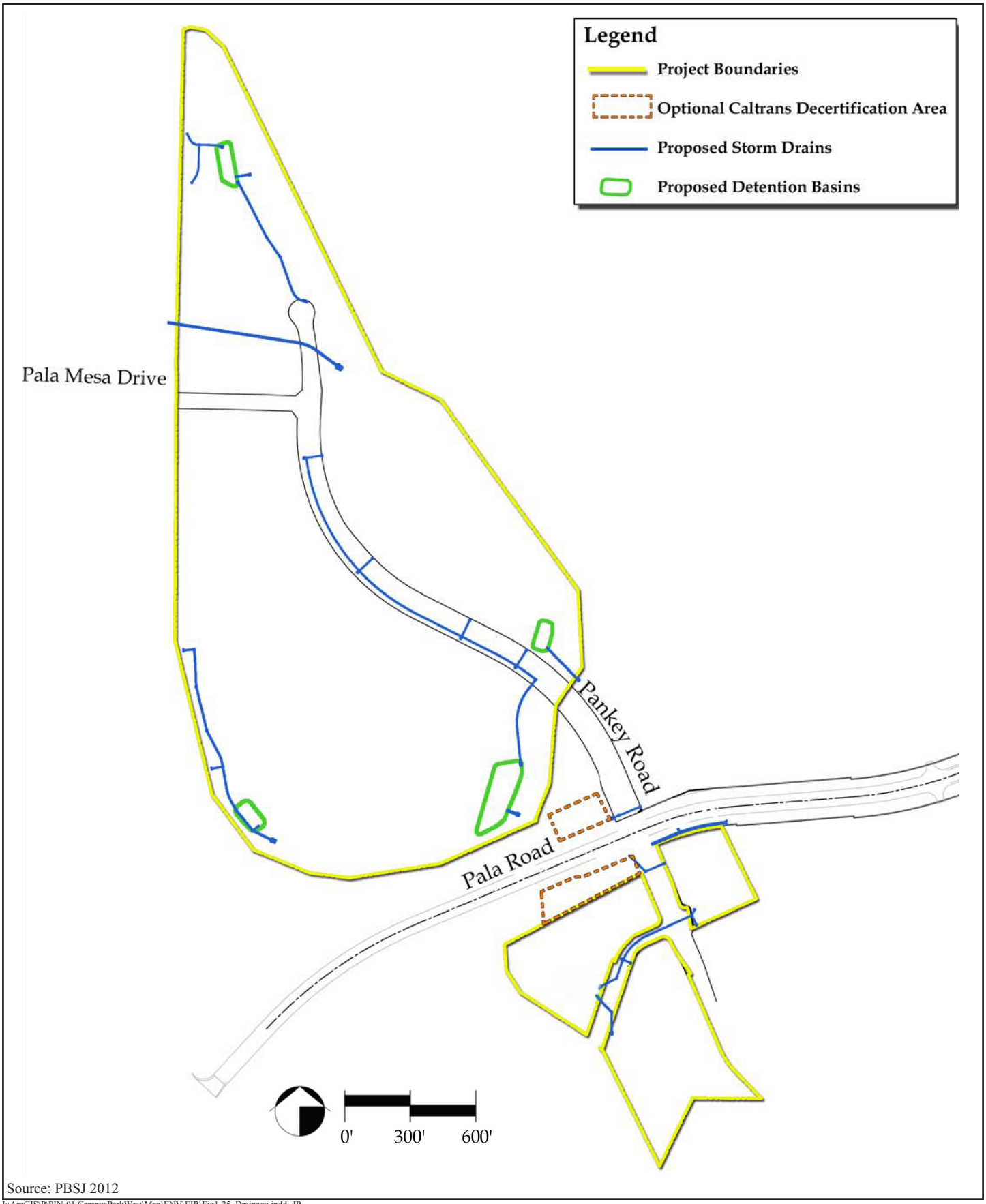
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-24_RMWDSewerPumpStation.indd -EV

"Typical" for the RMWD Sewer Pump Station

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-24



Source: PBSJ 2012

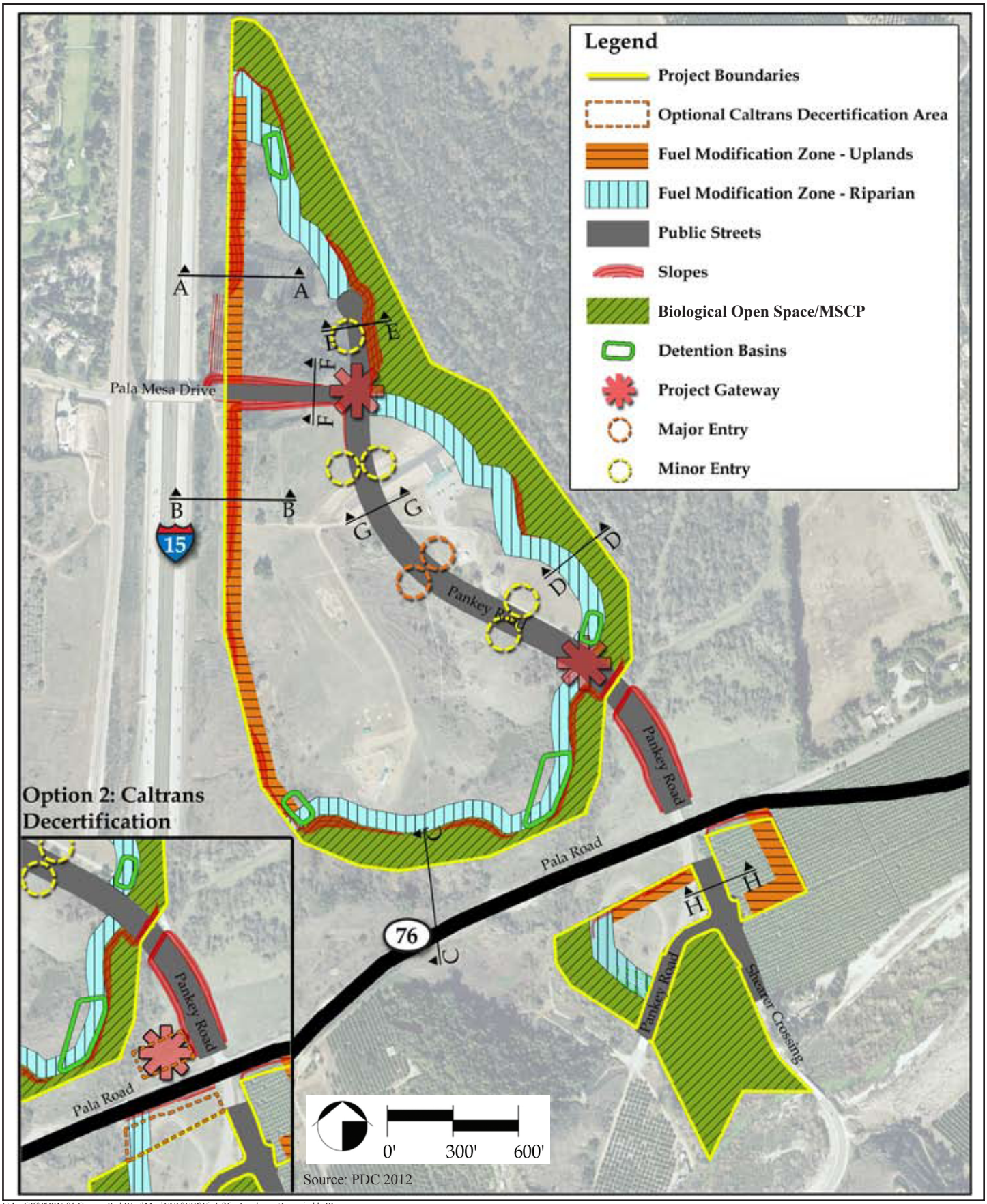
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-25_Drainage.indd -JP

Conceptual Drainage Plan

CAMPUS PARK WEST

Figure 1-25

HELIX Environmental Planning



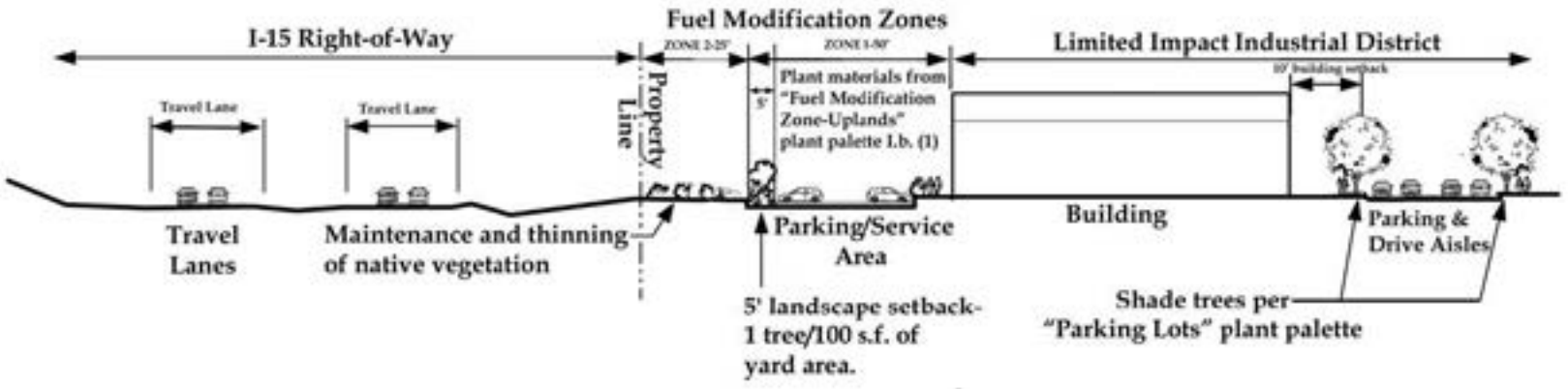
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-26a_LandscapeZones.indd -JP

Landscape Zones

CAMPUS PARK WEST

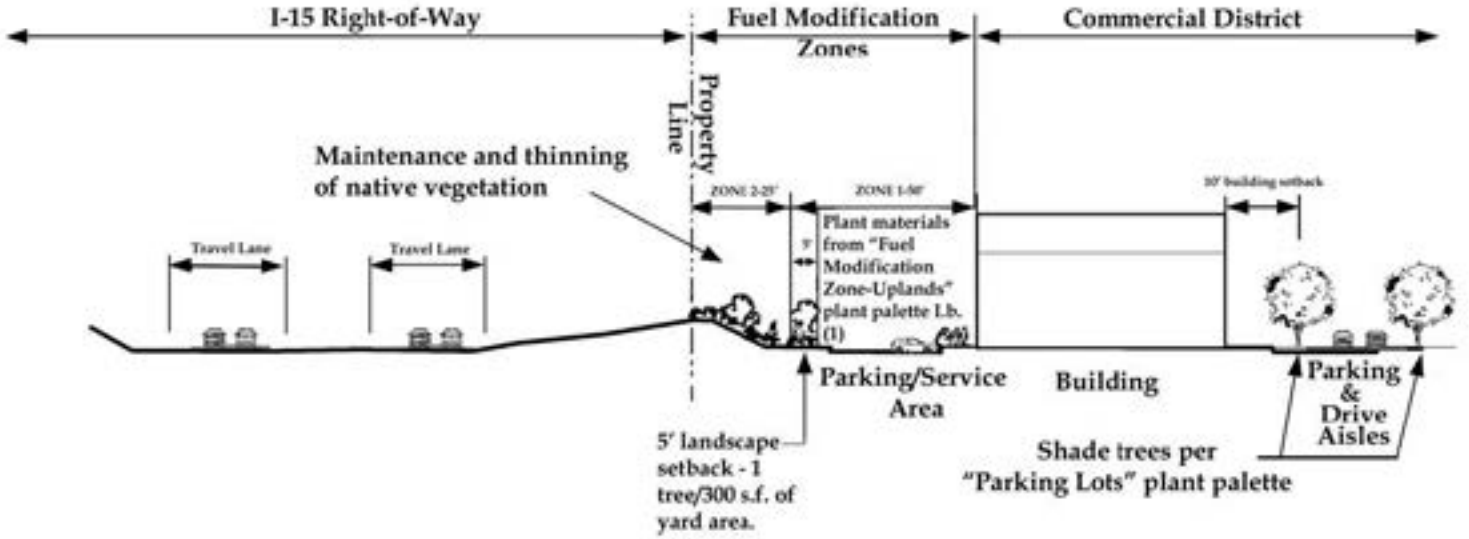
Figure 1-26a

HELIX Environmental Planning



(1) Zone 1 plant palette per Campus Park West approved plant list - permanent irrigation, no combustible structures, Association or Maintenance District maintained.

SECTION A-A
LIMITED IMPACT INDUSTRIAL LAND USE



SECTION B-B
COMMERCIAL LAND USE

Source: PDC 2013

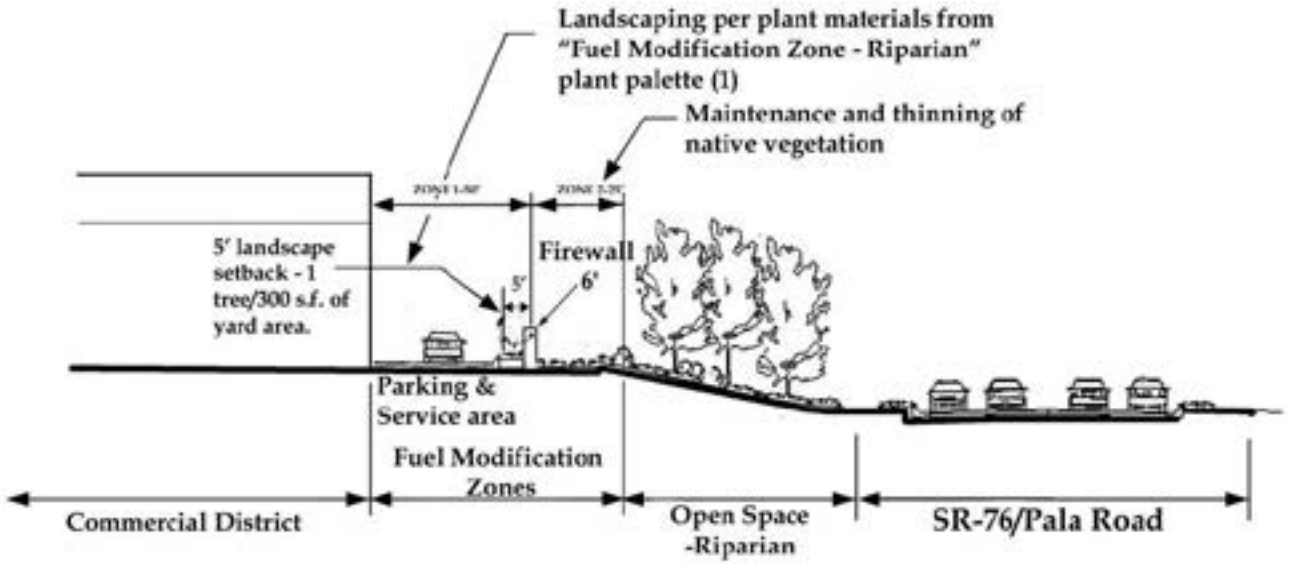
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-26b_LandscapeSections_AB.indd -KF

Landscape Sections - A-A & B-B

CAMPUS PARK WEST

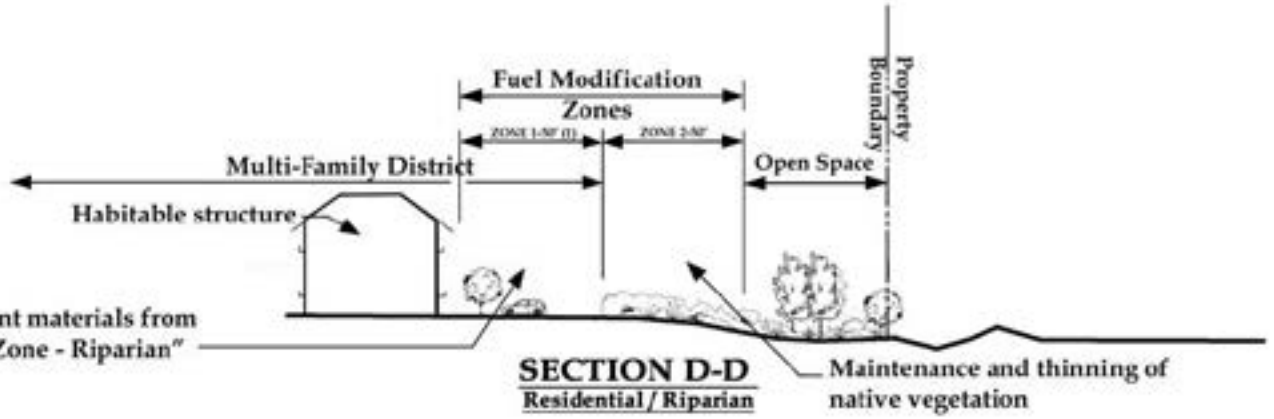
Figure 1-26b

HELIX Environmental Planning



Section C - C
Commercial/Riparian

(1) Zone 1 plant palette per Campus Park West approved plant list - permanent irrigation, no combustible structures, Association or Maintenance District maintained.



SECTION D-D
Residential / Riparian

Note: Refer to section locations on Figure 1-26a

Source: PDC 2013

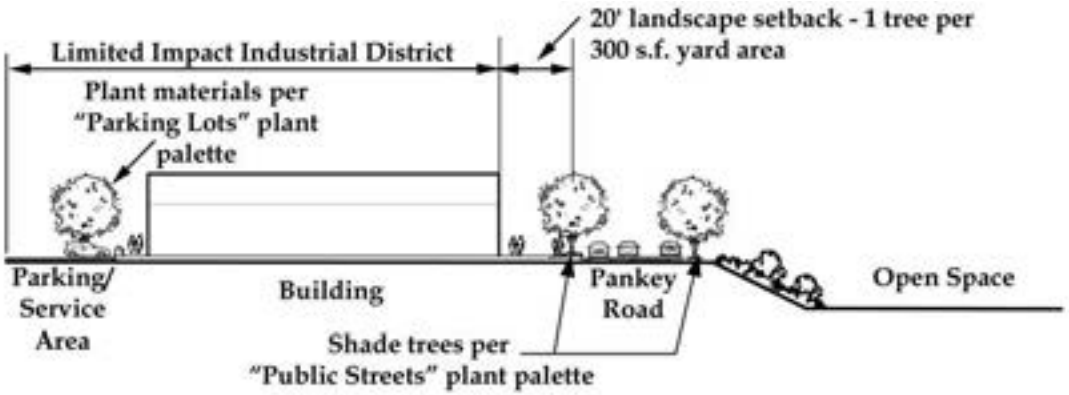
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-26b_LandscapeSections_CD.indd -KF

Landscape Sections - C-C & D-D

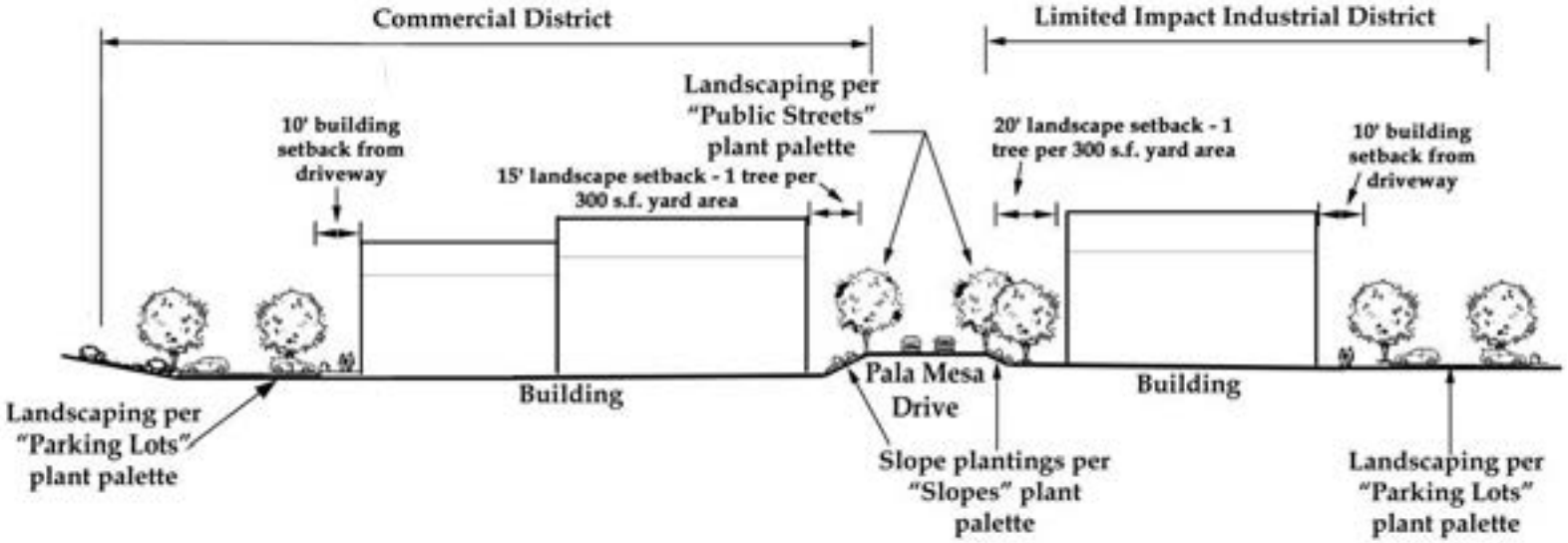
CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-26c



SECTION E- E
LIMITED IMPACT INDUSTRIAL LAND USE



SECTION F - F
COMMERCIAL LAND USE / LIMITED IMPACT INDUSTRIAL LAND USE

Note: Refer to section locations on Figure 1-26a

Source: PDC 2013

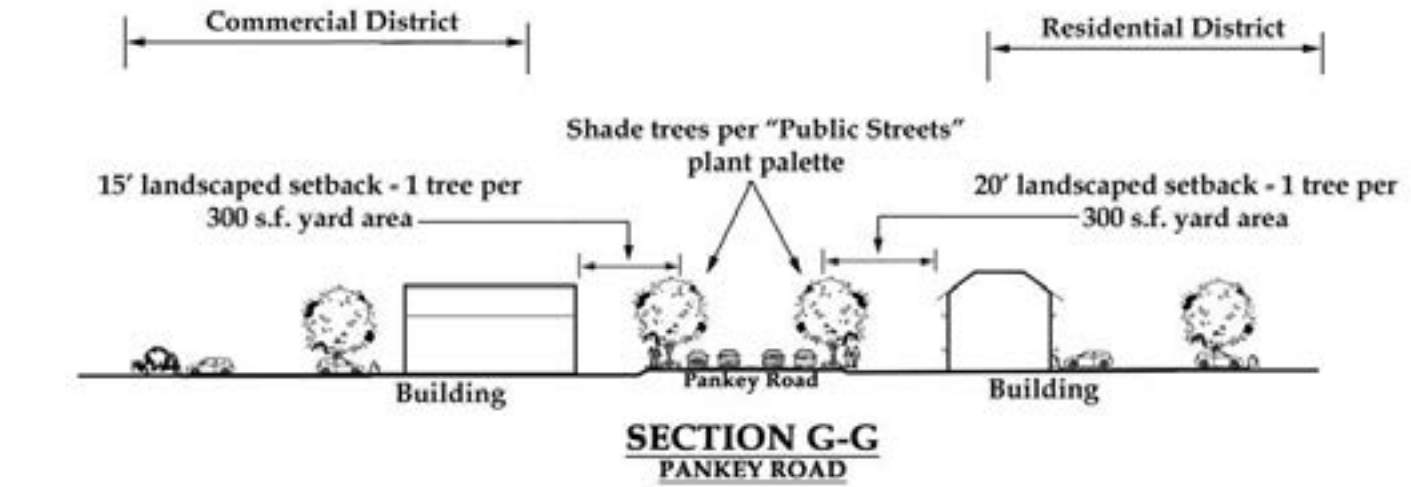
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-26d_LandscapeSections_EF.indd -KF

Landscape Sections - E-E & F-F

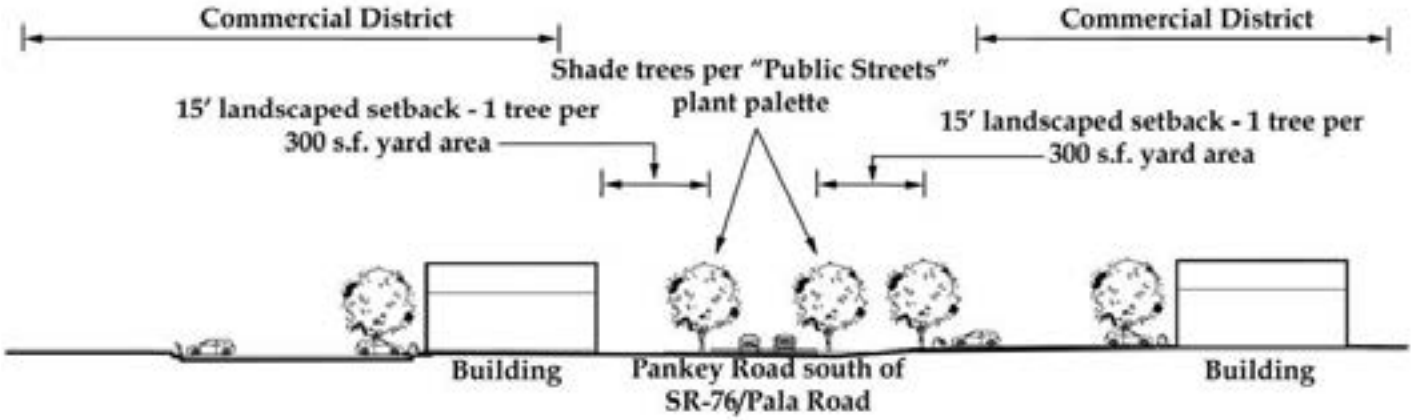
CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-26d



SECTION G-G
PANKEY ROAD



SECTION H-H
PANKEY ROAD SOUTH OF SR-76/PALA ROAD

Note: Refer to section locations on Figure 1-26a

Source: PDC 2013

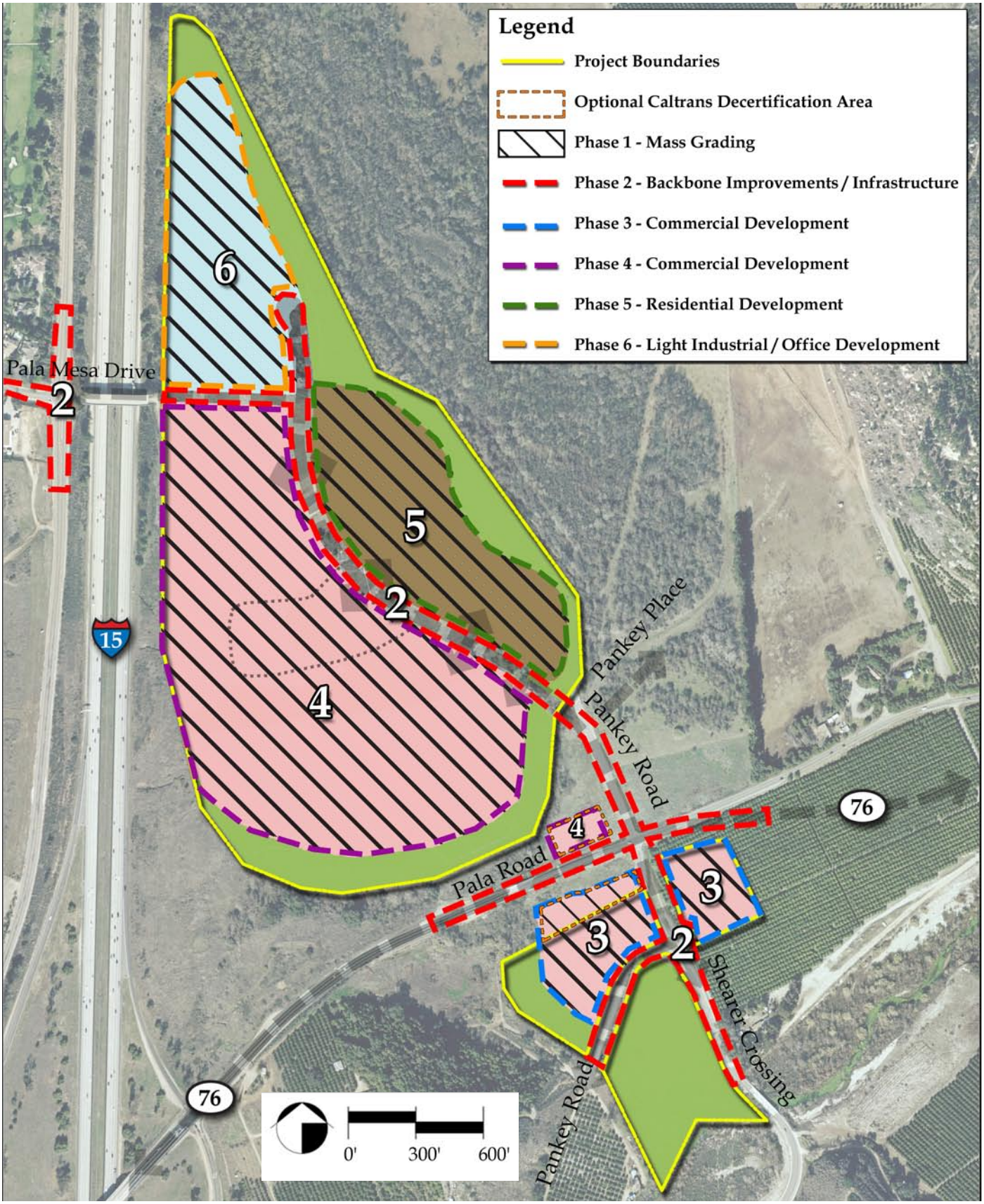
I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-26e_LandscapeSections_GH.indd -KF

Landscape Sections - G-G & H-H

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-26e



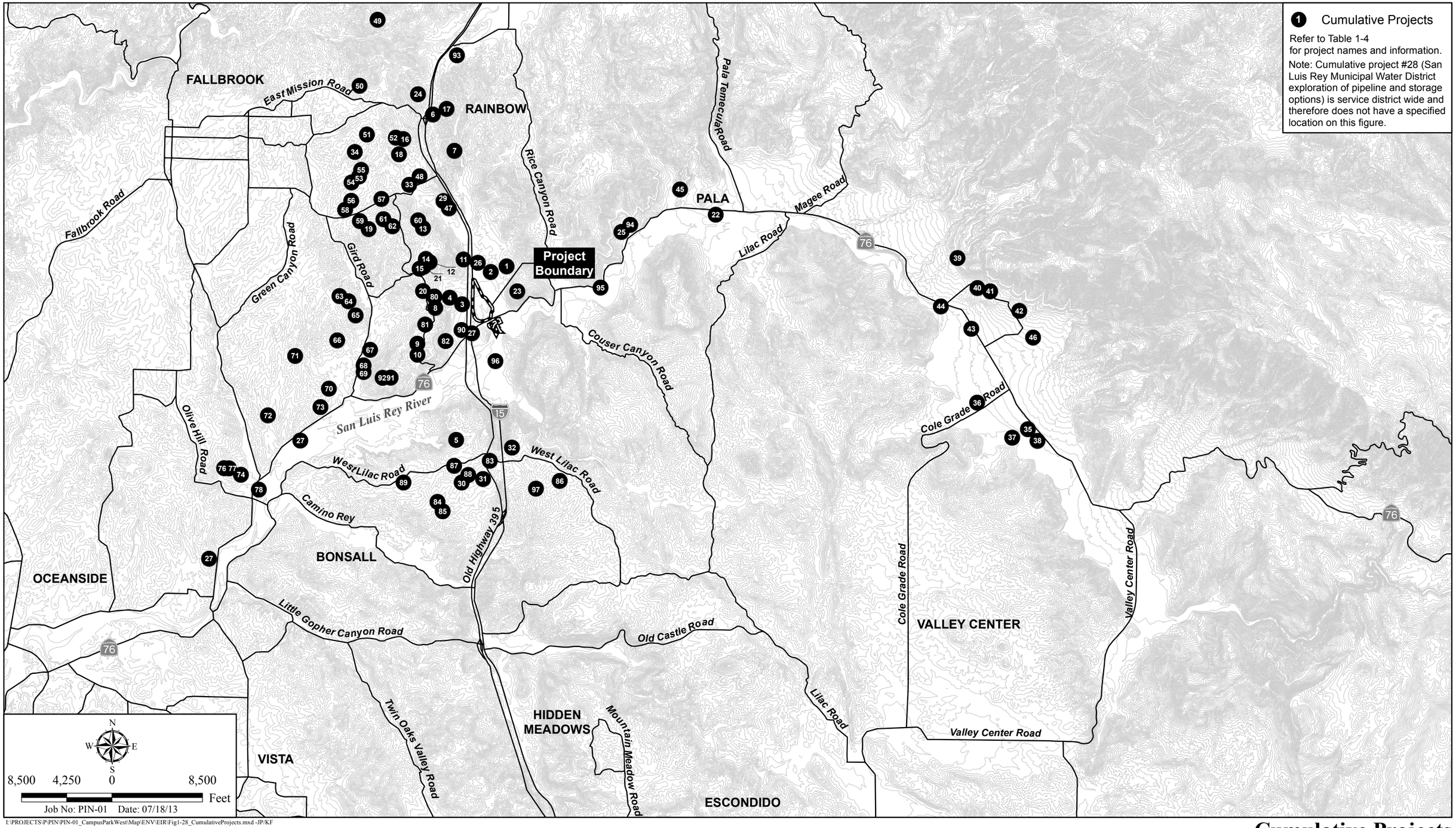
I:\ArcGIS\P\PIN-01 CampusParkWest\Map\ENV\EIR\Fig1-27_PhasingPlan.indd -EV

Conceptual Phasing Plan

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-27



I:\PROJECTS\P\PIN\PIN-01_CampusParkWest\Map\ENV\EIR\Fig1-28_CumulativeProjects.mxd -JP/KF

Cumulative Projects

CAMPUS PARK WEST

HELIX Environmental Planning

Figure 1-28