PLAN EVALUATION

Two types of performance evaluations are important: evaluation of the CAP as a whole and evaluation of individual measures. Community-wide GHG emissions inventories will provide the best indication of CAP effectiveness, although it will be important to reconcile actual growth in the County versus the growth projected when the CAP was developed. Conducting these inventories periodically will enable direct comparison to the 2005 baseline inventory, and will demonstrate the CAP's ability to achieve the adopted reduction target. The County will coordinate community-wide inventories in the future to assess the level of GHG-reduction-goal attainment.

While community-wide inventories provide information about overall GHG reductions, it is also important to understand the effectiveness of each measure. Evaluation of the emissions-reduction capacity of individual measures will improve the ability of staff and decision-makers to manage and implement the CAP. The County can promote successful measures and reevaluate or replace under-performing ones. Evaluating measure performance will require data on actual community participation rates and GHG reductions.

The County DPLU, in conjunction with the Department of Public Works and Department of General Services, will coordinate measure evaluation on the same schedule as the community-wide inventories, and summarize the progress toward meeting the GHG-reduction goals. This report will describe the following:

- Estimated annual GHG reductions in 2020
- Achievement of progress indicators
- Participation rates (where applicable)
- Remaining barriers to implementation

If a more frequent progress review period is deemed appropriate, an annual or bi-annual monitoring program that tracks the performance of individual measures could be instituted. The data collection and processing necessary to establish performance levels would be conducted by the responsible parties identified for each measure (as noted in the measure tables), and summarized at the level of each action area and for the CAP as a whole.

PLAN EVOLUTION

The County must be prepared to adapt and transform the CAP over time so that it remains relevant. It is likely that new information about climate change science and risk will emerge, new GHG-reduction technologies and innovative local government strategies will be developed, new financing will be available, and state and federal legislation will advance. It is also possible that community-wide inventories will indicate that the community is not achieving its reduction targets. As part of the evaluations identified above, the County will assess the implications of new scientific findings and technology, explore new opportunities for GHG reduction, respond to changes in climate policy, and incorporate these changes into future updates of the CAP to ensure an effective and efficient plan. CAP monitoring will occur on an annual basis as part of the General Plan annual progress report, required under Government Code Section 65400(a)(2). It is anticipated that, 5 years from adoption of the General Plan, the CAP will be evaluated to determine whether revisions are required.

RELATIONSHIP TO THE COUNTY OF SAN DIEGO GENERAL PLAN EIR

The General Plan EIR evaluated the potential effects of implementation of the General Plan on global climate change. Two issue areas were evaluated: compliance with AB 32 and the effects of global climate change on the General Plan. The issue of effects of global climate change on the General Plan was determined to be mitigable through General Plan policies and mitigation measures, as well as through compliance with AB 32.

The issue of compliance with AB 32 was evaluated by estimating the County's 1990 GHG emissions and anticipated 2020 GHG emissions. AB 32 requires that California reduce GHG emissions by 2020 to 1990 levels. The analysis concluded that emissions in 2020 would be greater than in 1990, resulting in a potentially significant impact. The EIR cited ongoing local and state measures that would help to mitigate the impacts to climate change. In addition, numerous General Plan policies were cited (Table I-1 of the General Plan) that would reduce future project-related impacts. Finally, mitigation measures were proposed to further reduce the impacts of climate change, implementation of which would reduce the General Plan's impacts to a less-than-significant level. Among the mitigation measures was CC-1.2, Preparation of a Climate Change Action Plan. This measure called for a baseline GHG emissions inventory; detailed GHG-reduction targets and deadlines; comprehensive and enforceable GHG emissions-reduction measures; and implementation, monitoring, and reporting of progress toward the targets defined in the CAP.

The CAP contains quantified estimates for current (2005) and future (2020, 2035, and 2050) GHG emissions based on historical data and anticipated growth factors for the unincorporated area of San Diego County. The CAP includes strategies that show compliance with ARB's Scoping Plan for local governments, which is to achieve a reduction of 15% below current levels by 2020. ARB's Scoping Plan also establishes a reduction target for 2035, recognizing that the cumulative and long-term nature of this issue necessitates planning beyond the 2020 horizon established under AB 32. The County has a range of measures that would help meet a target that is consistent with the intent of AB 32. As part of the CAP development process, a monitoring tool is being prepared to regularly assess progress toward the measure-level performance goals and overall CAP targets. The CAP will be monitored and updated, as needed, to include new legislation, technological changes, and adjustments in measures to achieve the County's target for 2020. This CAP includes all elements listed in, and therefore acts as the implementation of, mitigation measure CC-1.2 from the General Plan.

PROJECT CONSISTENCY WITH THE CAP

Another important goal of the County is to adopt the CAP as a GHG Reduction Plan, as defined in Section 15183.5 of the CEQA Guidelines, to provide tiering and streamlining benefits to future projects. Section 15183.5(b)(1) states that a GHG Reduction Plan should do the following:

(A) Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.

(B) Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the GHG Reduction Plan would not be cumulatively considerable.

(C) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area.

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates would collectively achieve the specified emissions level if implemented on a project-by-project basis.

(E) Establish a mechanism to monitor the GHG Reduction Plan's progress toward achieving the specified emissions level, and require amendment if the plan is not achieving specified levels.

(F) Be adopted in a public process following environmental review.

Guidelines (A) through (D) are contained in the CAP, and (E) is being prepared concurrent with the CAP. In addition, an Initial Study and the appropriate environmental documentation and public review were prepared to assess the effects of implementing the CAP. With adoption of the CAP, later projects may use the CAP for a cumulative impacts analysis if the projects demonstrate compliance.

Demonstrating compliance with the CAP is determined by use of the County CAP Compliance Checklist (Appendix G) during project review, and must be completed for all relevant projects undergoing environmental review in the County by the DPLU.

CEQA Guidelines Section 15183.5(b)(2) provides direction for use of a "plan for the reduction of greenhouse gas emissions" by later projects. The guidelines state that "an environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project." Through the County's discretionary review process and completion of the CAP Compliance Checklist, the design features or mitigation measures applied to individual development projects are considered binding and enforceable, including those applied to projects with GHG emissions that are either above or below the Bright Line Threshold.

DETERMINATION OF SIGNIFICANCE FOR PROJECT IMPACTS ON CLIMATE CHANGE

The CAP includes GHG-reduction measures that, if fully implemented, would achieve an emissions reduction target that is consistent with and supports the state-mandated reduction target embodied in AB 32. Many of the measures, such as installing solar water heaters, may be applied and measured at the project level to show project-level compliance with the CAP and with AB 32. Other measures, such as increase walking and biking, are community-wide implementation strategies for which GHG reductions at the project level cannot be easily or reliably quantified; their benefit is derived from community-wide implementation. County staff identified a range of feasible reduction measures in the CAP, and quantified the effectiveness of these measures to various projects that would be implemented during buildout of the General Plan. For some project types, many CAP reduction measures would be relevant and should be incorporated as part of project design or mitigation. For other project types, there may be fewer CAP reduction targets that would apply.

To further ensure that the County's overall reduction target is achieved, and considering the wide range of project types the County may approve during buildout of the General Plan, the County prepared a companion document that presents a range of substantiated significance thresholds designed to apply to different project types. This document is called "Guidelines for Determining Significance: Climate Change" (Significance Guidelines). The Significance Guidelines document provides detailed steps on how to apply thresholds to projects, and should be used by projects for the evaluation of impacts on climate change. A summary of the Significance Guidelines is shown in Table 6.1.

The CEQA Guidelines (Section 15064.7) encourage lead agencies to develop and publish thresholds of significance for assessing environmental impacts. The County elected to develop guidelines to help determine GHG emissions thresholds and to provide clear and consistent guidance for assessing the significance of GHG emissions impacts of proposed projects under CEQA, as a supplement to the measures outlined in the CAP.

The "dual approach" of using the County's CAP with the Significance Guidelines document is intended to provide flexibility to individual projects when addressing GHG emissions, and to ensure that new development in the County will achieve its "fair share" of emissions reductions. The CAP provides a range of feasible measures and quantifies their effectiveness to demonstrate that the County's reduction target can be met. The Significance Guidelines document demonstrates that if the largest individual projects incorporate their "fair share" of feasible emissions reductions, new development in the County will occur consistent with the statewide mandate set in AB 32.

TABLE 6.1 | GHG GUIDELINES FOR DETERMINING PROJECT-LEVEL SIGNIFICANCE

TITLE	LEVEL FOR DETERMINING SIGNIFICANCE
Efficiency Threshold	4.32 MT CO_2e per year per service population (residents + employees)
Bright Line Threshold	2,500 MT CO_2e per year
Performance Threshold	16% GHG emissions reductions below unmitigated project in 2020
Stationary Source Threshold	10,000 MT CO_2e per year

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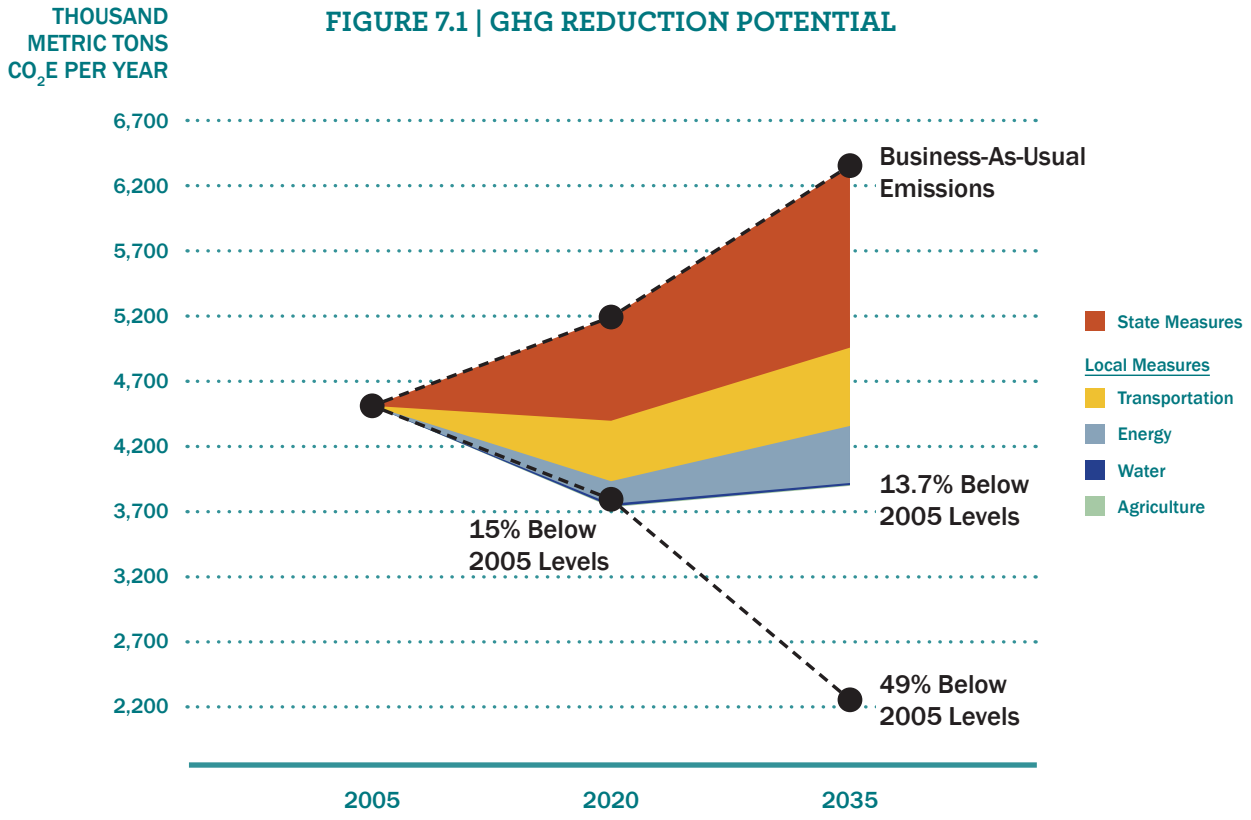
Conclusion

FIGURE 7.1 | GHG REDUCTION POTENTIAL



This CAP represents the County's commitment to fighting global climate change and complying with state and federal legislative mandates by reducing GHG emissions from both government operations and community activities. Although climate change presents a new type of challenge for residents and businesses, this CAP is a powerful tool in meeting the County's goals.

With this document, the County has demonstrated its commitment to mitigating GHG emissions by thoroughly examining the sources of emissions, GHG reduction strategies, and the costs and efficacy of these strategies.

There are local benefits to taking action against global climate change, and the citizens of the County will benefit from improved public health from reduced air and water pollution, reduced potential disruptions to the climate system that protects people from extreme weather events, and decreased dependence on fossil-fuel-based energy sources, among other benefits.

Although County agencies are taking action against climate change, community action is critical to achieving the emissions-reduction goals that support physical well-being and economic vitality. By building on the framework set out in this CAP and the accompanying User's Guide (Appendix E), the citizens of the County have the necessary tools to build a community that not only creates a sustainable, healthy environment for themselves and future generations, but also sets an example for other communities and affects climate systems throughout the world.

Appendices

APPENDIX A: ACRONYM LIST

°F	degrees Fahrenheit
AB	Assembly Bill
ARB	California Air Resources Board
ARRA	American Recovery and Reinvestment Act
BAU	business as usual
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CCSE	California Center for Sustainable Energy
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CO_2e	CO_2 equivalent
County	County of San Diego
CREBS	Clean Renewable Energy Bonds
CSI	California Solar Initiative
DEER	Database for Energy Efficiency Resources
DPLU	Department of Planning and Land Use
DPW	Department of Public Works
EECBG	Energy Efficiency and Conservation Block Grant
EIR	Environmental Impact Report
EMS	Energy Management System
EO	Executive Order
ESP	Energy Service Provider
GHG	greenhouse gas
GWP	global warming potential
HVAC	heating, ventilation, and air conditioning
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
MMT	million metric tons
MSCP	Multiple Species Conservation Program
MT	metric tons
MTS	Metropolitan Transit System
MW	megawatt
PPA	Power Purchase Agreement
ppm	parts per million
PV	photovoltaic
QECB	Qualified Energy Conservation Bond
RPS	Renewable Portfolio Standard
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDG&E	San Diego Gas & Electric
SEP	Strategic Energy Plan
TDM	transportation demand management
USEPA	U.S. Environmental Protection Agency
VMT	vehicle miles traveled

APPENDIX B: LEGISLATIVE DETAIL

This appendix provides additional detail regarding the legislative requirements related to greenhouse gas (GHG) reductions in California.

State Legislation

California has adopted a wide variety of regulations aimed at reducing state GHG emissions. While state actions alone cannot stop global warming, the adoption and implementation of this legislation demonstrates California's leadership in addressing this challenge.

Executive Order S-3-05

Executive Order S-3-05 states that California is vulnerable to the effects of climate change, including reduced snowpack in the Sierra Nevada Mountains, exacerbation of California's existing air quality problems, and sea level rise. To address these concerns, the executive order established statewide targets to reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

Assembly Bill 32 and Climate Change Scoping Plan

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. The Climate Change Scoping Plan (Scoping Plan) was approved by ARB in December 2008 and outlines California's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent, or approximately 28% from state projected 2020 emissions levels.

In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and to move toward establishing similar goals for community emissions that parallel the state's commitment to reduce GHGs. The Scoping Plan identifies California's cities and counties as "essential partners" within the overall statewide effort, and recommends that local governments set a GHG reduction target of 15% below 2005–2008 levels by 2020. Although the specific role local governments will play in meeting California's GHG reduction goals is still being defined, they will nonetheless be key players.

Senate Bill 375

Senate Bill (SB) 375 (2008) established a process whereby regional targets for reduced passenger-vehicle and light-duty-truck GHG emissions were established for each Metropolitan Planning Organization (MPO) in the state, including the San Diego Association of Governments (SANDAG). ARB's adopted targets for the SANDAG region include a 7% per capita reduction in emissions by 2020 and a 13% per capita reduction by 2035. This is a regional target, and not necessarily a target for each member jurisdiction.

Senate Bill 97

SB 97 acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). Pursuant to SB 97, the State CEQA Guidelines were

updated in 2010 to include provisions for mitigating GHG emissions and/or the effects of GHG emissions. The amended CEQA Guidelines (Section 15183.5) allow jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in the cumulative impacts analysis. If a plan is to be used for tiering or incorporation by reference purposes, it should contain enforceable reduction measures and demonstrate that it can reliably reduce the community's GHG emissions to a degree that contributes its fair share to state emissions-reduction efforts.

Attorney General Guidance

In a March 2009 correspondence to local governments completing general plan updates, the State Attorney General's Office emphasized and expanded on SB 97 by stating that community-wide targets should align with an emissions trajectory that reflects aggressive GHG mitigation in the near term, and California's interim (1990 levels by 2020) and long-term (80% below 1990 levels by 2050) GHG emissions levels limits set in AB 32 and Executive Order S-3-05.

The Attorney General's August 31, 2009, letter to the County of San Diego states that GHG projections associated with a general plan update should estimate the emissions levels through the full planning horizon, not just for 2020. Although the letter only explicitly calls for 2030 projections, it could be assumed that an emissions-reduction target for 2030 would also be required.

AB 1493

AB 1493, California's mobile-source GHG emissions regulations for passenger vehicles, was signed into law in 2002. AB 1493 requires ARB to develop and adopt regulations that reduce GHG emissions from passenger vehicles, light-duty trucks, and other non-commercial vehicles for personal transportation. In 2004, ARB approved amendments to the California Code of Regulations, adding GHG emissions standards to California's existing standards for motor vehicle emissions.

Executive Order S-1-07 – The Low Carbon Fuel Standard

Executive Order S-01-07 reduces the carbon intensity of California's transportation fuels by at least 10% by 2020. The Low Carbon Fuel Standard (LCFS) is a performance standard with flexible compliance mechanisms that incentivizes the development of a diverse set of clean, low-carbon transportation fuel options to reduce GHG emissions.

Renewable Portfolio Standard

SB 1078, SB 107, Executive Order S-14-08, and SB X1-2 have established increasingly stringent Renewable Portfolio Standard (RPS) requirements for California utilities. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small-scale hydro. The standards are as follows:

- SB 1078 required investor-owned utilities to provide at least 20% of their electricity from renewable resources by 2020.
- SB 107 accelerated the SB 1078 timeframe to take effect in 2010.
- Executive Order S-14-08 increased the RPS further to 33% by 2020. San Diego Gas & Electric (SDG&E), the San Diego County's electricity provider, delivered 5.2% of its electricity from renewable sources in 2005.

- SB X1-2 codified the 33% RPS by 2020 requirement established by EO-S-14-08.

SB 7X 7

SB 7x 7 requires the state to achieve a 20% reduction in urban per-capita water use by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10% on or before December 31, 2015. SB 7X 7 requires each urban retail water supplier to develop long-term urban water-use targets and an interim urban water-use target. SB 7X 7 also creates a framework for future planning and actions for urban and agricultural users to reduce per-capita water consumption 20% by 2020.

Vehicle Efficiency Measures

Vehicle efficiency reductions in the CAP were calculated based on the following two regulations:

- Tire Pressure Program – Ensuring that vehicles have proper tire inflation to reduce tailpipe GHG emissions by reducing tire rolling-resistance and increasing vehicle efficiency. ARB identified the tire inflation measure as a Discrete Early Action in 2007, which means a regulation enforceable starting in 2010. The tire inflation and tire program would affect vehicle service facilities such as dealerships, maintenance garages, oil change facilities, tire centers, and smog check facilities.

- Medium/Heavy-Duty Vehicle Efficiency – Heavy-Duty Vehicle GHG Emissions Reduction (Aerodynamic Efficiency) regulations require existing trucks/trailers to be retrofitted with the best available technology and/or ARB-approved technology. This measure was identified as a Discrete Early Action in the Scoping Plan, which means it was enforceable beginning in 2010. Technologies that reduce GHG emissions and improve the fuel efficiency of trucks may include devices that reduce aerodynamic drag and rolling resistance. These requirements apply to both California-registered trucks and out-of-state-registered trucks that travel in California.

APPENDIX C: GREENHOUSE GAS EMISSIONS INVENTORY AND FORECASTS

This appendix summarizes the methodologies and assumptions that were used to create the greenhouse gas (GHG) emissions inventory and forecasts.

Introduction

The purpose of a GHG emissions inventory is to identify sources and levels of GHG emissions to enable policy makers to implement GHG reduction strategies in policy areas over which they have operational or discretionary control.

Reporting GHG inventories on a calendar-year basis is considered standard internationally; the United Nations Framework Convention on Climate Change, the Kyoto Protocol, the European Union Emission Trading System, the Climate Registry, the California Climate Action Registry (CCAR), and the state's mandatory reporting regulation under Assembly Bill 32 all require GHG inventories to be tracked and reported on a calendar-year basis. A community-wide GHG emissions inventory was created for the 2005 "baseline" year for the County of San Diego (County), and a local government GHG emissions inventory was created for the 2006 baseline year for the County's local government operations. The difference in baseline years was due to data availability.

The community-wide inventory was completed for the following sectors: transportation, energy (electricity and natural gas), solid waste, wastewater, potable water, agriculture, and other. Government emissions are generally considered a subset of community emissions.

Forecast GHG emissions were estimated for 2020, 2035, and 2050 for both community and local government emissions under a business-as-usual (BAU) scenario. A BAU scenario is the expected emissions that would occur if the Climate Action Plan (CAP) and other GHG-reducing measures (such as statewide legislation) were not implemented.

The state of the art in preparing GHG inventories and forecasts is evolving rapidly. During preparation of the County's General Plan, the University of San Diego's Energy Policy Initiatives Center (EPIC) calculated GHG emissions for the County for both community-wide sectors and County government operations for the years 1990 and 2006, with emissions projections for 2020. Since the completion of the EPIC inventory, methodologies for conducting an emissions inventory have been refined to provide consistency among communities and municipalities. Currently, the California Air Resources Board (ARB) has a methodology only for local government operations, called the Local Government Operations Protocol (LGOP), although there are some methodologies that apply equally to community inventories. In addition, there are best-practices for community inventory methodology, including from the Intergovernmental Panel on Climate Change (IPCC). While these provide a much more accurate inventory, they also require substantial data, often preventing a 1990 inventory that meets the LGOP standards. To adhere to the adopted LGOP and to provide a more accurate estimate of the community-wide GHG emissions to be used in a CAP, the County updated its existing inventories. Consequently, 1990 inventories were not possible, but the baseline years were updated (2006 for government operations, 2005 for community-wide). A summary of the baseline and forecast community-wide and local government GHG emissions and forecasts are provided in Tables C.1 and C.2.

Table C.1 | County of San Diego Community GHG Baseline and Projected Emissions

Sector	2005 Baseline	2020 BAU	2035 BAU	2050 BAU
	MT CO_2e			
Transportation	2,636,702	3,098,307	4,004,966	4,785,555
Residential Energy	505,963	566,033	666,952	707,334
Commercial/Industrial Energy	615,687	737,916	818,698	934,503
Agriculture	190,025	159,246	118,134	83,520
Solid Waste	144,865	162,064	190,959	202,521
Wastewater	50,412	56,397	66,452	70,475
Potable Water	236,435	264,506	311,665	330,535
Other	132,490	148,220	174,646	185,221
Total	**4,512,580**	**5,192,689**	**6,352,472**	**7,299,664**
GHG emissions per service population[1]	7.47	7.48	7.80	8.23
GHG emissions per population	9.57	9.52	9.83	10.51

[1] Service population refers to the residents and employees in the County as estimated by the San Diego Association of Governments (SANDAG).

MT CO_2e = metric tons of carbon dioxide equivalent

Table C.2 | County of San Diego Government GHG Baseline and Projected Emissions

County Government GHG Baseline and Projected Emissions				
Sector	2006	2020	2035	2050
	MT CO_2e			
Solid Waste Facilities	64,192	48,516	35,943	26,627
Employee Commute	57,572	63,017	70,776	73,893
Buildings and Facilities	55,291	61,420	67,987	75,256
Vehicle Fleet	23,231	24,960	27,428	28,611
Wastewater Facilities	11,656	13,451	16,232	17,661
Government-Generated Solid Waste	4,892	5,256	5,776	6,025
Public Lighting	2,160	2,493	3,008	3,273
Airport Facilities	1,153	1,331	1,606	1,747
Water	488	524	576	601
Total	**220,633**	**220,968**	**229,331**	**233,695**

MT CO_2e = metric tons of carbon dioxide equivalent

Transportation

The transportation sector includes the operation of on-road vehicles. Emissions from mobile combustion can be estimated based on vehicle fuel use and miles traveled data. Carbon dioxide (CO_2) emissions, which account for the majority of emissions from mobile sources, are directly related to the quantity of fuel combusted and, thus, can be calculated using fuel consumption data. Methane (CH_4) and nitrous oxide (N_2O) emissions depend more on the emissions-control technologies employed in the vehicle and the distance traveled. Calculating emissions of CH_4 and N_2O requires data on vehicle characteristics (which takes into account emissions-control technologies) and vehicle miles traveled (VMT).

Community-wide VMT for 2005, 2020, 2035, and 2050 were provided by the traffic consultant Fehr & Peers. Fehr & Peers used the San Diego Association of Governments (SANDAG) travel demand model and adjusted outputs to include travel only within the unincorporated portions of the County and to exclude VMT associated with roadways in the Camp Pendleton area, which is located within the boundary of the County but not within the jurisdiction of the County. (The County has no land use authority over the activities at Camp Pendleton and, therefore, cannot affect VMT associated with roadways within its boundary.)

Employee commute VMTs were estimated using the average commute distance for County residents, as provided in the County's General Plan Environmental Impact Report, and the number of full-time-equivalent employees in 2006. Forecasts of the number of employees for 2020 and 2035 were estimated assuming a change in employees equal to one-half the growth rate of the County residential population.

Emissions factors for the transportation sector were obtained using the California ARB vehicle emissions model EMFAC. EMFAC is a mobile-source emissions model for California that provides vehicle emissions factors by county and vehicle class. For the County inventory, emissions factors were used for 2005 (community), 2006 (County government), 2020, and 2035. EMFAC does not project vehicle emissions factors beyond 2040; therefore, 2040 was used to estimate emissions in 2050. Pursuant to U.S. Environmental Protection Agency guidance, carbon dioxide equivalent (CO_2e) emissions were calculated by dividing CO_2 emissions by 0.95, which accounts for other GHGs such as N_2O, CH_4, and other high global warming potential gases.

Energy

The energy consumption sector includes the use of electricity and natural gas (subsectors) in residential, commercial, and industrial land uses within the legal boundaries of the County. Electricity-related GHG emissions are considered indirect emissions. For indirect emissions, although emissions associated with electricity production are likely to occur in a different jurisdiction, consumers are considered accountable for the generation of those emissions. For example, a resident may consume electricity within the County, but the electricity may be generated in a different region. Direct emissions occur from activities that directly generate the emissions (e.g., natural gas combustion for heating or cooling). San Diego Gas & Electric (SDG&E) provides electricity consumption data in kilowatt-hours per year, and natural gas consumption data in therms per year.

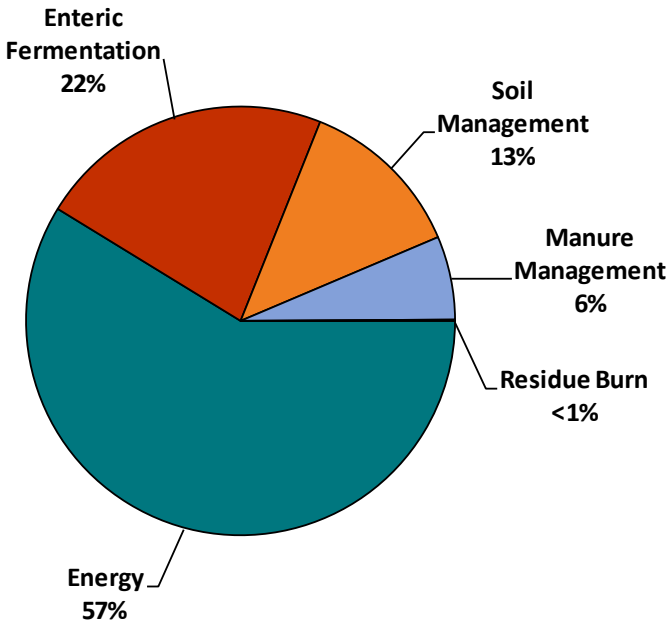
Electricity-related GHG emissions were quantified using an SDG&E-specific emissions factor for CO_2 emissions from the Climate Registry for 2005 (community) and 2006 (County government); emissions factors for CH_4 and N_2O were obtained from the CCAR protocol, which provides a statewide average. Emissions factors for CO_2, CH_4, and N_2O for natural gas were obtained from the CCAR protocol.

Forecasts of community-wide energy consumption were based on the change in number of households (residential energy) and the change in commercial/industrial development (commercial/industrial energy) anticipated by SANDAG for 2020 and 2035. Forecasts of County government energy consumption were based on the anticipated square footage under County control (buildings and facilities) and estimated County population (public lighting and airport facilities) for 2020 and 2035.

Agriculture

The following agricultural GHG emissions sources are recommended by ARB, and used in its annual statewide inventory. Methodologies used for analysis of agricultural GHG emissions are those recommended by ARB (generally derived from the IPCC), except where noted. In general, a bottom-up approach is applied when possible. Forecasts of agricultural GHG emissions were estimated using SANDAG's forecasted developed acres of agricultural land in 2020 and 2035. Within the agriculture sector, energy emissions (from diesel-operated pumps and off-road vehicles) accounted for the majority (57%) of total emissions. Other agricultural emissions calculated included enteric fermentation (22%), soil management (12%), manure management (9%), and residue burn (less than 1%), and are shown in Figure C.1.

Figure C.1 | San Diego County Agricultural Emissions (2005)



Energy Emissions

The majority of energy-related agriculture emissions are captured in the electricity/natural gas energy sectors; however, some energy sources, such those that fuel off-road vehicles and irrigation pumps, are not. ARB uses information from the Energy Information Administration for statewide agricultural fuel consumption. County agricultural energy emissions were derived using a bottom-up approach to estimate emissions from vehicles and pumps.

Agricultural Vehicles

Off-road agricultural vehicles such as mowers, sprayers, tractors, balers, and tillers emit CO_2, CH_4, and N_2O. The emissions associated with off-road agricultural vehicles were derived using the modeling software OFFROAD2007. OFFROAD2007 is a software package used to generate emissions inventory data for off-road mobile sources. The software reports monthly or annual emissions for different calendar years by county, district, air basin, and the entire state. For the inventory updates for the CAP, San Diego County, 2005, was used. Because most agriculture within the County occurs in the unincorporated areas, 100% of off-road agricultural-vehicle emissions were assumed to be derived from the unincorporated County.

Agricultural Pumps

According to ARB, diesel-fueled agricultural irrigation pump engines are a significant source of emissions in California. ARB conducted a statewide inventory for diesel-fueled agricultural irrigation pumps in 2003. From this survey, it was estimated that the County had 178 irrigation pumps. Emissions factors were determined using OFFROAD2007 and assumptions on horsepower ratings, engine efficiency, and hours of engine run-time per year.

Residue Burning

GHG emissions occur from the common practice of burning corn, wheat, barley, walnut, almond, and rice crops after harvest. According to the San Diego 2005 Annual Crop Report, the County only has significant corn and barley crops. The CAP calculated CO_2, CH_4, and N_2O emissions associated with the burning of these crops according to ARB methodology. Although CO_2 emissions are biogenic, they are created as a result of a management practice that would not occur naturally. Therefore, they are important to consider in the GHG emissions inventory.

Soil Management

Soil management emissions are primarily a result of nitrogen in synthetic fertilizer, but can also come from organic fertilizer, dolomite, lime, and manure. Emissions associated with synthetic fertilizer, dolomite, and limestone application were calculated using the methodology defined by ARB. The lack of reliable information regarding application rates and an emissions calculation methodology prevented the calculation of emissions from organic fertilizer application and manure (and crop residue).

Enteric Fermentation

Livestock produce CH_4 emissions from enteric fermentation. Enteric fermentation is a digestive process in ruminant animals, and results in methane emissions through exhalation or belching by the animal. CH_4 is also produced in the large intestines of ruminants and is expelled. Animals that exhibit enteric fermentation include cattle, sheep, and swine. The ARB methodology was used to calculate enteric fermentation in cattle, sheep, and swine that are present in the County.

Histosol Cultivation and Rice Cultivation

Histosols are defined as having more than 50% organic matter in the upper 30 inches of soil, and generally form in wetland areas where plant litter (roots, stems, leaves) accumulates faster than it can

fully decompose. The vast majority of histosols within California are found in the Sacramento-San Joaquin Delta, and are not found in significant quantities in San Diego County; therefore, emissions from histosols are considered negligible and are not quantified. Rice is not a commodity of San Diego County, and, therefore, emissions due to rice cultivation are not applicable.

Manure Management

Livestock holdings result in CH_4 and N_2O emissions from manure. Methane emissions from manure management tends to be smaller than enteric emissions. N_2O emissions from manure management vary significantly between the types of management system used, and can also result in indirect emissions due to other forms of nitrogen loss from the system. The amount of detail required for N_2O analysis was not available for the County, and, statewide, N_2O emissions account for less than 15% of total manure management emissions and less than 1% of total statewide emissions. Therefore, N_2O emissions due to manure management were considered negligible for the County.

Solid Waste

GHG emissions attributed to the solid waste sector include emissions from annual solid waste disposal and annual alternative daily cover (i.e., organic material used to cover waste piles, which also decomposes and generates GHG emissions). In addition, the inventory includes waste-in-place emissions associated with existing solid waste decomposition (i.e., anaerobic and aerobic decomposition that primarily produce CH_4 and CO_2 emissions, respectively). Annual GHG emissions associated with 2005 solid waste disposal and alternative daily cover were calculated using ICLEI's CACP software. The ICLEI CACP software allows the user to enter the amount (i.e., tons) of solid waste and/or alternative daily cover disposed per year, and specify waste categorization percentages (e.g., paper products, food waste, plant debris). Solid waste and alternative daily cover disposal data for the unincorporated County in 2005 were obtained from CalRecycle's database.

Waste-in-place emissions associated with existing solid waste were calculated using methodologies from ARB's Landfill Emissions Tool. This method involves evaluating the portion of waste-in-place that is anaerobically degradable organic carbon to calculate annual CH_4 and CO_2 emissions. Waste-in-place data for each unincorporated County landfill were obtained from CalRecycle. Waste categorization data for waste-in-place were obtained from multiple sources (i.e., CalRecycle, the Environmental Protection Agency, and IPCC) to develop a full 1990 through 2005 waste-in-place profile. The waste-in-place profile includes the amount of solid waste disposed of each year (i.e., tons) along with the corresponding waste categorization percentages.

Forecasts for solid-waste-related GHG emissions were estimated using anticipated number of households (community solid waste), number of County government employees (County-government-generated solid waste), and a natural decay rate of 1.98% per year from closed landfills (solid waste facilities).

Wastewater

Wastewater originates from a variety of sources, and is generally treated on-site or through a sewer system connected to a centralized plant. In San Diego County, there are six facilities that manage wastewater: Rancho del Campo, Pine Valley, Julian, Heise Park, San Pasqual Academy, and the Descanso Detention Facility. For facilities that monitor nitrogen flow, direct, bottom-up emissions may be calculated. For facilities located in the unincorporated County, nitrogen monitoring is not required, and, therefore, an alternative approach was necessary. IPCC guidelines suggest a methodology using local population and default values for estimating CH_4 production associated with wastewater treatment; this approach was used. The SANDAG-estimated number of households in the County was used to forecast wastewater-related emissions in 2020, 2035, and 2050.

Potable Water

Potable water is a scarce resource in San Diego County, and there are a number of measures that help to conserve water resources. To adequately quantify any reductions, GHG emissions related to potable water should be calculated in the baseline inventory. The San Diego County Water Authority 2005 Annual Report includes water conveyance data for the entire County. Agricultural water is separated from municipal and industrial water consumption. Water used in agricultural operations was assumed to be 100% within the unincorporated areas of the County. Municipal and industrial water consumption was not separated into city/unincorporated areas; therefore, the unincorporated portion was assumed to be directly proportional to population. While some industrial sources are included within the cities, other major industrial centers are in the unincorporated areas as well, and the proportional assumptions are believed to be reasonable. Forecasts for potable-water-related GHG emissions were derived using the estimated number of households in the County (community) and the number of employees (County government) in 2020, 2035, and 2050.

Other

Other emissions sources in the County include emissions associated with construction, light commercial, industrial, lawn and gardening, and off-road vehicles. Data for community activities were estimated using OFFROAD2007, which provides County-level emissions for off-road equipment.

ARB's OFFROAD2007 model was used to quantify GHG emissions associated with community sources. OFFROAD2007 is an off-road mobile-source emissions model for California that provides emissions by county for equipment such as construction, light commercial, industrial, lawn and garden, and recreational vehicles. Indicators specific to the County were used to allocate County-wide emissions. Statistics from the U.S. Census Bureau and U.S. Department of Housing and Urban Development on households, retail jobs, and manufacturing jobs for construction, lawn and garden, light commercial, and industrial off-road equipment allocation were used. GHG emissions associated with the County's sources were estimated using CO_2 emissions factors for gasoline and diesel from EMFAC, and adjusted to reflect emissions due to CH_4 and N_2O, similar to the methodology described for transportation. Forecasts of these emissions sources were estimated using anticipated changes in County population over time.

APPENDIX D: GREENHOUSE GAS REDUCTION STRATEGIES

This appendix summarizes the assumptions and parameters used to calculate the emissions-reduction performance of recommended Climate Action Plan (CAP) measures to reduce greenhouse gas (GHG) emissions in San Diego County (County). Emissions-reduction measures are discussed and organized by the emissions sectors that they would affect (see Figure C.1). Supporting measures that do not have an associated quantification calculation are not included in this section. For all measures, quantification is expressed as metric tons of carbon dioxide equivalent (MT CO_2e) emissions avoided per year, by 2020 (Table D.1); similar methodology was used to estimate 2035 GHG emissions-reduction potential. Reduction in GHG emissions associated with the measures was estimated using the 2010 California Air Pollution Control Officers Association (CAPCOA) document, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA Quantification Report), modeling, and expertise.

Figure C.1 | 2020 GHG Reduction Potential by Sector

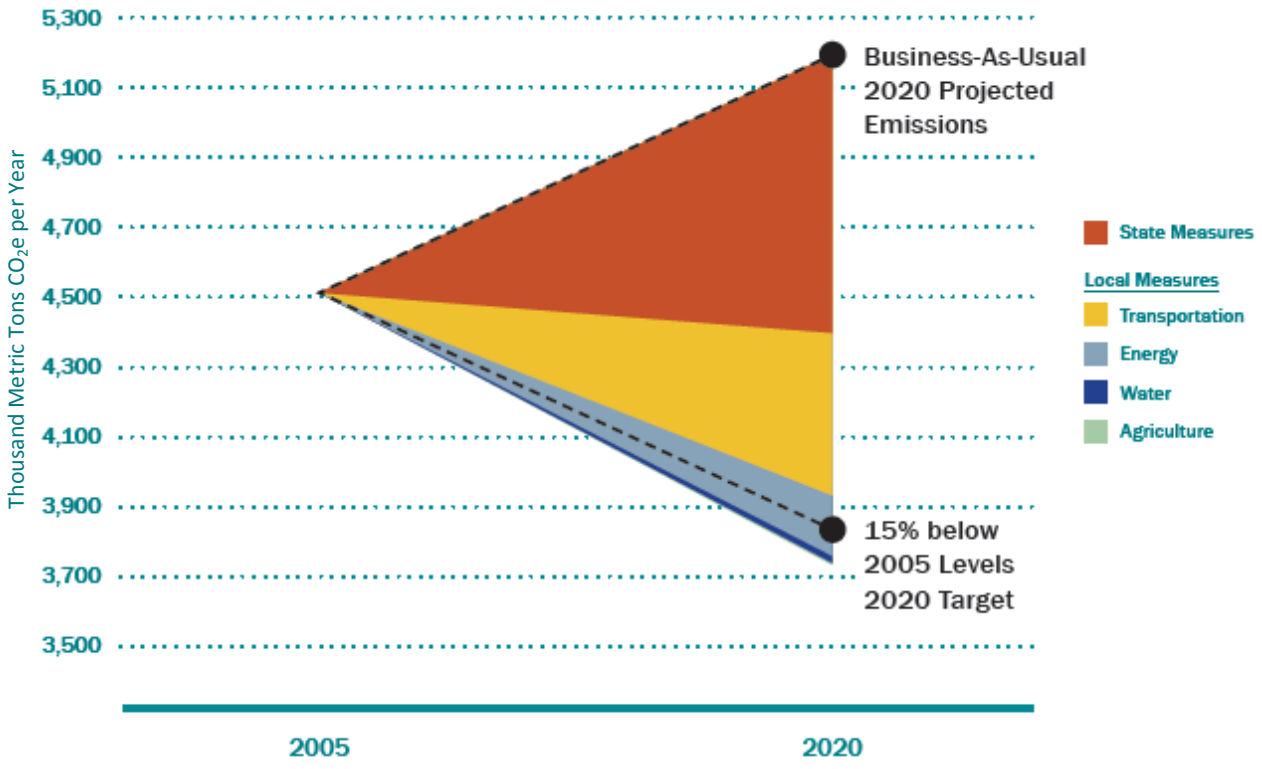


Table D.1 | Summary Table of 2020 GHG Reduction Measures

CAP Measure Number	Measure	Reductions from 2020 BAU MT CO_2e/YR	Scaled Measure Performance (% reduction in GHG emissions)
Water			
W1	Conserving Water	20,200	1.4%
Energy			
E1	Energy Efficiency for New Development	12,997	0.9%
E2.1	Residential Building Retrofits	27,999	1.9%
E2.2	Commercial Building Retrofits	5,257	0.4%
E3	Appliance Upgrade	20,060	1.4%
E4	Smart Meters	8,880	0.6%
R1	Solar Water Heating	37,618	2.6%
R2	Alternative Energy Systems	45,290	3.1%
Land Use			
LU1	Mixed-Use Development	124,180	8.5%
Transportation			
T1	Increase Transit Use	62,090	4.2%
T2	Increase Biking and Walking	93,135	6.4%
T3	Increase Ride Sharing	93,135	6.4%
T4	Electric Vehicles	93,135	6.4%
Agriculture			
A1	Nitrogen Optimization	199	0.0%
A2	Field Equipment Fuel Efficiency	4,433	0.3%
A3	Agriculture Irrigation Pump Efficiency	1,826	0.1%
Landscaping and Open Space			
LS1	Plant Trees	2,475	0.3%
TOTAL COUNTY ACTION		**652,909**	**44%**
State and Federal			
SF1	Pavley I & II - Passenger Auto and Light Truck Fuel Efficiency	416,210	28.4%
SF2	Low Carbon Fuel Standard	175,075	12.0%
SF3	Renewable Portfolio Standard	200,665	13.7%
SF4	T-4 Tire Pressure Program	8,482	0.6%
SF5	T-7 Heavy-Duty Vehicle GHG Emission Reduction Measure – Aerodynamic	9,753	0.7%
TOTAL STATE AND FEDERAL ACTION		**810,185**	**55%**
TOTAL REDUCTIONS (COUNTY, STATE, AND FEDERAL ACTIONS)		**1,463,094**	**100%**
Percent Reduction from 2005 Baseline			**17.4%**

Appendix Format

Sector Name

Measure Number – Title (S = Supporting Measure)

Goal (Performance indicator)
Methodology description

Sectors

Landscaping and Open Space

LS1 – Plant Trees

Plant 10,000 trees throughout the unincorporated area of the County.

Quantification of carbon reductions associated with this measure is based on both the mitigated carbon from energy savings associated with having shade trees near residential and commercial properties and the carbon sequestered in the trees themselves. Carbon savings from reduced energy consumption assumes that planting guidelines, which control the types of trees that are planted and where they are placed around the house, are followed to ensure that the trees reduce the cooling load and electrical usage of the home. Based on these guidelines, it is assumed that the average home will save 1,696 MT CO_2e from energy savings per year and 779 MT CO_2e per year through sequestration. Carbon sequestration rates specific to the species and age of the planted trees were used to calculate the annual sequestration potential of the trees from 2010 to 2020.

Participation Rate (number of trees planted)	Efficiency – Percent of Residential and Commercial Energy Reduction	Efficiency – Amount of Carbon (MT CO_2e/year) Sequestered Annually	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
10,000	0.34%	779	2,475	0.3%
Source: Center for Urban Forest Research Tree Carbon Calculator (U.S. Forest Service and California Department of Forestry: http://www.fs.fed.us/ccrc/topics/urban-forests/ctcc/)				

Water

W1 – Conserving Water

Reduce per capita water consumption by 20%.

This measure evaluates the energy and emissions savings that will come from achieving the 20% reduction in the per-capita water usage goal of The Water Conservation Act of 2009 (Senate Bill [SB] 7X 7). The energy savings associated with this measure are from the decreased need to pump, treat, and distribute water. This process is energy intensive, with the typical indoor treated water consuming 13,021 kilowatt hours (kWh) per 1 million gallons to reach County residents.

Participation Rate	Efficiency – Reduction in Per Capita Water Usage	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	20%	20,200	1.4%

Energy

E1 – Efficiency Requirements for New Development

Encourage new construction to meet voluntary energy efficiency standards that are 15% above 2008 Title 24 standards (will become required in 2015).

This measure focuses on the energy efficiency of new buildings that will be built in the unincorporated County. By encouraging developers and builders to exceed the state Title 24 mandate for energy efficiency by 15%, the County will be reducing the annual energy consumption of those building for their operational life. Until this measure becomes mandatory in 2015, it is assumed that 10% of the buildings will meet this higher standard; after 2015, that participation rate is assumed to increase to 100%.

Participation Rate	Efficiency	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
10% until 2015 100% after 2015	15% above Title 24 standards	Commercial: 5,168 Residential: 7,829	Commercial: 0.5% Residential: 0.4%
Source: AECOM 2011			

E2.1 – Residential Energy Efficiency Retrofits

Perform energy efficiency retrofits in 15% of existing residential buildings.

Because of the age of the County's building stock and the significant energy savings potential of increasing the efficiency of older homes, only homes older than 2002 were included in the GHG reduction calculations. To quantify energy savings from improving the energy efficiency of existing buildings, it was assumed that 15% of residential buildings will undergo either basic energy efficiency improvements (insulation installation/upgrade, duct sealing, and air conditioning refrigerant recharge) or more advanced

energy efficiency improvements (heating, ventilation, and air conditioning replacement; wall insulation; and/or water heater replacement). While the specific energy savings of each project will vary based on the individual specifications of each home, including age, type, and condition of the building, and the applied measure(s), this measure assumes that, on average, there will be a 35% energy efficiency improvement.

Participation Rate	Efficiency	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
15%	Savings vary per residential type and building vintage	27,999	1.9%
Source: AECOM SSIMe Model			

E2.2 – Existing Commercial Buildings

Improve efficiency of lighting in commercial building by 40%.

This measure assumes that 30% of commercial units built before 2002 will increase the energy efficiency of their lighting by 40%.

Participation Rate	Efficiency	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
30%	40%	5,257	0.4%
Source: CAPCOA Report, Quantifying Greenhouse Gas Mitigation Measures, August 2010			

E3 – Appliance Upgrade

Replace existing appliances with Energy-Star-qualified appliances in 40% of existing homes and 95% of new homes.

This measure encourages homeowners to replace older appliances such as refrigerators, dishwashers, clothes washers, and light bulbs with newer energy-efficient models. It assumes that each house will replace 20 incandescent light bulbs with 20 compact florescent light bulbs and one of the other appliance types with an energy-efficient model. Combined, these improvements will save 1,780 kWh annually. The Energy Star appliances modeled and annual energy savings are as follows: refrigerator – 120 kWh, dishwasher – 480 kWh, clothes washer – 540 kWh, and light bulbs – 640 kWh. Other Energy Star appliances that can help to meet or exceed this target are freezers, air purifiers, water coolers, and dehumidifiers.

Participation Rate	Efficiency – Average Increase in Efficiency of New Appliances	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
40% of existing homes 95% of new homes	Variable	20,060	1.4%
Sources: CAPCOA Report, Quantifying Greenhouse Gas Mitigation, August 2010			

E4 – Smart Meter

Help County residents conserve energy by using the enhanced features of their new Smart Meters.

It is assumed that, with more detailed and relevant information about their electrical consumption, 10% of existing residential and commercial energy users will use Smart Meter technology to reduce their electricity consumption by 5%; another 10% of new residential and commercial energy users will be able to further integrate this information into their homes and reduce their electricity consumption by 6%.

Participation Rate	Efficiency (% of reductions in electrical usage)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
10%	5% for users in existing buildings 6% for users in new buildings	8,880	0.6%
Source: Baer, Walter S., Brent Fulton, and Sergej Mahnovski. 2004. Estimating the Benefits of the GridWise Initiative Phase I Report TR-160-PNNL, May 2004, Prepared for the Pacific Northwest National Laboratory			

R1 – Solar Hot Water Heating

Install solar hot water heating systems on 19% of residential and commercial buildings.

This measure assumes that 19% of commercial water heaters will be converted to solar heaters. Looking at the commercial sector in more detail, this translates to 60% of colleges/schools and 10% of retail, office, and all other commercial users converting to solar hot water heating. To quantify GHG reductions from this measure, it was assumed that by using solar hot water heating, commercial users could reduce energy consumption for heating water by 59%. For the residential sector, it was also assumed that 19% of users would convert to solar hot water heating. Solar hot water heaters better fit the energy use patterns of residential users, so they would be able to reduce their energy consumption for water heating by 70%.

Participation Rate	Efficiency (% of reductions in energy usage)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
19%	59% for commercial users 70% for residential users	37,618	2.6%
Source: AECOM SSIMe Building Energy Analysis, 2011			

R2 – Alternative Energy Systems

Install photovoltaic (PV) systems to generate 5% of existing residential electricity and cover 5.5 million square feet of commercial owned property.

To calculate residential savings, it was assumed that 5% of electricity in existing homes would be met through PV systems.

For commercial/industrial PV systems, a bottom-up calculation was performed assuming a system efficiency of 10 watts per square foot and solar irradiance of 18 kWh per square foot per year (SolarEstimate 2010) (assuming an average of 5 hours of operation per day per year). The 2005 San Diego Gas & Electric's (SDG&E) emissions factor was multiplied by solar irradiance to calculate the reduction potential of the proposed PV systems in pounds of CO_2e per square foot PV per year. This reduction potential was then multiplied by the assumed 5,500,000 square feet of panel area to calculate total emissions reductions.

Participation Rate	Efficiency	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
Residential: 5% Commercial: 55 megawatts (5.5 million square feet) or 8%	Commercial: 10 watts per square foot, 5 hours per day	Residential: 16,821 Commercial: 28,469	Residential: 1.2% Commercial: 1.9%
Source: Solar Estimate. Energy Matters. Solar and Wind Energy Calculations. Available at http://www.solarestimate.org/. Accessed August 2011			

Land Use

LU1 – Mixed-Use Development

Encourage high-density and mixed-use development, especially when located near existing employment areas.

This measure aims to reduce the amount of miles that community members must drive to meet the needs of daily living. The large area of the County lends itself to clustering mixed uses together and around existing employment centers to allow residents to perform tasks while reducing the need or distance to drive. These changes to land-use patterns are assumed to create a 4% decrease in overall vehicle miles

traveled (VMT). Because this measure will only change the composition and location of future development and redevelopment, of which no more than 25% is expected to occur in high-density areas, the estimated reduction in VMT and emissions comes from decreases in new VMT generated by the new developments and redevelopments only.

Participation Rate (% of new development that will occur in high density areas)	Efficiency (% VMT reductions)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
25%	4%	124,180	8.2%

Sources:

Boarnet, Marlon, and Susan Handy. 2010. Draft Policy Brief on the Impacts of Residential Density Based on a Review of the Empirical Literature. Available at http://arb.ca.gov/cc/sb375/policies/policies.htm. Table 1.

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Nelson/Nygaard, 2005. Crediting Low-Traffic Developments (p.12). Available at http://www.montgomeryplanning.org/transportation/documents/TripGenerationAnalysisUsingURBEMIS.pdf.

Song, Y., and G. Knaap. 2004. Measuring the Effects of Mixed Land Uses on Housing Values. *Regional Science and Urban Economics 34, 663–680* (p. 669). Available at http://urban.csuohio.edu/~sugie/papers/RSUE/RSUE2005_Measuring%20the%20effects%20of%20mixed%20land%20use.pdf.

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Transportation

T1 – Increase Transit Use

Increase transit use in transportation mode share.

This measure requires the County to increase the number of residents who use transit for their transportation needs. This will be achieved through two strategies: improving transit facilities and promoting the use of the transit network. The estimated VMT reductions from this strategy range from 1% to 8%, and are derived from estimates of transit service improvement. As this strategy would involve a promotional campaign and improvements to transit facilities, the level of effectiveness was assumed to result in a 2% VMT reduction.

Participation Rate (increased transit ridership)	Efficiency (% VMT reductions)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
2%	2%	62,090	4.1%

Sources: Transit Cooperative Research Program. TCRP 27 – Building Transit Ridership: An Exploration of Transit's Market Share and the Public Policies That Influence It (p.47-48). 1997.
Ewing, et al, 2008. Growing Cooler – The Evidence on Urban Development and Climate Change. Urban Land Institute

T2 – Increase Biking and Walking

Increase the pedestrian and bicycle transportation mode share.

Quantification of this measure assumes that implementation would result in a 3% mode shift from single-occupancy vehicles to bicycle travel and walking. This will be achieved through three targeted strategies: expanding the pedestrian network, promoting road sharing, and developing off-street bicycle facilities. According to the CAPCOA Quantification Report, pedestrian network improvements can yield a VMT reduction of 2%. As these improvements are limited in scale to selected areas of the County, the more limited VMT reduction at 2% was applied to the analysis. Additional research has also shown that adding bicycle facilities can increase the percentage of commuters who travel by bicycle. This increase is generally small (1% or less), and typically occurs with the construction or designation of new bicycle lanes. As such, it was assumed that the emissions-reduction benefits of this strategy would be a 1% decrease in VMT, as this represents the typical experience observed. It was assumed that the County would expand its existing facilities to provide a 50% increase in the number of bicycle and pedestrian facilities.

Participation Rate (% increase of bicycle and pedestrian facilities)	Efficiency (% VMT reductions)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
50%	3%	93,135	6.2%

Sources:
1000 Friends of Oregon. 1997. Making the Connections: A Summary of the LUTRAQ Project (p. 16). Available at http://www.onethousandfriendsoforegon.org/resources/lut_vol7.html.
Cambridge Systematics. *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions.* Technical Appendices. Prepared for the Urban Land Institute. Available at http://www.movingcooler.info/Library/Documents/Moving%20Cooler_Appendix%20B_Effectiveness_102209.pdf.
Center for Clean Air Policy (CCAP). Transportation Emission Guidebook. Available at http://www.ccap.org/safe/guidebook/guide_complete.html.
Dill, Jennifer, and Theresa Carr. 2003. Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look. *TRB 2003 Annual Meeting CD-ROM.*

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Sacramento Metropolitan Air Quality Management District (SMAQMD). Recommended Guidance for Land Use Emission Reductions (p. 11). Available at http://www.airquality.org/ceqa/Guidance LUEmissionReductions.pdf.

T3 – Increase Ride Sharing

Increase the number of employers that allow and offer amenities to encourage alternate commuting strategies that reduce VMT for employee commute.

Travel demand management (TDM) includes those measures that are designed to reduce travel needs, particularly those oriented around travel to and from employment. Some potential strategies that employers might implement are to expand and promote use of existing voluntary commute-trip-reduction programs, offer end-of -trip facilities (e.g., showers, lockers, bike storage), allow/promote telecommuting, and expand ride-share programs. It was assumed that no more than 50% of all potential private employers would implement these strategies. Empirical studies have shown that these TDM programs can have a maximum effectiveness of 6% in terms of commute activity VMT, based on the studies of various sites where these voluntary programs are implemented. One major limitation of this calculation is that these TDM reductions only apply to trips at the employment end; therefore, reduction in County-wide VMT should take into account the percentage contribution that employee trips make to overall County-wide travel. Estimates of employee travel indicate that only half of the County's VMT is attributable to employee travel. As a result, the potential effectiveness of this strategy was reduced by 50% to 3% for maximum potential effectiveness. Based on conservative participation rates in TDM programs, the effectiveness of this strategy was further reduced to approximately 2%. In addition, the effectiveness of a program oriented toward County residents to encourage their participation in the iCommute program, telecommuting, and other TDM strategies was considered. This strategy was determined to have an effectiveness of 1%, since it is unlikely that residents would be able to make major changes in their work-related travel behavior without the concurrence of their employers.

Participation Rate (percentage of employers using TDM)	Efficiency (% VMT reductions)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
50%	3%	93,135	6.2%

Sources:

Center for Clean Air Policy (CCAP). *CCAP Transportation Emission Guidebook*. TIAX Results of 2005 Literature Search Conducted by TIAX on behalf of SMAQMD. Available at http://www.ccap.org/safe/guidebook/guide_complete.html.

Herzog, Erik, Stacey Bricka, Lucie Audette, and Jeffra Rockwell. 2006. Do Employee Commuter Benefits Reduce Vehicle Emissions and Fuel Consumption? Results of Fall 2004 Survey of Best Workplaces for Commuters. *Transportation Research Record 1956*, 34–41. (Table 8).

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T4 – Electric Vehicles

Decrease emissions associated with VMT by increasing the number of clean fuel vehicles, such as electric vehicles.

Some level of electric-vehicle adoption is already assumed in the analysis of other GHG-reduction measures, and would occur through implementation of the Pavley Fuel Efficiency Standards. This strategy is geared toward increasing the purchase and use of electric vehicles beyond what would be expected through existing policies. To quantify emissions reductions from this measure, it was assumed that there would be an increase of 15% in the population of County residents purchasing electric vehicles. The CAPCOA Quantification Report indicates that use of an electric vehicle compared to a traditional gasoline-powered vehicle reduces emissions on a per-VMT basis by approximately 20%. This reduction occurs as the GHG emissions associated with a gasoline vehicle are replaced by an electric car, which must obtain its electricity from traditional power sources, which also result in GHG emissions. If electricity were produced from alternative sources, the GHG reductions would be 100% instead of 20%.

Participation Rate (% increase in electric vehicle purchase)	Efficiency (% VMT reductions)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
15%	3%	93,135	6.2%

Sources:
California Air Resources Board. EMFAC2007. Available at http://www.arb.ca.gov/msei/onroad/latest_version.htm.
US Department of Energy. 2010. Alternative and Advanced Fuels – Fuel Properties. Available at http://www.afdc.energy.gov/afdc/fuels/properties.html.

Agriculture

A1 – Nitrogen Optimization

Decrease the nitrogen fertilizer applied by 5% of County farmers by 20% each.

This measure assumes that 5% of farmers in the County will use new methods and reduce nitrogen fertilizer usage by 20%.

Participation Rate	Efficiency (% less fertilizer applied on crops)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
5%	20%	199	0.0%
Source: U.C. Davis. Agricultural and Resource Economics. Available at http://coststudies.ucdavis.edu/current.php.			

A2 – Field Equipment Fuel Efficiency

Increase the efficiency of 35% of the farm equipment used in the County by 15%.

This measure assumes that, through better maintenance and other best practices, farmers in the County can increase the efficiency of 35% of their farm equipment by 15%.

Participation Rate	Efficiency (% less energy used in farm equipment)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
35%	15%	4,433	0.3%
Source: AECOM 2011			

A3 – Agriculture Irrigation Pump Efficiency

Increase the efficiency of 40% of the irrigation pumps in the County by 50%.

This measure assumes that, by using newer technology and with consistent maintenance, 40% of the agriculture irrigation pumps in the County will be able to increase efficiency by 50%.

Participation Rate	Efficiency (% less energy used)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
40%	50%	1,826	0.1%
Source: California Agricultural Water Electrical Energy Requirements Final Report. December 2003. ITRC Report No. R 03-006.			

State and Federal

SF1 – Pavley I & II: Passenger Auto and Light-Truck Fuel Efficiency

Assembly Bill (AB) 1493, California's mobile-source GHG emissions regulations for passenger vehicles, was signed into law in 2002. The GHG reductions associated with AB 1493 that would affect the County in 2020 were calculated using the California Air Resource Board's (ARB) *Pavley I + Low Carbon Fuel Standard Postprocessor* Version 1.0 (ARB 2010). This model applies an approximately 13.7% reduction to on-road mobile-source GHG emissions for AB 1493 in 2020 in the County (ARB 2010). Emissions reductions from Pavely II were estimated using a 54.5 miles-per-gallon estimate in 2025, and integration of the model year 2017–2025 standards.

Participation Rate	Efficiency (% increase in MPG)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	13.7%	416,210	28.4%
Sources: AECOM 2012 *Pavley I + Low Carbon Fuel Standard Postprocessor* Version 1.0.			

SF2 – Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS) was designed to accelerate the availability and diversity of low-carbon fuels and reduce the carbon intensity of fuels used within California. ARB's *Pavley I + Low Carbon Fuel Standard Postprocessor* Version 1.0 was used to quantify the GHG reductions from the LCFS that would apply to the County in 2020. This model applies an approximately 6.5% reduction to on-road mobile-source GHG emissions for 2020 in the County (ARB 2010).

Participation Rate	Efficiency (% decrease in carbon intensity of transportation fuels)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	6.5%	175,075	12.0%
Source: *Pavley I + Low Carbon Fuel Standard Postprocessor* Version 1.0			

SF3 – Renewable Portfolio Standard

Established in 2002 under SB 1078 and accelerated in 2006 under SB 107, California set a Renewable Portfolio Standard (RPS) goal for investor-owned utilities to procure 20% of electricity from eligible renewable energy resources by 2010. This goal increased to 33% by Executive Order S-21-09, signed in 2009. The GHG reductions in this measure are based on the 2005 SDG&E RPS of 5.2%, and the assumption that SDG&E will achieve the mandated RPS of 33% by 2020.

Participation Rate	Efficiency (% increase in RPS)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	33%	200,665	13.7%
Source: California Public Utilities Commission. California's Renewable Portfolio Standard. Available at www.cpuc.ca.gov/PUC/energy/Renewables/.			

SF4 – Tire Pressure Program

ARB's Tire Pressure Regulation took effect in September 2010. For this measure, it was assumed that vehicles operating with under-inflated tires would be inflated to the recommended tire pressure rating any time they are taken in for maintenance or repair service. The energy efficiency of passenger vehicles was determined based on the estimated reductions from the Scoping Plan and scaled to the County.

Participation Rate	Efficiency (% decrease in fuel usage)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	0.6%	8,482	0.6%
Source: California Environmental Protection Agency. Air Resources Board. Tire Pressure Regulation. Available at www.arb.ca.gov/cc/tire-pressure/tire-pressure.htm.			

SF5 – Heavy-Duty-Vehicle GHG Emissions-Reduction Measure – Aerodynamic

In December 2008, ARB adopted a new regulation to reduce GHG emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. To measure the emissions reductions from this measure, it was assumed that all required vehicles are retrofitted to include fuel savings improvements in tractor and trailer aerodynamics and in the use of low-rolling-resistance tires. Efficiency was determined by ARB at the time of rulemaking for statewide reductions and scaled to the County.

Participation Rate	Efficiency (% decrease in fuel usage)	GHG Reduction (MT CO_2e/year)	Scaled Measure Performance (% reduction in GHG emissions)
100%	1.7%	9,753	0.7%
Source: California Environmental Protection Agency. Air Resources Board. Heavy-Duty-Vehicle Greenhouse Gas Regulation. Available at http://www.arb.ca.gov/cc/hdghg/hdghg.htm.			

APPENDIX E: RESIDENTIAL AND COMMERCIAL USER'S GUIDE

This appendix looks at what individual residents and businesses can do to help the County of San Diego (County) reach its community-wide greenhouse gas (GHG) reduction goal. Because GHG emissions are a global pollutant, it is vital that individuals look at their own actions and what they can do to conserve energy and reduce carbon emissions. This guide provides information about local programs and resources to help residents and commercial operators take the actions that are described in the Climate Action Plan (CAP). The information provided relates to current programs that may change or end before the CAP is revised, and, therefore, residents and commercial operators should check other resources for changes and updates to programs. This list also serves as a starting point for sustainable action; there are many more organizations and programs that are working to assist residents and businesses to combat climate change.

Water

According to the San Diego County Water Authority's (SDCWA) 2009 annual report, only 18% of the water it supplies to San Diego is from local sources; this means that much of the water consumed in the County has to be pumped great distances. Pumping uses a lot of electricity, which generates numerous GHG emissions. Conserving water in homes and businesses helps to conserve limited resources and reduce costs. Conserving also helps to save electricity and reduce carbon emissions associated with bringing water to the area.

Resources & Programs

San Diego County Water Authority: As the regional wholesaler of water in the County, SDCWA helps member water agencies promote water conservation by providing rebates for clothes washers, rotating spray nozzles, and smart irrigation controllers.

Local Water Districts: There are many water districts in the unincorporated areas of the County. These utilities not only supply water, but also supply ideas, incentives, and assistance to reduce water consumption. One available resource is the free "Smart Landscape Evaluations," provided by the Lakeside Water District. To find your water district, go to the SDCWA website (listed below) and select the "Your Local Water District" option. This is the first step in identifying what actions you can take to reduce your water usage and costs.

CAP Measure	Program & Resource	
San Diego County Water Authority (SDCWA)		
W1	Website:	www.20gallonchallenge.com
	Phone:	(858) 522-6600
Your Local Water District		
W1	Website:	www.sdcwa.org/member-agencies

Did You Know?

- The average San Diegan used 143 gallons of water a day. It takes 1.3 kilowatt hours (kWh) of electricity to transport, treat, and distribute that water—the same amount of energy as leaving 55 standard 23-Watt compact fluorescent lamp bulbs on for 1 hour.

Energy

Residents and businesses use energy to perform many tasks that are essential to their daily routines. These tasks release GHGs, which contribute to climate change. By increasing the energy efficiency of these activities, home and business owners can reduce utility bills while making San Diego County a cleaner, more energy-independent place.

Resources & Programs

San Diego Gas & Electric (SDG&E): As the provider of both electricity and natural gas in San Diego County, SDG&E has many programs to assist residents and business in saving energy. Below are a few of the most popular efficiency programs. For a full list, visit the SDG&E website or call the Energy Information Center (EIC).

Contact information:
(800) 644-6133 (EIC)
www.SDGE.com

Residential Programs

Participation in energy-reduction programs can result in cost savings. The programs described below enable residents to more effectively monitor energy consumption and receive rebates for upgrading to energy-efficient products.

Evaluate and Monitor Energy Usage: The first step in reducing energy consumption is to know how it is used. SDG&E provides tools like the free “Home Energy and Water Efficiency Survey,” which evaluates how energy is used and provides a personalized list of detailed next-steps to take to reduce energy usage. Residents can also use the new Smart Meter to access hourly electricity-use data through the “Energy Charts” online program. By reviewing energy usage per hour instead of per month, consistent energy-use spikes can be identified and behaviors associated with those spikes can be modified. Residents can also look at energy use compared to neighbors and in relation to local weather conditions.

CAP Measure	Program & Resource	
Home Energy Efficiency Survey		
E1-E3	Website	https://energyaudit-sdge.sempra.com
Energy Charts		
E4	Three steps to view data	1. Log onto “My Account” at https://myaccount.sdge.com 2. Select the “My Energy” tab 3. Click on “View Energy Use Charts”

Rebate Programs: Once residents know how they use energy and what they can do to reduce energy consumption, SDG&E offers incentives and rebates to help them take action.

SDG&E provides mail-in rebates for the following energy-efficient products: refrigerators, pool pumps, window air conditioning (AC) units, attic and wall insulation, clothes washers, whole-house fans, and dishwashers. Some retailers also provide these instantly at the point of purchase; to view a complete list of participating retailers, visit the website listed below.

Homes work as a system, with different parts interacting with each other. These interactions make it important to look at all parts of a home when making improvements. For example, a new, high-efficiency heater will continue to waste energy by heating the attic and not living spaces if air ducts are old, leaky, or disconnected. To promote more holistic energy improvements, the state of California is working with SDG&E, the California Center for Sustainable Energy (CCSE), and local contractors to provide incentives of up to $4,000 to diagnose and fix inefficient aspects of residences. There are also financing options to help homeowners overcome the upfront costs of making multiple improvements at once.

CAP Measure	Program & Resource	
Home Energy-Efficiency Rebates		
E2.1-E3	Website:	www.sdge.com/residential/singleFamilyRebate.shtml
Energy Upgrade California		
E2.1-E3	Website:	www.energyupgradeca.org

Saving in the Summer: Cooling homes in the summer can drive up electricity bills and stress the electricity grid. To alleviate the system during peak-demand periods, SDG&E has two programs to reduce energy consumption during hot periods.

Just like in a car, if the AC in a home is not running at peak performance, it could increase operating costs by using more energy. A poorly tuned system also causes irregular wear on AC components. Even new systems that are set up incorrectly will run below peak performance. The AC TIMe Program offers two **free** services to improve the energy efficiency level of AC systems: Refrigerant Charge & Airflow Test and Duct Test & Seal.

Another way to reduce energy consumption and help alleviate strain on the electrical grid is to simply turn off AC systems when the grid is close to capacity. SDG&E created the Summer Saver program to assist residents in conserving energy during these peak events. Technicians install a small Summer Saver device on the AC units of residents who sign up for the program. This device is activated remotely by a paging signal that lets SDG&E cycle central air conditioners “on and off” for a few hours on a limited number of summer days when demand for electricity is at a peak. This helps maintain electric reliability during periods of high demand. In return, SDG&E offers **an annual credit of up to $194**.

CAP Measure	Program & Resource	
AC TIMe Program		
E2.1	Website:	www.actimeprogram.com
	Phone:	(800) 289-2440
Summer Saver Program		
	Website:	www.sdge.com/vendor/summersaver
	Phone:	(800) 850-1705

Business Programs

County businesses that save energy will not only help mitigate climate change, but also increase profits. SDG&E has several energy efficiency programs targeted at helping businesses become more energy efficient and profitable.

Rebates and Incentives: Just as SDG&E offers residential customers rebates for purchasing qualified energy-efficient products, it also offers businesses rebates and incentives for purchasing energy-efficient equipment. The "Energy Efficiency Business Rebate" program provides traditional product rebates that businesses can qualify for through the replacement of old, inefficient equipment with new energy-efficient equipment. This program focuses on common equipment that exists in many businesses. For a full list of qualifying products, see the rebate catalog on the SDG&E website or call the EIC.

Because different businesses use energy in different ways, SDG&E created the "Energy Efficiency Business Incentive" and "Energy Savings Bid" programs to be more flexible and allow businesses to customize energy efficiency improvements to their unique situations. Unlike the rebate program, these programs provide businesses a set amount of cash back per kWh or therm that they save. This is similar to the "Savings By Design" and "Sustainable Communities" programs that aim to increase energy efficiency in new construction. Together, these programs can help replace old equipment with new energy-efficiency equipment, and also increase business profits.

Financing: Even after rebates and incentives, many energy-efficiency improvements require high up-front cost and provide low, but long-term, savings. To help businesses, SDG&E created "On-Bill Financing," a **0% interest financing** program. To qualify, businesses must have an active SDG&E account, be in good standing for at least 2 years with the same business, and participate in one of the SDG&E energy efficiency programs. Because some on-site pre-inspection may be required, businesses need to let their contractor and SDG&E know that they would like to participate in the financing program before initiating a project. Once the improvements have been made, businesses are charged for the loan on their SDG&E bill. In many cases, because of the quantity of energy savings, even after the addition of the loan payment, the SDG&E bill will still be lower than before the improvements were made. This program allows businesses to save money while modernizing their equipment.

Direct Install: Some small business owners do not have time to evaluate their business energy usage and to make the needed changes. For those busy businesses with limited resources, SDG&E created the "Direct Install" program, which offers a no-cost energy audit of the business, provides individual analysis of the findings, and works with the business to make recommended improvements. Because this service is offered to many different businesses, it focuses on common improvements for various business sectors, such as improving efficiency of incandescent or florescent lights and maintaining heating, ventilation and air conditioning (HVAC) systems. For a full list of qualifying free improvements, businesses can visit the program website or call a participating contractor.

CAP Measure	Program & Resource	
Energy Efficiency Business Rebate		
E2.2	Website:	www.sdge.com/business/rebatesincentives/programs/energyEfficiency.shtml
Energy Efficiency Business Incentive		
E2.2	Website:	www.sdge.com/business/rebatesincentives/programs/standardPerformanceContract.shtml
On-Bill Financing		
E2.2	Website:	www.sdge.com/business/rebatesincentives/programs/onbillfinancing.shtml
Direct Install		
E2.2	Website:	www.sdge.com/business/rebatesincentives/programs/directinstall.shtml

California Center for Sustainability: CCSE is a non-profit organization dedicated to creating change for a clean-energy future. It offers free workshops, administers incentive programs, hosts special events, and offers technical assistance.

Contact information:
(858) 244-1177
www.energycenter.org

California Solar Initiative: The California Solar Initiative (CSI) is the California solar rebate program for customers of the investor-owned utilities Pacific Gas & Electric, Southern California Edison, and SDG&E. Through the CSI, the California Public Utilities Commission is providing $2.1 billion to businesses, nonprofit organizations, public agencies, and homeowners to help lower their energy costs, reduce their reliance on fossil-fuel-fed power plants, and create a sustainable energy future through the use of solar technology. CCSE administers the CSI program in the SDG&E service territory. Businesses and residents can go online, call CSI, or attend a free workshop to find out how to install solar and become more energy independent.

California Solar Initiative – Thermal Program: Solar water heating (SWH) systems reduce GHG emissions and conserve fossil fuel resources while cutting energy use and saving money on utility bills. Systems can offset up to 75% of the natural gas, electricity, or propane used by traditional water heaters. SWH systems work to supplement existing water heaters, so they do not need to be replaced or removed. The CSI-Thermal Program offers cash rebates of up to $1,875 for solar water heating systems on single-family homes. Multi-family and commercial properties qualify for rebates of up to $500,000.

CAP Measure	Program & Resource	
California Solar Initiative – Thermal Program		
R.1	Website:	www.energycenter.org/swh
California Solar Initiative		
R.2	Website:	https://energycenter.org/index.php/incentive-programs/california-solar-initiative or www.gosolarcalifornia.org

Transportation

Transportation is the largest emissions sector in the County's baseline GHG emissions inventory, and represents an essential part of many residents' daily lives. While the majority of transportation needs in the County are met using single-occupancy vehicles, other options exist that result in fewer GHG emissions. These options include ridesharing, biking, walking, using transit, and telecommuting. There are also efforts underway toward changing the efficiency (miles per gallon) of vehicles and the carbon intensity of fuel used in the vehicles. Some examples of these efforts include converting to electric (or hybrid), natural gas, or biofuel-powered vehicles. It is a goal of this CAP to expand these alternative transportation strategies for the creation of a more sustainable and connected community.

Resources & Programs

San Diego Association of Governments (SANDAG): As the regional transportation planning agency, SANDAG secures millions of dollars each year in local, state, and federal funds for the region's transportation network. SANDAG develops the Regional Transportation Plan to implement a long-range vision for buses, the Trolley, rail, highways, major streets, bicycle travel, walking, goods movement, and airport services. It is a resource for information and incentives to change how people and goods are transported.

iCommute: This program offers resources for employees and employers who participate in alternative commuting programs. Through the iCommute program, SANDAG offers free carpool and ridematching services, a subsidized vanpool program, transit solutions, regional support for bicycling, the Guaranteed Ride Home program, SchoolPool carpooling programs for parents, and information about teleworking.

CAP Measure	Program & Resource	
iCommute		
T1-3	Website:	www.icommutesd.com
	Phone:	call 511 and say "iCommute"

California Center for Sustainability: In addition to administering the CSI, CCSE also administers incentives for the Clean Vehicle Rebate Project, with funding provided by the California Environmental Protection Agency's Air Resources Board. This program offers rebates for individuals and business owners who purchase or lease new, eligible zero-emission or plug-in hybrid electric vehicles. CCSE also hosts regional events, workshops, and training to help residents discover how many alternative transportation options there are and how they can best take advantage of them.

CAP Measure	Program & Resource	
Clean Vehicle Rebate Project		
T.4	Website:	www.energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project

Landscaping and Open Space

Planting trees can help improve air and water quality, provide habitat for wildlife, reduce the urban heat island effect, and help keep homes cool in the summer, thereby reducing energy consumption.

By following these tips, residences can maximize energy savings from planted trees:

- Design an overall shade tree plan, including energy savers such as planting for shading windows, doors, air conditioners, patios, and driveways.
- Plant **only** deciduous trees (not evergreen trees) on the south sides of the building. This allows the sun to warm the home during winter months.
- Plant evergreen or deciduous trees on the east and west sides of the home to produce shade that minimizes the impact of the summer sun.
- Always consider the existing landscaping when planting a tree, but, if possible, plant small trees 10 to 15 feet from buildings, medium trees within 30 feet, and large trees within 40 feet of buildings.

Resources & Programs

The California Center for Sustainable Energy's Advice and Technical Assistance Center (ATAC) for Urban Forestry: ATAC's primary goal is to enable and facilitate a wide range of urban forestry projects in the San Diego region. ATAC is the central meeting place for people interested in learning the how-to and best practices of urban landscaping. Through education, outreach, and technical assistance, ATAC provides information for decision-makers and citizens to help meet water conservation and GHG emissions-reduction goals.

The Water Conservation Garden at Cuyamaca College: This learning garden offers an opportunity to see trees best suited for the San Diego climate and learn about other parts of a sustainable yard through free educational classes on topics such as composting and irrigation.

CAP Measure	Program & Resource	
CCSE Advice and Technical Assistance Center (ATAC) for Urban Forestry		
LS1	Website:	www.energycenter.org/index.php/outreach-a-education/advice-and-technical-assistance-center or www.energycenter.org
	Phone:	(858) 244-1177
Water Conservation Garden at Cuyamaca College		
LS1	Website:	www.thegarden.org
	Phone:	(619) 660-0614

APPENDIX F: ALTERNATIVE 2035 SCENARIO

As stated in the Climate Action Plan (CAP), Executive Order S-3-05 asserts that California should reduce greenhouse gas (GHG) emissions to 80% below 1990 levels by 2050 to adequately address climate change impacts. To help ensure that the County continues along the path toward this long-range target, the County would need to reduce emissions 49% below 2005 levels by 2035. With current legislation, existing technology, and other factors, the County has developed a *feasible* scenario for 2035, which achieves 13.7% reductions below 2005 levels.

The County developed an alternative scenario to determine how the 2035 target could be met. This could only be done through additional federal, state, and local measures, many of which are ambitious given existing conditions. For example, at the local level, the County would need to implement retrofits of all existing residential units built before 2005 and achieve an average 35% increased efficiency. At the state and federal levels, additional transportation-related legislation could be implemented to achieve an average fuel efficiency among all vehicle model years of 44 miles per gallon (as opposed to the currently proposed Corporate Average Fuel Economy [CAFE] standards that would require model year 2025 vehicles to achieve an average of 49 miles per gallon), and a renewable portfolio standard of 50%. This scenario is only one of many that could be implemented to achieve the 2035 target. This illustrates the level of commitment needed at all levels of government. The CAP, its measures, and its performance targets will need to be revised as additional technological advances and legislation occur.

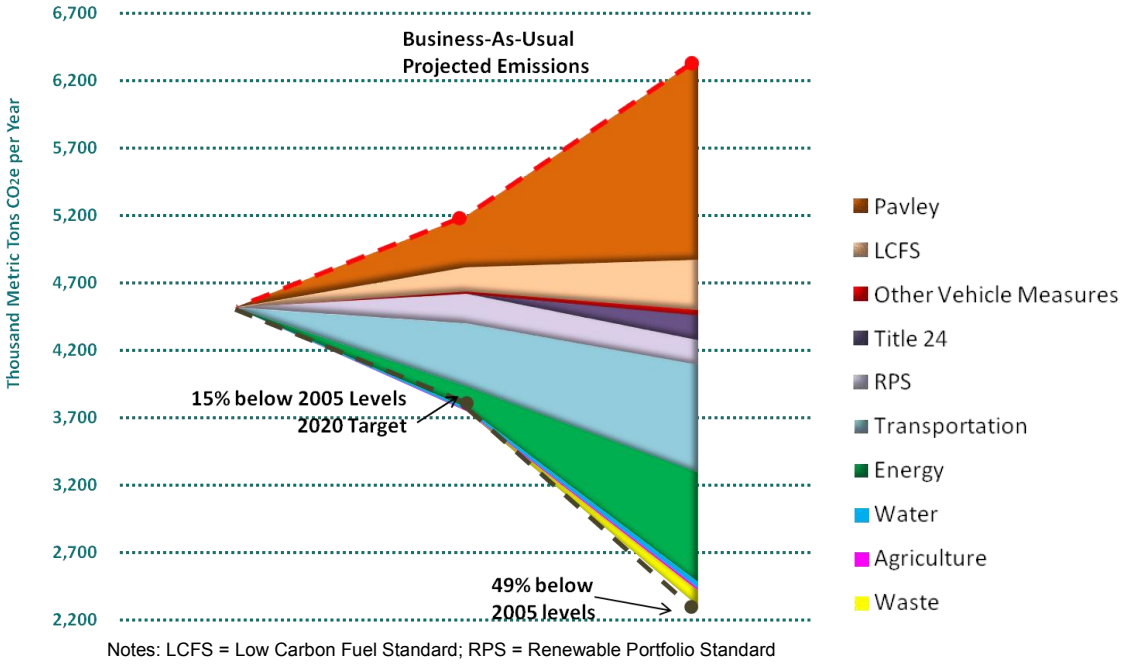
Table F.1 details the measures, reduction potential, and assumptions that were included to meet the 2035 target scenario (see also Figures F.1 and F.2). As described in the CAP, this scenario assumes that a similar proportion of reductions will be achieved through state/federal measures in 2035 as are achieved in 2020. Additional local measures are included in the target scenario that are not included in the CAP, such as wastewater-to-energy (biogas) programs and solid waste diversion beyond the County's current diversion rate.

Table F.1 | 2035 Scenario Achieving Target

CAP Measure #	Measure	2035 Reductions Metric Tons (MT) CO_2e/Yr	Assumptions	Scaled Measure Performance (% Reduction in GHG emissions)
Water				
W1	Per Capita Water Reduction	44,753	40% per capita water reduction	1.1%
	Wastewater (WW) to Energy	2,586	66,454 MT CO2e WW, 25% plant efficiency	0.1%
	Increased Solid Waste (SW) Diversion	114,575	60% diversion above current rates (~84% total SW diversion)	2.8%
Energy				
E2.1	Residential (Res.) Building Retrofits	176,867	100% pre-2005 units achieve 35% increased efficiency (elec + ng)	4.4%
E2.2	Commercial (Comm.) Building Retrofits	240,901	Whole-building retrofits achieve 25% increased efficiency (elec + ng)	5.9%
E3	Appliance Upgrades	57,197	100% pre-2005 residential units	1.4%
E4	Smart Meters	9,963	100% pre-2005 units	0.2%
R1	Solar Water Heating (Res. and Comm.)	196,635	100% participation	4.8%
R2	Alternative Energy Systems (Res. and Comm.)	130,575	10% residential elec from renewables; 200 MW commercial solar generation	3.2%
Land Use				
LU1	Mixed-Use Development	160,199	Achieve 20% VMT Reduction from 2035 BAU through Land Use / Transportation measures	3.9%
Transportation				
T1	Increase Biking and Walking	160,199		3.9%
T2	Increase Ride Sharing	160,199		3.9%
T3	Increase Transit Use	160,199		3.9%
T4	Electric Vehicles	160,199		3.9%
Agriculture				
A1	Nitrogen Optimization Program	3,531	100% participation	0.1%
A2	Field Equipment Fuel Efficiency Program	11,212	100% participation	0.3%
A3	Agriculture Irrigation Pump Efficiency	4,040	100% participation	0.1%
Landscaping and Open Space				
LS1	Plant Trees	2,475	Plant 10,000 trees 2020-2035	0.1%
TOTAL COUNTY ACTION		**1,796,305**		**44.3%**
State and Federal				
SF1	Passenger Auto and Light Truck Fuel Efficiency	1,487,373	Average Passenger/Lt Truck Vehicle Fuel Efficiency of 44 mpg	36.7%
SF2	Low Carbon Fuel Standard (Gasoline and Diesel)	366,242	40% carbon reduction in fuels	9.0%
SF3	Renewable Portfolio Standard	180,465	50% electricity from renewables	4.4%
SF4	Tire Pressure Program	5,192	No change from current standards	0.1%
SF5	Heavy-Duty Vehicle GHG Emission Reduction Measure – Aerodynamic	39,826	Increase MDV/HDV efficiency 10% beyond 2020 standards	1.0%
	Title 24 Standards	181,701	Net zero 2020-2035 res/comm energy standards	4.5%
TOTAL STATE AND FEDERAL ACTION		**2,260,799**		**55.7%**
TOTAL REDUCTIONS (COUNTY, STATE, AND FEDERAL ACTIONS)		**4,057,104**		**100%**
Percent Reduction below 2005 Baseline				**49.1%**

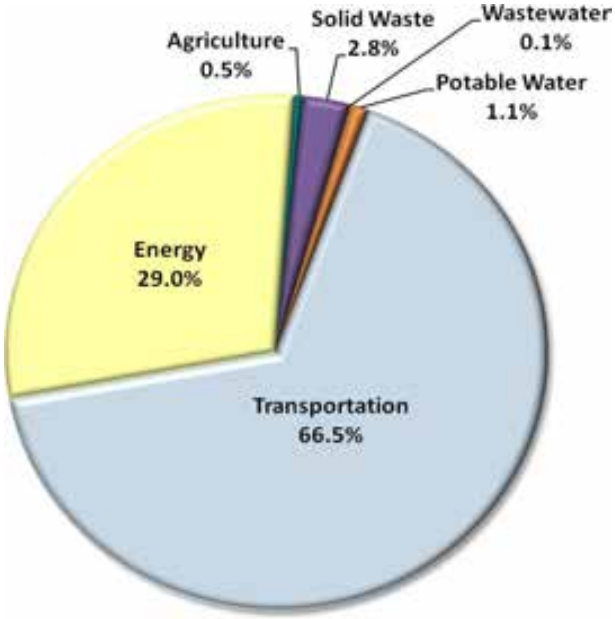
Notes: CO_2e = carbon dioxide equivalents; BAU = business as usual; elec = electricity; ng = natural gas; MDV = medium duty vehicle; VMT = vehicle miles traveled; MW = megawatt

Figure F.1 | 2035 Target Scenario by Emissions Reduction Measure



Notes: LCFS = Low Carbon Fuel Standard; RPS = Renewable Portfolio Standard

Figure F.2 | 2035 Target Scenario by Emissions Reduction Sector



APPENDIX G:

County of San Diego CAP Compliance Checklist for Greenhouse Gas Analysis

PROJECT INFORMATION

Date: _____

Project Number: _____

Project Name: _____

Project Applicant: _____

GHG Specialist: _____

Project Owner: _____

Does this project meet the screening criteria listed in Table 3 of the County of San Diego's Guidelines for Determining Significance for Climate Change, or has the project demonstrated that it is below the Bright Line Threshold, as described in the Guidelines for Determining Significance?

☐ **Yes** ☐ **No**

If Yes, project must complete the following checklist and comply with one or more (or equivalent combination[1]) of the applicable Climate Action Plan (CAP) measures beyond any applicable County of San Diego (County) standards. Specify the measure(s) below.

If No, project must complete the following checklist and should comply with applicable measures listed below for the relevant project type. The project proponent must conduct a technical analysis to demonstrate that the project's design features, along with CAP measures, and, if necessary, additional measures, are incorporated to reduce emissions below the Bright Line Threshold, the Efficiency Threshold, or the Performance Threshold. The Applicability Table may be used as guidance for CAP measures, but any GHG-reducing measures may be included that achieve the Bright Line, Efficiency, or Performance Threshold.

Through the County's discretionary review process and completion of the CAP Compliance Checklist, the design features or mitigation measures applied to individual development projects are considered binding and enforceable, including those applied to projects with GHG emissions that are either above or below the Bright Line Threshold.

[1] A project must demonstrate compliance with a single CAP measure beyond any applicable County standards and requirements. If the project demonstrates one-half of one CAP measure and one-half of another CAP measure, or similar compliance with multiple CAP measures, the project may be determined to be equivalent to complying with one full measure. In these instances, the measure(s) will be subject to approval by the project reviewer. Construction-only projects that meet the Construction Screening Criteria do not need to implement a CAP measure.

General Guidance for Use in Determining Applicability of CAP Measures for Projects Under the Bright Line Threshold[1]

Project Type	CAP Measures														
	E1: Energy Efficiency for New Development	E2: Building Energy Retrofits	E3: Energy Star Appliances	E4: Smart Meters	R1: Solar Water Heating	R2: Alternative Energy Systems	LU1: Mixed-Use Development	T1:Increase Transit Use	T2: Increase Walking and Biking	T3: Increase Ridesharing	T4: Alternative Fuel Vehicles	LS1:Tree Planting	A1: Nitrogen Optimization	A2: Field Equipment Fuel Efficiency	A3: Agricultural Irrigation Pump Efficiency
New Residential	●		●		●	●									
New Commercial	●				●	●									
Industrial	●				●	●									
Mixed-Use	●		●		●	●									
Agriculture + Residential	●[2]	●[2]	●		●	●									
Other[3]	●	●	●		●	●									

[1] The determination of applicability will be made by the County Department of Planning and Land Use (DPLU) with the project applicant at the time of scoping/review; however, for most projects under the Bright Line Threshold, unchecked measures (e.g., as LU1, T1-4) will not result in measurable GHG emissions reductions and, therefore, will likely not be applicable at the project level.

[2] Depending on whether residential is new or existing, this measure may not apply.

[3] For other project types, project reviewer will determine which measures are applicable to the project.

CHECKLIST

Instructions: All projects must complete this checklist for the relevant project type and fill in "Details of Compliance." For projects below the Bright Line Threshold, a description of how the project will achieve conformance with the CAP measure is provided in "Description"; for projects above the Bright Line Threshold, the applicant may comply with each measure at any performance level, but must demonstrate achievement of the Bright Line Threshold, Efficiency Threshold, or Performance Threshold.

Type of Project _____ Project Number _____

CAP #	Measure	Description[2]	Details of Compliance	% Reduction (for Projects Exceeding the Bright Line Threshold)	Percentage of Measure Compliance (for Projects under the Bright Line Threshold)
E1	Energy Efficiency for New Development	10% of square footage (commercial/industrial) or 10% of units (residential) exceeds Title 24 (2008) standards by 15% for projects scoped through Dec. 31, 2014; 100% of square feet per unit exceeding Title 24 (2008) standards by 15% for projects scoped after Dec. 31, 2014	Number of units Exceeding Title 24 _____		

[2] Description details compliance with the CAP measure. Projects must meet an equivalent of one CAP measure as described here; for projects over the Bright Line Threshold, any level of compliance is acceptable that results in meeting the threshold, and the applicant must provide substantial evidence to support reduction.

CAP #	Measure	Description[2]	Details of Compliance	% Reduction (for Projects Exceeding the Bright Line Threshold)	Percentage of Measure Compliance (for Projects under the Bright Line Threshold)
E2	Building Energy Retrofits (only for existing structures)	RESIDENTIAL: Achieve overall (across all units) 5% energy efficiency[3] COMMERCIAL: Achieve 12% overall lighting efficiency [4]	Efficiency achieved and type of retrofits _____		
E3	Appliance Upgrades	Energy Star appliances in 95% of new residential units and 40% of existing residential units; appliances include light bulbs, clothes washers, dishwashers, and refrigerators	Number of Energy Star appliances _____		
E4	Smart Meters	Detail to be provided by applicant	Number of residences joining online program _____		

[3] CAP measure includes 15% participation among existing buildings achieving 35% efficiency. At the project level, this translates to (0.15 x 0.35) approximately a 5% overall efficiency goal.
[4] CAP measure includes 30% participation among existing buildings achieving 40% efficiency. At the project level, this translates to (0.30 x 0.40) a 12% overall efficiency goal.

CAP #	Measure	Description[2]	Details of Compliance	% Reduction (for Projects Exceeding the Bright Line Threshold)	Percentage of Measure Compliance (for Projects under the Bright Line Threshold)
R1	Solar Water Heating	19% of overall water heating needs derived from solar	Number of units with solar water heaters _____		
R2	Alternative Energy Systems	30% of residential electricity and 20% of commercial electricity generated from alternative energy systems	Kilowatts (KW) of solar panels installed _____		
LU1	Mixed-Use Development	Detail to be provided by applicant			
T1	Increase Transit Use	Detail to be provided by applicant			
T2	Increase Walking and Biking	Detail to be provided by applicant	Additional feet of sidewalk installed _____		
T3	Increase Ridesharing	Detail to be provided by applicant			

CAP #	Measure	Description[2]	Details of Compliance	% Reduction (for Projects Exceeding the Bright Line Threshold)	Percentage of Measure Compliance (for Projects under the Bright Line Threshold)
T4	Alternative-Fuel Vehicles	Detail to be provided by applicant			
LS1	Tree Planting	Detail to be provided by applicant	New trees and types planted _____		
A1	Nitrogen Optimization	Detail to be provided by applicant			
A2	Field Equipment Fuel Efficiency	Detail to be provided by applicant			
A3	Agriculture Irrigation Pump Efficiency	Detail to be provided by applicant			

Other measures, not described in the CAP, which would achieve GHG reductions in the proposed project (for projects over the Bright Line Threshold). This includes reductions taken for statewide regulations[5]					
	Measure	**Description**	**Details of Compliance**	**% Reduction**	

Total Reduction % **(for Projects Exceeding the Bright Line Threshold)** **Must Equal 16% or More**	**Compliance (for Projects Under the Bright Line Threshold)** **Must Equal 100% or More**

[5] Refer to the County of San Diego Guidelines for Determining Significance for Climate Change for methodology in applying statewide measures. The Performance Threshold includes 20% Renewable Portfolio Standard (RPS) and Pavley I as pre-mitigation; therefore, no additional credit may be taken for these measures by the project. The Bright Line and Efficiency Thresholds do not include statewide measures and, therefore, can be calculated for credit by the project.

APPENDIX H: PHOTO SOURCES

Below is a list of the images in the CAP.

Images from San Diego County

The following images were taken by AECOM staff:

Bike path and bus stop in Valley Center, Valley Center, CA 92082, pages 38, 40, 41, 48
Fallbrook Community Garden, Alturas Road and Ali Lane, Fallbrook, CA 92028, Cover Page
Fallbrook Public Library, 113 South Main Avenue, Fallbrook, CA 92028, pages 28, 32, 39
Fallbrook Public Utility District, 990 East Mission Road, Fallbrook, CA, pages 42, 53
Highway S13 and Winterhaven Road, Fallbrook, CA 92028, page 27
Keys Creek Lavender Farm, 12460 Keys Creek Road, Valley Center, CA 92082, pages 1, 45, 77
Morning Star Ranch, 12458 Keys Creek Road, Valley Center, CA 92082, pages 2, 13, 26, 30, 44, 47, 59, 67, 75
Twin Oaks Valley Water Treatment Plant, 3566 North Twin Oaks Valley Road, San Marcos, CA 92069, pages 9, 21
Valley Center Water District Solar Installation, Valley Center, CA 92082, page 35

Stock Images

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Page 63 – ID# 32691

www.istockphoto.com:

Page 31 – ID#15841728
Page 58 – ID#12723256

Other Sources:

Page 34 – SDG&E via http://www.earthtechling.com/2011/07/smart-meter-privacy-rules-adopted-by-calif/ Accessed August 19, 2011

MEMORANDUM

To:	Mark Slovick, County of San Diego
From:	Brian Grover, Dudek
Subject:	Newland Sierra – Project Description
Date:	January 20, 2015
cc:	Rita Brandin, Newland
	Brice Bossler, Bossler Group
	Eric Armstrong, Fuscoe Engineering

1.0 PROJECT LOCATION

The Newland Sierra Project (proposed project) is located within the unincorporated portion of the County of San Diego within the North County Metropolitan Subregional Plan area. The North County Metropolitan Subregional Plan area is comprised of many non-contiguous "island" areas interspersed among the cities of Escondido, San Diego, San Marcos, Vista, and Oceanside with the most easterly portion adjacent to Valley Center. The North County Metropolitan Subregional Plan area includes the communities of Hidden Meadows and Twin Oaks Valley. The majority of the project site is located in the community of Twin Oaks Valley. The project site is directly west of Interstate 15 (I-15), north of State Route 78 (SR-78), and south of State Route 76 (SR-76). The cities of Escondido and San Marcos are approximately 1 mile south of the site.

The project site consists of approximately 1,985 acres and is bounded by I-15 on the east, Deer Springs Road on the south, and Twin Oaks Valley Road on the west, with a small portion of the northwestern edge of the site traversed by Twin Oaks Valley Road. Gopher Canyon Road is located approximately 1.5 miles north of the site's northern boundary, and approximately 2.5 miles north of proposed site development.

2.0 ENVIRONMENTAL SETTING

The project site is located within the northern portion of the Merriam Mountains, a narrow chain of low mountains generally running north–south with a variety of east–west trending ridgelines and scattered peaks. These mountains originate near the northern end of the City of Escondido and are bordered by Gopher Canyon Road to the north, I-15 to the east, and Twin Oaks Valley Road to the west. Based on topography and geology, the Merriam Mountains extend from the

Vista Flume, north of Golden Circle Drive in Escondido, north to Moosa Canyon. Merriam Mountains are approximately 8.5 miles long. The project area is situated on approximately 3 miles of the northern portion of the Merriam Mountains.

The San Marcos Mountains are located northwest of the project site and are significant due to their undeveloped nature, potential to support a wide variety of native wildlife species, and the presence of rare and otherwise special-status plant species, such as tetracoccus, wart-stemmed ceanothus, and southern mountain misery. Much of the northern two-thirds of the Merriam Mountains area is considered biologically significant due to its undeveloped nature and potential to provide a major block of habitat that would contribute to regional conservation planning. The project site is located within the draft North County Multiple Species Conservation Program (NCMSCP) and is categorized by the NCMSCP regional habitat evaluation model as having mostly moderate value habitats with smaller areas of high value and very high value habitats.

Vegetation on the project site consists of large blocks of Southern Mixed Chaparral with limited patches of Diegan Coastal Sage Scrub, Live Oak Woodlands, and Southern Willow Scrub and contains relatively few sensitive plant species due its geographic location and constituent soils. Due to the dense nature of the chaparral covering most of the site, wildlife movement is generally confined to existing dirt roads. Two well-developed riparian areas exist on the site: one is west of I-15, draining into the south fork of Moosa Canyon and one is in the South Fork of Gopher Canyon, between the Merriam Mountains and the San Marcos Mountains.

Large granodiorite outcroppings and pinnacles commonly occur throughout this region and are a common occurrence on the project site. The project site contains undeveloped steep slopes and rock outcroppings that are visually prominent from the I-15 corridor. The south fork of Moosa Canyon, runs from the northern to northeastern vicinity of the site. In addition, the area is a tributary to the San Luis Rey River (to the north) through the South Fork of Gopher Canyon. The San Luis Rey River is an important riparian corridor containing extensive woodland vegetation, as well as rare and protected species. Tributaries to the San Marcos Creek are also located in the vicinity and flow southwest towards Batiquitos Lagoon.

The eastern and northern portions of the site are located within the San Luis Rey-Escondido watershed, the largest hydrologic unit in the San Diego region. The southern portion is located in the Carlsbad Hydrologic Unit and San Marcos Hydrologic Area. The project site is also within the coastal subprovince of the Peninsular Ranges Geomorphic Province.

Natural topography of the site is composed of hills and valleys dominated by significant rock outcroppings with moderate to steeply sloping terrain. On-site elevation ranges from approximately 660 feet above mean sea level (AMSL) near the northwestern limits of the project

site at Twin Oaks Valley Road to about 1,765 feet AMSL in the west central portion of the property. Approximately 52 percent of the site contains Resource Protection Ordinance (RPO)-defined steep slope lands. Prominent, generally east to west trending ridgelines divide the site into five separate drainage basins, which are tributaries to Moosa Canyon, Gopher Canyon, and San Marcos Creek. Gopher Canyon is located north of the project site and a small portion of the South Fork of Gopher Canyon Creek runs southeast to northwest through the northwestern area of the site, eventually meeting the San Luis Rey River. Both Gopher Canyon and the San Marcos Mountains show favorable attributes as habitat and corridors for larger wildlife.

Existing Land Uses

The project site is primarily undeveloped. A number of dirt roads and trails that provide access to each parcel and service roads for existing water infrastructure traverse the project site. Portions of the site have been and continue to be used for various unauthorized land uses, including horseback riding, hiking, mountain biking, off-roading, motorcycling, shooting, and occasional dumping. An abandoned quarry is located in the northwest portion of the site fronting Twin Oaks Valley Road and an abandoned private landing strip is located in the north central portion of the site.

Surrounding residential uses to the north, west, and south of the project site include large-lot, single-family residential development, and agricultural uses. Many of the prominent ridges and valleys surrounding the site are occupied by existing homes. Lawrence Welk Village and the community of Hidden Meadows are located to the east of the project site across I-15. South of the site is a mobile home park, the Golden Door Spa and Resort, and estate development along the border of the City of San Marcos and the unincorporated portion of the County of San Diego.

The project site includes areas designated as Mineral Resource Zone (MRZ)-2, which are considered areas where adequate information indicates significant mineral deposits are present, or where there is a high likelihood exists of their presence. Approximately 600 acres of the project site are classified as MRZ-2, of which approximately 100 acres have been designated by the State Mining and Geology Board (SMGB) as a Regionally Significant Construction Aggregate Resources Area. The remainder of the site is classified as MRZ-3, which are considered areas containing mineral deposits whose significance cannot be evaluated from available data. Due to the mountainous terrain of the project site, as opposed to an alluvial river valley, these resource designations result from the presence of crystalline and metavolcanic rocks, that when crushed to appropriate sizes could be used as aggregate for construction material.

3.0 PROJECT DESCRIPTION

The Sierra project site is composed of 1,985 acres and would include seven neighborhoods (also referred to as planning areas for planning purposes) with a total of 2,135 residential units. The proposed project would include a variety of housing types – some of which would be designed with grade-adaptive architecture – to meet the varied needs of the anticipated residents. Grade adaptive architecture results in minimized site grading impacts by incorporating one or more steps in the ground floor that conform to the underlying slope of the site. Development of the project site would be focused into seven planning areas designed to promote land stewardship and avoid the most sensitive biological, cultural, and topographical resources. Taking inspiration from the property's unique landscape character and distinct landforms, the proposed project consists of a series of neighborhoods that individually respond to their unique topographical settings.

The framework of the entire community is influenced by the prominent landforms, watershed patterns, boulder outcroppings, and important biological resources found within the property. The location and design of the planning areas strategically preserve natural areas and provide for wildlife movement and connectivity throughout the site. The proposed project is designed to be consistent with accepted preserve design principles by preserving a large block of open space, including the northern and northwestern portions of the site. In addition, off-site regional linkages are provided between off-site lands in the San Marcos Mountains to the west and north along Gopher Canyon and to the San Luis Rey River.

The natural character and protected open space will be promoted as an amenity of the community. A community-wide linear park and trail network acts as the connective thread that unites the various neighborhood parks and community trails, creating a link to open space trails as well as a sense of walkability throughout the community. This network includes approximately 19 total linear miles of trails that extend throughout the neighborhoods and the open space preserve (see Section 4.0, Sustainable Planning and Design, for more detailed trail information). The linear greenbelts will often contain drainage conveyance creeks or swales to provide both water quality treatment as well as aesthetic appeal. Along community trails, parks, and within open space, key landforms and boulders would be identified at scenic vistas and trail rest points to increase the public's connection to the natural features found throughout the site.

Park amenities have been placed to serve each neighborhood, community, and the public at large. The proposed project includes approximately 24 acres of public parks and 13 acres of private parks throughout the project site. Open space for active recreation is included at the community park and at the joint-use school field. Several neighborhood-scale parks and pocket parks, including both public and private, are proposed and include amenities such as open lawn

areas, multi-use courts, picnic areas, children's play areas, pools, a community garden, and an equestrian staging area.

The landscape character of the development will be informed by the natural terrain and boulder outcroppings. Numerous unique boulders will be salvaged during grading operations and reused to provide visual identity within the community landscape. Low water use, native and naturalizing plant materials will make up the community plant palette. Low fuel volume plant materials will be included in compliance with the Fire Protection Plan. In addition, to provide a productive component to the landscape, vineyards will be planted on selective high visibility slopes. The vineyards will be professionally managed and will be planted with several varieties of wine grapes.

The design of the proposed project is also informed by the unique cultural resources on the site. Several permanent displays would be erected in public viewing areas to provide information on the cultural sensitivity of the area, including descriptions of Native American and historic occupants. These displays would include appropriate imagery and text as a method of public outreach to enhance appreciation of the diversity that has characterized the region.

Sierra Town Center

The Sierra Town Center would be located off of Deer Springs Road, east of the main entry road in the southernmost portion of the project site. The Town Center would include commercial retail space, townhomes, and a school. The Town Center would provide employment opportunities for future residents as well as for the surrounding area. The Town Center would be compact and walkable, as well as visually appealing and compatible with surrounding development. The Sierra Town Center would include a total of 95 residential units, 81,000 square feet of commercial space, a 6-acre school site, and approximately 5 acres of parks. Table 1 below outlines the proposed land uses for the Sierra Town Center.

Table 1
Sierra Town Center

Land Use	Description	Area (Acres)	Dwelling Units
General Commercial	81,000 SF	10.8	-
Row Townhomes	2- and 3-story*	7.8	95
School	-	6.0	-
Total Residential Units	**-**	-	**95**

*Limited to 35 feet in total height

Sierra Terraces

The Sierra Terraces would be located directly north of the Sierra Town Center on the west side of the Main Entry Road in the southern portion of the project site. This planning area will range in elevation between approximately 1,200 feet AMSL and 1,350 feet AMSL. The Sierra Terraces would include a total of 458 residential units and approximately 0.8 acres of parks. Table 2 below outlines the proposed land uses for the Sierra Terraces planning area.

Table 2
Sierra Terraces

Land Use	Description	Area (Acres)	Dwelling Units
Townhomes/Grade Adaptive	2- and 3-story*	7.9	56
Townhome Cluster 1	2- and 3-story*		96
Townhome Cluster 2	2- and 3-story w/ Tandem Garages*	7.8	138
Townhome Cluster 3	2- and 3-story w/ Tandem Garages*	14.5	168
Total Residential Units	**-**	**-**	**458**

*Limited to 35 feet in total height

Sierra Valley

The Sierra Valley planning area is located northwest of the Sierra Terraces, and south of the Sierra Knoll. This planning area is composed of condominiums, townhomes and small single family lots ranging in size from 3,500 SF to 4,000 SF. The average elevation for the Sierra Valley planning area would be approximately 900 feet AMSL. The Sierra Valley would include a total of 505 residential units and approximately 5.4 acres of parks. Table 3 below outlines the proposed land uses for the Sierra Valley planning area.

Table 3
Sierra Valley

Land Use	Description	Area (Acres)	Dwelling Units
Row Townhomes	2- and 3-story*	10.5	155
Townhomes with Carriage	2- and 3-story*		60
Paseo Clusters	Detached Condo	6.4	95
Small Lots	3,500 SF	6.4	71
Small Lots	4,000 SF	3.8	38
Small Lots	3,900 SF	5.7	86
Total Residential Units	**-**	**-**	**505**

*Limited to 35 feet in total height

Sierra Hillside

The Sierra Hillside planning area is located north of the Sierra Terraces planning area and east of the Main Entry Road in the southeastern portion of the project site. Sierra Hillside would be composed of lots ranging in size from 4,500 SF to 5,000 SF. The Sierra Hillside would include a total of 241 residential units and approximately 2.3 acres of parks. Table 4 below outlines the proposed land uses for the Sierra Hillside planning area.

Table 4
Sierra Hillside

Land Use	Description	Area (Acres)	Dwelling Units
Family Lots	4,800 SF	18.5	148
Age Targeted Lots	4,500 SF	5.8	55
Age Targeted Lots	5,000 SF	5.1	38
Total Residential Units	**-**	**-**	**241**

Sierra Knoll

The Sierra Knoll planning area is located south of Sierra Summit, southwest of Sierra Mesa, and north of Sierra Valley. This planning area would be composed of lots ranging in size from 4,500 SF to 5,000 SF and include a total of 360 residential units as well as approximately 9.6 acres of parks. The topography of this planning area has some of the highest elevations throughout the entire project area. Elevations range from 1,175 feet AMSL up to 1,400 feet AMSL. There are a number of viewing points scattered throughout this planning area as well. The Sierra Knoll planning area contains family lots and clusters that are designed to preserve the primary knolls in the area. Table 5 below outlines the proposed land uses for the Sierra Knoll planning area.

Table 5
Sierra Knoll

Land Use	Description	Area (Acres)	Dwelling Units
Family Lots	4,500 SF	17.5	103
Family Lots	5,000 SF	11.3	88
Family Lots	4,800 SF	16.9	139
Family Clusters	Detached Condo	4.9	30
Total Residential Units	**-**	**-**	**360**

Sierra Mesa

The Sierra Mesa planning area is located north of Sierra Hillside, east of Sierra Knoll, and southeast of Sierra Summit. This planning area is composed of lots ranging in size from 3,000 SF to 6,000 SF. Average elevation in the Sierra Mesa planning area ranges from 1,250 feet AMSL and 1,350 feet AMSL. The Sierra Mesa planning area contains single-family lots and clusters that are geared towards active adults and are centered on a neighborhood park. The Sierra Mesa would include a total of 325 residential units and approximately 3.7 acres of parks. Table 6 below outlines the proposed land uses for the Sierra Mesa planning area.

Table 6
Sierra Mesa

Land Use	Description	Area (Acres)	Dwelling Units
Active Adult Clusters	4,500 SF	6.1	60
Active Adult Lots	3,600 SF	4.8	51
Active Adult Lots	4,000 SF	5.4	48
Active Adult Lots	5,000 SF	6.3	47
Active Adult Lots	6,000 SF	6.8	37
Active Adult Lots	3,000 SF	6.6	82
Total Residential Units	**-**	**-**	**325**

Sierra Summit

The Sierra Summit planning area is the northernmost area of development, located just north of Sierra Knoll and northwest of Sierra Mesa. This planning area is composed of the largest lots proposed throughout the development with lots ranging in size from 6,000 SF to 7,500 SF. Only 151 dwelling units and approximately 2.0 acres of parks are proposed for this planning area. The highest elevations in the project area occur in this planning area. Average elevations range from 1,390 feet AMSL up to 1,600 feet AMSL. There will be a trail leading up to the highest point in the planning area where a lookout will be located. The Sierra Summit planning area proposes the least dense development out of all the planning areas. The Sierra Summit planning area contains grade adaptive luxury large lots and clusters that are designed to maximize views. Table 7 below outlines the proposed land uses for the Sierra Summit planning area.

Table 7
Sierra Summit

Land Use	Description	Area (Acres)	Dwelling Units
Large Lots – Downslope	7,500 SF	2.8	14
Family Lots – Upslope	7,000 SF	7.4	32
Family Lots	6,000 SF	9.5	55
Luxury Clusters	Detached Condo	14.9	50
Total Residential Units	**-**	**-**	**151**

4.0 LAND USE

The proposed project has been designed to promote health and sustainability by focusing on a compact pattern of development. The project integrates a range of housing types and densities while at the same time conserving open space and natural resources.

General Plan Amendment/Zoning

The proposed project would include a General Plan Amendment that would allow a greater intensity of clustered development beyond current planned land uses. The site lies within the North County Metropolitan Plan area and the Bonsall Community Planning area. The General Plan Land Use Element Regional Category for the proposed project is Rural Lands in the Bonsall Community Planning area and Village, Semi-Rural and Rural Lands in North County Metropolitan Plan area. The General Plan Amendment proposes to amend the Regional Land Use Element Map to change the Regional Category Designation from Rural to Semi-Rural for a portion of the project site in the North County Metropolitan Plan area. The boundary of the Village area in North County Metropolitan Plan area will be modified slightly to accommodate the proposed project; however, the acreage designated as Village will remain unchanged. No changes in Regional Category are proposed for the Bonsall Community Planning area.

The existing Community Plan Land Use Designations include General Commercial (C-1), Office-Professional (C-2), Semi-Rural 10 (SR-10) and Rural Lands 20 (RL-20). The proposed Community Plan Land Use Designations are Village Core Mixed Use (C-5), Semi-Rural 1 (SR-1) and 10 (SR-10), and Open Space Conservation (OS-C).

The existing zoning on the project site includes General Commercial (C36), Office Professional (C30), Rural Residential (RR), Limited Agriculture (A70), Extractive (S82), and General Rural (S92). The proposed zoning would include General Commercial/Residential (C34), Single Family Residential (RS), Limited Agriculture (A70), and Open Space (S80).

The County of San Diego's adopted General Plan emphasizes sustainable community design principles within its Goals and Policies. By locating the proposed project near existing and planned infrastructure, services, and jobs in a compact pattern of development, while at the same time promoting health and sustainability among its residents, the project has been designed around the guiding principles of the General Plan. Consistent with the County's Community Development Model, the most dense neighborhoods on the site, the Town Center and Terraces, consist of a range of commercial uses that are supported by a dense network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, a proposed school, and public areas. Spanning out from the Town Center and Terraces planning areas that are within the area designated as Village, the proposed project's Semi-Rural areas would contain lower-density residential neighborhoods. Further out, the neighborhoods would be surrounded by Rural Lands characterized by open space, habitat conservation, recreation, and other uses associated with rural areas. Developing the proposed project in this manner meets the critical objectives for compliance with the mandates of AB 32 as well as SB 375, and is key to meeting the County's land use goals.

The proposed project was designed to be consistent with both the Guiding Principles and the individual Goals and Policies of the General Plan. This is further discussed below.

Sustainable Planning and Design

The proposed project would promote sustainability through sensitive site design that conserves energy, water, open space, and other natural resources. The Town Center creates a central core, or village, in Twin Oaks Valley. A neighborhood grocery is anticipated at the Town Center which will serve both the Twin Oaks Valley and the Sierra communities. On the north end of the Town Center, a K-8 charter school is planned which will include a joint-use field open to the public during weekends and after school hours during weekdays. The Town Center is within close proximity to the school and to 553 new residential dwelling units and is linked via bicycle lanes and multi-use trails to all of the remaining neighborhoods within the community. An electric bike share program is planned for the development to further link the neighborhoods to one another and to reduce motorized vehicle trips. Park and ride facilities will be expanded for enhanced ride sharing and public transit expansion opportunities.

Site planning for the proposed project takes into account existing landforms and topography by concentrating development between and away from ridge lines. Prominent ridges and landforms were mapped, and each neighborhood has been designed to minimize disturbance to prominent peaks and landforms. Each neighborhood is designed to be compact and clustered, reducing the impact of development on open space. Where possible, streets are designed to parallel topography and are inspired by watershed patterns on the site. Existing landforms and ridges

north of Deer Springs Road provide a buffer which minimizes the proposed project's visibility from Deer Springs Road, as well as properties immediately adjacent.

Each neighborhood has been designed with an enhanced parkway that includes landscaping, a trail, and often a decorative "dry creek" drainage swale that further enhances the rural character of the community. These greenbelts include a multi-use trail that will include equestrian uses and will provide connectivity between the equestrian facility at Walnut Grove Park and an equestrian staging area that is proposed on Camino Mayor. Internally within neighborhoods, these open space greenbelts include a loop trail and are widened in some areas to accommodate integrated water quality basins. These basins provide a buffer between the residence and streets, reinforcing the uniqueness of each neighborhood. A designated park or open space is within 0.25 mile from each residence, recognizing the importance of walkable access to open space for community health and well-being. The project includes approximately 4.7 miles of bike lanes, an extensive trail system including: 7.1 miles of multi-use pathways along the main road; 8.7 miles of internal trails within neighborhoods; 2.0 miles of multi-purpose trails through the open space area; and, 1.3 miles of secondary trails through the open space area.

The community's homes and neighborhoods will be crafted to represent a broad diversity of housing types in each planning area to respond to the needs of anticipated residents, reflect the rural architectural character, maximize the natural resources of the site with indoor/outdoor living opportunities, and use density as a tool to reinforce place-making within the Town Center and other neighborhoods.

As part of the proposed project, a hardline agreement is proposed that would ensure approximately 1,202 acres of biological open space to be restored (where appropriate) and preserved (refer to Section 6.0, Conservation and Open Space, for more details). Many areas within the proposed biological open space have been severely damaged and disturbed by off-road vehicles. These landscapes will be restored to native habitat, and trails will be consolidated to reduce human impact. No motorized vehicles will be permitted. Design principles were defined at the project onset to reinforce the function and value of the preserve area. Design principles include conserving target species, creating contiguous habitat (with links to habitat to the south), and creating larger, more diverse preserves.

Landscape

The surrounding open space inspires and informs the landscape proposed for development. Boulders will build a distinctive landscape identity throughout the community, reflecting the surrounding landscape character. A large number of natural, rounded boulders will be stockpiled during grading operations for use in the newly-landscaped areas on site.

Drought-tolerant plant species will be selected to create a distinctly native character. This allows a softer visual blend with the surrounding landscape and visually draws it into the community, while also serving the needs of fuel modification zones. Street trees will be required along all internal neighborhood streets. The community loop road will also be planted with street trees but with a natural, uneven spacing that allows views and connection to the natural open space.

Water conservation will be a primary focus of the landscape design. State regulations, as well as the County of San Diego's Water Conservation Landscape Ordinance, require that landscapes meet a 0.7 ET adjustment factor or better. The irrigated landscape within the proposed project will be designed for a 0.5 ET adjustment factor, 29% lower than regulations for water conservation. Certain species will be regulated, such as turfgrass which will be prohibited from use in any front yard landscapes. Turfgrass will only be used in park areas for functional active and passive use and will not be specified in any other community landscape treatments. In addition, certain species will be prohibited from use on site including species that have invasive characteristics.

Community agriculture will be promoted through the creation of a community garden. Garden plots will be rented or reserved by the public, with first priority given to community residents. This will promote locally-grown organic food sources for community residents and provide a link to the region's agricultural heritage. Additionally, vineyards will be planted and maintained throughout the project site, primarily on high-visibility slopes. These productive landscapes will be professionally maintained and will add to the aesthetic appeal of the community. Additional detail on the vineyards is noted below.

Slopes

It is anticipated that significant rock will be encountered during grading operations, and cut slopes will expose underlying rock formations. Slope grading will be intentionally rough to create uneven slopes. Where large monolithic rock is exposed, it will be treated with a permanent stain (e.g. Permeon) to give the stone an aged appearance. Where practical, grading will be blended with adjacent contours through contour grading. In more highly visible areas, a certain portion of the slopes will be planted with productive wine grape vineyards. These vineyards will include a variety of species of grapes that thrive in the local microclimate. The grape species are extremely drought-tolerant. The vineyards will be professionally managed and are expected to produce three to four tons of grapes per acre. Goals of the vineyard plantings include creating agricultural lands within the community that are consistent with the agricultural history of the region, and providing highly effective Zone 1 brush management species that are low fuel volume (refer to Section 8.0, Fire Safety, for more details). In certain areas, vineyards extend into Zone 2 for visual continuity, which further enhances fuel modification by increasing

the irrigated area. Vineyards create a favorable aesthetic character and visual identity for the community. To separate commercial activity from residents, vineyards will be located no closer than 80 feet from roads and 100 feet from any residential property. Vineyards will include corten or dark painted steel posts for trellis structures that are rustic in character. On slopes where no vineyard planting is proposed, slopes will be planted with native plant material that will meet or exceed all fire protection plan goals, objectives, and specifications.

Stormwater

Stormwater treatment will be achieved using biofiltration, which is a Low Impact Development (LID) feature that provides a medium to high removal rate for all pollutants. The network follows the main roads throughout the community. Harvested crushed rock and boulders will be used to create bioswales/biobasins that are an aesthetic feature of the site. Pervious pavement will be utilized in public parks, open space, and for the majority of the on-site and off-site trail network, which will be predominantly decomposed granite.

Additional Sustainable Features

All street lights will be powered by photovoltaic panels, removing this portion of electrical demand from the grid. Photovoltaic panels will also be utilized on all public buildings to offset electrical use. The site grading has been designed to balance, which will reduce off site truck trips during construction of the proposed project. Rock may be crushed on site to produce all road base, utility backfill materials, paving aggregate, etc. All community open space will be designed to meet the standards found in Leadership in Energy and Environmental Design (LEED) equivalent and/or Sustainable Sites Initiative. This includes, but is not limited to, the use of recycled and repurposed materials, locally-grown nursery stock where practical, low water use and native plant material with highly efficient drip irrigation, and weather-based irrigation controls with moisture sensors and real time weather data.

5.0 MOBILITY

As mentioned in Section 4.0, Land Use, the proposed project has been designed to promote health and sustainability by focusing on a compact pattern of development. This compact pattern of development in turn allows for and supports a multi-modal transportation network that enhances connectivity and supports community development patterns.

Access Points and Internal Circulation

The project site would have two main access roads along Deer Springs Road at Mesa Rock Road and Sarver Lane, with an additional access point at Camino Mayor off of Twin Oaks Valley

Road to the north. The main access road at Mesa Rock Road would be a four lane entry road with median that transitions into a four lane undivided road further into the project site. On-site roadways would be constructed within and between the different planning areas where development would occur. These roadways would primarily consist of main roads with a pavement width of 34 feet that mostly travel between the developed planning areas, residential streets that are approximately 36 to 40 feet wide and generally traverse within a planning area, and private paseo roads that typically end at smaller clusters of residential units within a planning area. As mentioned previously, an electric bike share program is planned for the development to further link the neighborhoods to one another and to reduce motorized vehicle trips. Additionally, the project includes bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and multiuse trails. With incorporation of these internal circulation features, the project will provide residents the opportunity to access employment, education, recreational, and commercial uses via multiple modes of transportation.

Off-Site Roadway Improvements

Deer Springs Road

The proposed project includes two scenarios for improving Deer Springs Road. Option A would reclassify Deer Springs Road from a 6.2 Prime Arterial (6-lane) to a 4.1A Major Road with Raised Median (4-lane) and a 2.1B Community Collector with Continuous Turn Lane (2-lane) in the Mobility Element of the General Plan. Under this option, the project would construct the segment of Deer Springs Road between Sarver Lane and Mesa Rock Road as a 2.1B Community Collector (2-lane), which would have higher capacity than the existing condition, and would improve the road to be consistent with County standards for this Mobility Element. The segments of Deer Springs Road south of Sarver Lane and east of Mesa Rock Road would be constructed as a 4.1A Major Road (4-lane) with auxiliary lanes as necessary, and a centerline realignment would be applied to the existing Deer Springs Road alignment in order to ensure a minimum of 750-foot turning radii along the entire alignment.

Option B would not reclassify Deer Springs Road; the roadway would remain as a 6.2 Prime Arterial (6-lane) in the Mobility Element of the General Plan. Under this option, the project would construct the segment of Deer Springs Road from I-15 to 1,500 feet west of Mesa Rock Road as a 4.1A Major Road (4-lane), but would grade to the ultimate 6-lane configuration. The project would also construct the segment of Deer Springs Road from 1,500 feet west of Mesa Rock Road to just south of Sarver Lane as a 4.1A Major Road (4-lane); however, grading associated with this segment would not be to the ultimate 6-lane configuration, but rather to a 4-lane configuration.

The applicant's preferred option for Deer Springs Road is Option A. Traffic modeling conducted for the proposed project has shown that by constructing the east and west legs of Deer Springs Road to four lanes and keeping the center leg between Mesa Rock Road and Sarver lane at two lanes, the levels of service for all sections of Deer Springs Road fall into an acceptable range, except for the center two-lane segment. The center two-lane segment would remain at its current failing level of service during peak hours, as it is today. However, there is a significant reduction in cut through trips since traffic on I-15 would be discouraged from using Deer Springs Road during peak hours. The added benefits include a reduction in environmental impacts (biological resources, cultural resources, traffic, aesthetics) as well as the preservation of the rural character of this segment. This approach is consistent with General Plan Goal M-2 (and, more specifically, Policy M-2.1), which is intended to address roadways where adding capacity can induce additional traffic and growth, which would not be consistent with County Global Climate Change strategies. This approach is also consistent with Policy M-2.1 in that it addresses a marginal deficiency where only a short segment of a road would operate at a deficient level of service, and operational improvements would be applied to improve traffic flow.

Twin Oaks Valley Road

No improvements are planned for the segment of Twin Oaks Valley Road north of Deer Springs Road, thus maintaining the rural character of north Twin Oaks Valley. Intersection improvements will be made to the intersection of Twin Oaks Valley Road and Camino Mayor to maintain proper sight distance requirements. South of Deer Springs Road, in the City of San Marcos, Twin Oaks Valley Road will be improved to the 4-lane Special Major Arterial standard (City of San Marcos) with a raised median.

Mesa Rock Road

The Mesa Rock Road intersection at Deer Springs Road will be signalized and is proposed to be 102 feet wide at the intersection to provide two northbound lanes and five south southbound lanes, transitioning to a width of 58 feet, and then to a width of 34 feet with no parking within the project. All of Mesa Rock Road will include an enhanced parkway with a multi-use pathway.

Sarver Lane

The Sarver Lane intersection at Deer Springs Road will be signalized and is proposed to be 52 feet wide at the intersection to provide one northbound lane and two southbound lanes, transitioning to a width of 40 feet of pavement, then transitioning to a width of 34 feet with no parking within the project. All of Sarver Lane will include an enhanced parkway with a linear

greenbelt and multi-use trail. Existing pavement widths on Sarver Lane vary from 28 feet along the Catholic Church property to 16 feet north of the Church.

I-15 Interchange/Park-and-Ride Improvements

A Project Study Report (PSR) is being prepared to study alternatives for improving the I-15/Deer Springs Road interchange. These alternatives include southbound hook ramps at Mesa Rock Road south of Deer Springs Road, an eastbound to northbound loop ramp, a roundabout at the southbound ramps/Mesa Rock Road, and other potential configurations. The purpose of these alternatives is to increase the intersection spacing in order to eliminate queue spillover between intersections, thus reducing congestion. Removal of the existing southbound off-ramp will allow for expansion of the existing park-and-ride lot in the northeast quadrant of Deer Springs Road/Mesa Rock Road. The expanded park-and-ride lot will allow for enhanced ride sharing and public transit expansion opportunities.

6.0 CONSERVATION AND OPEN SPACE

As mentioned previously, the location and design of the planning areas strategically preserve natural areas and provide for wildlife movement and connectivity throughout the site. The proposed open space design consists of two large continuous blocks of key biological resources situated within the northern half, and along the eastern boundary of the project site, as well as a large third block of open space in the center of the proposed development which connects the abovementioned blocks of open space to open space located east and south of the project area. In total, the project would preserve approximately 1,202 acres of open space.

The majority of the proposed open space design will be located within the northern half of the project site. The northern half of the site has previously been described as having the greatest potential to support wildlife due to the east–west connection with the San Marcos Mountains. In addition, the northern half of the project site is positioned to take maximum advantage of interconnected blocks of habitat. The northern portion of the proposed open space design provides a diverse representation of the natural and environmental conditions that occur within the larger project area. Open space will also be designated along the eastern boundary of the project site adjacent to I-15 which serves as important habitat for California gnatcatcher and many other wildlife species, as well as internal to the project site which would enhance connectivity to the south.

The proposed open space design includes a diverse array of environmental features including ridgetops, hill tops, and rocky outcrops. Although the majority of this area consists of dense chaparral, this area also incorporates a diverse representation of the vegetation communities that

occur on site and in the vicinity including, riparian forest and scrub, coastal sage scrub, non-native grassland, and oak woodland. The two largest riparian areas located within the project site will be included in the open space: the South Fork of Gopher Canyon and the South Fork of Moosa Canyon. The South Fork of Gopher Canyon, which is located along Twin Oaks Valley Road, holds water part of the year. The topography in this area of the open space is highly diverse and includes elevations from approximately 700 feet AMSL to 1,750 feet AMSL.

Overall, the entire open space area contains a diversity of environmental characteristics including representative populations of special-status plant and animal species observed on site; existing dirt trails and canyon bottoms currently used by wildlife for movement across the site; and the north–south-trending tributary to Gopher Canyon along Twin Oaks Valley Road, which provides linkage opportunities to the San Marcos Mountains.

The proposed project's open space design is in direct application with the basic preserve design principles, as detailed below.

Keep Habitat Contiguous

It is preferable for preserve habitats to maintain a contiguous block of habitat as opposed to fragmented landscapes. The proposed open space design is both internally and externally consistent with this principle. Internally, three large blocks of habitat will be included within the open space. Most of the boundaries of this open space will be contiguous with Pre-Approved Mitigation Areas (PAMA) located directly north, to the northwest, south, and east of the open space. Preserving the northern section of habitat, as well as that located to the east, would provide a contiguous block of habitat surrounding mostly undeveloped and dedicated lands. The northwestern portion of the open space will be located adjacent to the San Marcos Mountains (designated as PAMA). The northern and southern sections of open space will be boarded PAMA lands. To the east, the open space will be situated by PAMA directly across I-15.

Create Larger Preserves

For preserve design, it is preferable to have large blocks of habitat containing large populations of target species. Within the proposed open space populations, four of the five special-status plant species observed on site will be conserved. Overall, the majority of special-status plant species observed within the site will be preserved within the proposed open space. In addition, habitat to support the 16 special-status wildlife species observed on site will be conserved. The majority of these observations have occurred within the northern and eastern portions of the project site. Therefore, this open space has been designed to preserve areas of the project site directly associated with large populations of sensitive species.

The proposed open space has similar habitat characteristics to that of the greater landscape. As such, the open space is creating large blocks of habitats of similar habitat components. The adjacent habitat consists of a similar chaparral structure. The chaparral habitat that characterizes this open space is a habitat preference to all six special-status reptile and all three special-status mammal species detected on site. As such, it is anticipated that each of these species would utilize the adjacent and conjoining habitats that surround the open space. The remaining eight special status avian species detected on site have a more varying habitat preference, unique habitat components which also characterize this open space (e.g., riparian, oak woodlands, grasslands, coastal sage scrub). Due to the high mobility of avian species, it is anticipated that they would also readily use neighboring preserves provided they also contain important habitat requirements of the species. Of special interest is the coastal California gnatcatcher. Coastal California gnatcatchers have been detected on site both within the southeastern most section of the project site and adjacent to the abandoned airstrip. In addition, numerous occurrences of this species have been documented throughout the vicinity of the project site located within PAMA, particularly to the north and south of the project site. Coastal sage scrub of particular interest to this species will be preserved within the eastern and northern locations of the site. The I-15 corridor has been identified as a potential stepping-stone corridor for California gnatcatcher. The open space design provides a wide area for California gnatcatcher to move and hold territories along I-15. Gnatcatchers on site are able to cross over the southern interior road into a large block of habitat, and from there may cross to the south into additional off-site habitat. In addition, an area in the northwestern portion of the site which had California gnatcatcher in June 2013 will be preserved as open space. Although a single gnatcatcher was only detected once during other focused surveys, it shows that this species can, and does, use the surrounding landscape to move. This should allow for moving gnatcatchers to find adequate paths to other habitat to the west, north, and south. Revegetation of some of the old deserted roads and trails with coastal sage scrub species will also help provide linkages to other coastal sage scrub patches to the west and east.

The preservation of these blocks of open space combine with other areas outside of the site, but within the PAMA to form much larger blocks of contiguous open space. Overall, the preservation of the northern and eastern sections of the project site will contribute to the preservation of large populations of those target species already detected on site. The adjacent landscapes also provide habitat for many of these species, and the combined incorporation of this open space would provide large blocks of habitat containing larger numbers of target species.

Keep Preserve Areas Close

Another preserve design principle is to maintain close blocks of habitat. As described above, the open space will be situated directly within a framework of larger preserves, PAMA, and other open

spaces. Preserving the northern, central–southern, and eastern areas of the project site have maximized the area that is directly adjacent to, or nearly adjacent to, potential preserve areas thereby keeping in accordance with this preserve design. Short, long, or multigenerational wildlife movement, which is dependent on species scale, are all possible with this open space design.

Link Blocks of Habitat

Preserve designs stress that interconnected blocks of habitat serve conservation better than isolated blocks, and that corridors function better when the habitat within resembles habitat that is preferred by target species. As stated above, this open space design takes maximum opportunities to directly connect to nearby preserves and PAMA in the surrounding landscape. Corridors, connect the three blocks of habitat both internally and to open space outside the project area. Wildlife have a few opportunities to cross I-15. In addition, the areas incorporated into the open space (northern and eastern sections) have many characteristics that are preferred by sensitive species including cliff faces, coastal sage scrub, riparian habitats, rock outcrops, ridge tops, and trails for wildlife movement. Rock outcrops serve as important refuge for a variety of wildlife species including snakes and as potential roosting locations for several species of bats. Lastly, ridge tops and trails provide important locations for refuge or wildlife movement for many species.

Create Diverse Preserves

In accordance with this principle, there is representative diversity that will be present within the open space. A variety of vegetation communities, some of which may be considered County RPO, have been mapped on site and include chaparral, coastal sage scrub, riparian forest and scrub, freshwater marsh, non-native grassland, and oak woodland. Non-native grasslands serve as important foraging habitats for raptors and other open-field birds. Chaparral serves as important habitat for many sensitive species including birds, reptiles, and small mammals. The riparian habitat on site may serve as breeding areas for obligate riparian species (e.g., least Bell's vireo, southwestern willow flycatchers, or yellow warblers). In addition, research has found that riparian habitat and other vegetation types that provide horizontal cover are desirable features in corridors for cougar. The remaining habitat types, including riparian, provide high habitat diversity and are considered to be high in wildlife value.

Protect Preserves from Encroachment

An important aspect of preserve principles is to protect preserves from encroachment. Ideally, preserves would establish blocks of habitat without road access or inaccessible to human disturbance. As noted above, much of the area is encompassed by dense chaparral. In such habitat, unmaintained dirt roads on site may serve as important wildlife corridors for large

mammals, including mule deer, coyotes, gray foxes, and bobcats. These species may be sensitive to human disturbance and/or presence. Currently the habitat sees much human use, particularly in the southeast and northwest portions of the site. In addition, the revegetation of some of the roads and trails to be abandoned with CSS and chaparral species will help provide habitat expansion and linkages.

In order to protect the open space, and control human encroachment, designated public access trails will need to be established using signage and designated trail routes. It is also important to protect large patches of habitat that do not currently contain trails. The proposed trails are predominantly located along pre-existing dirt roads and trails. The use of these trails would be monitored and reinforced by a preserve manager who would visit the site on a semi-weekly basis to document and subsequently reinforce these efforts.

Management of the open space areas will keep the many current trespassers from dumping trash, camping, off-road vehicle use, boulder graffiti/tagging and other illegal activities. In many areas, the portion of fuel modification zone directly adjacent to buildings will consist of vineyards. These will provide a sense of ownership that will deter trespassing. This will also provide wildlife with a visual screen from development and might facilitate wildlife movement. In addition, the zone between the vineyard and natural open space will be thinned to varying degrees. Since much of the habitat on site is overly mature, making movement for large ground-based wildlife difficult except for dirt trails and dirt roads, the thinned fuel modification zone may provide additional travel avenues for larger ground-based wildlife.

Conserve Target Species throughout the Plan Area

Target species well-distributed across their range is a key component of this preserve principle. The proposed open space design provides a great opportunity to connect habitat containing coastal sage scrub with that of the greater area. Coastal sage scrub within the open space will be located along the eastern boundary and four separate locations within the northern section of the habitat. As noted above, this vegetation type, as well as additional sensitive communities, will be conserved so as to conserve the species within the open space. Additional revegetation of coastal sage scrub and chaparral habitat will help expand and enhance these resources. All of the other species also will be conserved through the protection of the open space.

Maintain Natural Processes

The maintenance of natural processes will be pursued through the management and maintenance of the proposed open space. In order for the open space to maintain native biodiversity, human access into the open space will be reduced by limiting human encroachment as previously described. The open space will not be developed and human use will be limited to passive

recreation along designated trail areas and or staging areas. Although this site currently possesses diverse habitats and wildlife, opportunities are available to improve the landscape through mitigation/revegetation activities and to encourage wildlife use and accessibility. For example, there may be opportunities to restore disturbed habitat areas to functioning natural areas. Areas that may greatly benefit from restoration efforts include the old rock quarry, the abandoned airstrip area, various eucalyptus groves west of Twin Oaks Valley Road, and selected dirt roads and trails. These areas may benefit from restoration efforts aimed at specific target species and the expanded enhanced habitats listed above. Overall the proposed open space design contains mature vegetation, and the preservation of these areas will in turn maintain natural processes.

7.0 HOUSING

The project site includes seven planning areas, each representing a unique neighborhood consisting of a variety of housing types, lot sizes and suitable amenities in order to provide housing for a broad range of age groups, family formations and income levels.

A consumer survey completed by the applicant vetted buyer preferences and demand by consumer life stage in order to inform the mix of residential product proposed in each neighborhood. An average of 80% of consumers surveyed in each life stage indicated a preference for a traditional detached single-family home. However, there was a wide range of home sizes preferred, dependent on family make-up and income levels, as well as a wide range of lot sizes preferred depending on preferences related to yard sizes, outdoor space and price range. Although a traditional detached single-family home appealed to most consumers, 37% of those surveyed indicated that they would consider an attached home, preferring multi-story townhomes to traditional condominiums.

In addition, there was a strong demand for age-qualified living, especially for those buyers over the age of 50, who indicated that, given the choice, they would prefer to live in an age-restricted community with dedicated amenities as well as access to community recreation and programs. Being close to everyday services like grocery stores was important to these buyers, as well as living in a community with ample amounts of natural open space and walking, hiking and biking trails, and other recreational opportunities.

These results from the buyer survey informed the project applicant's land planning for the neighborhoods, resulting in a mix of housing types as outlined in Tables 1 through 7. The broad range of lot sizes and housing types will provide significant options for North County buyers. Additionally, the project is conveniently located at the Deer Springs Road interchange with direct access to I-15, providing excellent regional access to existing job centers in Rancho Bernardo, Escondido, and Poway. Lastly, the site is located in close proximity to Cal State San

Marcos and Palomar College. Commuting options for residents of the project are enhanced with proximity to three Sprinter stations within six miles of the project site – the San Marcos Civic Center Sprinter Station, the Buena Creek Station, and the Palomar College Station.

8.0 FIRE SAFETY

The proposed project was located, designed, and will be constructed in a manner that provides wildfire defensibility and minimizes the risk of structural loss. Due to the terrain and topography on the project site, special attention was paid to locate neighborhoods and structures such that the likelihood of wildfire spread and encroachment would be minimized. An additional access road (Camino Mayor) is proposed in order to provide both residents and emergency access vehicles with sufficient access to the project site. Fire response travel times on the proposed project site meet the County General Plan standard of 5 minutes or less for all structures. Lastly, fuel modification zones have been conservatively sized (250 feet on either side of development – almost 4 times the modeled flame length).

A Fire Protection Plan (FPP) has been prepared for the proposed project. The FPP evaluates and identifies the potential fire risk associated with the proposed project's land uses and identifies requirements for water supply, fuel modification and defensible space, emergency access, building ignition and fire resistance, fire protection systems, and wildfire emergency pre-planning, among other pertinent fire protection criteria. The purpose of the FPP is to generate and memorialize the fire safety requirements of the Deer Springs Fire Protection District (DSFPD) and the San Diego County Fire Authority (SDCFA) along with project-specific measures based on the site, its intended use, and its fire environment.

The proposed project will meet or exceed all applicable Code requirements with the exception of a minor fuel modification area adjacent to three lots that will be modified. Here, an alternative form of protection that provides the same protection level as fuel modification will be provided. The recommendations and conditions provided in the FPP are also consistent with the lessons learned from After Fire Action Reports from numerous fires occurring over the last 20 years, including the 2003 and 2007 San Diego County fires.

As determined during the analysis of this site and its fire environment, the site in its current condition is considered to include characteristics that, under certain conditions, have the potential to facilitate fire spread. Under extreme conditions, wildfires on the site could burn erratically and aggressively and result in significant ember production. Once the project is built, the on-site fire potential will be lower than its current condition due to conversion of wildland fuels to managed landscapes, extensive fuel modification areas, improved accessibility to fire personnel, and structures built to the latest ignition-resistant codes.

It is important to note that the fire safety requirements that will be implemented on this site were integrated into the code requirements based on the results of post-fire assessments, similar to the After Action Reports that are now prepared after large fire events. These include ignition resistant construction standards, along with requirements for water supply, fire apparatus access, fuel modification and defensible space, interior fire sprinklers and 5 minute or less fire response travel times. When it became clear that specifics of how homes were built, how fire and embers ignited homes, what effects fuel modification had on structure ignition, how fast firefighters could respond, and how much (and how reliable) water was available, were all critically important to structure survivability, the Fire and Building codes were revised appropriately. DSFPD and San Diego County now boast some of the most restrictive codes for building within Wildland Urban Interface (WUI) areas that focus on preventing structure ignition from heat, flame, and burning embers.

The entire project site has been designed with fire protection as a key objective. The site improvements are designed to facilitate emergency apparatus and personnel access throughout the site. Driveway and road improvements with fire engine turnouts and turnarounds provide access to within 150 feet of all sides of every building. Water availability and flow will be consistent with DSFPD requirements including fire flow and hydrant distribution. These features along with the ignition resistance of all buildings, the interior sprinklers, and the pre-planning, training and awareness will assist responding firefighters through prevention, protection and suppression capabilities.

Early evacuation for any type of wildfire emergency on the project site is the preferred method of providing for resident safety, consistent with the DSFPD's current approach for other communities and neighborhoods within the District. As such, the project's Homeowner's Association will formally adopt, practice, and implement a "Ready, Set, Go!" approach to site evacuation. The "Ready, Set, Go!" concept is widely known and encouraged by the state of California and most fire agencies. Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes. In addition, an evacuation plan that includes a regional approach rather than a project-specific approach will be prepared. The evacuation planners will coordinate with the DSFPD and will dovetail the plan with existing County evacuation plans, such that potential evacuation impacts from the project are mitigated and existing resident evacuation planning is enhanced.

9.0 UTILITIES

Water Service

The project site is located within the Vallecitos Water District (VWD) for water service. There exists an extensive network of water mains within the project site ranging in size from 8 inches to 16 inches. There is one existing 1.3 million gallon water reservoir within the project site that serves the project area as well as provides service to adjacent properties.

The proposed project would result in increased demand for water and would require the relocation of some existing water mains, the construction of new water mains for the project site, and the construction of two new water reservoirs to serve the project. The project water supply would be provided by VWD, and does not require annexation into the district. Establishment of this water supply would occur through the expansion/extension of existing supply pipelines and reservoirs located within and adjacent to the project. The applicant will work closely with VWD to determine the ultimate sizes and locations of water facilities.

Wastewater Service

The project is located within the boundaries of the VWD for sewer service. The majority of the project will require annexation into a sewer improvement district prior to sewer service being available. This is an internal process for VWD and does not require LAFCO approval. There is an existing 8-inch public sewer main owned by VWD that is approximately one-quarter mile south of the project boundary in Sarver Lane. The proposed project would result in increased demand for sewer treatment. There are few existing sewer facilities in the vicinity of the project, and offsite sewer facilities will be needed to serve the project. A number of offsite sewer improvements may be required to accommodate additional flows from the project. Onsite improvements include 8-inch to 15-inch gravity sewers. The applicant will continue to work with VWD to ensure that adequate facilities are constructed to convey and treat all sewage flows from the project.

Stormwater Facilities

The existing project site is not developed and does not have any substantial existing stormwater drainage systems. The proposed project will incorporate stormwater facilities to manage stormwater quality, hydromodification impacts, and peak flow attenuation. Stormwater quality and hydromodificiation impacts will be addressed through a system of bioretention swales and bioretention basins that have been integrated into the project design, along with additional LID features such as roadside swales. These features will provide high quality stormwater treatment and mitigate flows to pre-development levels for storm events which contribute to the

hydromodification of receiving channels. To eliminate potential flooding impacts during peak storm events, stormwater detention will be provided prior to runoff exiting the project site. Drainage improvements will also be constructed for the offsite road improvements.

Natural Gas and Electricity

Natural gas and electricity in the project area are provided by the San Diego Gas & Electric Company (SDGE). The project area is serviced by both electric lines and underground gas lines. Overhead electric lines and an underground gas line that feed the local businesses and residences in the project area are located along Deer Springs Road and Mesa Rock Road. The project site is generally undeveloped and would result in increased demand for natural gas and electricity and would require the extension of those utilities to the site in order to provide service for the proposed development. The project proposes utility easements for power and natural gas services to be located within the proposed roadways. Based on coordination with local service providers, including SDGE, the project would be sufficiently served with electricity and natural gas. The proposed use of these utilities and services for the proposed project would not significantly affect current use of these systems or cause substantial burdens on the local providers. The project would not create a need for new utility system or supplies, or cause substantial alterations to current conditions of utilities and service providers.

CHAPTER 7 **Safety Element**

Introduction

Purpose and Scope

The purpose of the Safety Element is to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards. The Safety Element addresses the County of San Diego's natural hazards and human activities that may pose a threat to public safety within the following topic areas:

- Wildfires
- Geological and Seismic Hazards
- Flooding
- Hazardous Materials
- Law Enforcement
- Airport Hazards

The Safety Element provides policy direction that supports laws and regulations related to safety hazards as well as policies that support the guiding principles established for this General Plan.

Guiding Principles for Safety

The Safety Element maps, goals, and policies support the Guiding Principles specified in Chapter 2 of the General Plan. Specifically, Guiding Principle 5 provides direction for the Safety Element to ensure that development accounts for physical constraints and the natural hazards of the land. The Safety Element supports this principle through numerous policies that locate development away from hazardous areas and ensure safety and security for all communities within the County. Goals and polices of the Safety Element protect residents and areas from wildland and urban fire, crime, hazardous materials incidents, flooding, earthquakes, and hazardous incidents from aircrafts.

Relationship to Other General Plan Elements

Several Safety Element policies are interrelated with mandated topics in the Land Use, Circulation, and Conservation and Open Space Elements. For example, Land Use Maps seek to minimize future development in hazardous areas. Policies to minimize the risks posed from wildland fires, found in the fire hazards section of the Safety Element, are also found in the Land Use and Conservation and Open Space Elements. In addition, policies associated with secondary access during a fire emergency are found in the Mobility Element. References to related policies are provided where appropriate within the Safety Element. It is important to remember, however, that policies in the Safety Element are tailored to address safety-related issues and referenced policies in other Elements should also be reviewed to determine environmental or other types of policies associated with similar locations or types of development.

Goals and Policies for Safety Element

Hazards Mitigation, Disaster Preparedness, and Emergency Response

CONTEXT

This section contains goals and policies that provide for the safety and protection of life and property from the occurrence of a natural or manmade hazard and apply generally to any potential hazardous event, which may be addressed further in other topic areas in this Element.

HAZARDS MITIGATION

On October 19, 2004, the Board of Supervisors adopted the Multi-Jurisdictional Hazard Mitigation Plan (HMP) in compliance with federal and State regulations intended to reinforce the importance of mitigation planning and emphasized planning for disasters before they occur. The HMP is a comprehensive assessment of natural hazards including coastal storms, erosion and tsunami, dam failure, earthquakes, floods, rain-induced landslides, liquefaction, structure/wildland fires, and manmade hazards, including technological and terrorism. The plan enhances public awareness and understanding, creates a decision tool for management, promotes compliance with State and Federal program requirements, enhances local policies for hazard mitigation capability, and provides inter-jurisdictional coordination of mitigation-related programming.

DISASTER PREPAREDNESS

Saving lives and the protection of life, the environment, and property are the primary goals of governmental public safety agencies in any emergency or disaster. Emergency plans provide the basis from which response and recovery operations are executed. The success of these plans depends largely, in part, on the collaboration of agencies and jurisdictions responsible for the development and maintenance of these plans.

The San Diego County Office of Emergency Services (OES) coordinates the overall County response to disasters. OES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public. OES and numerous regional partners have completed two important public safety preparedness plans related to disaster evacuations and recovery:

- The San Diego Operational Area Evacuation Plan—The Evacuation Plan is intended to be used as a template, as cities throughout the County continue to develop their individual evacuation plans. The Plan outlines procedures and organizational structures that can be used for a coordinated regional evacuation effort. Transportation routes and capacities are identified in addition to countywide shelter space and considerations for special needs populations.
- The San Diego Operational Recovery Plan—The Recovery Plan is designed to provide guidance to jurisdictions and organizations within the County of San Diego as they continue their own recovery planning. The plan addresses short and long-term restoration plans for communities impacted by disaster, including issues such as: debris removal, coordination of financial assistance

and housing, economic recovery, and measures to reduce or eliminate the effects of future incidents.

EMERGENCY RESPONSE

OES coordinates the overall County response to disasters, including alerting and notifying appropriate agencies, coordinating all responding agencies, ensuring resources are available and mobilized, developing response and recovery plans and procedures, and providing preparedness materials for the public. The Unified Disaster Council (UDC), the governing body of the Unified San Diego County Emergency Services Organization, is chaired by the Chair of the San Diego County Board of Supervisors and includes representatives from the 18 incorporated cities. OES serves as staff to the UDC and acts as a liaison between the incorporated cities, the State Office of Emergency Services and FEMA, as well as non-governmental agencies such as the American Red Cross.

GOALS AND POLICIES

GOAL S-1

Public Safety. Enhanced public safety and the protection of public and private property.

Policies

S-1.1 **Minimize Exposure to Hazards.** Minimize the population exposed to hazards by assigning land use designations and density allowances that reflect site specific constraints and hazards.

S-1.2 **Public Facilities Location.** Advise, and where appropriate require, new development to locate future public facilities, including new essential and sensitive facilities, with respect to the County's hazardous areas and State law.

S-1.3 **Risk Reduction Programs.** Support efforts and programs that reduce the risk of natural and man-made hazards and that reduce the time for responding to these hazards.

S-1.4 **Multi-Jurisdictional Hazard Mitigation Plan.** Review and update the County's Multi-Jurisdictional Hazard Mitigation Plan every five years.

S-1.5 **Post-disaster Reconstruction.** Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities to remove debris and promote the rapid reconstruction of the County following a disaster event and facilitate the upgrading of the built environment as expeditiously as possible.

GOAL S-2

Emergency Response. Effective emergency response to natural or human-induced disasters that minimizes the loss of life and damage to property, while also reducing disruptions in the delivery of vital public and private services during and following a disaster.

Policies

S-2.1 **Emergency Management System Training.** Conduct annual training sessions using adopted emergency management systems. Coordinate with other jurisdictions to execute a variety of exercises to test operational and emergency plans.

S-2.2 **Participation in Mutual Aid Systems.** Maintain participation in local, regional, State, and national mutual aid systems to ensure that appropriate resources are available for response and recovery during and following a disaster.

S-2.3 **Familiarity with National and State Response Plans.** Ensure that all relevant and pertinent County of San Diego personnel are familiar with the National Incident Management System, the National Response Plan, the State of California Master Mutual Aid Agreement, and any other relevant response plans consistent with their position in the County's Emergency Management Plan.

S-2.4 **Emergency and Disaster Education Programs.** Sponsor and support education programs pertaining to emergency/disaster preparedness and response protocols and procedures. Distribute information about emergency preparedness to community groups, schools, religious institutions, transient occupancy establishments, and business associations.

S-2.5 **Existing Development within 100-year Flood Zones.** Implement flood warning systems and evacuation plans for areas that are already developed within 100-year flood zones.

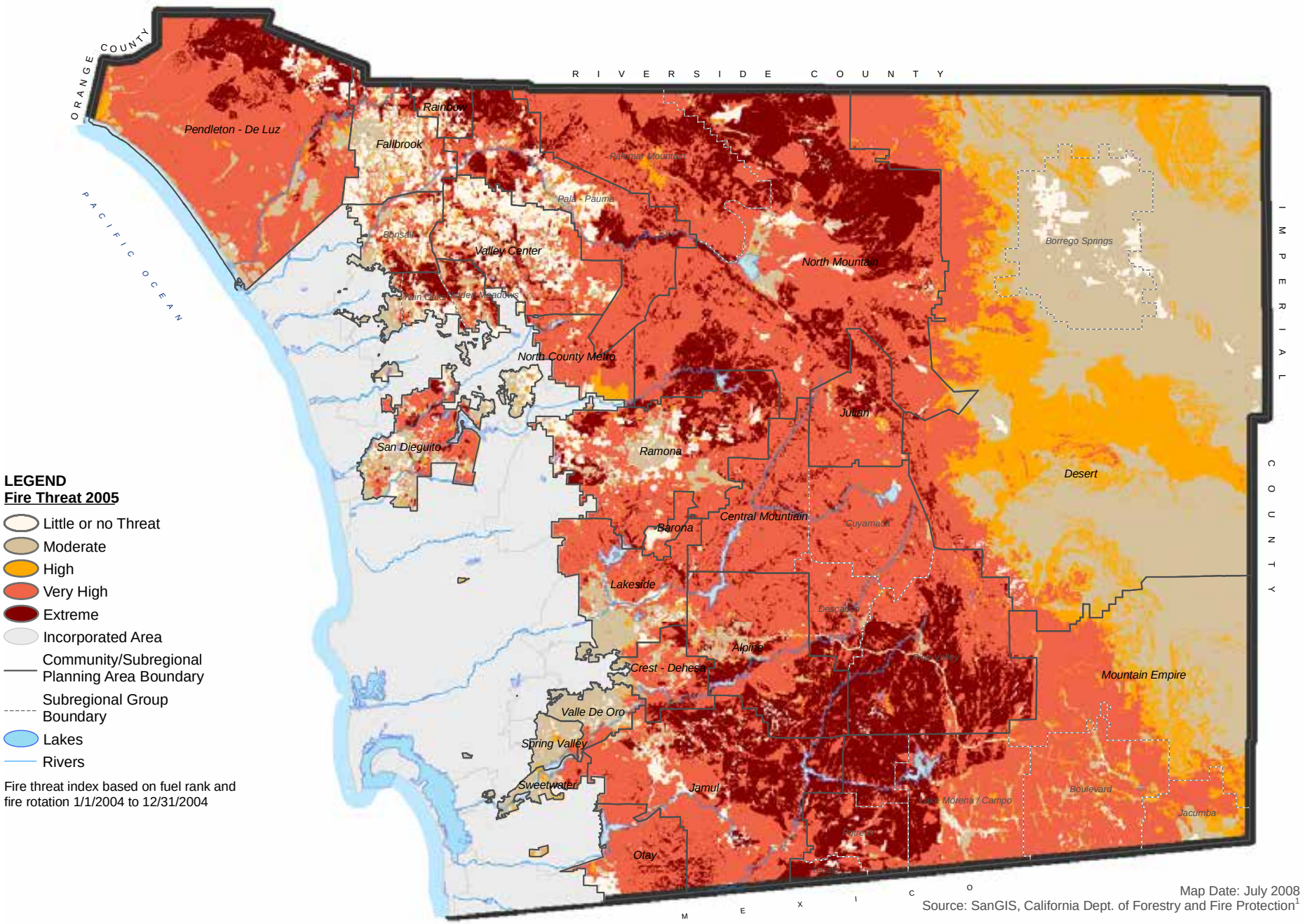
S-2.6 **Effective Emergency Evacuation Programs.** Develop, implement, and maintain an effective evacuation program for areas of risk in the event of a natural disaster.

Fire Hazards

CONTEXT

In the County of San Diego, fire hazards represent a high level threat to personal injury and property damage. Because most of the unincorporated County is located within very high or extreme fire threat areas, avoiding high threat areas is not possible (Figure S-1 [Fire Threat]). Comparing structural loss data from CAL FIRE of the 20 largest California wildland fires by structural loss between 1923-2008, San Diego County accounted for over 34 percent of the total destroyed structures statewide.

Between 1967 and 2007 San Diego County experienced more than 9,000 destroyed dwellings from wildland fires. The topography, geographic, and climatic conditions within our region lead to the overall regional fire problem. Over half of the land acreage of the unincorporated county is public land owned by the federal government, state government, or local government. Therefore, policies focus on minimizing the impact of wildfires through land use planning techniques and other mitigation measures. Key issues addressed in this section are as follows:



LEGEND
Fire Threat 2005

- Little or no Threat
- Moderate
- High
- Very High
- Extreme
- Incorporated Area
- Community/Subregional Planning Area Boundary
- Subregional Group Boundary
- Lakes
- Rivers

Fire threat index based on fuel rank and fire rotation 1/1/2004 to 12/31/2004

Map Date: July 2008
Source: SanGIS, California Dept. of Forestry and Fire Protection[1]

Miles
0 2 4 6 8 10

FIRE THREAT

Defensible Space: Defensible space refers to a separation zone between wildlands and structures where fuel, including natural and ornamental vegetation, man-made combustible materials, and ancillary structures, is managed or modified to minimize the spread of fire to the structure and allow space for defending structures from burning vegetation. This separation is important to improving the survivability of structures in a wildland fire event and is most readily maintained when planned for as part of project design. For optimal protection against wildfires, structures should also be "hardened" to make them more ignition resistant.

- *Wildland/Urban Interface:* The wildland/urban interface refers to areas where structures and other human developments meet or intermingle with undeveloped wildland. Much of the unincorporated County is located within the wildland/urban interface.
- *Strategic Vegetation Management:* Outside of defensible space around structures, reducing, thinning, or otherwise modifying the amount of vegetation (fuel) may reduce the risk of wildfire within conifer forests as well as through strategic fuel breaks near the wildland-urban interface in low-wind conditions.

Wildland/urban interface in Bonsall

- *Access/Egress Routes:* Require development to include multiple access/egress routes when necessary to ensure adequate safety.
- *Funding Fire Services:* Existing funding for fire services is limited and variable. Full-time funding for fire services is crucial for assuring long-term commitment of adequate coverage.
- *Travel Time Standards:* The minimum travel time standards to respond to a fire hazard or medical emergency facilitate the ability to identify future fire facility needs and to determine public service requirements for proposed development. Travel time standards indicate that expectations for service levels are different in urbanized areas than in rural areas.
- *Multiple Fire Protection Districts*: Providing a coordinated response to large wildland fires is a challenge in the County where the responsibility for fire prevention and suppression is vested in a number of local, State, and federal agencies.
- *Multi-Story Structural Fires*: The ability of rural fire protection districts to safely fight structural fires with multiple stories may be an issue in rural locations when higher density multi-family residential developments are needed to provide affordable housing or alternate housing types, since the rural fire protection districts simply do not have the resources to fight multi-story structure fires.
- *Building and Site Design*: Requiring the hardening of structures with ignition resistant materials and the location of structures to minimize the risk from wildland fires.

During the past several years, the County instituted a number of safety-related programs and policies to reduce the risk of fire hazards. From 2004 to 2006, the County created the County Fire Enhancement Program to assist under-funded rural fire agencies. On June 25, 2008 the Board of Supervisors created the San Diego County Fire Authority, bringing together volunteer fire companies, fire districts, and CAL FIRE under the banner of regional coordination with local control. Policies in this section address the preceding issues and provide a framework that supports previously implemented programs and policies.

GOALS AND POLICIES

GOAL S-3

Minimized Fire Hazards. Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards.

Policies

S-3.1 **Defensible Development.** Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.

S-3.2 **Development in Hillsides and Canyons.** Require development located near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affect its susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk from fires.

S-3.3 **Minimize Flammable Vegetation.** Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation within a development.

S-3.4 **Service Availability.** Plan for development where fire and emergency services are available or planned.

S-3.5 **Access Roads.** Require development to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.

S-3.6 **Fire Protection Measures.** Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire.

Mitigation measures include, but are not limited to, the use of ignition resistant materials, multiple ingress and egress routes, and fire protection systems.

S-3.7 **Fire Resistant Construction.** Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire threat areas.

GOAL S-4

Managed Fuel Loads. Managed fuel loads, including ornamental and combustible vegetation.

Policies

S-4.1 **Fuel Management Programs.** Support programs consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.

North Mountain wildfire area

S-4.2 **Coordination to Minimize Fuel Management Impacts.** Consider comments from CAL FIRE, U.S. Forest Service, local fire districts, and wildlife agencies for recommendations regarding mitigation for impacts to habitat and species into fuel management projects.

S-4.3 **Forest Health.** Encourage the protection of woodlands, forests, and tree resources and limit fire threat through appropriate fuel management such as removal of dead, dying, and diseased trees.

GOAL S-5

Regional Fire Protection. Regional coordination among fire protection agencies.

Policies

S-5.1 **Regional Coordination Support.** Advocate and support regional coordination among fire protection and emergency service providers.

S-5.2 **Fire Service Provider Agreements.** Encourage agreements between fire service providers to improve fire protection and to maximize service levels in a fair, efficient, and cost effective manner.

Combined fire and Sherriff station in Pine Valley

S-5.3 **Reassessment of Fire Hazards**. Coordinate with fire protection and emergency service providers to reassess fire hazards after wildfire events to adjust fire prevention and suppression needs, as necessary, commensurate for both short and long term fire prevention needs.

GOAL S-6

Adequate Fire and Medical Services. Adequate levels of fire and emergency medical services (EMS) in the unincorporated County.

Policies

S-6.1 **Water Supply.** Ensure that water supply systems for development are adequate to combat structural and wildland fires.

S-6.2 **Fire Protection for Multi-Story Development.** Coordinate with fire services providers to improve fire protection services for multi-story construction.

Multi-story structures are associated with densities of 15 to 30 dwelling units per acre– particularly in areas within the County Water Authority (CWA) boundary. Design features may include safe zones and increased building design features.

S-6.3 **Funding Fire Protection Services.** Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

S-6.4 **Fire Protection Services for Development.** Require that new development demonstrate that fire services can be provided that meets the minimum travel times identified in Table S-1 (Travel Time Standards from Closest Fire Station).

Travel times are calculated using accepted methodology based on the travel distance from the fire station to the farthest dwelling unit of the development. Fire stations must be staffed year-round, publicly supported, and committed to providing service. These do not include stations that are not obligated by law to automatically respond to an incident. Travel time is based on standards published by the National Fire Protection Association. Travel time does not represent total response time, which is calculated by adding the travel time to the call processing time and to the turnout/reflex time. Generally, the call processing and turnout/reflex time would add between two to three minutes to the travel time. It is not known if any county has formally adopted NFPA 1710 and/or 1720 as a standard. Total Response Time (NFPA 1710/1720) is calculated as time the Public Safety Answering Point (PSAP) receives the emergency call, transfers it to fire communications, the alarm is processed and transmitted to responders, responders "turnout", plus travel time to the scene to initiate action. The use of response time for determining adequate service is problematic in the unincorporated County because it is subjective and varies from department to department, station to station and work shift to work shift. Reflex time (the amount of time from when the call is received by the station to when the engine leaves the station) can vary from one to three minutes. The use of travel time, as calculated by using NFPA 1142, allows us to be consistent across the County in determining adequate response, regardless of the district.
Table S-1 establishes a service level standard for fire and first responder emergency medical services that is appropriate to the area where a development is located. Standards are intended to (1) help ensure development occurs in areas with adequate fire protection and/or (2) help improve fire service in areas with inadequate coverage by requiring mitigation for service-level improvements as part of project approval.

Table S-1 Travel Time Standards from the Closest Fire Station*

Travel Time	Regional Category (and/or Land Use Designation)	Rationale for Travel Time Standards**
5 min	■ Village (VR-2 to VR-30) and limited Semi-Rural Residential Areas (SR-0.5 and SR-1) ■ Commercial and Industrial Designations in the Village Regional Category ■ Development located within a Village Boundary	In general, this travel time standard applies to the County's more intensely developed areas, where resident and business expectations for service are the highest.
10 min	■ Semi-Rural Residential Areas (> SR-1 and SR-2 and SR-4) ■ Commercial and Industrial Designations in the Semi-Rural Regional Category ■ Development located within a Rural Village Boundary	In general, this travel time provides a moderate level of service in areas where lower-density development, longer access routes and longer distances make it difficult to achieve shorter travel times.
20 min	■ Limited Semi-Rural Residential areas (>SR-4, SR-10) and Rural Lands (RL-20) ■ *All* Commercial and Industrial Designations in the Rural Lands Regional Category	In general, this travel time is appropriate for very low-density residential areas, where full-time fire service is limited and where long access routes make it impossible to achieve shorter travel times.

Table S-1 Travel Time Standards from the Closest Fire Station*		
Travel Time	**Regional Category (and/or Land Use Designation)**	**Rationale for Travel Time Standards****
>20 min	■ Very-low rural land densities (RL-40 and RL-80)	Application of very-low rural densities mitigates the risk associated with wildfires by drastically reducing the number of people potentially exposed to this hazard. Future subdivisions at these densities are not required to meet a travel time standard. However, independent fire districts should impose additional mitigation requirements on development in these areas.

* The most restrictive standard will apply when the density, regional category and/or village/rural village boundary do not yield a consistent response time standard.

** Travel time standards do not guarantee a specific level of service or response time from fire and emergency services. Level of service is determined by the funding and resources available to the responding entity.

S-6.5 **Concurrency of Fire Protection Services.** Ensure that fire protection staffing, facilities and equipment required to serve development are operating prior to, or in conjunction with, the development. Allow incremental growth to occur until a new facility can be supported by development.

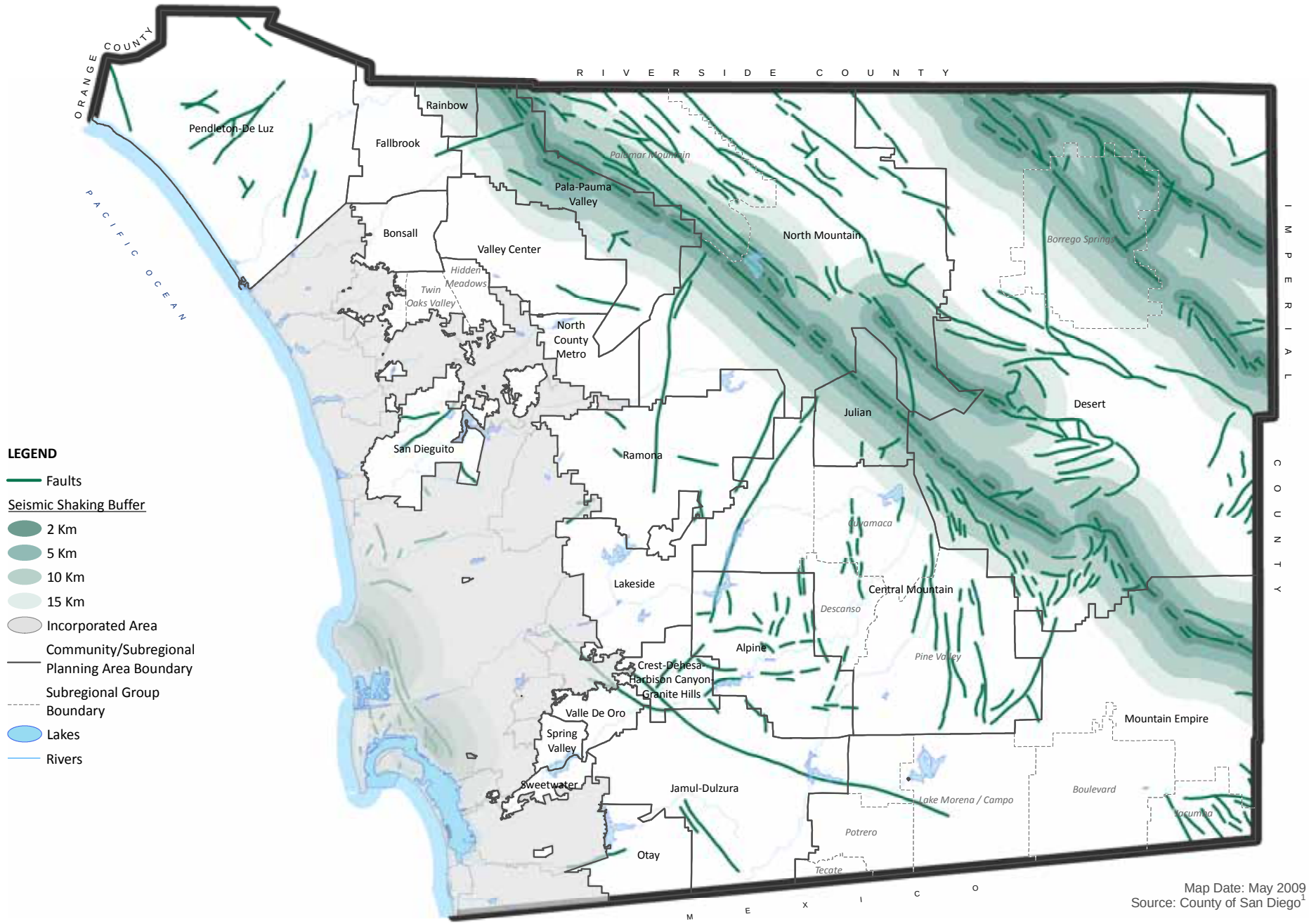
Geological Hazards

CONTEXT

Natural geologic processes that represent a hazard to life, health, or property are considered geologic hazards. Natural geologic hazards affecting people and property in County of San Diego include earthquakes, which can cause surface fault rupture, ground shaking, landslides, and liquefaction; expansive soils; weathering; and mass wasting phenomena, such as landslides and rockfalls (See Figure S-2 [Faults and Near Source Shaking Zones], Figure S-3 [Landslide Susceptibility], and Figure S-4 [Expansive Clays]). Although it is not possible to prevent or mitigate all geologic hazards, their destructive effects can be reduced to acceptable levels or avoided through careful planning and project siting and design.

Of the geological hazards, seismic hazards pose the highest potential for causing widespread damage. All of San Diego County is located within Seismic Zone 4 (Sec. 1629.4.1 of the *California Building Code* [CBC]), which is the highest Seismic Zone and, like most of Southern California, is subject to ground shaking. Active faults in the region include segments of the San Jacinto, Elsinore, and Rose Canyon fault zones. Seismic hazard policies listed below reflect State law and adopted guidelines including the CBC, *Alquist-Priolo Earthquake Fault Zoning Act*, and the State's Guidelines for Evaluating and Mitigating Seismic Hazards in California (Special Publication 117).

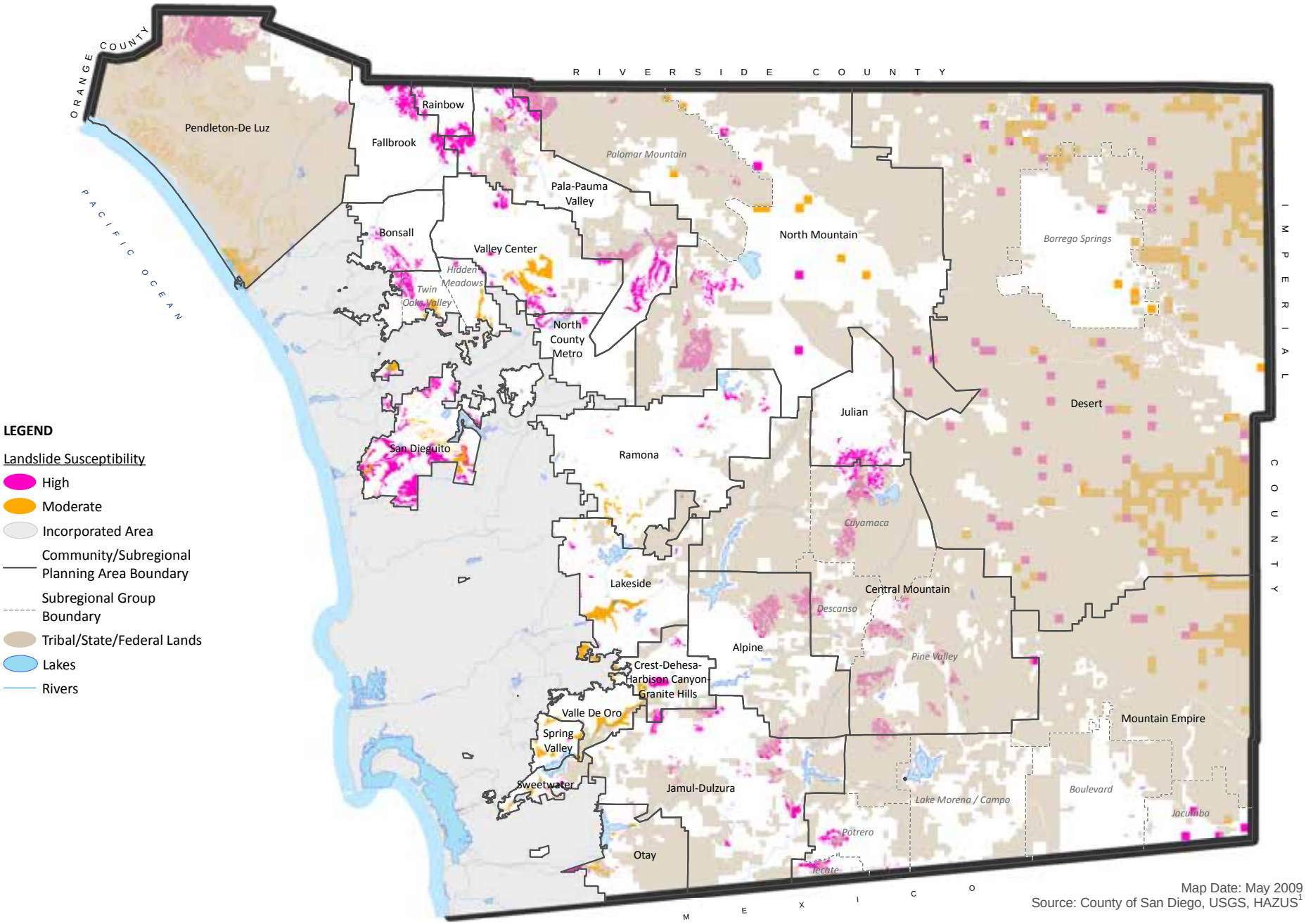
Landslide risks vary across the County's diverse landscape. Landslides consist of masses of rock, earth, or debris that move down a slope. Types of slope failures include rock falls, rotational (deep) slips, and shallow debris flows. Landslides can be caused by human activities such as grading, irrigation of slopes, and mining activity. Landslides also occur as a result of natural conditions such as earthquakes, heavy precipitation, weak rock/soil character, seepage of groundwater, and topography. Areas within the County subject to the greatest risk of landslides include properties on or below steep slopes. In order to reduce landslide hazards to public health and safety, land use policies are incorporated into this Element that serve to avoid



FAULTS & NEAR SOURCE SHAKING ZONES

San Diego County General Plan

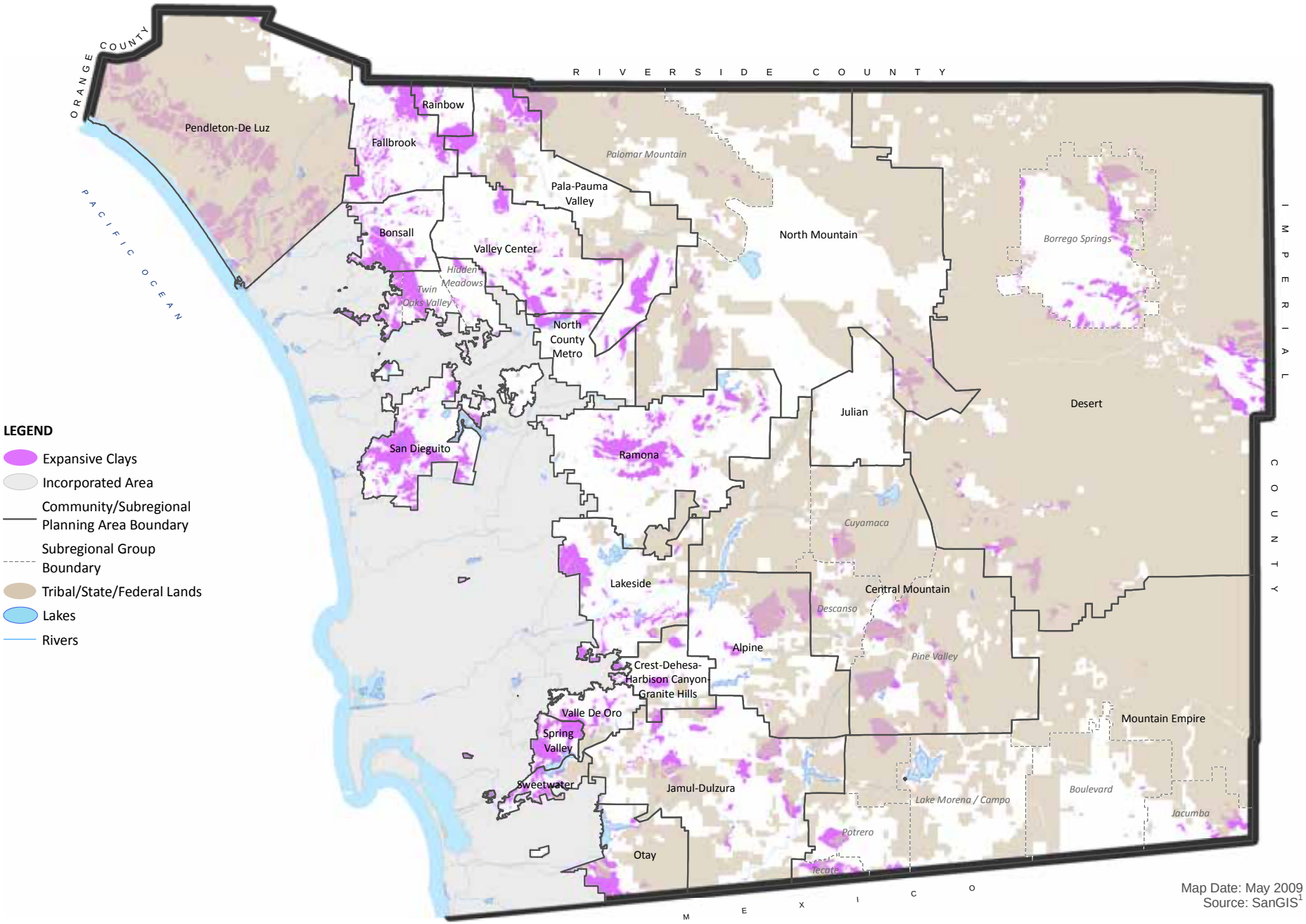
Figure S-2



LANDSLIDE SUSCEPTIBILITY

San Diego County General Plan

Figure S-3



EXPANSIVE CLAYS

San Diego County General Plan

Figure S-4

development in hazardous areas or require engineering solutions that mitigate dangers to proposed structures and to off-site lands.

GOALS AND POLICIES

GOAL S-7

Reduced Seismic Hazards. Minimized personal injury and property damage resulting from seismic hazards.

Policies

S-7.1 **Development Location.** Locate development in areas where the risk to people or resources is minimized. In accordance with the California Department of Conservation Special Publication 42, require development be located a minimum of 50 feet from active or potentially active faults, unless an alternative setback distance is approved based on geologic analysis and feasible engineering design measures adequate to demonstrate that the fault rupture hazard would be avoided.

S-7.2 **Engineering Measures to Reduce Risk.** Require all development to include engineering measures to reduce risk in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or other geologic hazards.

S-7.3 **Land Use Location.** Prohibit high occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special studies zones.

S-7.4 **Unreinforced Masonry Structures.** Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.

S-7.5 **Retrofitting of Essential Facilities.** Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

GOAL S-8

Reduced Landslide, Mudslide, and Rock Fall Hazards. Minimized personal injury and property damage caused by mudslides, landslides, or rock falls.

Policies

S-8.1 **Landslide Risks.** Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.

S-8.2 **Risk of Slope Instability.** Prohibit development from causing or contributing to slope instability.

Flood Hazards

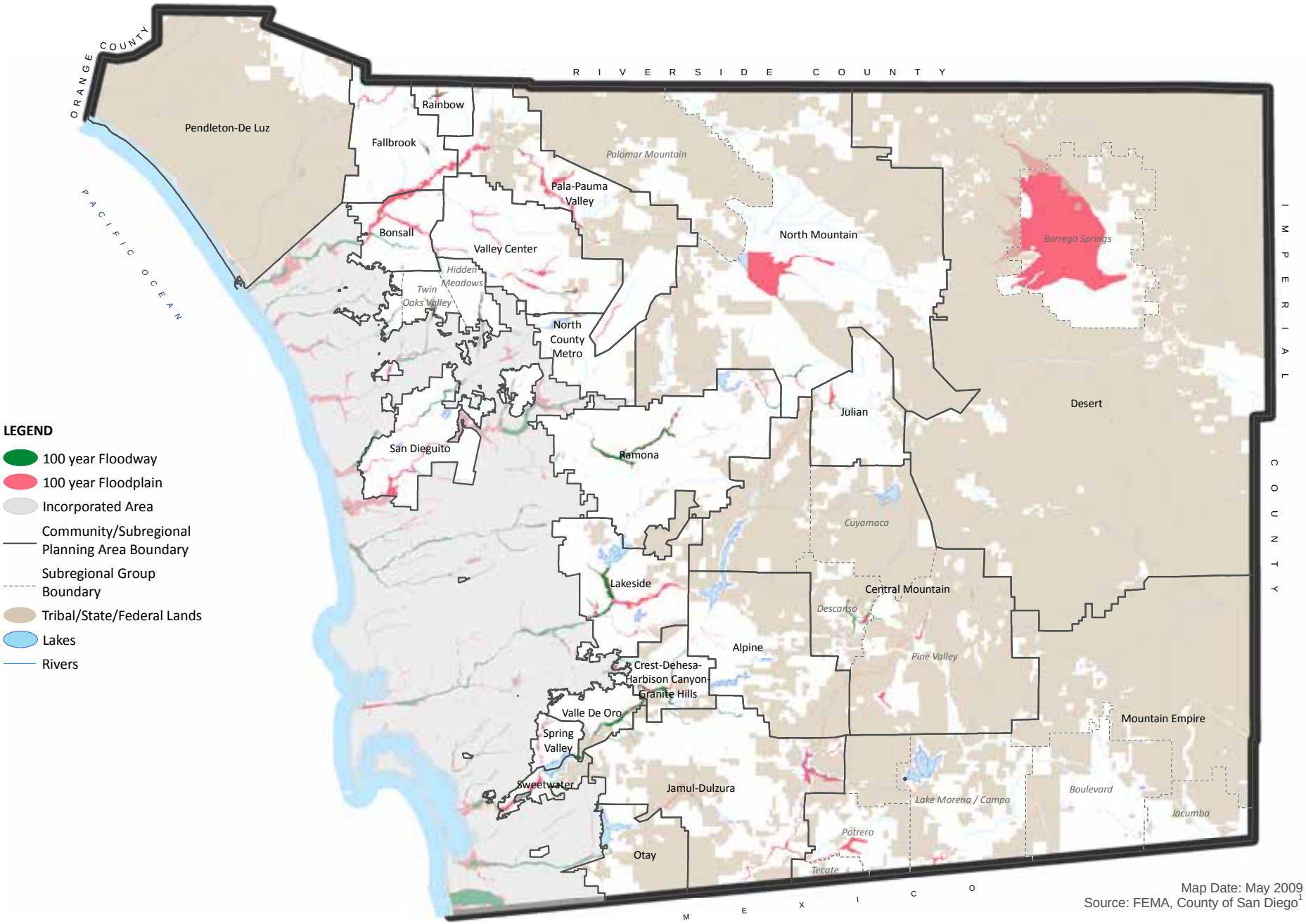
CONTEXT

Flooding is a persistent or temporary condition of partial or complete inundation of normally dry land areas. Flooding is commonly associated with the overflow of natural rivers or streams, but can also occur near stormwater diversion facilities, or in low-lying areas not designed to transport or infiltrate water at any time. The potential for flooding in San Diego County is high. Storm events are the most common cause of flooding, and areas most prone to flooding are mapped by the State, federal agencies, and the County.

Nearly every community planning area (CPA) or subregion in the unincorporated County has studied areas subject to flood inundation, (although there are also known flood hazard areas in the County that have not been studied). The County of San Diego publishes maps showing studied 100-year floodplain and floodway boundaries, and 100-year floodwater surface elevations (where available), or floodplain hazard areas. These areas are mapped as 100-year floodplains in Figure S-5 (Floodplains).[1] *Floodplains* are relatively flat areas of low lands adjoining and including the channel of a river, stream, watercourse, bay, or other body of water which is subject to inundation by the flood waters of the 100-year frequency flood. Watercourses subject to flood control requirements by the County are affected by large drainage areas (typically one square mile and greater for FEMA mapped floodplains and 100 acres or greater tributary area for County-defined watercourses) and are shown on the County floodplain maps. A *floodway* is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood (100 year flood) without increasing the water surface elevation more than the designated height, but not to exceed more than one foot. Encroachment into the floodway by structures is generally prohibited.

Most community planning areas have between 100 to 4,700 acres of land identified as a floodplain. The exception is Borrego Springs (within the Desert Subregion), which has nearly 30,350 acres of land in its alluvial floodplain. This high number can be attributed to flash flooding that occurs in deserts. The County of San Diego Flood Hazard Map for Borrego Valley delineates boundaries of known special flood hazard areas on alluvial fans and lines of equal probability of flood depths and velocities. Alluvial fans are generally a desert phenomenon where streams emerge from canyons and deposit sand and rock in a cone-shaped formation fanning out from the canyon mouth. The potential for high velocity flow and heavy sediment load coupled with the complex nature of alluvial fan flooding means that virtually all parts of the fan can be threatened by catastrophic flooding. The Borrego Valley Flood Management Report (October 17, 1989), however, provides methods for reducing risk to structures built on the alluvial fan.

[1] Community level maps showing the 100-year floodplain areas can be accessed online by contacting SANGIS at http://www.sangis.org/maplibrary.



FLOOD PLAINS

San Diego County General Plan

Figure S-5

Flooding may also occur as the result of dam failure. The failure of a dam occurs most commonly as a result of poor design/construction, lack of maintenance, or structural damage caused by an earthquake. Areas subject to inundation due to a dam failure are shown in Figure S-6 (Dam Inundation Areas). This event is extremely hazardous, as it will typically occur quickly and without warning. Areas directly below the dam are at the greatest risk, and, as the water moves further downstream, reduces in velocity, and becomes shallower in depth, the magnitude of the damage and potential risk to life and property decreases.


Dam in unincorporated County

The most effective ways to reduce the risk of flooding is to ensure development is located outside flood prone areas. However, it is also possible to reduce flooding by constructing drainage facilities or using other design measures to mitigate hazards. Urbanization affects flooding by reducing the permeability of land surfaces, which also increases the amount of stormwater runoff and the required capacity of channels. In Village and Rural Villages and in areas containing Village densities, the General Plan policies discourage future development from locating within a floodplain, but recognize that there may be instances where encroachment is warranted. Because lower density development provides greater flexibility when siting structures, future development in Semi Rural and Rural Lands designations should be located outside mapped floodplains and natural flood control systems.

GOALS AND POLICIES

GOAL S-9

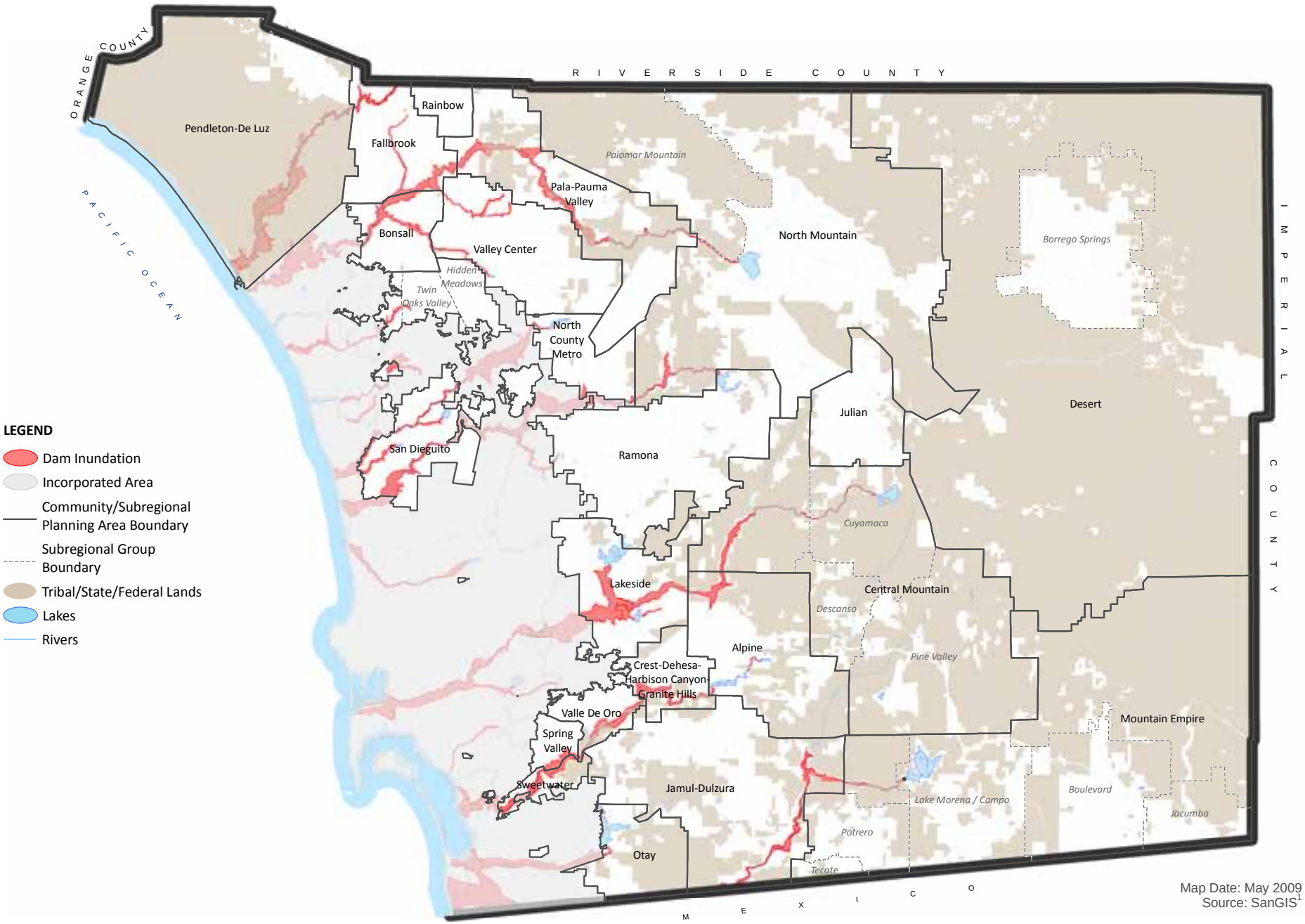
Protection of Life and Property. Minimized personal injury and property damage losses resulting from flood events.

Policies

S-9.1 **Floodplain Maps.** Manage development based on federal floodplain maps. County maps shall also be referred to and in case of conflict(s) between the County floodplain maps and the federal floodplain maps, the more stringent of restrictions shall apply.

S-9.2 **Development in Floodplains.** Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.

S-9.3 **Development in Flood Hazard Areas.** Require development within mapped flood hazard areas be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.



DAM INUNDATION AREAS

San Diego County General Plan

Figure S-6

S-9.4 **Development in Villages.** Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in community plans.

A higher level of flexibility for floodplain encroachment within Villages is provided where future growth is planned and where fewer options are available for locating development outside the floodplain.

S-9.5 **Development in the Floodplain Fringe**. Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, unless specifically allowed in a community plan. For parcels located entirely within a floodplain or without sufficient space for a building pad outside the floodplain, development is limited to a single family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.

S-9.6 **Development in Dam Inundation Areas**. Prohibit development in dam inundation areas that may interfere with the County's emergency response and evacuation plans.

GOAL S-10

Floodway and Floodplain Capacity. Floodways and floodplains that have acceptable capacity to accommodate flood events.

Policies

S-10.1 **Land Uses within Floodways.** Limit new or expanded uses in floodways to agricultural, recreational, and other such low-intensity uses and those that do not result in any increase in flood levels during the occurrence of the base flood discharge, do not include habitable structures, and do not substantially harm, and fully offset, the environmental values of the floodway area. This policy does not apply to minor renovation projects, improvements required to remedy an existing flooding problem, legal sand or gravel mining activities, or public infrastructure.

S-10.2 **Use of Natural Channels.** Require the use of natural channels for County flood control facilities except where necessary to protect existing structures from a current flooding problem and where natural channel use is deemed infeasible. The alternative must achieve the same level of biological and other environmental protection, such as water quality, hydrology, and public safety.

S-10.3 **Flood Control Facilities.** Require flood control facilities to be adequately sized, constructed, and maintained to operate effectively.

S-10.4 **Stormwater Management.** Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.

S-10.5 **Development Site Improvements.** Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.

S-10.6 **Stormwater Hydrology.** Ensure development avoids diverting drainages, increasing velocities, and altering flow rates to off-site areas to minimize adverse impacts to the area's existing hydrology.

Increases in velocities and peak flow rates can result in flooding, erosion, and other problems downstream. Decreases can deprive biological resources of a needed water source.

Additional goals and policies that relate to development in flood hazard area are contained in the Land Use Element, including the requirement to document and annually review floodways and floodplains.

Hazardous Materials

CONTEXT

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment. Hazardous materials typically require special handling, reuse, and disposal because of their potential to harm human health and the environment. Use of hazardous products is common among households, businesses, and construction activities. However, the quantity, concentration, and/or types, of these products are often not significant enough to pose a substantial risk to human health and safety or to the environment; therefore, do not meet the definition of "hazardous materials." Instead they are often referred to as household hazardous wastes, universal waste, and electronic waste.

Hazardous materials are more often associated with select commercial, industrial, and agricultural operations and their use is highly regulated by federal and State law. Operations meeting the definition of a Hazardous Waste Facility must obtain a permit or grant of authorization from the State Department of Toxic Substance Control.

Sites that have been contaminated by a release of hazardous materials also pose a risk to human health and safety or to the environment. Location, type, and extent of contamination must be considered in determining the appropriate reuse of such sites. Not all sites have been identified; therefore, site assessments are used to determine the presence or likelihood of contamination in areas that are suspect.

GOALS AND POLICIES

GOAL S-11

Controlled Hazardous Material Exposure. Limited human and environmental exposure to hazardous materials that pose a threat to human lives or environmental resources.

Policies

S-11.1 **Land Use Location.** Require that land uses involving the storage, transfer, or processing of hazardous materials be located and designed to minimize risk and comply with all applicable hazardous materials regulations.

S-11.2 **Industrial Use Restrictions.** Restrict industrial uses that store, process, or transport significant amounts of hazardous material to areas designated as High Impact Industrial.

S-11.3 **Hazards-Sensitive Uses.** Require that land uses using hazardous materials be located and designed to ensure sensitive uses, such as schools, hospitals, day care centers, and residential neighborhoods, are protected. Similarly, avoid locating sensitive uses near established hazardous materials users or High Impact Industrial areas where incompatibilities would result.

S-11.4 **Contaminated Lands.** Require areas of known or suspected contamination to be assessed prior to reuse. The reuse shall be in a manner that is compatible with the nature of the contamination and subsequent remediation efforts.

S-11.5 **Development Adjacent to Agricultural Operations.** Require development adjacent to existing agricultural operations in Semi-Rural and Rural Lands to adequately buffer agricultural areas and ensure compliance with relevant safety codes where pesticides or other hazardous materials are used.

Law Enforcement

CONTEXT

The San Diego County Sheriff is responsible for providing law enforcement services in the unincorporated County and to certain cities under contract. The General Plan Land Use Maps identify where future development will occur, which can be used by the Sheriff in conjunction with forecasts from contract cities, to prepare facility and service plans. As higher density residential and commercial areas typically produce more calls for service, these areas have been identified as preferred locations of future Sheriff Facilities in the unincorporated County. Additionally, Crime Prevention Through Environmental Design (CPTED) is recognized as an effective planning tool to help minimize or deter criminal activity. CPTED consists of four complementary strategies including natural surveillance, access control, maintenance, and territorial reinforcement (or encouraging owners of private spaces to exercise control over their area by challenging intruders). CPTED does not eliminate crime within a neighborhood but it can dramatically reduce the likelihood of theft and other crimes.

GOALS AND POLICIES

GOAL S-12

Adequate Law Enforcement Facilities. Timely development of law enforcement facilities in locations that serve the unincorporated areas of the County.

Policies

S-12.1 **New Law Enforcement Facilities.** Coordinate new law enforcement facilities and services with new development in ways that sustain the provision of comprehensive services at levels consistent with substantially similar areas of the County.

GOAL S-13

Safe Communities. Law enforcement facilities and services that help maintain safe communities.

Fallbrook Sheriff substation

Policies

S-13.1 **Sheriff Facility Locations.** Locate Sheriff facilities to best serve existing and planned development and the corresponding demand for services.

S-13.2 **Sheriff Facilities in Non-Residential Areas.** Locate future Sheriff facilities in commercial, industrial, or mixed-use areas; they may also be located within residential areas when other sites are unavailable or unsuitable based on circulation, geography, proximity to demand, and other factors that impact the practical provision of services.

GOAL S-14

Crime Prevention. Crime prevention through building and site design.

Policies

S-14.1 **Vehicular Access to Development.** Require development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

S-14.2 **Development Safety Techniques.** Require development within Village areas to utilize planning and design techniques, as appropriate, that deter crime.

Examples of design features include the following:

- *Avoiding landscaping that might create blind spots or hiding places*
- *Centrally locating open green spaces and recreational uses so that they are visible from nearby homes and streets*
- *Designing streets to discourage cut-through or high-speed traffic*
- *Installing paving treatments, plantings, and architectural design features, such as columned gateways, to guide visitors to desired entrances and away from private areas*
- *Installing walkways in locations safe for pedestrians*
- *Designing lots, streets, and homes to encourage interaction between neighbors*
- *Including mixed land uses that increase activities on the street*
- *Siting and designing buildings oriented for occupants to view streets and public spaces*

S-14.3 **Crime Prevention.** Coordinate with appropriate agencies and the community to reduce crime in all neighborhoods by improving communication and relationships with communities and through educational programs that address important safety issues.

Airport Hazards

CONTEXT

Aircraft accidents represent a hazard to the areas immediately surrounding airports. Specific areas of potential aircraft accidents are called safety zones because they are established to protect public safety. Land

use restrictions in the safety zones are defined by each airport's Airport Land Use Compatibility Plan (ALUCP). In addition to safety zones, an ALUCP identifies land use compatibility by airspace protection criteria, noise contours, and areas of aircraft overflight.

In addition to State and federal laws and regulations, ALUCPs guide property owners and jurisdictions in determining what types of new land uses are appropriate around airports. As part of the General Plan update, the County will coordinate with the San Diego County Regional Airport Authority to bring its land use plans into conformance with the adopted ALUCPs. The Safety Element establishes generalized policies to protect public safety and ensure future land uses remain compatible with airport operations.

GOALS AND POLICIES

GOAL S-15

Airport Zone Hazards. Development within airport hazard zones that minimize the risk of personal injury to both flight occupants and people and property damage on the ground as well as protect airport operations from incompatible land uses.

Policies

S-15.1 **Land Use Compatibility.** Require land uses surrounding airports to be compatible with the operation of each airport.

S-15.2 **Airport Operational Plans.** Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility.

Specific concerns include heights of structures near airports and activities which can cause electronic or visual impairments to air navigation or which attract large numbers of birds (such as landfills, wetlands, water features, and cereal grain fields).

S-15.3 **Hazardous Obstructions within Airport Approach and Departure.** Restrict development of potentially hazardous obstructions or other hazards to flight located within airport approach and departure areas or known flight patterns and discourage uses that may impact airport operations or do not meet Federal or State aviation standards.

S-15.4 **Private Airstrip and Heliport Location.** Locate private airstrips and heliports outside of safety zones and flight paths for existing airports where they are compatible with surrounding established and planned land uses, and in a manner to avoid impacting public roadways and facilities.

HERMAN REDDICK
PROGRAM MANAGER
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FAX (858) 467-9662

County of San Diego

Public Safety Group
San Diego County Fire Authority
5510 Overland Ave, Suite 250, San Diego, CA 92123-1239
www.sdcountyfire.org

SUSAN QUASARANO
PROGRAM COORDINATOR
(858) 974-5924
FAX (858) 467-9662

July 21, 2014

County of San Diego
Planning & Development Services
5510 Overland Ave., Suite 321
San Diego, CA 92123

Attn: Mark Slovick, Project Manager

RE: **MISC-13-031 – Newland Sierra**
Deer Springs Fire Protection District
Multiple APNs
Preliminary Comments

Please accept the following County Fire Marshal's Office comments regarding the proposed project based on the limited documents available to us today; therefore the comments are preliminary in nature. More concise comments will be offered as more detailed submittals become available.

We have reviewed the draft Fire Protection Plan prepared by DUDEK, dated June 2014, and the comments provided by the Deer Springs Fire Protection District (DSFPD), dated July 17, 2014. Please accept the following comments:

- Our department concurs with the DSFPD comment that the travel times indicated in the FPP will require additional independent analysis to ensure compliance with the General Plan.
- Though the planning areas each provide two access roads to the main spine roads, some of the compliance points are very close together, creating in effect, a looped road—which would not be within the intent of the code. Planning areas of specific concern are:
  - Mesa
  - Hillside, south-east portion
  - Knolls, eastern portion
  - Valley, eastern portion
- Due to the density of the planning areas, on-street parking should be provided.
- Please revise the discussion regarding gates to include that gates will open automatically upon power failure and be equipped with strobe light activation. .

- In an effort to be consistent with General Plan Goal M-1 *Balanced Road Network* and Policy M 1.2 *Interconnected Road Network*, our department requests that N. Twin Oaks Valley Rd. be improved to Public Road Standards from Camino Mayor northerly to Gopher Canyon Rd.
- Sec. 1.3.2.8 Additional Amenities of the FPP: Please revise the discussion regarding Camino Mayor and change "emergency access" to "access".

Please call or email me if you have any questions or need clarification – (858) 495-5434 or James.Pine@sdcounty.ca.gov.

Best regards,

James Pine, Deputy Fire Marshal
San Diego County Fire Authority
Public Safety Group

Cc: Chris Amestoy, Fire Chief, DSFPD (via email)

Twin Oaks
Subregional Group Area

General Plan Land Use Designations[1,2]
Adopted August 2011

- Village Residential (VR-30)
- Village Residential (VR-24)
- Village Residential (VR-20)
- Village Residential (VR-15)
- Village Residential (VR-10.9)
- Village Residential (VR-7.3)
- Village Residential (VR-4.3)
- Village Residential (VR-2.9)
- Village Residential (VR-2)
- Semi-Rural Residential (SR-.5)
- Semi-Rural Residential (SR-1)
- Semi-Rural Residential (SR-2)
- Semi-Rural Residential (SR-4)
- Semi-Rural Residential (SR-10)
- Rural Lands (RL-20)
- Rural Lands (RL-40)
- Rural Lands (RL-80)
- Specific Plan Area (residential densities in italics)[4]
- Office Professional[3]
- Neighborhood Commercial[3]
- General Commercial[3]
- Rural Commercial[3]
- Limited Impact Industrial[3]
- Medium Impact Industrial[3]
- High Impact Industrial[3]
- Village Core Mixed Use
- Public/Semi-Public Facilities[3]
- Public/Semi-Public Lands (Solid Waste Facility)
- Public Agency Lands
- Tribal Lands
- Open Space (Recreation)
- Open Space (Conservation)
- County Water Authority Boundary
- Twin Oaks Subregional Group Area Boundary

NOTES:

1: The type and intensity of development depicted on the map must be implemented in accordance with General Plan goals and policies and other County regulations which may further affect the type and intensity of use.

2: Land Use Element, Table LU-1 indicates the applicable Regional Category for each designation.

3: Maximum development intensity for non-residential designations is provided in Land Use Element, Table LU-1.

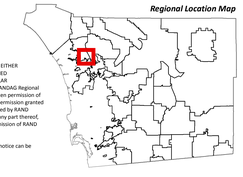
4: Refer to Community Plan for general land uses and intensities allowed in Specific Plan area (SPA).

Map Prepared By:

LUEG GIS
Land Use & Environment Group Geographic Information Services

Coordinates: NAD83 Feet

Regional Location Map



Source: County of San Diego, SanGIS, SANDAG
File reference:
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20
ACRES

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Feet

Printed: July 23, 2012

COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

DATE: January 9, 2012

##

TO: Board of Supervisors

SUBJECT: GENERAL PLAN PROPERTY SPECIFIC REQUESTS WORKSHOP (DISTRICT: ALL)

SUMMARY:

Overview
On August 3, 2011(1), the Board of Supervisors adopted the General Plan Update. After adoption of the General Plan Update, the Board directed staff to hold a workshop to review property specific requests that had arisen during public testimony on the General Plan Update that were not included in the adopted plan. The Board also asked that each request be evaluated against the General Plan Guiding Principles and for potential impact to the Forest Conservation Initiative remapping efforts. This analysis and other relevant information on the 137 remaining requests are included in this staff report for use and consideration during the workshop. The number of remaining requests has been reduced from 187 to 137 because those requests already considered by the Board are not included.

Recommendation(s)
CHIEF ADMINISTRATIVE OFFICER

1. Receive this report of staff's review of property specific requests for amendments to the County's General Plan.

2. Provide direction to staff on any desired actions related to the property specific requests.

3. If further action is desired, direct the Chief Administrative Officer to return to the Board with a workplan including cost and schedule estimates for completing the workplan.

Fiscal Impact
There are no fiscal impacts associated with this workshop. If the Board provides staff with specific direction for further action, the fiscal impacts of that action will be addressed at a subsequent meeting as part of a detailed workplan.

Business Impact Statement
N/A

SUBJECT: GENERAL PLAN PROPERTY SPECIFIC REQUESTS WORKSHOP (DISTRICT: ALL)

Advisory Board Statement
N/A

BACKGROUND:
On August 3, 2011(1), the Board of Supervisors adopted the General Plan Update. After adoption of the General Plan Update, the Board directed staff to hold a workshop to review property specific requests (PSRs) that had arisen during public testimony on the General Plan Update and that were not included in the adopted plan. The Board also asked that each request be evaluated against the General Plan Guiding Principles and for potential impact to the Forest Conservation Initiative (FCI) remapping efforts.

PSRs originated from public testimony during the first three Board of Supervisors hearings on the General Plan Update: October 20 (1), November 10 (1), and December 8, 2010 (1). A PSR is a petition by a property owner or other entity for the Board of Supervisors to consider a different land use designation on a specific property than what had been recommended by staff and the Planning Commission. At the conclusion of the December 8th hearing, the Board directed staff to inventory and evaluate these PSRs.

An initial list of the requests was published on January 3, 2011 and the public was asked to review the list to ensure that it was complete. Staff prepared draft analyses of the requests which were made available for public review on January 28, 2011 and comments or corrections from the public were requested by February 18, 2011. Additionally, the draft analyses were presented to the Board on February 9, 2011 (1). After the three week public review period, staff updated the responses and evaluations based on comments received and additional staff review and presented the updated report to the Board on March 16, 2011 (1).

In the analysis, each property request was categorized based on the level of change to the General Plan Update necessary to accommodate the request using the categories of Minor, Moderate, and Major. Minor categories indicated changes consistent with the General Plan Update Guiding Principles which required limited additional environmental analysis. Moderate changes also could be consistent with the General Plan Update Guiding Principles, but would require recirculation of the General Plan Update Environmental Impact Report. Major categories were considered inconsistent with the General Plan Update Guiding Principles and would require more fundamental and extensive changes to the General Plan Update and associated environmental documents. A total of 232 requests were analyzed and were categorized as: 83 Minor, 60 Moderate, and 89 Major. On March 16, 2011 (1), the Board directed staff to review the PSRs under the Moderate and Major categories to determine if there were alternatives that could be suggested to allow them to be considered Minor changes to the plan.

On April 13, 2011 (1), the Board considered all the analyses that had been generated by staff and then directed staff to make changes to the Land Use Map based on 58 of the 232 requests. On August 3, 2011 (1), the General Plan Update was adopted, incorporating the 58 PSRs, as directed by the Board in April. The Staff reports for October 20, 2010 and February 9, March 16, and April 13, 2011 are available in Attachment A.

Remaining Property Specific Requests

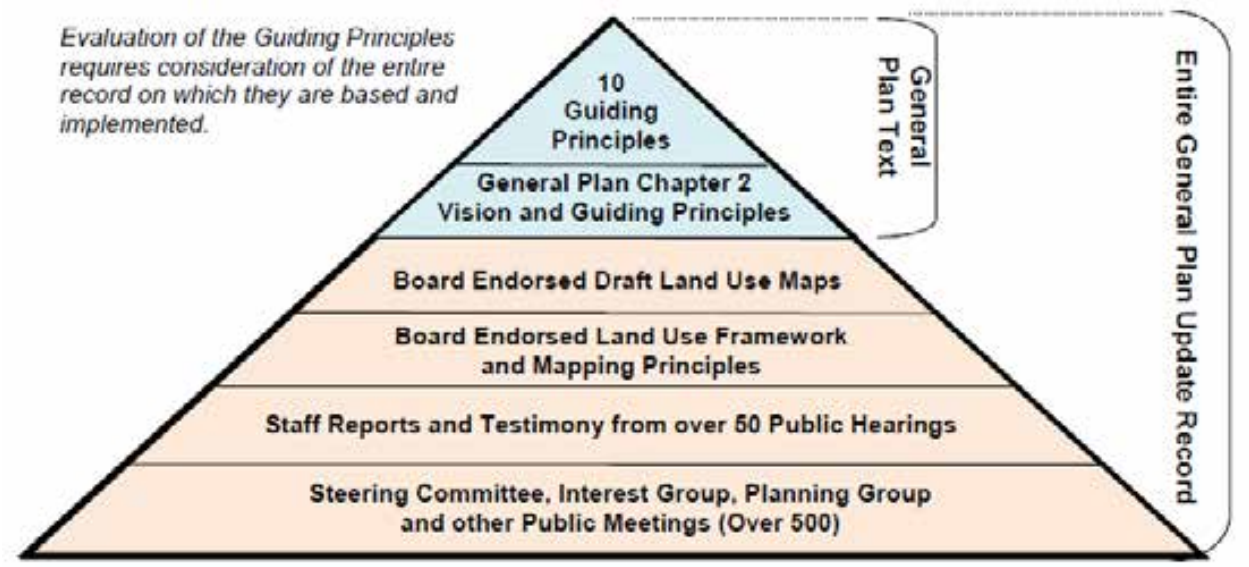
On April 13, 2011 (1), the Board considered PSRs under the Minor category, including compromise alternatives recommended by staff for PSRs categorized as Major and Moderate, and then directed staff to make changes to the Land Use Map based on 58 of the 232 PSRs evaluated. Generally these changes were the same as the property owner request; however, for 12 of the PSRs, the Board approved the compromise alternative recommended by staff in the April 13th staff report (included in Attachment A). If the Board took action on a request, such as supporting staff's recommendation or a compromise that satisfied the property owner, then these requests are not analyzed in this staff report.

In this report, staff has provided an updated version of the analysis prepared for each of the 137 remaining requests. Pursuant to Board direction, this analysis has been supplemented with a discussion of any changes necessary to the General Plan Update Guiding Principles to support the request, along with the potential impact to the timeline for preparing a General Plan Amendment for the FCI lands. Additional changes that may be necessary to other aspects of the General Plan are also discussed, such as changes to the Land Use Map and goals and policies. These evaluations are discussed further below.

Guiding Principle Changes Necessary to Support the Request

Pursuant to Board direction, each request contains an evaluation as to whether changes to the General Plan Update Guiding Principles are necessary to support the request. In conducting this evaluation, it is important to recognize that the Guiding Principles are not simply a set of statements and cannot be interpreted by simply reading those statements. Rather the Guiding Principles are expressions of the General Plan Update "bottom-up" planning process which included significant discussions and documentation about the intent of the General Plan Update and hearings with the Planning Commission and Board to verify direction of this planning process. To fully understand the Guiding Principles, the entire record that they are based on must be considered. The concept is represented in the following graphic.

Building Blocks of the General Plan Update Guiding Principles



This thorough consideration of the Guiding Principles and their record is required for two reasons. First, the law requires that general plan decisions be made based on a deliberative process that is not arbitrary or capricious. This record serves as the basis for that deliberative process.

Additionally, state law requires consistency throughout a general plan. The process described above resulted in the consistent interpretation and application of the General Plan Guiding Principles. Therefore, if the County chooses to implement the Guiding Principles differently for a single property, it risks establishing an inconsistent basis for applying the Guiding Principles to other similar properties.

The requests that are within the Major category were previously identified as requiring a change to the Guiding Principles. This is because the request is not supported by the Guiding Principles with consideration of the 10 Guiding Principles, the record, and how the Guiding Principles have been implemented in other circumstances. In order for the request to be supported, a General Plan Amendment is required to modify the Guiding Principles and generate a new record of public outreach and a review that supports the modifications, such as community planning group and other public meetings, environmental review, Planning Commission and Board of Supervisors hearings.

Additional discussion on the most relevant Guiding Principles and their interpretation is provided in Attachment B.

Other General Plan Changes Necessary to Support the Request

In preparation for this workshop, each request was evaluated for other possible changes to the General Plan necessary to support the request. These changes are primarily needed to maintain consistency within the General Plan. For example, an identified property may be surrounded by several properties with similar characteristics. Therefore, if the General Plan is to be changed to satisfy the request, those surrounding properties should also be changed. Where possible, staff specifically identified the areas that would require changes.

Any changes to the Guiding Principles would likely result in a need for widespread mapping changes. It is difficult to determine what the extent of those changes might be without knowing specifically how the Guiding Principles would be modified. Therefore, in these cases, the staff analysis is more general and further detail could be provided if specific possible changes were identified.

Impact to Forest Conservation Initiative Remapping Timeline

Pursuant to Board direction, each request was also considered for whether or not it would impact the planning process to remap the FCI lands. These lands are areas that were affected by a voter initiative when the General Plan Update was being prepared; therefore they were not included in the General Plan Update. Per the Board's direction, a separate General Plan Amendment is now being processed to bring these lands into conformance with the remainder of the General Plan. As with the adopted General Plan, the land use changes to the FCI lands are based on the General Plan Guiding Principles. Changing the Guiding Principles to accommodate PSRs under the Major category would result in the greatest potential impact to the FCI lands planning

process. This would require all the draft land use maps for the FCI lands to be reevaluated in light of the revised Guiding Principles.

Changes to the Land Use Map that do not also involve changes to the Guiding Principles could also impact the FCI lands planning process. When remapping the FCI lands, the land use designation of adjacent parcels was closely considered. Therefore, the draft land use maps for the FCI lands would also need to be reevaluated if any land use changes are made to accommodate PSRs adjacent to FCI lands.

Workplan for Changing the General Plan

Should the Board decide to direct changes to the General Plan, the extent and type of changes will determine the additional work required and the needed support by staff and consultants. Any change to the General Plan must occur through a General Plan Amendment in compliance with state law. At a minimum, state law requires that all General Plan Amendments include coordination with other agencies and tribes, review by the public, documentation and analysis necessary to comply with the California Environmental Quality Act (CEQA), a recommendation by the Planning Commission, and a hearing with the Board of Supervisors.

Once the Board provides direction concerning the specific changes to the General Plan resulting from this workshop, staff will prepare a workplan to accommodate those changes. This workplan will include the recommended planning process, along with the estimated timeline and costs necessary to accomplish the changes as directed by the Board. Four potential workplan scenarios, ranging from none to major changes, are identified below:

- **No Changes** – Under this scenario, the Board does not direct changes to the General Plan. However, mapping clean-ups will occur as planned every other year to address errors, open space purchases, and other minor updates. These clean-ups would be supported by existing staffing and funding. The first cleanup will occur in calendar year 2012. Additionally, privately requested General Plan Amendments could still be initiated pursuant to Board Policy I-63 at any time and would be paid for by the applicant. The Board would also have the ability to initiate other General Plan Amendments in the future.

- **Minor Changes Only** – These are changes that do not conflict with the General Plan Guiding Principles and do not require substantial additional analysis for environmental impacts. In order to amend the General Plan, some additional environmental documentation would be prepared as would any edits necessary to the General Plan documents. The estimated timeframe for the Minor scenario is 12 months with an estimated cost of up to $300,000 for staff and consultant services to support this approach. Some Minor changes are considered controversial and/or would alter changes already made to the project by previous Board or Planning Commission direction. This controversy could add complexity and cost to the process.

- **Minor and Moderate Changes Only** – These are changes that do not conflict with the General Plan Guiding Principles but may require more detailed analysis. For Minor and Moderate changes, staff would prepare a General Plan Amendment with edits to the necessary General Plan documents, perform additional environmental analyses, and

prepare necessary environmental documents pursuant to CEQA. The estimated timeframe for the Moderate scenario is 18-24 months with an estimated cost of $700,000 in additional staff and consultant costs, depending upon the complexity of the changes. It should be noted that some Moderate changes are controversial and could result in much higher costs and longer processing times.

- **Minor, Moderate, and Major Changes** – Major changes are not supported by the General Plan Guiding Principles and would require more fundamental changes to the General Plan. Therefore, revisions to the General Plan Guiding Principles and associated goals, policies, and mapping concepts are assumed. In many cases, the revisions will also trigger widespread changes to the General Plan Land Use Map to maintain consistency among similar properties throughout the unincorporated area. Minor and Moderate changes could be included in this scenario, but the Major changes would drive the timeline and cost. In order to formulate the fundamental changes that Major requests require, it may be advantageous to coordinate their development with stakeholders, the Planning Commission, and the Board to ensure adequate public participation and staff guidance. Substantial new environmental analysis and documentation is also anticipated for Major changes. A new Environmental Impact Report will likely be necessary as will the technical analysis that supports the preparation of that report. The changes will also require additional traffic modeling and will likely affect the General Plan Mobility Element road network and the County's Transportation Impact Fee (TIF) program. The estimated minimum timeframe for the Major scenario is 30 to 54 months with an approximate minimum cost of $4 million for staff and consultants. Under this scenario, both the cost and time estimates have the potential to be far greater depending on the level of complexity and controversy of the changes.

Environmental Statement

This workshop is not a "project" as defined by CEQA and therefore no environmental documentation is required at this time. Should the Board decide to direct changes to the General Plan, those changes will require a General Plan Amendment. The process to approve a General Plan Amendment is outlined in state law and is considered a project subject to CEQA.

Linkage to the County of San Diego Strategic Plan

The General Plan Update is consistent with the County's Strategic Initiatives for Kids, the Environment, and Safe and Livable Communities by implementing goals and policies for the physical development of the unincorporated county that attempt to improve housing affordability, locate growth near infrastructure, services and jobs, assign densities based on characteristics of the land (e.g. topography, habitats, and groundwater resources), and create a model for community development.

SUBJECT: GENERAL PLAN PROPERTY SPECIFIC REQUESTS WORKSHOP (DISTRICT: ALL)

Respectfully submitted,

Sarah Aghassi

SARAH E. AGHASSI
Deputy Chief Administrative Officer

ATTACHMENT(S)
Attachment A – Staff Reports for the General Plan Update
Attachment B – Guiding Principles Background
Attachment C – Property-Specific Requests Analysis

SUBJECT: GENERAL PLAN PROPERTY SPECIFIC REQUESTS WORKSHOP (DISTRICT: ALL)

AGENDA ITEM INFORMATION SHEET

REQUIRES FOUR VOTES: [] Yes [X] No

WRITTEN DISCLOSURE PER COUNTY CHARTER SECTION 1000.1 REQUIRED
[] Yes [X] No

PREVIOUS RELEVANT BOARD ACTIONS:
August 3, 2011 (1) – Directed staff to evaluate all remaining property specific requests and to schedule a workshop with the Board for review.

BOARD POLICIES APPLICABLE:
N/A

BOARD POLICY STATEMENTS:
N/A

MANDATORY COMPLIANCE:
N/A

ORACLE AWARD NUMBER(S) AND CONTRACT AND/OR REQUISITION NUMBER(S):
N/A

ORIGINATING DEPARTMENT: Department of Planning and Land Use

OTHER CONCURRENCE(S): N/A

CONTACT PERSON(S):

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Phone	Phone
858-467-9314	
Fax	Fax
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Mail Station	Mail Station
Devon.Muto@sdcounty.ca.gov	Eric.Gibson@sdcounty.ca.gov
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FAQ

FREQUENTLY ASKED QUESTIONS

About LEED® for Neighborhood Development

What is LEED for Neighborhood Development?
LEED for Neighborhood Development is a rating system that integrates the principles of smart growth, new urbanism, and green building into the first national standard for neighborhood design. It is being developed by USGBC in partnership with the Congress for the New Urbanism (CNU) and the Natural Resources Defense Council (NRDC).

What is the significance of LEED for Neighborhood Development certification?
Using the framework of other LEED rating systems, LEED for Neighborhood Development recognizes development projects that successfully protect and enhance the overall health, natural environment, and quality of life of our communities. The rating system encourages smart growth and new urbanist best practices, promoting the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit. It promotes more efficient energy and water use—especially important in urban areas where infrastructure is often overtaxed.

What is the status of LEED for Neighborhood Development?
The LEED for Neighborhood Development pilot program is well underway. A call for pilot projects took place between in early 2007. Due to overwhelming interest in the pilot program, additional resources were made available that enabled us to accommodate twice as many projects as originally anticipated, and 238 projects from 39 states and 6 countries are now registered to participate in the pilot program. These projects are in the process of gathering documentation based on the rating system, which they will submit to USGBC in order to become certified. The information learned during the pilot program will be used to make further revisions to the rating system and certification process, and the resulting draft rating system will be posted for public comment before it is submitted for final approvals and balloting.

What can projects do to get certified if they missed the deadline for participation in the pilot program?
Although the period for applying to be in the pilot program has passed, projects will be able to participate in the post-pilot program, which will be universally available to interested markets and should launch in early 2009. LEED for Neighborhood Development enables projects to certify at both very early and very late stages of development, so the vast majority of projects interested in the pilot program should also be able to utilize the post-pilot program. For now, projects can look to the pilot rating system and other information that is posted at www.usgbc.org/leed/nd for general guidance as to what LEED for Neighborhood Development is about, although the rating system will change somewhat as a result of the pilot program.

USGBC staff and the LEED for Neighborhood Development Core Committee are developing ways for projects that are interested in pursuing LEED for Neighborhood

Development to remain engaged during the pilot phase, even if they were not able to be part of the pilot program. Please join the LEED for Neighborhood Development Corresponding Committee listserv if you would like to hear about these opportunities once they become available. This listserv will also be notified when the full program is open for registration. Directions on how to join the corresponding committee are below.

How do the other LEED rating systems interact with LEED for Neighborhood Development?
Points are available within the LEED for Neighborhood Development rating system for including LEED Certified buildings and for integrating green building practices within the buildings on the project site. These credits relate to energy efficiency, reduced water use, building reuse, recycled materials, and heat island reduction.

How is LEED for Neighborhood Development different from the Application Guide for Multiple Buildings and On-Campus Building Projects?
The Application Guide for Multiple Buildings and On-Campus Building Projects is based on the LEED for New Construction rating system for buildings and therefore does not incorporate smart growth or new urbanism to the extent that LEED for Neighborhood Development does. The LEED for Neighborhood Development rating system focuses on residential, commercial, and mixed use projects developed by a single entity but often sold or leased to multiple consumers whereas the application guide targets institutional and office park campuses, which are usually owned and operated by a single entity.

What are the LEED for Neighborhood Development Core and Corresponding Committees?
The core committee does the day-to-day work of developing the rating system, while a larger corresponding committee is also established for every LEED product so that interested stakeholders can participate in its development. The corresponding committee listserv enables a wider group of experts and interested parties to stay updated and receive notification of opportunities to provide feedback. Corresponding committee members receive minutes from core committee meetings and other announcements.

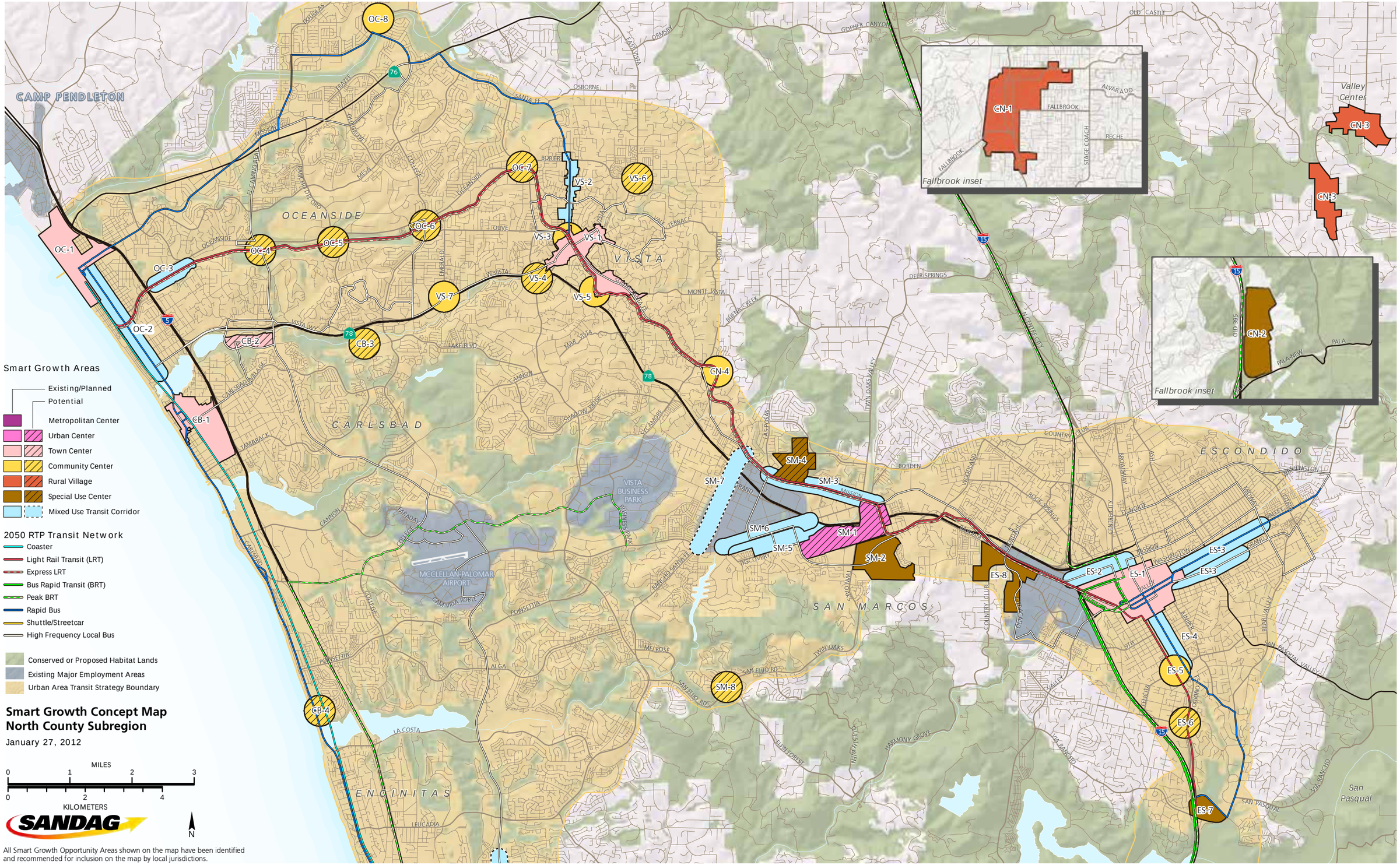
I would like to be involved with LEED for Neighborhood Development. How can I join the corresponding committee?
The corresponding committee is open to USGBC members and nonmembers but there are different ways to join:

- USGBC members can visit www.usgbc.org, log into Your Account, and subscribe to the committee listserv.
- Others can send an e-mail to nd@committees.usgbc.org requesting to be added to the corresponding committee.

What is the timeline for developing LEED for Neighborhood Development?

2007: LEED for Neighborhood Development pilot program launches
2008: Committee revises LEED for Neighborhood Development Rating System, public comment periods held
2009: LEED for Neighborhood Development (full post-pilot program) ballot and launch

How do I find out more?
For more information, visit www.usgbc.org/leed/nd or leedinfo@usgbc.org.


CAMP PENDLETON
OCEANSIDE
VISTA
CARLSBAD
ESCONDIDO
SAN MARCOS
ENCINITAS
OC-1
OC-2
OC-3
OC-4
OC-5
OC-6
OC-7
OC-8
VS-1
VS-2
VS-3
VS-4
VS-5
VS-6
VS-7
CB-1
CB-2
CB-3
CB-4
CN-1
CN-2
CN-3
CN-4
SM-1
SM-2
SM-3
SM-4
SM-5
SM-6
SM-7
SM-8
ES-1
ES-2
ES-3
ES-4
ES-5
ES-6
ES-7
ES-8
Fallbrook inset
Fallbrook inset
Valley Center
Smart Growth Areas
Existing/Planned
Potential
Metropolitan Center
Urban Center
Town Center
Community Center
Rural Village
Special Use Center
Mixed Use Transit Corridor
2050 RTP Transit Network
Coaster
Light Rail Transit (LRT)
Express LRT
Bus Rapid Transit (BRT)
Peak BRT
Rapid Bus
Shuttle/Streetcar
High Frequency Local Bus
Conserved or Proposed Habitat Lands
Existing Major Employment Areas
Urban Area Transit Strategy Boundary
Smart Growth Concept Map
North County Subregion
January 27, 2012
MILES
0 1 2 3
0 2 4
KILOMETERS
SANDAG
N
All Smart Growth Opportunity Areas shown on the map have been identified and recommended for inclusion on the map by local jurisdictions.

Smart Growth Concept Map

January 27, 2012

Smart Growth Areas

- Existing/Planned
- Potential
- Metropolitan Center
- Urban Center
- Town Center
- Community Center
- Rural Village
- Special Use Center
- Mixed Use Transit Corridor

2050 RTP Transit Network

- Coaster
- Light Rail Transit (LRT)
- Express LRT
- Bus Rapid Transit (BRT)
- Peak BRT
- Rapid Bus
- Shuttle/Streetcar
- High Frequency Local Bus

- Conserved or Proposed Habitat Lands
- Existing Major Employment Areas
- Urban Area Transit Strategy Boundary

Miles
0 1 2 3 4 5

0 2 4 6 8
Kilometers

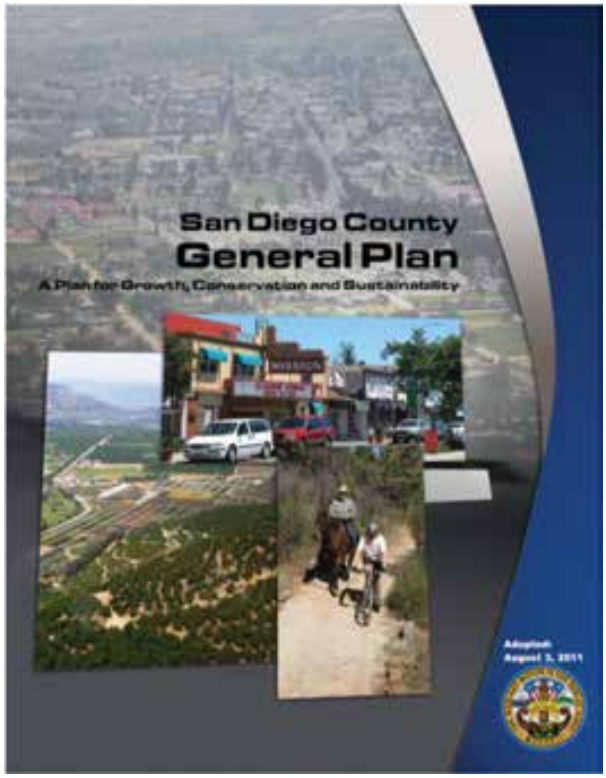
SANDAG

N

RIVERSIDE CO.
Rainbow
Fallbrook
Camp Pendleton
Bonsall
Pala-Pauma
Valley Center
VISTA
OCEANSIDE
SAN MARCOS
ESCONDIDO
North County Metro
CARLSBAD
San Pasqual
ENCINITAS
San Dieguito
Ramona
SOLANA BEACH
POWAY
DEL MAR
Barona
SANTEE
Lakeside
Alpine
Crest-Dehesa
SAN DIEGO
EL CAJON
LA MESA
Valle De Oro
LEMON GROVE
Spring Valley
CORONADO
Sweetwater
Jamul-Dulzura
NATIONAL CITY
CHULA VISTA
Otay
IMPERIAL BEACH
San Ysidro Border Crossing
Otay Mesa Border Crossing
UNITED STATES
MEXICO

County of San Diego

2013 General Plan Annual Progress Report



March 2014

PURPOSE OF THIS REPORT

The purpose of this report is to inform the Board of Supervisors and the residents of San Diego County about the status of implementing the County General Plan, housing issues, and major planning projects for the unincorporated county.

California Government Code Section 65400(a) mandates that all counties "Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan."

An annual report including the following information is required to be prepared and submitted to the County Board of Supervisors, Office of Planning and Research, and the Department of Housing and Community Development (HCD) by April 1st of each year:

1. The status of the general plan and progress in its implementation;
2. The County's progress in meeting its share of the regional housing needs;
3. Local efforts to remove governmental constraints to the maintenance, improvement, and development of housing; and
4. The degree to which the County's approved general plan complies with the State General Plan Guidelines and the date of last revision to the general plan.

This report summarizes the planning activities for the unincorporated portions of San Diego County from January 1 to December 31, 2013. In addition to the required above-listed information, Planning & Development Services has included ongoing and completed relevant planning activities, programs, and permits.

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1. EXECUTIVE SUMMARY

The County of San Diego Planning & Development Services (PDS) has prepared this 2013 General Plan Annual Progress Report (APR) in accordance with guidance provided by the State Office of Planning and Research (OPR). The County Departments of Public Works (DPW), Environmental Health (DEH), Parks and Recreation (DPR), General Services (DGS), and Housing and Community Development (HCD) contributed to the APR by describing accomplishments in their implementation of the General Plan during 2013. Since the General Plan was comprehensively updated in August 2011, the County has made significant progress in its implementation. This APR highlights accomplishments in completing both discretionary and County-initiated planning activities during calendar year 2013.

PRIMARY PLANNING ACTIVITES

In accordance with the General Plan, PDS has focused efforts on revising planning regulations and requirements to streamline the planning process to foster development activity within the unincorporated county. Key planning efforts accomplished in 2013 include:

1. Comprehensive update to the County's off-street parking regulations and design manual;
2. Tiered system of permitting for commercial horse stables;
3. Streamlined ministerial procedures for design review of projects requiring a discretionary Site Plan Permit;
4. Updated procedures and standards for permitting of wind turbines and meteorological testing facilities;
5. Adoption of the 2013 – 2015 County Strategic Energy Plan;
6. Easements placed on 782 acres of agricultural property, extinguishing future development potential and preserving the agricultural land in perpetuity;
7. Purchase of 528 acres of preserve lands in support of the Multiple Species Conservation Program (MSCP); and
8. Acquisition of two new trails acquired in Lakeside, including (1) a connection in the Blossom Valley community and (2) a connection within the San Diego River Conservancy area.

This APR also includes information on discretionary development applications that were initiated, completed, or underway in 2013. The number of planning applications initiated in 2013 increased significantly over the number of applications initiated in 2012. It should be noted that the 2012 APR takes into account a longer period (17 months) by going back to August 2011 when the General Plan was comprehensively updated.

HOUSING ELEMENT UPDATE

The Board of Supervisors adopted the fifth revision of the Housing Element in April 2013, in accordance with the requirements of state law. This revision demonstrated that the County General Plan fully accommodates the Regional Housing Needs Assessment for the unincorporated county for the planning projection period of 2010 through 2020. The complete Housing Element update is available at:
http://www.sdcounty.ca.gov/pds/advance/HousingElementUpdate.html

The County's progress in meeting Housing Element goals is described in detail in the Housing Element Report (Appendix 1). The Housing Element Report provides the status of

accomplishing the Housing Element implementation program, along with details on the progress of meeting regional housing needs, as well as removing governmental constraints to the development of affordable housing.

2. GENERAL PLAN OVERVIEW

The County of San Diego General Plan was adopted on August 3, 2011 and represents the first comprehensive update since 1978.

State General Plan Guidelines

The OPR guidance provides suggested content for the APR. The content provided below is based on suggestions from the Guidance.

1. *Date of presentation to the Board of Supervisors* – The APR will be presented to the Board of Supervisors on March 12, 2014. Additional details for the hearing are available on the Clerk of the Board web site at: http://www.sdcounty.ca.gov/cob/bosa/index.html
2. *Measures associated with the implementation of the General Plan with specific reference to individual elements* – The Board of Supervisors approved an Implementation Plan for the General Plan along with the comprehensive update in 2011. The Board subsequently amended the Implementation Plan in April 2013 with the Housing Element update. The Implementation Plan, as amended, is located on the County web site at: **http://www.sdcounty.ca.gov/pds/gpupdate/Implementation_Plan.04.24.13-clean.pdf**
3. *Housing Element reporting requirements* – This is provided in Appendix 1
4. *The degree to which the General Plan complies with OPR's General Plan Guidelines* – The General Plan, prepared using the State General Plan Guidelines (Government Code Section 65040.2), includes the seven mandatory elements and 25 community and subregional plans. The County also approved a separate Implementation Plan for the General Plan. The seven mandatory elements of the General Plan include Land Use, Mobility, Housing, Conservation, Open Space, Noise, and Safety. The Conservation and Open Space Elements are combined as one element for a total of six.
5. *The date of the last update to the General Plan* – The General Plan was comprehensively updated in August 2011. The 2011 update included comprehensive changes to the land use map, Mobility Element road network, all regional elements, and certain community and subregional plans. In 2013, the General Plan was amended three times, including:
    a. April 10: The San Dieguito Community Plan was amended to correct inconsistencies with the General Plan Land Use Map and approved specific plans.
    b. April 24: The Housing Element was updated in accordance with state law.
    c. May 15: As part of the Wind Ordinance amendment, the Boulevard Community Plan was amended to allow more flexibility for large wind turbine projects, and the Borrego Springs Community Plan was amended to allow more flexibility for small turbine projects.
6. *Priorities for land use decision making established by the Board of Supervisors* – No moratoria or emergency ordinances were adopted in 2013.

7. *Identify and monitor customer service improvements* — PDS established an online Transportation Impact Fee (TIF) calculator for customers and staff to easily estimate TIF rates. These TIF rates were significantly lowered with the comprehensive update of the General Plan in 2011 and the TIF program update in 2012.
8. *Technology review such as implementation of Geographic Information Systems* — In 2013, staff added almost 40 new data layers to the County's internal mapping application, a road name search capability, and a Thomas Brothers Page search. In addition, GIS staff rolled out similar mapping sites for DPW, DEH, and Air Pollution Control District (APCD) staff.

Below is summary of each element included in the County's General Plan.

Land Use Element

A primary component of the Land Use Element is the community development model, which is used to define communities and consists of a compact village surrounded by semi-rural and/or rural lands. The core concept for the County's Land Use Element is to direct future growth to areas where existing or planned infrastructure and services can support that growth and to locations within or adjacent to existing communities. Central to this land use concept for unincorporated San Diego County is a development pattern that balances the land requirements of residential growth, with those of commerce, agriculture, recreation, and wildlife habitats.

The Land Use Element provides maps, goals, and policies that guide decision makers, planners, property owners, developers, and the general public as to how to accommodate future development in an efficient and sustainable manner that is compatible with the character of unincorporated communities and the protection of valuable and sensitive natural resources.

During 2013, the County continued to implement planning efforts that facilitate development in accordance with the community development model. The primary accomplishments associated with implementing the planning principles of the Land Use Element are described below.

1. *Design Review Checklist Process* — New streamlined procedures for projects subject to community design review guidelines were adopted in October and will encourage development that complies with the key planning principles of the land use element.
2. *Off-Street Parking Regulations and Parking Design Manual* — A comprehensive update of the off-street parking regulations and parking design manual facilitates development of projects that comply with Land Use Element principles by providing comprehensive guidance in the design and development of parking areas that will enhance aesthetics and minimize their impact on the environment, while encouraging pedestrian and bicycle activity.
3. *Village Focus Area Plans* — Form-based codes (FBCs) are being prepared for portions of three Villages (Alpine, Ramona, and Valley Center). These FBCs are intended to be all-inclusive regulatory documents guiding development within these villages by identifying provisions on allowed uses, setbacks, height, and information on the development process. FBCs, intended to provide project applicants with the full picture of what is involved to develop a site, will also focus on detailed design and architectural requirements, landscaping, and street and trail improvements.

Mobility Element

The Mobility Element describes the County's transportation network and establishes goals and policies that address the safe and efficient operation, maintenance; and management of the transportation network. A primary objective of the Mobility Element is support a balanced, multi-modal transportation network that enhances connectivity and supports existing development patterns, while retaining community character and maintaining environmental sustainability by reducing gasoline consumption and greenhouse gas emissions. A balanced system uses multiple modes of travel, including motor vehicles, public transportation, bicycles, pedestrians, and to a lesser extent, rail and air transportation. The Mobility Element balances competing goals of accommodating trips generated by land use, while striving to retain a transportation network that complements, rather than impacts, the character of communities, which is generally rural in much of the unincorporated County.

During 2013, the County continued to implement planning efforts to facilitate a safe and multi-modal road network. Major accomplishments associated with implementing the planning principles of the Mobility Element include:

1. *Off-street Parking Regulations* — New regulations, adopted in February, establish new parking requirements and standards for parking design and sustainability
2. *Transportation Impact Fee (TIF) Calculator* — An online TIF calculator was created for customers and staff to easily estimate TIF fees
3. *New trails and easements* — Two new trails were acquired in Lakeside including a 600-foot trail easement purchased across private property that provides a legal public trail connection in the Blossom Valley community, and a one-half mile trail along the San Diego River in the area managed by Lakeside's River Park Conservancy.

Conservation and Open Space Element

The primary focus of the Conservation and Open Space (COS) Element is to provide direction for future growth and development with respect to the conservation, management, and utilization of natural and cultural resources; the protection and preservation of open space; and the provision of parks and recreational resources. This Element establishes goals, policies, and programs that value and protect natural resources to ensure they are available for the future.

The primary objective of the COS Element is to preserve the diverse range of visual, natural, and cultural resources that exemplify the County. This Element strives to minimize the impact of future development in areas with significant visual, natural, and cultural resources; and supports the creation and enhancement of important habitat preserves and open space areas that are well managed and maintained. The COS Element further encourages and supports land use development patterns and transportation choices that reduce pollutants and greenhouse gases. In addition, the COS Element encourages renewable energy production, along with efficient energy use in buildings and infrastructure; and minimizes the impacts of projects that can generate air pollutants. The COS Element also sets forth goals and polices that minimize agricultural land use conflicts and support the long-term presence and viability of the County's agricultural industry.

Key accomplishments to implement the COS Element during 2013 include:

1. *Purchase of Preserve Lands* — The County purchased 111 acres of land contributing to the South County MSCP preserve and an additional 417 acres contributing to the Draft North County MSCP preserve.
2. *Preservation of Agriculture Lands* — The Purchase of Agricultural Conservation Easements (PACE) Program placed easements on 782 acres of agricultural property, extinguishing future development potential and preserving the agricultural land.
3. *Facilitate Renewable Energy Production* — The Zoning Ordinance was amended to provide an updated set of definitions, procedures, and standards for review and permitting of small wind turbines and temporary meteorological testing (MET) facilities and establish a framework for Large Wind Turbine Systems for off-site energy use through the Major Use Permit process.
4. *California Environmental Quality Act (CEQA) Guidelines for Climate Change* — New CEQA Guidelines for Determining Significance for Climate Change were approved to streamline the processing of discretionary development projects by reducing the number of projects required to prepare a detailed greenhouse gas technical study.
5. *County Strategic Energy Plan for 2013-2015* — A Strategic Energy Plan for 2013-2015 was adopted by the Board of Supervisors in July 2013. In November 2013 the County received two Institute for Local Government Beacon Awards for local leadership towards solving climate change.
6. *Local Agency Management Program (LAMP)* — The County developed a LAMP to serve as the design and performance standards for the County's Onsite Wastewater Treatment Systems (OWTS).
7. *Equine Ordinance* — A new tiered system of permitting for commercial horse stables was adopted in September 2013. The changes in the ordinance result in significant time and cost savings for qualifying horse stable operators encouraging rural horse properties to retain their community character.

Housing Element

The State of California identifies the provision of decent and affordable housing for every Californian as a statewide goal. The Housing Element (HE) must meet the requirements of California Government Code Sections 65583 and 65584, which require local governments to adequately plan to meet the existing and projected housing needs of all economic segments of the county. The HE strives to meet that goal through the provision of appropriately designated land, which provides opportunities for developing a variety of housing types; and through policies and programs designed to assist the development of housing for all income levels and those with special needs.

State law further requires that local governments update their HE 18 months following the adoption of the regional transportation plan. The San Diego Association of Governments (SANDAG) adopted a new regional transportation plan in October 2011, requiring an update to HEs by April 30, 2013. The County adopted an update to its HE on April 24, 2013, meeting this requirement. In May, the California State Housing and Community Development Department found the San Diego County HE to be in compliance with State HE law.

The County's Land Use Plan provides adequate housing capacity to meet the fifth cycle's overall Regional Housing Needs Assessment (RHNA) of 22,412 residential units. The fifth cycle RHNA for this update forecasts future housing needs for the projection period of 2010 through 2020, a total of eleven years. The RHNA is broken down according to the following income categories: very low, low, moderate and above moderate households. For this projection period, the County allocated its RHNA as follows:

- 2,085 units – Very Low-Income
- 1,585 units – Low-Income
- 5,864 units – Moderate-Income
- 12,878 units – Above Moderate-Income

22,412 units TOTAL

The County's progress in meeting the HE goals is discussed in depth in the County's HE Annual Report. This report provides details on the County's progress in meeting regional housing needs, as well as removing governmental constraints to the development of affordable housing. The County's HE Annual Report can be found in Appendix 1.

Safety Element

The purpose of the Safety Element is to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards. The Safety Element's goals and policies support laws and regulations related to safety hazards as well as policies that support the General Plan's guiding principles. The Safety Element supports these principles through numerous policies that locate development away from hazardous areas and ensure safety and security for all communities within the County.

PDS continues to implement regulations in accordance with the goals and policies of the Safety Element when processing discretionary project applications.

Noise Element

The Noise Element of the General Plan provides for the control and abatement of environmental noise to protect citizens from excessive exposure. The County of San Diego is characterized as a predominantly rural environment, which contributes significantly to the peace and tranquility that exists throughout the county. The Noise Element strives to preserve the quality of life by protecting residents from the obtrusive impacts of noise and noise-generating uses such as traffic, construction, airplanes, and certain industrial uses. A primary function of the Noise Element is to ensure that noise considerations are incorporated into the land use decision-making process.

The Noise Element establishes noise/land use compatibility standards and outlines goals and policies that can be used to achieve these standards.

PDS continues to enforce County Noise Compatibility Guidelines to determine the compatibility of land uses when evaluating proposed development projects. Also, PDS implements Noise Standards that require sound attenuation for structures indicated as "conditionally acceptable," structures under the compatibility guidelines.

3. GENERAL PLAN IMPLEMENTATION

The Board of Supervisors approved an Implementation Plan along with the August 3, 2011 comprehensive General Plan update. The Implementation Plan includes County activities, processes, reports, assessments, and plans that are necessary to achieve the General Plan's goals and policies. Each policy in the General Plan includes one or more implementation programs or measure to assure that there is a mechanism for its implementation.

In April 2013, the Housing section of the Implementation Plan was amended with the Housing Element update. The Implementation Plan, as amended, is located on the County web site at: http://www.sdcounty.ca.gov/pds/gpupdate/Implementation_Plan_04_24_13.pdf.

The Implementation Plan is organized into six categories, each of which contains subcategories that further refine and group programs into related areas and topics. Each policy in the General Plan has associated implementation measure(s), with some measures implementing multiple policies. Appendix 2 provides a summary of implementation measures accomplished during 2013, along with their associated General Plan policy.

In some instances, changes to the zoning or other ordinances are necessary before additional progress can be made to accomplish implementation actions. One example is the program to assist farmers, residents, and businesses to divert organic materials from landfills (Measure 2.5.1.F – Diverting Organic Materials), where revisions to the Zoning Ordinance are necessary to allow the construction of environmentally sound recycling facilities.

4. PLANNING & DEVELOPMENT ACTIVITIES

Discretionary Development Applications

Table 1 below provides a summary of discretionary development applications received during calendar year 2013 and processed by PDS. As shown in this table, PDS received a total of 440 new applications in 2013, 244 of which were approved, 22 denied or withdrawn, and 174 are still in process. Approximately 60 percent of these applications are either Site Plans or Major or Minor Use Permits.

The 2012 APR is available on the PDS web site to allow a comparison between the discretionary development application activity in calendar years 2012 and 2013 http://www.sdcounty.ca.gov/pds/gpupdate/docs/GP-APRs/GP-APR2012.pdf. A total of 363 applications were processed during the 2012 APR reporting period, with 172 approved, 33 denied or withdrawn, and 158 that remained in process after the end on 2012. When considering that the 2012 APR is based on a 17-month period (August 2011 through December 2012) and the 2013 APR only a 12-month period, the number of applications received annually increased substantially in 2013 over the number in 2012.

An even more significant increase was seen with the number of applications approved as reported by the 2012 and 2013 APRs. While 172 applications were approved over a 17-month period ending December 31, 2012, 244 applications were approved over the 12-month period ending December 31, 2013. In 2013, the number of new Site Plans and Major and Minor Use Permits requests increased substantially over the number of requests in 2012.

Table 1: Summary of Discretionary Development Applications[1]

Application Types	Applications Submitted in 2013				Prior to 2013
	New Request	Approved	Denied/ Withdrawn	Still in Process	
Administrative Permit	52	21	6	25	33
Boundary Adjustment w/certificate of Compliance	40	20	0	20	37
Certificate of Compliance	27	16	0	11	22
General Plan Amendment[2]	2	0	0	2	1
Habitat Loss Permit	1	0	0	1	0
Major Use Permit	123	84	7	32	19
Mills Act	1	1	0	0	1
Minor Use Permit	63	50	8	5	23
Reclamation Plan Modification	5	0	0	5	3
Resource Management Plan	7	0	0	7	2
Rezone	4	0	0	4	2
Site Plan	70	44	1	25	26
Specific Plan	11	0	0	11	3
Tentative Map	7	1	0	6	6
Tentative Parcel Map	17	3	0	14	4
Vacation	5	1	0	4	1
Variance	5	3	0	2	8
TOTALS	**440**	**244**	**22**	**174**	**191**

Notes:
1. Table only identifies applications initiated in 2013.
2. Number includes privately-initiated discretionary GPAs. County-initiated GPAs are not included.

General Plan Amendments

The County's General Plan was written as a macro-level document, which also includes more specific portions, such as the regional elements and land use map. As such, some new developments and projects that do not conform to the General Plan are able to request General Plan Amendments (GPAs) that might alter specific aspects of the General Plan without altering the overall intention.

Completed in 2013

GPAs approved during 2013 are described below.

San Dieguito Specific Plan Area and Community Plan Amendment (GPA 12-008)

On April 10, 2013 the Board of Supervisors adopted a GPA to correct inconsistencies with the General Plan Land Use Map, the San Dieguito Community Plan, and approved specific plans. The County's General Plan adopted in August 2011 was comprehensive, complex and large in both scope and scale. As such, unforeseen inconsistencies and mapping errors emerged during plan implementation that require correction. This GPA addressed errors and inconsistencies relative to the San Dieguito Community Plan and four associated specific plans, including the El Apajo, Fairbanks Ranch, Santa Fe Valley, and 4S Ranch Specific Plans. The GPA eliminated confusion regarding land use designations and density calculations in these areas. This allowed for an active development project in the Santa Fe Valley Specific Plan Area to proceed.

Housing Element Update (GPA 12-009)

April 24, 2013 the Board of Supervisor adopted an update to the HE that demonstrated how the County General Plan provides sufficient sites with appropriate zoning and development standards to accommodate the jurisdiction's RHNA for each income level. In May, State HCD approved this update and determined that the County's HE was in full compliance with State HE law. With HCD's approval of the HE, the County now meets specific requirements for several state funding programs designed to reward local governments for compliance with State HE law. The update HE is available at: http://www.sdcounty.ca.gov/pds/advance/HousingElementUpdate/Goals_and_Policies_Document_final.pdf.

Boulevard and Borrego Springs Community Plan Amendments (GPA 12-003B)

On May 15, 2013 the Board adopted amendments to the Boulevard and Borrego Springs Community Plans as part of the Wind Ordinance amendment.

- The Boulevard Community Plan was amended to remove and revise policy language to allow increased opportunities for large turbine development subject to the approval of a Major Use Permit.
- The Borrego Springs Community Plan was amended to allow more flexibility for small turbine projects.

In-Process GPAs

County-Initiated

There are three County-initiated GPA's currently being processed as described below:

Forest Conservation Initiative (GPA 12-004)

The Forest Conservation Initiative (FCI) was a voter-approved initiative, which required that approximately 72,000 acres of private lands within and around the Cleveland National Forest in San Diego County to have a minimum lot size of 40 acres. The FCI was originally approved in 1993, and expired on December 31, 2010. This GPA is necessary to make the FCI lands consistent with the General Plan's guiding principles and policies. Considering the necessary additional planning work, community coordination, and environmental review, planning efforts

associated with the expiration of the FCI could not be completed as part of the 2011 General Plan Update. Staff accomplished the following planning efforts during 2013:

- Circulated the project's Supplemental Environmental Report (SEIR) for a 45-day public review and responded to public comments;
- Developed a staff recommendation after consideration of property owner and planning group input and comments received from circulation of the SEIR; and
- Presented the project to the Planning Commission for their recommendation.

General Plan Cleanup (GPA 12-007)

In conjunction with approval of the 2011 General Plan Update, the Board of Supervisors directed staff to prepare a General Plan "clean up" every two years. This GPA, the first time the General Plan goes through the bi-annual clean-up process, contains minor land use map changes designed to correct mapping errors and omissions, reflects changes in ownership, and responds to minor changes requested by community planning groups. In addition to land use map changes, the clean-up includes minor changes to community plans, the Mobility Element network, and General Plan policies. Changes are limited to minor changes or additions that do not result in additional environmental impacts. Staff accomplished the following planning efforts during 2013:

- Developed a staff recommendation;
- Prepared environmental documentation for the project; and
- Prepared the project for consideration by the Planning Commission in January 2014.

Property Specific Requests (GPA 12-005)

During the Board of Supervisors hearings conducted for the County's General Plan Update, a number of property owners expressed concern with the land use designations applied to their properties. These property owners individually petitioned the Board of Supervisors to consider a change to the land-use designation on their specific properties. Some requests were incorporated into the 2011 General Plan Update; however, many could not be accommodated without additional environmental review, which would have delayed the adoption of the General Plan. County staff was directed to process a GPA for 47 separate property specific requests along with their associated study areas. This is an ongoing task that is estimated to be ready for Board of Supervisors consideration by the end of 2017. During 2013, staff solicited a consultant to prepare the environmental documents for the project.

Privately Initiated

PDS is currently processing seven privately-initiated GPA's. Each GPA is described below.

Otay 13 Resort Village (GPA 04-003)

This project, located in the Otay Subregion, consists of 1,881 single-family residential units and 57 multi-family residential units; 17.4 acres for a resort hotel complex with a maximum of 200 guest rooms; 29.6 acres of neighborhood park and community purpose facility; private recreation facilities; a 10-acre elementary school site; a 2.1-acre public safety site, to include a fire station and potential law enforcement storefront; 141 acres of open space; and 1,091.5 acres of preserved open space.

Campus Park West (GPA 05-003)

This project is 116.5 acres and located at the northeast quadrant of the Interstate-15 and State Route 76 (SR-76) Interchange. Twenty-three lots are proposed, which range in size from 0.19 acre to 15 acres, with 32 acres of open space. The project would result in the development of 283 multifamily residential units across three adjacent lots, 503,000 square feet of commercial space, and 120,000 square feet of industrial space. The project site is one of three properties that comprised the former 1981 Hewlett-Packard/Campus Park Specific Plan; two projects now known as Palomar College North Campus and Campus Park Specific Plan (now owned by DR Horton as Horse Creek Ridge). The Meadowood Specific Plan, a fourth development project, is located adjacent to and east of these developments.

Star Ranch (GPA 05-008)

This project consists of 453 dwelling units divided into 415 residential units as part of the Village and Village Center areas; 38 equestrian estate lots, within a centrally located valley and existing cattle ranch; 13 acres of commercial uses consisting of approximately 180,000 square feet; 16.4 acres of parkland; a system of multi-use trails; approximately 1.057 acres of agricultural use area; and a 5-acre wastewater treatment facility, with a recycled water system. Approximately 82 percent of the project site will be preserved in some form of open space.

Warner Ranch (GPA 06-009)

This project site is identified as a Special Study Area in the Pala Pauma Valley Subregional Plan and the project consists of approximately 513.6 acres including 780 residential units (534 single family detached and 246 multi-family and attached town homes); approximately 7.69 acres of proposed private parks, including a clubhouse; 14.6 acres of landscape areas; a 4.2 acre Public Park; and 358.7 acres of on-site preserved biological open space, which is included as a proposed hard-line area in the draft North County MSCP, dated February 2009. The development will also include a 10,000 square foot fire station, and frontage improvements on SR-76.

Otay Ranch Subregional Plan and Phases 1 and 2 Resource Management Plans (GPA 06-012)

This project proposes to amend Volume 2 of the Otay Ranch Subregional Plan and Phases 1 and 2 Resource Management Plans. The Otay Ranch Subregional Plan project description and Subregional Plan Policies, Plan Land Use, and Circulation Maps are being amended to reflect the proposed Otay Ranch Resort Village development plan.

Lilac Hills Ranch (GPA 12-001)

This project consists of a 608-acre mixed use community that straddles the Bonsall and Valley Center Community Planning Areas. The proposed project includes a residential component consisting of 1,746 dwelling units, which equates to an overall density of not more than 2.9 dwelling units per acre (du/ac) over the entire 608 acres; a town center; and two smaller neighborhood centers that allow for 90,000 square feet of specialty retail commercial-mixed uses. Phases 4 and 5 include a 175.5-acre senior citizen neighborhood component, which includes: market rate, age restricted residential housing (a total of 468 dwelling units included in the 1,746 dwelling units above), and a 200-bed group residential and group care living facility. The community will retain and promote some existing agricultural uses in specific areas within the project's open space system and will also include 11 public and private parks, public trails, and a school site. Also, proposed are a 50-room country inn, civic center, private recreation

center, senior center, recycling facility, a water reclamation facility, and other supporting infrastructure.

Eden Hills (Also known as Valiano Project) (GPA 13-001)

The proposed project is a residential development of 362 homes on 209 acres. The project would include 323 single-family lots and 39 detached condo units on 10 lots. Proposed open space lots and easements include 15 acres of agricultural open space and 18 acres of biological open space, as well as fire clearing zones. The site is located in the Eden Valley area within the San Dieguito Community Planning Area, between the cities of San Marcos and Escondido. The project would also include public multi-use trails, smaller private trails, an equestrian trailhead, a public park, and a private recreation center.

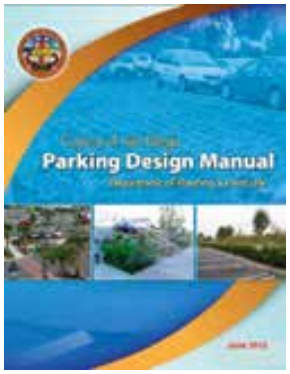
Zoning Ordinance Amendments

The County administers its General Plan primarily through its Zoning Ordinance. While the General Plan identifies general land use designations, zoning identifies specific uses and development standards. As mandated by the State, the General Plan must be consistent with the Zoning Ordinance and changes in the General Plan may require an update to the Zoning Ordinance. Various amendments to the Zoning Ordinance have been initiated, continued, or completed in the last year. Each Zoning Ordinance amendment is described below.

Completed in 2013

Four Zoning Ordinance amendments were approved during calendar year 2013.

Zoning Ordinance Amendment to Improve the County's Off-Street Parking Regulations (POD 11-005)



In February 2013, the Board of Supervisors adopted the first comprehensive update to the County's off-street parking regulations since 1985. The updated regulations are now consistent with contemporary requirements for parking area design and address a broader range of land uses. The revised parking regulations provide reasonable parking requirements for the various land use types that exist throughout the unincorporated county. Further, the parking standards are better organized to make them easier to read, understand, and enforce; while helping to implement General Plan goals and policies by incorporating new standards for parking design and sustainability, such as required electric vehicle parking.

Equine Ordinance (POD 11-011)

On September 11, 2013, the Board of Supervisors amended the Zoning Ordinance to implement a new tiered system of permitting for commercial horse stables. Prior to implementation of the Equine Ordinance, a Major Use Permit was required for all stables in certain areas, regardless of the size of the property or number of horses proposed. The new tiered permitting system includes both ministerial and discretionary tiers depending on usable area and the number of horses on site. The ordinance ensures compliance with all current regulations related to

commercial horse stable uses, such as best management practices, manure management, vector control, and fire protection. The changes in the ordinance result in significant time and cost savings for qualifying horse stable operators. Those who qualify for the ministerial Zoning Verification Permit will save approximately $50,000 to $60,000 compared to the costs of obtaining a Major Use Permit under the previous ordinance. Operators qualifying for an Administrative Permit will save approximately $40,000 when compared to the previous ordinance.

Wind Energy Ordinance (POD 10-007)

In May 2013, the Board of Supervisors approved an amendment to the Zoning Ordinance to provide an updated set of definitions, procedures, and standards for review and permitting of small wind turbines and temporary meteorological testing (MET) facilities. In a separate action, the Board voted to approve Zoning Ordinance amendments to establish a framework for Large Wind Turbine Systems for off-site energy use through the Major Use Permit process.

Design Review Checklist (POD 11-005)

In October 2013, the Board of Supervisors adopted a Zoning Ordinance amendment implementing a new streamlined ministerial procedure for certain projects that are subject to community design review and require a discretionary Site Plan Permit. This project introduced a new exemption to the "B" Community Design Review Site Plan Permit process as well as new design review checklists for several communities. Projects complying with a design review checklist are exempted from the discretionary Site Plan Permit process. The Design Review Checklist process reduces the typical project processing time from one to two years to a few months in most cases. The new process also reduces customer costs from over $10,000 to $1,278 by establishing a one-time application fee in lieu of a deposit. The amendment streamlines the community design review process while ensuring community design guidelines are appropriately applied and community character is maintained.

In-Process Zoning Ordinance Amendments

In addition to the approved Zoning Ordinance amendments, the following projects are currently being processed by the County.

Ramona Town Center Plan (POD 11-008)

The County is currently working with the Ramona Village Design Committee and various stakeholders to formulate a form based code (FBC) for the Ramona Town Center (RTC). The FBC will serve as a stand-alone regulatory document intended for the development of Ramona's village. The FBC is intended to be an all-inclusive regulatory document as to how the RTC can be developed. Like the Zoning Ordinance, the FBC will include provisions on allowed uses, setbacks, height, and information on development process. However the FBC will also focus on detailed design and architectural requirements, landscaping and provide information to applicants on required street and trail improvements so that applicant's get a full picture as to what is involved in order to develop a site. This project is estimated to be ready for Planning Commission consideration during 2014.

Alpine Village Core Plan (POD 11-012)

The County is currently working with the Alpine Planning Group and Design Review Committee to formulate a FBC for the 40-acre portion of the Alpine Village that is designated Village Core

Mixed Use. The FBC will serve as a stand-alone regulatory document intended for the development of Alpine's village core. The FBC is intended to be an all-inclusive regulatory document as to how the village core can be developed. This project is estimated to be ready for Planning Commission consideration during 2014.

Valley Center South Village Form Based Code (POD 13-008)

The County received a grant from San Diego Gas & Electric (SDG&E) to prepare a FBC for the Valley Center South Village. The FBC would create a comprehensive plan for future development of this village. The Code will use the development regulations proposed for the Alpine and Ramona Town Centers as its basic template to craft a comprehensive, tested, and implementable regulatory plan. However, the FBC will expand upon the Alpine/Ramona templates to facilitate the development of energy efficient infill projects.

General Plan Implementation Zoning Clean-up 2014 (POD 13-014)

This clean-up project addresses zoning inconsistencies identified by staff and property owners since late 2012, when the original zoning cleanup was approved. The proposed zoning changes will ensure that zoning inconsistencies are updated to be compatible and consistent with surrounding zoning and the goals and policies of the General Plan.

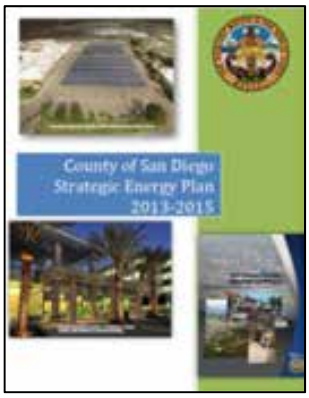
Other Planning Activities

PACE Program

The Purchase of Agricultural Conservation Easement (PACE) Program, a component of the General Plan Implementation Plan, promotes the long-term preservation of agriculture in the County and is based on the framework of what is traditionally referred to as a Purchase of Development Rights (PDR) program. Thus far under PACE, property owners have been compensated for placing a perpetual easement on 782 acres of agricultural property. The conservation easement limits future uses and extinguishes future development potential. As a result, the agricultural land is preserved and the property owner receives compensation that can make its continued use for agriculture more viable. The program responds to the agricultural community's concerns regarding equity loss realized as a result of density reductions implemented through the General Plan Update in 2011.

Funding to move forward with the acquisition of 16 additional properties identified during the pilot phase of the program was approved by the Board of Supervisors in December 2013. Staff also received direction to establish PACE as a permanent program and develop a mitigation component for agricultural impacts from private development projects.

2013-2015 Strategic Energy Plan



The Board of Supervisors adopted the 2013-2015 County Strategic Energy Plan, which is available on the DGS web site at: . The purpose of the Strategic Energy Plan is to provide high-level energy and sustainability objectives and goals in the areas of energy and water conservation and efficiency, sustainable design, energy supply, distributed generation, vehicular transportation, energy and sustainability education and outreach, energy consumer choice, recycling and landfill diversion, and greenhouse gas emissions reductions. The Strategic Energy Plan is based on a three-year cycle with updated plans developed to address regulatory, technical, economic and societal changes. The plan is available at: **http://www.co.san-diego.ca.us/reusable_components/images/dgs/Documents/Energy_StrategicEnergyPlan.pdf**

California Environmental Quality Act Guidelines for Climate Change

New CEQA Guidelines for Determining Significance for Climate Change, finalized on November 9, 2013, streamline discretionary development projects by reducing the number of projects required to prepare a detailed greenhouse gas technical study. The Guidelines and Report Formats provide detailed directions on assessing a project's potential impacts related to greenhouse gas emissions. The Guidelines reduce the number of projects that would be required to prepare a detailed greenhouse gas technical study by allowing smaller projects that are below identified thresholds to achieve compliance by incorporating a measure from the menu of mitigation options included in the Climate Action Plan.

Zoning and Property Information Tool

In 2012, County GIS staff developed and released a new mapping application that included the following core features:

- Centralized GIS data-base providing only the most contemporary data available
- APN and address searching;
- Basic map navigation;
- Map mark-up/acetate capabilities; and
- Measuring tool.

In 2013, staff added almost 40 new data layers to the County's internal mapping application, a road name search capability to support the PDS addressing staff, and a Thomas Brothers Page search. In addition, GIS staff rolled out similar mapping sites for DPW, DEH, and APCD staff.

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Appendix 1

2013 Annual Housing Element Progress Report

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ANNUAL ELEMENT PROGRESS REPORT

Appendix 1

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction County of San Diego

Reporting Period Date 1/1/2013 - Date 12/31/2013

Table A
Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
182-270-15-00	MH	R	1				1				Farm Employee Housing
104-272-19-00	SU	R		1			1				County's approved HE counts 2nd Units as affordable to low-income households
269-181-29-00	SU	R		1			1				
404-430-30-00	SU	R		1			1				
402-300-48-00	SU	R		1			1				
126-240-52-00	SU	R		1			1				
396-012-06-00	SU	R		1			1				
396-030-32-00	SU	R		1			1				
237-143-29-00	SU	R		1			1				
240-142-24-00	SU	R		1			1				
241-080-42-00	SU	R		1			1				
270-362-43-00	SU	R		1			1				
382-160-65-00	SU	R		1			1				
280-150-05-00	SU	R		1			1				
279-160-10-00	SU	R		1			1				
276-120-56-00	SU	R		1			1				
267-132-30-00	SU	R		1			1				
265-213-02-00	SU	R		1			1				
266-220-31-00	SU	R		1			1				
269-192-60-00	SU	R		1			1				
188-226-28-00	SU	R		1			1				
185-071-20-00	SU	R		1			1				
(9) Total of **Moderate and Above Moderate** from Table A3 ► ►					**65**	**393**	**458**				
(10) Total by income Table A/A3 ► ►			**1**	**21**	**65**	**393**	**480**				
(11) Total **Extremely Low-Income** Units*											

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction County of San Diego

Reporting Period Date 1/1/2013 - Date 12/31/2013

Table A2

Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA whichmeet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity	–	–	–	0	
(2) Preservation of Units At-Risk	–	–	–	0	
(3) Acquisition of Units	–	–	–	0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3

Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for **Moderate**	**0**	**4**	**32**	**0**	**29**	**65**	**0**
No. of Units Permitted for **Above Moderate**	**393**	**0**	**0**	**0**	**0**	**393**	**0**

* Note: This field is voluntary

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Appendix 1

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction County of San Diego

Reporting Period Date 1/1/2013 - Date 12/31/2013

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2010	2011	2012	2013						Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	2,085	16	0	0	0						16	2,062
	Non-deed restricted		2	1	3	1						7	
Low	Deed Restricted	1,585	63	0	0	0						63	1,440
	Non-deed restricted		19	22	20	21						82	
Moderate	Deed Restricted	5,864	0	0	0	0						0	5,664
	Non-deed restricted		9	90	36	65						200	
Above Moderate		12,878	268	304	260	393						1,225	11,653
Total RHNA by COG. Enter allocation number:		22,412	377	417	319	480						1,593	20,819
Total Units ► ► ►													
Remaining Need for RHNA Period ► ► ► ► ►													

Note: units serving extremly low-income households are included in the very low-income permitted units totals.

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Housing Element Implementation

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Table C: Program Implementation Status

Program Description (By Housing Element Program Names)		**Housing Programs Progress Report - Government Code Section 65583.** Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.		
Number	**Program**	**Objective**	**Timeframe in H.E.**	**Status of Program Implementation**
3.1	**Community Development**			
3.1.1	**Regional Housing Needs**			
3.1.1.A	Residential Sites Inventory	Implement computerized tracking to identify parcels that are included in the Residential Sites Inventory on a GIS mapping application designed for staff and public use.	Ongoing	A new updated GIS Mapping Application was launched in late 2012 that is available to both staff and members of the public. This application includes a layer with parcels identified on the Residential Sites Inventory.
3.1.1.B	Project Review for Inventory Sites	Implement regulatory procedures for new projects to determine whether the lots were included in the Residential Sites Inventory.	Ongoing	The updated GIS mapping application identifies parcels included on the Sites Inventory. Planners use this source when conducting preliminary analysis of a development application.
3.1.1.C	Zoning Ordinance Consistency with Regional Housing Needs Assessment	Amend Zoning Ordinance for consistency with the Fifth Revision of the Housing Element to meet the County's Regional Housing Needs Assessment (RHNA), should the Sites Inventory not be approved by State Housing and Community Development (HCD). Adoption of the amended Zoning Ordinance will be completed no later than three years after the Fifth Revision of the Housing Element is adopted.	N/A	The Fifth Revision of the Housing Element as approved by HCD was consistent with the Zoning Ordinance and did not require a Zoning Ordinance amendment.
3.1.1.D	Publicly Available Sites Inventory	Make the inventory of very low, low and moderate income residential sites (2,085 Very Low, 1,585 Low and 5,864 Moderate) publicly available on the County website and at the zoning counter.	Ongoing	The Available Sites Inventory from the Fifth Revision of the Housing Element is available on the County website. http://www.sdcounty.ca.gov/pds/generalplan.html
3.1.1.E	Affordable Housing Component for Large Developments	Develop criteria for privately-initiated amendments to the General Plan for large scale developments to include an affordable housing component.	2-7 years	This program is included in the PDS Advance Planning pending work program for accomplishment when staff and resources become available.
3.1.1.F	Constraints to development in standards and guidelines	Implement and annually assess development standards and design guidelines and modify, as appropriate, to remove constraints to the development of affordable housing.	Ongoing	The Zoning Ordinance and other regulatory codes are reviewed on an annual basis to identify streamlining opportunities for discretionary development applications.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.1.G	Zoning Ordinance Consistency with Regional Housing Needs Assessment	Should the rezone, concurrent with the General Plan Update as outlined in Program 3.1.1.C, not be approved prior to the end of the Housing Element Planning Period then a necessary rezone program to address the shortfall of 1,183 low and very low income units will be conducted to meet the standards of Government Code 65583.2(h). If the rezone does not occur with sufficient time for development to occur prior to the end of the Housing Cycle then pursuant to Government Code 65584.09 it will be accommodated in the next housing cycle.	Not Needed. Fourth Revision of Housing Element certified November 2011	This measure turned out to be unnecessary because the Fourth Revision of the Housing Element was adopted and certified by State HCD before the end of the planning period.
3.1.1.H	Regional Housing Needs Assessment for next Housing Element cycle	Work with SANDAG to determine County's share of Regional Housing Needs Assessment for the next Housing cycle.	2-7 years	Because the County did not adopt the Fourth Revision of the Housing Element by the statutory deadline, the next update to the Housing Element must be adopted by April 2017 (midway through the planning period). The County will work with SANDAG and HCD to determine what the process will be.
3.1.1.I	Housing Element Update	Review and revise goals and policies. Analyze success of Housing Element implementation programs, make adjustments, and devise programs to achieve goals and implement policies of updated Housing Element.	April 2017	The Fifth Revision of the Housing Element was adopted and approved by HCD in 2013. The implementation programs were reviewed and revised with the update and will be reviewed each year for this annual report.
3.1.1.J	Residential Sites Inventory Analysis	Identify sites for the next Housing Element Sites Inventory that are available and suitable to provide housing opportunities to satisfy the County's RHNA allocation.	2-7 years	This action was completed with the Fifth Revision of the Housing Element in 2013 which covers the planning period that ends in 2020. However, because the County did not timely adopt the Fourth Revision, another review of the HE must be done for 2017.
3.1.1.K	Residential Sites Inventory	Update GIS layer that identifies parcels included in the Residential Sites Inventory for the next Housing Element cycle.	2-7 years	Sites identified in the Fifth Revision of the Housing Element were added to the GIS layer in 2013.

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Housing Element Implementation

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.2	**Village Development**			
3.1.2.A	Transit Nodes	Work with transit agencies, SANDAG and developers to facilitate development within identified transit nodes.	Ongoing	The County's traffic impact fees are discounted in village core areas to facilitate development in transit nodes. PDS Advance Planning is also developing a Form-based code for the Ramona Village, Alpine Town Center, and Valley Center South Village. This code will enable development applications to process through an administrative permit and will also facilitate development in the village transit nodes.
3.1.2.B	Transit Node Planning Principles	Establish comprehensive planning principles for transit nodes such as the Sprinter Station located in North County Metro.	2-7 years	This measure has not yet started. The development of a focus area plan for the area around the Buena Creek light rail station is included in the PDS Advance Planning work program for accomplishment when staff and resources become available.
3.1.2.C	Mixed Use Zoning	Establish mixed-use zoning that is compatible with General Plan designations used within the Village category and, in particular, within town centers.	In Process	Actions are currently underway to achieve this measure. Village Zones are currently being developed for Ramona, Alpine, and Valley Center with the preparation of focus area plans. In future years, focus area plans are also planned for Spring Valley and the Buena Creek Sprinter Station that will create special Village Zones to facilitate mixed use development.
3.1.2.D	Legislation for Workforce and Affordable Housing	Coordinate with the County's Office of Strategic and Intergovernmental Affairs (OSIA) to help improve the County's ability to obtain funding for workforce and affordable housing.	Ongoing	County PDS coordinates with the County's Office of Strategic and Intergovernmental Affairs when reviewing and commenting on proposed new legislation that would help improve the County's ability to obtain funding for workforce and affordable housing.
3.1.2.E	Achievement of Maximum Density	Evaluate and determine if changes are necessary to the Zoning Ordinance to encourage the achievement of maximum density by permitting new residential development in Villages to utilize nearby public amenities rather than providing the same amenities on-site. Particular attention should be given to ensure necessary amenities are provided. No changes will occur if these assurances cannot be provided.	2-7 years	This program has not yet started. The program will be added to the PDS Advance Planning work program for accomplishment when staff and resources become available.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.2.F	Multi-Family Housing Design Guidelines	Obtain funding to develop a set of design guidelines and development standards for duplex, triplex, and other forms of multi-family housing which create units compatible in scale, design and character with the surrounding neighborhood.	2-7 years	In May 2012, Residential Design Guidelines were prepared that included guidelines for multi-family housing in single-family neighborhoods. The preparation of additional design guidelines for multi-family housing will be added to the PDS Advance Planning work program for accomplishment when staff and resources become available.
3.1.2.G	Multi-Family Housing on Lower Density Designated Lands	Evaluate and identify any necessary revisions to site zoning to permit appropriate types of multi-family housing on land designated at 7.3 dwelling units per acre when needed to achieve maximum yield or facilitate the use of density bonus incentives. This will only be applied in appropriate places as specified by site zoning, and these requirements are not intended to remove requirements to conform to Land Use Map densities. Require coordination with the Community Planning Group to only accomplish these objectives where appropriate. Any multi-family housing provided must be consistent with Multi-Family Housing Design Guidelines (see implementation measure 3.1.2.F).	2-7 years	In May 2012, Residential Design Guidelines were prepared that included guidelines for multi-family housing in single-family neighborhoods. The preparation of additional design guidelines for multi-family housing will be added to the PDS Advance Planning work program for accomplishment when staff and resources become available.
3.1.2.H	Amenities in Large Developments	Establish development standards and design guidelines for large developments to encourage amenities, such as tot lots, community facilities and the use of universal design features that accommodate both able-bodied and disabled individuals.	2-7 years	This program is yet to be completed because it is scheduled for accomplishment 2-7 years after adoption of the General Plan Update. The program will be added to the PDS Advance Planning work program for accomplishment when staff and resources become available.
3.1.2.I	Redevelopment Districts	Explore options that would support the County's redevelopment efforts by developing and managing redevelopment districts that could produce a stream of funds available for affordable housing construction and rehabilitation projects.	Discontinued	Pursuant to AB 26, as of February 1, 2012, all California redevelopment agencies were dissolved.
3.1.2.J	Facilitating Revitalization	Explore opportunities to encourage development on underutilized sites and facilitate land assemblage for multi-family housing development. Programs could include, but are not limited to, redevelopment activities or zoning incentives.	2-7 years	This program is yet to be completed because it is scheduled for accomplishment 2-7 years after adoption of the General Plan Update. The program will be added to the PDS Advance Planning work program for accomplishment when staff and resources become available.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.3	**Maximum Development Yield in Villages**			
3.1.3.A	80 Percent Gross Density	Evaluate and determine if changes are necessary to zoning on specific multi-family sites and/or to County ordinances as needed to permit development to achieve a minimum of 80 percent gross density on residential sites designated for 15 to 30 units per acre. Potential changes may include revisions to restrictions on maximum height, number of stories, or private open space requirements. Potential changes may also include the elimination of zoning-level density restrictions or alternatively, the use of a minimum density requirement in town centers as specified in community plans.	1-2 years	The Housing Coordinator works with applicants who propose development on parcels identified in the Housing Element Available Sites Inventory to achieve a minimum yield of 80 percent. This program is part of the PDS workplan and the need for zoning changes will be evaluated further when staff and resources become available.
3.1.3.B	Multi-Family Building Types	Evaluate and determine if changes are necessary to the Zoning Ordinance, as needed, to permit multi-family building types within all areas designated in the density range of 10.9 to 30 units per acre. This is not intended to apply to sites with a Residential Mobilehome (RMH) designation, which are given a building type A upon receiving RMH zoning (Zoning Ordinance section 6516). This building type only allows buildings per the use permit established under section 6500 and compliance with density regulations in section 4100.	Completed	The building types allowed by zoning were revised with the General Plan update to ensure that properties with densities ranging from 10.9 to 30 units per acre are able to achieve maximum density.
3.1.3.C	Smaller Single-family Lots	Evaluate the site zoning to determine if rezoning is necessary to permit smaller single-family lots within Village categories in appropriate communities through coordination with community planning groups.	1-2 years	This program is part of the PDS Workplan and will be accomplished in coordination with community planning groups when staff and resources become available.

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(CCR Title 25 6202)

Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.4	**Efficient Development Patterns**			
3.1.4.A	Decouple Minimum Lot Size from Density	Revise the Zoning Ordinance to eliminate the connection between lot size, building type, and density, which will permit smaller lots when allowed by the Zoning Ordinance and applicable Community Plan. Zoning changes will be coordinated through community planning groups.	Completed	This measure was completed in August 2011 with the adoption of the General Plan Update.
3.1.4.B	Maximum Planned Yield	Prepare a process and procedures that allow developers to achieve maximum planned yield while preserving environmental resources. This process will be coordinated through community planning and sponsor groups.	Ongoing	This program has been partially completed by the development of the Conservation Subdivision Program and the Residential Subdivision Design Guidelines (2011), which provide direction on how to best design a residential subdivision that meets the objectives of the General Plan, while preserving environmental resources.
3.1.4.C	Design Guidelines in Semi-Rural and Rural Lands	Implement the minimum design guidelines and/or development standards for development in Semi-Rural and Rural Lands to facilitate compact development patterns and smaller lots.	Ongoing	Completed May 2, 2012, the Board of Supervisors adopted the residential subdivision design guidelines as a reference document providing direction and guidance on how best to design residential subdivisions that meet the objectives of the General Plan, Community Plans, and Conservation Subdivision Program, while maintaining the existing character of unincorporated communities in San Diego County.
3.1.5	**Second Unit and Accessory Apartments**			
3.1.5.A	Second Unit Construction	Publicize the permitting process and requirements for second unit construction through information made available on the County website and at the zoning counter with the goal of achieving an average of 50 second units per year.	Ongoing	The permitting process is available on the County web site at: http://www.sdcounty.ca.gov/pds/zoning/formfields/PDS-611.pdf. PDS has averaged 41 second dwelling units per year, but in 2013, only 21 permits were issued. Building activity is still slow but improving.
3.1.5.B	Streamline Approval of Second or Accessory Units	Review and implement revised permitting procedures that streamline the process to approve second or accessory units.	Ongoing	Revisions to the Zoning Ordinance were completed April 2009 and permitting procedures are currently being implemented.
3.1.5.C	Encouraging Second and Accessory Units	Implement Zoning Ordinance section 6156.x Second Dwelling Unit, which was revised to facilitate second and accessory units.	Ongoing	Revisions to the Zoning Ordinance were completed April 2009 to facilitate the development of second dwelling units.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.6	**Mobile and Manufactured Homes**			
3.1.6.A	Mobile/Manufactured Homes	Implement procedures that offer mobile/manufactured homes as a by-right use with a goal of permitting an average of 50 mobile and manufactured units per year.	Ongoing	This is an ongoing pursuit of a yearly goal. Single mobile homes are a by-right use on lot zoned for single family residential use. Since 2003, the County has permitted an average of 118 manufactured/mobile homes per year. In 2013, the County issued 29 building permits for mobile homes. Although less than our goal, the number is higher than last year.
3.1.6.B	Mobile Home Park Lots	To preserve affordable housing opportunities, revise the Zoning Ordinance to include conditions that will permit existing, legally created mobile home parks to be converted to condominium lots in individual mobile home park lots, even if the lots do not conform to the minimum lot size requirement per Zoning Ordinance. These changes would bring the County into compliance with State law to remove occupancy restrictions so that residents can become permanent owners.	Completed	This program was completed. The issue was addressed in revisions to the County's Subdivision Ordinance.
3.1.6.C	Special Occupancy Park	Review time restrictions on major use premits issued for Special Occupancy Parks (recreational vehicle parks, etc. — see California Health and Safety Code Section 18862.43), when requested, to lengthen the period allowed for occupancy.	1-2 years	The Zoning Ordinance currently allows for extended occupancy at a recreational vehicle park with a conditional use permit.
3.1.7	**Energy Conservation**			
3.1.7.A	Energy Efficiency Improvements	Encourage weatherization improvements and installation of energy efficient systems through assistance programs such as the Single-Family Home Repair Loan Program and Multi-Family Rehabilitation Program.	Ongoing	County HCD offered the Home Repair Loan Program, a residential rehabilitation program, that provided 22 low-interest loans to eligible homeowners for home improvement in 2013. Homeowners were encouraged to utilize the funding in energy-efficiency improvements, such as installation of double-pane windows and doors, low-flush toilets, and other energy-efficient upgrades.
3.1.7.B	Energy Conservation Features	Encourage use of energy conservation features through the HOME- and CDBG-funded residential rehabilitation and development programs.	Ongoing	In 2013, 22 qualified homeowners were assisted through the Home Repair Loan Program. Homeowners were encouraged to use funds for energy conservation improvements. Developers were also encouraged to include energy-efficient features in all affordable housing development projects.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1.7.C	Build Green Program	Offer reduced plan check times and plan check and building permit fees for projects that use resource efficient construction materials, water conservation measures and energy efficiency in new and remodeled residential and commercial buildings.	Ongoing	In 2013, the County issued 13 permits as part of its Green Building Incentive Program, which is designed to promote the use of resource-efficient construction materials, water conservation and energy efficiency in new and remodeled residential and commercial buildings. The program offers incentives of reduced plan check turnaround time and a 7.5% reduction in plan check and building permit fees for projects meeting program requirements.
3.1.7.D	Landscape Design Standards	Implement the revised Landscape Ordinance that established landscape design standards for property owners to conserve water.	Ongoing	The County continues to implement its Landscape Ordinance that requires new single-family residential projects to conserve water in landscaping by establishing and adhering to water budgets, and using recycled water, where available.
3.1.7.E	Low Impact Development Standards	Implement the revised low impact development standards to reduce urban runoff and reduce heat produced by paved and impervious surfaces.	Ongoing	The County continues to implement its Low Impact Development Standards to reduce urban runoff and reduce heat produced by paved and impervious surfaces.
3.1.7.F	SDG&E Conservation Programs	Support San Diego Gas and Electric conservation programs by providing a link to program information on the County's website and maintaining an informational display in the PDS Lobby.	Ongoing	PDS maintains an Energy Efficiency Standards web page, along with an information display in its lobby. http://www.sdcounty.ca.gov/pds/bldg/energy-stds.html
3.1.7.G	Renewable Energy Systems	Support the installation of photovoltaic/solar electric and solar water heating systems on new construction through incentives and improving regulations.	Ongoing	PDS issued approximately 3,700 permits for residential photovoltaic permits in 2013. HCD continues to encourage developers to include solar panel systems, where cost effective, when constructing new affordable housing developments.
3.1.7.H	Water Conservation	Amend existing regulations to further promote water conservation.	1-3 years	This program is partially complete. All new construction is required to create landscape water budgets to ensure that new construction uses the latest irrigation technology to conserve water. Amendment of the County's Green Building Incentive Program to expand the incentive for water conservation via gray water systems and to include other water conservation measures such as low-flow fixtures is included in the PDS Advance Planning work program for accomplishment when staff and resources become available.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.2	**Lower Income Housing Development**			
3.2.1	**Density Bonus Incentives**			
3.2.1.A	Density Bonus for Senior Housing	Modify and implement density bonus provisions to provide additional incentives and concessions for senior housing developments that include amenities and are located in Village areas and, more specifically, Transit Nodes.	Ongoing	PDS continued to implement density bonus provisions to encourage senior housing in Village areas and Transit Nodes.
3.2.1.B	Density Bonus Incentives	Publicize density bonus incentives to developers with the objective of creating 100 affordable units by 2020.	Ongoing	Information about the Density Bonus Program is included on the HCD website. Additionally, HCD staff continued to work with developers with density bonus permits to implement development agreements to ensure long-term affordability restrictions on units earmarked for affordable housing. There were no new density bonus contracts signed in 2013. The economic downturn and reduced affordable housing financing created a slowdown with affordable housing development attributable to the lack of progress towards this goal.
3.2.1.C	Review of Density Bonus Provisions	Review local density bonus provisions on an annual basis for State compliance	Ongoing	PDS and HCD staff reviewed the local density bonus provisions in 2013 to ensure compliance with state law.
3.2.2	**Affordable Housing Resources**			
3.2.2.A	State and Federal Funding Opportunities	Explore funding opportunities available at the state and federal levels.	Ongoing	HCD received federal entitlement grant funding for housing opportunities: $3,513,491 in Community Development Block Grant (CDBG) funds, $2,175,851 in Home Investment Partnership (HOME) funds, $245,444 in Emergency Solutions Grant (ESG) funds, and $2,716,216 in Housing Opportunities for People With Aids (HOPWA) funds.
3.2.2.B	Additional Funding Opportunities	Pursue additional federal, state, and local funding for affordable housing including non-governmental sources.	Ongoing	Developers were encouraged through HCD's Notice of Funding Availability (NOFA) process to seek leverage funds through private resources/financing programs, including the conventional lending industry, Local Initiatives Support Corporation (LISC), Federal Home Loan Bank Community Investment Program (CIP), California Community Reinvestment Corporation (CCRC), and the Independent Cities Finance Authority (ICFA).

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.2.2.C	Inventory of Surplus Sites	Coordinate with the DGS Real Estate Services Division to update and maintain an updated inventory of surplus sites suitable for affordable housing development.	Ongoing	Prior to being declared surplus and available for sale or lease, information regarding any County-owned properties being considered for a surplus declaration is routed to all County departments to determine if there are any County uses for the property. PDS, HCD and other relevant departments use this information to conduct their evaluation of affordable housing suitability.
3.2.2.D	Annual Evaluation of Surplus Sites	Annually evaluate the feasibility of using some of the surplus County sites for affordable housing.	Ongoing	Information regarding County-owned property considered for a surplus declaration was routed to all County departments to identify any possible County uses for the property. PDS, HCD and other relevant departments evaluated the routed information for possible affordable housing suitability. No sites were determined suitable for affordable housing.
3.2.2.E	Bond Funding for New Infrastructure	Assist affordable housing developers seeking bond funding for the provision of new infrastructure in areas planned for higher density development.	Ongoing	HCD did not receive developer requests to assist with bond funding for affordable housing infrastructure in areas planned for higher density development.
3.2.3	**Rental Assistance**			
3.2.3.A	Housing Choice Vouchers	Continue to provide Housing Choice Vouchers to 2,000 extremely low and very low-income households. These vouchers are not restricted to specific jurisdictions.	Ongoing	The Housing Authority of the County of San Diego has continued to administer the Housing Choice Voucher program for the unincorporated area and most jurisdictions in the County. In 2013, 1,546 vouchers were administered in the unincorporated areas by the Housing Authority of the County of San Diego. Due to funding reductions, additional vouchers were not issued.
3.2.3.B	Tenant Based Rental Assistance (TBRA)	Continue to provide TBRA to 45 extremely low- and very low-income households in the unincorporated area.	Ongoing	The Housing Authority of the County of San Diego administered six (6) Tenant-Based Rental Assistance (TBRA) programs, and 274 participants were assisted in 2013 using HOME, HOPWA, Shelter Plus Care, and Redevelopment Housing Set Aside funds. Twenty-three (23) TBRA vouchers were used in the unincorporated area in 2013. In addition, HCD contracted with South Bay Community Services to administer up to 12 Domestic Violence TBRA vouchers.
3.2.3.C	Outreach Programs for Voucher Acceptance	Promote acceptance of Housing Choice Vouchers through outreach programs for rental property owners and managers.	Ongoing	HCD conducted four (4) landlord/owner workshops in 2013.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.2.4	**Mortgage Credit Certificates**			
3.2.4.A	Mortgage Credit Certificate Goal	Provide 100 MCCs to lower- and moderate-income households between 2010 and 2020 in the unincorporated area.	Ongoing	On behalf of HCD, Affordable Housing Applications (AHA) issued 39 Mortgage Credit Certificates (MCC) in 2013. Fewer participants received MCCs than expected. This is attributed to low inventory available at the bottom end of the housing market within the unincorporated area. The goal will be adjusted to reflect market conditions for CY 2014.
3.2.5	**Down Payment and Closing Cost Assistance**			
3.2.5.A	Homebuyer Education Courses	Provide first-time homebuyer education courses and counseling sessions for lower-income residents.	Ongoing	HCD contracted with Money Management, Inc., to conduct homebuyer education courses and counseling sessions. A total of 362 persons received counseling/orientation in 2013.
3.2.5.B	Household Assistance Goal	Assist 50 – 75 lower-income households between 2010 and 2020 in the unincorporated area.	Ongoing	In 2013, a total of six (6) low-income households were assisted in the unincorporated area. The goal will be adjusted to reflect market conditions for CY 2014.
3.2.6	**Housing Resources Directory**			
3.2.6.A	Housing Resources Directory Update	Update directory at least biannually.	Ongoing	In July 2013, HCD updated the Housing Resource Directory. The Directory is on the County's website at http://www.sdcounty.ca.gov/sdhcd/docs/housing_resource.pdf.
3.3	**Special Needs Housing**			
3.3.1	**Shared Housing**			
3.3.1.A	Shared Housing Programs	Investigate any opportunities that may provide shared housing programs.	Discontinued	HCD did not offer this program.
3.3.1.B	Shared Housing Program Outreach	Increase outreach and promotion of the shared housing programs.	Ongoing	HCD researched non-profit agencies offering shared housing program opportunities and suggested that the nonprofit which offered the service also supply information regarding its services through the San Diego Housing Federation. A referral was made to one resident seeking shared housing.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.3.2	**Continuum of Care for the Homeless**			
3.3.2.A	Continuum of Care (COC) Program Funding	Apply annually, through the Regional Continuum of Care, for funding under the Continuum of Care (COC) Program to preserve and pursue new resources to increase the number of beds and services for homeless persons. It is anticipated that approximately 500 shelter beds will be funded in the unincorporated area.	Ongoing	Serving as the Collaborative Applicant on behalf of the Regional Continuum of Care Council (RCCC), HCD applied for and secured $15,067,538 in federal funds for homeless housing projects. In 2013, 55 shelter beds were provided in the unincorporated area towards the goal of 500 shelter beds during the Housing Element cycle.
3.3.3	**Farmworker Housing**			
3.3.3.A	Fee Waivers	Implement procedures to offer fee waivers for farmworker housing projects.	Ongoing	HCD did not actively participate in the implementation of this program due to funding constraints and lack of demand.
3.3.3.B	Farmworker Housing Outreach	Distribute farmworker housing information to the public through brochures and the County website.	Ongoing	Guidelines for providing farmworker housing are available through the PDS public counters and on its web site: http://www.sdcounty.ca.gov/pds/advance/FEH_auth_proc_PDS390.pdf.
3.3.3.C	Permit Process Streamlining	Implement streamlined permit process procedures for farmworker housing with a goal of permitting six farmworker housing units per year. The streamlined procedures include identifying a single point of contact to respond to farmworker housing inquires and Zoning Ordinance revisions to incorporate provisions which allow farmworker housing with limited occupancy in specified zones “by right.”	Ongoing	In 2013, 1 permit was issued for farm employee housing. PDS streamlined the farmworker housing process by creating a single point of contact and consolidating processing requirements. The County also offers a fee waiver program; however, CDBG funding to support the program has not been available.
3.3.4	**Development Standards for Housing for Seniors and Persons with Disabilities**			
3.3.4.A	Universal Design Principles	Prepare an informational brochure on universal design principles and features and make the brochure available to the public.	In Process	This program is anticipated for competion by April 2014.
3.3.4.B	Senior and Disabled Person Housing	Review and, if necessary, revise development standards, incentives, and permitting requirements to better facilitate housing for seniors and persons with disabilities.	1-2 years	This program has yet to be completed, other than the parking regulations, which were amended in February 2013 to provide a separate category for Senior Housing to facilitate its development.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.3.4.C	Parking for Senior and Disabled-Person Housing	Review and implement the parking regulations in the Zoning Ordinance for senior housing and affordable housing.	February 2013 & Ongoing	In February 2013, the Board of Supervisors approved an update to the parking regulations in the Zoning Ordinance to provide a separate category for Senior Housing to facilitate its development.
3.4	**Housing Preservation**			
3.4.1	**Preservation of At-Risk Housing**			
3.4.1.A	At-Risk Housing Projects	Explore targeting annual Notice of Funding Availability (NOFA) funds for the preservation of at-risk units.	Ongoing	Staff reviewed the at-risk housing development status and determined that future Notices of Funding Availability (NOFA) will include language to encourage applications for preservation of unincorporated area affordable housing developments at-risk of conversion to market rate housing.
3.4.1.B	Nonprofit Housing Organizations	Identify and create a roster of nonprofit housing organizations that may be interested in preserving at-risk housing projects.	Ongoing	HCD updated its affordable housing list with interested non-profits.
3.4.1.C	Funding for At-Risk Housing	Pursue funding from state and federal programs to assist in preserving at-risk housing.	Ongoing	No new preservation vouchers were issued in 2013 in the unincorporated area.
3.4.2	**Single-Family Residential Rehabilitation**			
3.4.2.A	Single-Family Housing Upgrade Goal	Preserve and upgrade 150 single-family units and mobile homes between 2010 and 2020 in the unincorporated County.	Ongoing	In 2013, 22 housing units were upgraded in the unincorporated area. Proposed goal change for CY 2014 is 20, as it aligns with funding available. The County is on track to meet its objectives, averaging 20 units per year.
3.4.3	**Multi-Family Residential Rehabilitation**			
3.4.3.A	Multi-Family Housing Upgrade Goal	Fund 150 multi-family units between 2010 and 2020 in the unincorporated County.	Ongoing	In 2013, no multi-family housing projects were funded for acquisition/rehabilitation. HCD issued a Notice of Funding Availability (NOFA) and evaluated submissions for future funding.
3.4.4	**Neighborhood Cleanup and Revitalization**			
3.4.4.A	Neighborhood Cleanup Programs	Sponsor five neighborhood cleanup programs between 2010 and 2020 in the unincorporated County.	Ongoing	Each year, through the CDBG application process, HCD provides funding to sponsor neighborhood clean-up programs. Two applications for clean-up activities were received in 2013. Clean-up events were held on September 28, 2013, in Spring Valley, and on November 2, 2013, in Lakeside.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.4.4.B	Neighborhood Committee Meetings	Facilitate 10 – 12 committee meetings annually in the unincorporated area and assist in pursuing funding for improvements.	Ongoing	In 2013, HCD conducted five (5) presentations including four (4) community meetings and one (1) webinar to solicit applications for community improvements and affordable housing projects. Also, four (4) Fair Housing Resources Board meetings, six (6) HIV Housing Committee meetings and ten (10) Revitalization Committee meetings were held. In addition, 12 Regional Continuum of Care Council (RCCC) and 12 RCCC Steering Committee meetings were held during the year to prepare the annual Continuum of Care application, prioritize projects, and develop the region's vision for ending homelessness. HCD attended HOME participating city meetings and Fair Housing Resources Board meetings. HCD maintained a NOFA information list of 3,127 contacts and an Annual Funding Plan interest list of approximately 200 contacts.
3.4.5	**Reasonable Accommodation**			
3.4.5.A	Ministerial Procedures for Special Needs Housing	Establish ministerial procedures to accommodate reasonable requests related to the special needs of persons with disabilities.	1 - 2 years	An amendment to the County Code to establish ministerial procedures to accommodate reasonable requests related to the special needs of persons with disabilities will be included in the PDS Advance Planning work program for accomplishment when staff and resources become available.
3.4.5.B	Reasonable Accommodation	Make information on Reasonable Accommodation available to the public.	Ongoing	Reasonable accommodation is currently handled on a case-by-case basis. The preparation of a brochure and web page on reasonable accommodation will be included in the PDS Advance Planning work program for accomplishment when resources become available.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.4.6	**Emergency Shelters and Transitional Housing**			
3.4.6.A	Emergency Shelters	Amend and implement the Zoning Ordinance to address the provision of emergency shelters and establish zones where they are allowed by-right in the Use Regulations M50, M54 and M58. By right is defined as not requiring a conditional use permit, a planned unit development permit, or any other discretionary review that would constitute a "project" for the purposes of Division 13 of the Public Resources Code.	Completed	The Board of Supervisors amended the Zoning Ordinance on January 27, 2010, which added the provision of emergency shelters and established zones where they are allowed by-right in the Use Regulations M50, M52, M54, and M58.
3.4.6.B	Definition in Zoning Ordinance	Update and implement the Administrative List (Zoning Ordinance) to define Emergency Shelters, Transitional Housing, Supportive Housing, and Single Room Occupancy units. Transitional and Supportive Housing are defined as a residential use, subject only to those restrictions that apply to other residential uses of the same type in the same zone.	Completed	The Board of Supervisors amended the Zoning Ordinance on January 27, 2010, to add definitions for Emergency Shelters, Transitional Housing, Supportive Housing, and Single Room Occupancy units.
3.4.6.C	Outreach Materials	Prepare and distribute a brochure that summarizes the Zoning provisions for various types of housing (e.g. supportive housing, transitional housing, emergency shelters, and single room occupancy units).	Completed	This information is being made available to the public on the PDS website.
3.4.7	**Expedited Processing**			
3.4.7.A	Affordable Housing Projects	Implement procedures to expedite the processing of affordable housing projects to reduce the holding costs associated with development.	Ongoing	Board Policy A-68 establishes expedited permit processing for affordable housing projects. Further revisions to expedite processing procedures are ongoing efforts by the PDS.
3.4.7.B	Customer Service	Implement procedures to emphasize customer service for discretionary project applicants, using methods such as minimum response times, project managers, and pre-application meetings.	Ongoing	PDS provides pre-application meetings for all discretionary projects upon request and requires pre-application meetings for Tentative Maps, Major Use Permits, Specific Plans, Rezones, and General Plan Amendment applications. PDS has also trained staff to be solution-oriented and to emphasize customer service. PDS staff receive customer service training on an ongoing basis.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.4.7.C	Permit Streamlining Act	Periodically review the County's permit processing procedures to ensure compliance with the Permit Streamlining Act.	Ongoing	PDS emphasizes improvements to project processing and customer service. In 2013, a ministerial process to approve site plans was adopted as well as updated parking requirements. See also responses to 3.4.7.A and 3.4.7.B above.
3.4.7.D	Water and Sewer Purveyors	Work with water and sewer purveyors to assure that affordable housing projects are given priority.	Ongoing	When applicable, project applicants are required to provide a will-serve letter that water and sewer services are available. When necessary, PDS staff coordinate with water and sewer purveyors to ensure that the necessary services will be available to housing projects.
3.4.7.E	Residential Permitting Process	Implement changes to the residential permitting process identified in the Business Process Reengineering (BPR) study, which include improvements to the environmental review process.	Ongoing	PDS continues to implement changes identified in the BPR study, which includes utilizing CEQA Guidelines for Determining Significance when reviewing projects.
3.4.7.F	Infill Development	Provide clear guidance on CEQA requirements for infill development.	Ongoing	PDS continues to utilize CEQA Guidelines for Determining Significance when reviewing projects. PDS staff periodically review the CEQA Guidelines for Determining Significance by subject area to ensure the most appropriate guidance for infill development is provided.
3.4.7.G	Streamline Regulations	Collaborate with building industry representatives and when appropriate revise regulations to be less costly and onerous. Collaborations are held in monthly meetings with two industry groups, the Industry Advisory group and the Building Advisory Group. As issues are raised they are addressed as quickly as possible.	Ongoing	PDS meets with building industry representatives on a regular basis to respond to current needs and industry changes that may require updates to County regulations and/or processes.
3.4.7.H	Design Review Compliance Checklists	Establish design review procedures that provide a level of transparency that allows applicants to know exactly what is needed in order to secure approval of their permit.	October 2013	In 2013, the County adopted new community design review checklist procedures that contain clear, objective design standards based on the adopted community design guidelines and are not subject to CEQA review.
3.4.8	**Housing Stock Conditions**			
3.4.8.A	Housing Stock Conditions	Conduct a review of locations in the County that have older housing stock, including consideration of current and future programs for rehabilitation.	1-2 years	The Housing Coordinator will work with other County departments to consolidate information on substandard housing.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.5	**Community Outreach**			
3.5.1	**Public Outreach**			
3.5.1.A	Public Education Programs	Work with nonprofit organizations and other agencies in educating the public and community groups regarding the need for and benefits of affordable housing.	Ongoing	HCD continued to work with a range of non-profit housing organizations to expand affordable housing opportunities throughout the unincorporated area. HCD hosted HIV Housing Committee meetings throughout the year. Regional Continuum of Care Council meetings were held monthly to identify gaps in homeless services. Landlord/owner workshops were held four (4) times to increase landlord/owner participation in subsidized housing. Presentations about housing were conducted for students at San Diego City College and High Tech High School. HCD expanded community outreach by providing housing information, Section 8 waiting list applications and Housing Resource Directory at the Project Homeless Connect event.
3.5.1.B	Notification of Funding Opportunities	Notify developers when funding is available.	Ongoing	HCD posted Notices of Funding Availability (NOFA) on the County website to allow interested parties to apply for HOME or CDBG funds. NOFA opportunities were shared with the San Diego Housing Federation, Corporation for Supportive Housing and other housing industry groups. An email blast notification of all NOFAs were sent to parties on the interest list.
3.5.1.C	Community Workshops	Conduct community workshops every two to three years to solicit input regarding affordable housing needs and other housing concerns.	Ongoing	In 2013, HCD conducted presentations including four (4) community meetings and one (1) webinar. Twelve Regional Continuum of Care Council (RCCC) and 12 RCCC Steering Committee meetings were held to prepare the annual Continuum of Care Program application, prioritize projects, and develop the region's vision for ending homelessness.
3.5.1.D	Emergency/Disaster Preparedness	Make information available to inform residents, businesses, and institutions within the County about hazards and emergency/disaster preparedness.	Ongoing	County Office of Emergency Services maintains a web site with information on disaster preparedness according to different hazards such as earthquakes, wildland fires, flooding, etc. http://www.sdcounty.ca.gov/oes/index.html

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.5.2	**Fair Housing Services**			
3.5.2.A	Fair Housing Resource Board	Participate in the Fair Housing Resources Board to coordinate regional solutions to fair housing issues.	Ongoing	HCD provided funding support for fair housing services and participated in events organized by fair housing service providers. HCD also participated in the Fair Housing Resources Board to coordinate regional responses to housing discrimination issues.
3.5.2.B	Annual Funding Allocation	Annually allocate funding to support fair housing and tenant/landlord services.	Ongoing	North County Lifeline, in collaboration with Center for Social Advocacy and South Bay Community Services received annual CDBG funding to support fair housing and tenant/landlord services. North County Lifeline also conducted fair housing testings in the San Diego urban areas of the county based on criteria developed by HCD.
3.5.2.C	Information Displays	Prominently display information on fair housing rights and services at the County's public service counters and its website.	Ongoing	Creating Equal Opportunity for Every Community posters were prominently displayed in the HCD lobby. HCD's website included a link to the Fair Housing and Equal Opportunity website, which contains a wealth of relevant information regarding fair housing laws that prohibit discrimination in housing. An annual educational event specifically designed for San Diego housing providers was held during Fair Housing Month.
3.5.2.D	Regional Analysis Update	Participate in the Regional Analysis of Impediments to Fair Housing Choice update.	Ongoing	HCD participated in discussions leading to the preparation of the Regional Analysis of Impediments (AI) to Fair Housing Choice. The Regional AI was a joint effort of each local city and the County. The next AI is expected to be adopted in 2015.
3.5.3	**Coordination and Implementation**			
3.5.3.A	Housing Coordinator	Provide a housing coordinator to work with other departments as needed to oversee coordination and implementation of housing programs and policies.	Ongoing	PDS assigned a Housing Coordinator as a collateral duty responsible for overseeing implementation of the Housing Element.
3.5.3.B	Interdepartmental Efforts	Facilitate interdepartmental efforts to more effectively and proactively pursue affordable opportunities in the unincorporated area.	Ongoing	The PDS Housing Coordinator is responsible for facilitating and improving interdepartmental efforts.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.5.4	**Implementation Progress Monitoring**			
3.5.4.A	Annual Report to State HCD	Prepare annual report to State HCD on the implementation of the Housing Element.	Ongoing	The PDS Housing Coordinator is responsible for preparing the Housing Element submittal requirements in the General Plan Annual Progress Report for submission to State HCD by April 1.
3.5.4.B	Review Land Use Issues	Meet with County HCD at least once a year to review land use issues that affected the production of affordable housing during the prior year.	Ongoing	The PDS housing coordinator meets with County HCD on a regular basis to discuss land use issues.
3.5.4.C	Tracking and Reporting System	Develop a tracking and reporting system to facilitate preparation of the annual report to State HCD.	Ongoing	The PDS Building Division maintains data used to develop annual reports. The Housing Coordinator is investigating ways of tracking additional information.
3.5.4.D	Computerized Monitoring System	Implement the Accela computerized monitoring system to track the use of residential land and to determine whether a proposed development will affect the County's inventory of potential sites for affordable housing.	Ongoing	PDS implemented a new tracking system (Accela) at the end of 2012 and will track projects that develop land identified in the Housing Element Available Sites Inventory.
3.5.4.E	Building Permit Tracking System	Modify and implement the building permit tracking system (Accela) to allow for tracking of condominium conversion and housing construction by type.	1-2 years	Housing construction is tracked by type (single-family, mobile home, attached units) but condominum conversions are not. Condo conversions have not occurred in several years. This item will be addressed when resources are available.
3.5.4.F	Data Collection Systems	Use the PDS data collection systems, as needed, to facilitate the production of data needed for the annual report and the Housing Element.	Ongoing	The PDS Building Division maintains data and is able to develop reports to provide the appropriate data for the General Plan Annual Progress Report.
3.5.4.G	Review of Design Guidelines	Housing Coordinator will review design guidelines for consistency with the Housing Element	Ongoing	The PDS Housing Coordinator participated in the project to develop the design review checklists and during that process was responsible for ensuring their consistency with the Housing Element.
3.5.5	**Provision of Sewer and Water for Affordable Housing**			
3.5.5.A	Information on Sites	Provide copies of the General Plan, including information on sites used to meet the County's lower-income housing allocation, to all water and sewer districts that may be required to provide service to developments within the unincorporated area.	Ongoing	Water and sewer districts serving the unincorporated county participated in the review of the General Plan Update and provided comments concerning their ability to supply services based on the land use map densities. These agencies are also contacted as partners to work with communities and the County on developing form-based code.

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Number	Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.5.6	**Support Improvements to Fire Protection Capacity**			
3.5.6.A	Ignition Resistive Construction Standards	Review and, if appropriate, strengthen the County Building Code and Fire Code to incorporate ignition-resistive construction standards and to minimize structural loss during wildfire events.	Ongoing	In September 2011, the County revised its Building and Consolidated Fire Codes, which included ignition-resistive construction standards and defensible space requirements to minimize structural loss during wildfire events. A newly revised state code became effective in 2014 and the County will be revising our local code.
3.5.6.B	General Plan Distribution	The County will provide copies of the General Plan to all fire protection districts that may be required to provide service to developments within the unincorporated area.	Completed	In 2012, a copy of the General Plan was provided to all fire protection districts required to provide service to developments within the unincorporated County. This program has been completed and has been removed from the Implementation Plan prepared for the fifth revision of the Housing Element.
3.5.6.C	Fire Suppression Upgrades	The County will actively support appropriate upgrades to fire suppression equipment and procedures that enable the protection of multi-story buildings within Village areas.	Ongoing	Generally, fire protection equipment in the unincorporated county is sufficient to serve two-story construction; however, it is inadequate to support taller structures. Additional funding is required before fire service providers can expand their inventory with vehicles appropriate to serve multi-story construction.
3.5.7	**Future Legislation**			
3.5.7.A	Housing Legislation Revision	Work with SANDAG and the state to revise current housing legislation that treats the unincorporated area of San Diego County as equivalent to the incorporated jurisdictions.	Ongoing	The Housing Coordinator reviews pending housing legislation and coordinates with SANDAG and the State on any proposed changes, when applicable.
3.5.7.B	Funding for Workforce and Affordable Housing	See Program 3.1.2.D. Legislation for Workforce and Affordable Housing	Already listed	See Program 3.1.2.D
3.5.8	**Training and Procedures for Staff**			
3.5.8.A	Staff Training	Conduct staff training bi-annually on the Housing Element requirements and County offerings.	Ongoing	The PDS Housing Coordinator attends PDS Project Planning meetings to discuss procedures for development applications that are on the Sites Inventory.
3.5.8.B	Planning Commission Workshops	Conduct workshop with the Planning Commission on Housing Element policies and programs.	1-2 years	This program has yet to be accomplished. Conducting a workshop with the Planning Commission on Housing Element policies and programs is included in the PDS Advance Planning workplan and will be accomplished when staff resources are available.

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General Comments:

None

Appendix 2
Implementation Plan Accomplishments

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Overview

The following pages provide a detailed list of implementation actions accomplished in 2013. These accomplishments are organized into the six sections of the General Plan Implementation Plan: (1) Long Range Land Use Planning, (2) Built Environment, (3) Housing, (4) Mobility, (5) Natural and Cultural Resources, and (6) Safety, Health, and Welfare. A brief description is provided for each section, followed by the implementation measures (gray box) and the 2013 accomplishments. The corresponding General Plan policy and the County department responsible for leading implementation of the measure noted in the gray box. Input for the following implementation measure accomplishments was provided by staff from Planning & Development Services (PDS) and other County departments including the Departments of Public Works (DPW), Environmental Health (DEH), Parks and Recreation (DPR), General Services (DGS) and Housing and Community Development (HCD).

Implementation Plan actions not included in the list below remain in workplans for future accomplishment by the appropriate department staff.

1) Long Range Land Use Planning

Long range land use planning encompasses regional planning efforts, planning in the unincorporated County, and the establishment and implementation of community plans. These include coordinated planning efforts with other government entities, implementation of monitoring and amending of the General Plan, as well as planning to address community character throughout the County.

Implementation Action 1.1.A – Regional Plans
Lead: PDS/DPW
GP Policy: LU-4.1
Participate in the preparation of the regional plans to ensure the land use issues of the unincorporated areas are addressed.

PDS, DPW, and Air Pollution Control District (APCD) staff are ongoing participants in various San Diego Association of Governments (SANDAG) committees, such as the Regional Planning Technical Working Group, Transportation Advisory Committee, and the Active Transportation Working Group. These groups provide input during the preparation of the regional comprehensive and transportation plans.

Implementation Action 1.1.B – Interjurisdictional Review Program
Lead: PDS
GP Policy: LU-4.2, 4.3, and 4.4
Conduct interjurisdictional reviews and maintain procedures to guide staff to share information on County planning document updates; and to review and provide comments on proposed plans of incorporated jurisdictions, military installations, and public agencies in the region.

PDS continued to implement and lead the interjurisdictional review program. PDS staff reviewed projects and activities of other agencies and jurisdictions, distributed relevant project information to LUEG staff, and coordinated review and comments on outside agency projects in coordination with LUEG staff and Board offices.

Implementation Action 1.1.C – Interjurisdictional Reviews
Lead: PDS
GP Policy: LU-4.2 and 4.3
Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. Additional on-going consultations include coordination with state, federal, and local agencies regarding energy infrastructure, tribal casinos, etc…

The PDS Interjurisdictional Review Coordinator led countywide-coordination efforts with other agencies and jurisdictions to ensure protection of County resources, facilities, and residents. During 2013, the County provided comments on 32 interjurisdictional projects. Of particular note, staff provided comments on two proposed SDG&E transmission line projects in addition to various water and sewer infrastructure projects.

Implementation Action 1.2.1.A – General Plan Review
Lead: PDS
State Law Compliance
Conduct annual progress reviews and prepare an annual status report on the implementation of the General Plan. Initiate "maintenance" amendments to the General Plan, as necessary, to resolve problems as they arise during implementation of the General Plan.

In 2013, PDS prepared a 2012 General Plan Annual Progress Report on the status and implementation of the General Plan. This Annual Progress Report was submitted to the Board of Supervisors, State Office of Planning and Research (OPR), and the California Department of Housing and Community Development (HCD) in accordance with Government Code Section 65400.

PDS initiated a General Plan "Clean-Up" amendment for consideration by the Board of Supervisors in 2014.

Implementation Action 1.2.1.B – General Plan Amendments
Lead: PDS
GP Policy: LU-1.5, 2.3, 2.5, 6.2, 6.11, 8.1, 9.2, 9.6, 10.3, 10.4, 11.1, and COS-12.1
Limit changes to the Land Use Map through review of General Plan Amendments for consistency with the goals and policies of the General Plan.

Board Policy I-63 establishes guidelines and procedures for a preliminary review for conformance with the General Plan when processing privately initiated amendments to the General Plan. Policy I-63 requires PDS to review all General Plan Amendments (GPAs) for any potential inconsistencies with the goals and policies of the County's General Plan before a formal application is filed with the County.

Implementation Action 1.2.1.D – Community Plans
Lead: PDS
LU-2.1, LU-9.1, LU-9.3, LU-9.4, LU-9.5, LU-10.1, LU-10.2, LU-11.2, LU-11.3, LU-11.4, LU-12.4, M-4.2
Maintain, and update as necessary, Community Plans to identify the individual community character for each community, along with community-specific planning and design issues such as local public and fire access road networks, town center and specific area plans, and design guidelines. Community Plans, adopted as an integral parts of the County's General Plan, are policy plans specifically created to address the issues, characteristics, and visions of communities within the County.

In 2013, PDS continued community plan updates. PDS prepared a GPA to update the San Dieguito Community Plan to correct inconsistencies between the General Plan Land Use Map, the San Dieguito Community Plan, and approved specific plans. The GPA addressed errors and inconsistencies relative to the San Dieguito Community Plan and four associated specific plans,

including the El Apajo, Fairbanks Ranch, Santa Fe Valley, and 4S Ranch Specific Plans. The GPA eliminated confusion regarding land use designations and density calculations in these areas. This allowed for an active development project in the Santa Fe Valley Specific Plan Area to proceed to hearing. The Board adopted this GPA in April 2013.

Implementation Action 1.2.1.E – Focus Area Plans
Lead: PDS
GP Policy: LU-5.1, 9.1, 9.3, 9.4, 9.6, 9.7, 11.1, 11.2, 11.3, 11.4, M-4.1 and 4.2
Establish a plan of action and prepare focus area plans identified by the General Plan Update. Focus Area Plans include special study areas, transit nodes and other community cores (see also 4.1.2.C Town Center Plans).

PDS is in the process of preparing form-based codes for the village cores of Ramona and Alpine and will bring forward for consideration by the Board of Supervisors a project to incorporate these codes into the County Zoning Ordinance in 2014. In 2013, PDS received a $150,000 grant from San Diego Gas & Electric Company to prepare a form-based code for the Valley Center South Village. Over the past year, a consultant was selected and the project is currently underway.

Implementation Action 1.2.1.F – Mixed Use Zone
Lead: PDS
GP Policy: LU-9.3 and 9.5
Update the Zoning Ordinance to establish a new Village Core Mixed Use zone.

The form-based codes identified in Action 1.2.1.F will serve as community specific mixed use zoning.

Implementation Action 1.2.1.G – Advisory Group
Lead: PDS
GP Policy: Comprehensive
Establish an advisory group that would review long range plans and revisions to implementing mechanisms in accordance with the goals and policies of the General Plan Update.

On April 24, 2013 the Board appointed a seven-member Land Development Performance Review Committee to help improve the land-use processes. This committee is working with County staff to develop ways to measure land-use performance to show that permitting-process improvements are occurring — making the system faster and less expensive without compromising quality.

Implementation Action 1.2.1.H – Forest Conservation Initiative (FCI) Lands Plan
Lead: PDS
GP Policy: LU-1.3
Prepare a revised land use map for lands subject to the FCI, coordinate with community planning groups for public outreach and consensus and prepare General Plan Amendment for Board adoption to coincide with expiration of the FCI.

PDS is preparing a GPA to revise the land use map to ensure that the FCI lands are consistent with the General Plan and its guiding principles. This GPA was considered by the Planning Commission during two hearings in October and November 2013. The land use map for the GPA is anticipated for consideration by the Board of Supervisors in 2014.

Implementation Action 1.2.1.I – Alpine FCI Lands Plan
Lead: PDS
GP Policy: LU-1.3
Prepare a land use map for lands subject to the FCI in eastern Alpine, as directed by the Board of Supervisors. Coordinate with area property owners and the Alpine community planning group for public outreach and consensus and prepare a General Plan Amendment for Board adoption to coincide with expiration of the FCI.

The FCI lands in eastern Alpine are included in the FCI GPA, as directed by the Board of Supervisors. PDS staff has and will continue to coordinate with the Alpine Community Planning Group and other stakeholders for public outreach and consensus in preparation of the GPA.

2) Built Environment

Implementation of the General Plan in terms of the built environment includes programs and actions that relate to the management of the physical development that sustains growth and economic vitality, and provides public services within the County. These include discretionary development review and other community development activities such as parks and recreation, public buildings, infrastructure, solid waste, and paleontological resources or unique geologic features.

Implementation Action 2.2.1.E – Park Design Manual
Lead: DPR
GP Policy: COS-6.3, 21.1 & H-2.2
Prepare a design manual to provide concepts for typical park and recreation facility components to meet local population needs.

DPR is currently preparing a Park Design Manual, a long-term project that is more comprehensive than the Healthy Edge Active Living Park Design Guidelines (see Implementation Action 2.2.1.F). Where Healthy Edge is looking to encourage people to exercise and identifies important factors that inspire active living, the Park Design Manual will include these concepts as well as detailed information on LEED and Green Technology, maintenance considerations, materials, and construction standards.

Implementation Action 2.2.1.F – Development Standards
Lead: DPR
GP Policy: COS-21.3, 21.4 & 21.5
Modify development standards and design guidelines to use universal design features that accommodate both able-bodied and disabled individuals, for common park amenities such as tot lots and restrooms.

In 2012, DPR prepared Healthy Edge Active Living Park Design Guidelines. These guidelines promote active living through the design process by considering certain factors or attributes (including accessibility, diversity, and innovative design).

In 2013, DPR completed assessments of how well the design of three existing parks encourages and provides opportunities for active use and used those assessments to develop recommendations for increasing active use. The Park Design Manual (see Implementation Action 2.2.1.E) will also incorporate by reference any applicable requirements of the Americans with Disabilities Act.

Implementation Action 2.2.3.D – Joint Powers Agreement
Lead: DPR
GP Policy: COS-21.2, COS-24.2
Conduct partnerships with other jurisdictions, agencies, non-profits, and school districts to share use, operation, and maintenance costs for facilities via joint powers agreements.

DPR amended or extended two JPA agreements in 2013 (Valley Center Parks and Recreation District and San Dieguito River Valley Regional Open Space Park).

Implementation Action 2.3.2.A – Strategic Energy Plan
Lead: DGS
GP Policy: COS-14.10 &15.3
Update the Strategic Energy Plan to increase energy efficiency in existing County buildings and set standards for any new County facilities that will ultimately reduce GHG emissions. This includes implementation of the following measures:

- *Improve energy efficiency within existing operations through retrofit projects, updated purchasing policies, updated maintenance/operations standards, and education;*
- *Improve energy efficiency of new construction and major renovations by applying design criteria and participating in incentive programs;*
- *Provide energy in a reliable and cost-effective manner and utilize renewable energy systems where feasible;*
- *Monitor and reduce energy demand through metering, building controls, and energy monitoring systems; and*
- *Increase County fleet fuel efficiency by acquiring more hybrid vehicles, using alternative fuels, and by maintaining performance standards for all fleet vehicles*

The County Strategic Energy Plan for 2013-2015 was adopted by the Board of Supervisors in July 2013 and is available on the DGS web site at: http://www.co.san-diego.ca.us/reusable_components/images/dgs/Documents/Energy_StrategicEnergyPlan.pdf. In November 2013, the County received two Institutute for Local Government (ILG) Beacon Awards for local leadership towards solving climate change (Sustainability Best Practice Activities and Energy Savings at Facilities). The Plan includes the following goals for County facilities:

1. Energy Efficiency and Utilization
2. Energy Efficiency New Construction
3. Energy Supply
4. Renewable Energy
5. Demand Reduction
6. Utility Monitoring and Reporting
7. Fleet Fuel Efficiency and Utilization
8. Communications and Training

Implementation Action 2.3.2.D – Design Standards
Lead: DGS
GP Policy: COS-4.1 & 15.3
Implement and revise as necessary Board Policy G-15, Design Standards for County Facilities and Property, to require County facilities to comply with Silver Leadership in Energy and Environmental Design (LEED) standards or other Green Building rating systems, including water conservation features at County facilities.

In 2013, DGS accomplished the following to implement Board Policy G-15 design standards:

- Building retrofit commissioning projects for East Mesa Detention Facility, North County Regional Center, and Health Services Complex;
- Applied for over $900K in on-bill financing loans to fund lighting retrofit projects at several facilities; and

- Explored the feasibility of achieving a zero net energy building at the Alpine Library.

Implementation Action 2.3.2.F – Water Conservation Plan
Lead: DGS
GP Policy: COS-4.1 & 15.3
Develop and implement a County Water Conservation Plan for County operations to reduce water consumption and use recycled water where feasible for County operations.

A water retrofit project at the Vista Detention Facility project is underway and a second similar project is being analyzed for feasibility at the Juvenile Detention Center. The expected water savings is over 21 million gallons of water per year.

Implementation Action 2.3.2.G – County Operations Recycling Program
Lead: DGS
GP Policy: COS-17.1, 17.2 & 17.8
Develop and implement a County Operations Recycling Program. This will include implementation of the following measures as will be detailed within the Program:

- *Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard);*
- *Provide interior and exterior storage areas for recyclables, green waste and adequate recycling containers located in public areas;*
- *Recover by-product methane to generate electricity; and*
- *Provide education and publicity about reducing waste and available recycling services.*

DGS has taken the following actions:

1. Administers the Commingled Recycle Program, begun in 2010, which is currently active at 130 County facilities.
2. Collects an estimated 156 tons of recycled material per month, which are diverted from local landfills.
3. Administers a recycle contract with EDCO Waste and Recycling to supply all bins, signage, posters, and flyers.
4. Requires all current landscape vendors under contract to recycle green waste at green waste composting facilities or self-compost.
5. Implements a new food waste composting program at three County Sites (Polinsky Children's Center, County Administration Center Café and County Operations Center Café). This program is in conjunction with the City of San Diego Miramar Landfill Greenery and EDCO Waste and Recycling. More sites are being evaluated for this program. The County recycled 39 tons of food waste to composting in 2013.

The current recycle contract runs through November 2014. DGS plans to enhance the program with the next contract, and tie it more closely with the trash contract improving efficiency and cost savings.

Implementation Action 2.4.1.C – Interjurisdictional Reviews
Lead: PDS
GP Policy: LU-13.1 and 14.1
Review and comment on water and wastewater projects undertaken by other public agencies to ensure that impacts are minimized and that projects are in conformance with County plans.

PDS and DPW are continuing efforts for interjurisdictional review of water and wastewater projects undertaken by other public agencies. During 2013, the County provided comments on multiple interjurisdictional projects, including a number of water and wastewater projects. Written comments were provided on one.

Implementation Action 2.4.3.D – Onsite Wastewater Treatment Systems
Lead: DEH
GP Policy: LU-14.5
Coordinate with and encourage the State Water Resources Control Board to develop statewide performance and design standards for conventional and alternative Onsite Wastewater Treatment Systems.

The State Water Resources Control Board completed the development of the statewide performance and design standards for conventional and alternative onsite wastewater treatment systems (OWTS). These standards became effective on May 13, 2013, but implementation will not occur until such time as the San Diego Regional Water Quality Control Board modifies its Basin Plan requirements, which is not expected to occur until May 13, 2014.

Implementation Action 2.5.1.A – Education Programs
Lead: DPW
GP Policy: COS-17.8
Implement recycling and composting public education programs for residents, schools, and businesses.

In 2013, DPW's composting public outreach and education program reached 14,516 residents in the unincorporated area through workshops, blogs, newsletters, and public events. In addition, 5,274 phone calls and online queries were made to the Recycling and Household Hazardous Waste Database. DPW also conducted 50 recycling presentations at schools and community centers to 3,848 young people, and 484 presentations, trainings, and inspections to businesses and multifamily complexes reaching 2,136 employees and residents.

Implementation Action 2.5.1.B – Interjurisdictional Reviews
Lead: PDS
GP Policy: LU-4.2, COS-17.1, COS-17.3
Participate in interjurisdictional reviews to gather information and provide comments on plans of incorporated jurisdictions and public agencies in the region. Also work with jurisdictions in the County to facilitate regulations to locate recycling facilities.

During 2013, DPW participated in the County interjurisdictional review program and reviewed a number of water and wastewater projects and provided written comments on one.

Implementation Action 2.5.1.C – Recycling Program
Lead: DPW
GP Policy: COS-17.1, COS-17.2
Implement and expand County-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling. County Department of Public Works implements a diverse solid waste management program to manage the local solid waste stream in the unincorporated County to meet waste diversion requirements under the Integrated Waste Management Act and enforces mandatory recycling ordinances of the County Code of Regulatory Ordinance Title 6, Division 8, Chapter 5.

DPW continues to administer a recycling program funded by the hauler franchise fee; however, available funds are declining because they are tied to decreasing landfill disposal resulting from increased recycling. In February 2013, the Board of Supervisors updated the Solid Waste Ordinance to reflect State law AB 341, Mandatory Commercial Recycling. Rigid plastic items were added to the list of designated recyclable materials. Through franchise hauler customer lists, affected unincorporated businesses, schools and multifamily complexes were informed of state and local recycling requirements. Facilities are offered assistance and resources to start recycling programs. Non-compliant facilities may be subject to enforcement action.

Implementation Action 2.5.1.F – Diverting Organic Materials
Lead: DPW/PDS/AWM/DEH
GP Policy: COS-17.4
Develop programs to assist farmers, residents, and businesses to divert organic materials.

The Diversion of Organic Materials from Landfill Program is underway. DPW Recycling Division continues to provide compost workshops for residents as well as commercial landscapers to increase diversion of organic materials. Horse-owning residents are encouraged to compost or properly manage manure. Efforts with farmers involve AWM and PDS. DPW continues to administer and participate in the Recycling Market Development Zone (RMDZ) program, which offers low-interest loans to purchase processing equipment including to El Corazon Composting which expanded in 2013 as a result of an RMDZ loan. Zoning Ordinance revisions to allow the construction of environmentally sound facilities would be required before more aggressive programs can be implemented.

Implementation Action 2.5.2.A – Onsite Materials Diversion
Lead: DPW
GP Policy: COS-17.1, COS-17.3, COS-17.7
Work with solid waste facility operators to extend and/or expand existing landfill capacity by encouraging onsite materials diversion options.

DPW created the Reuse and Repair Network to share best practices and foster collaborations between reuse and repair organizations, jurisdictions, and solid waste facilities to promote these practices and to reduce waste. Miramar, Sycamore, and Otay Landfills offer drop-off areas for donation of usable products and textiles.

Implementation Action 2.5.2.B – Refuse Hauling
Lead: DPW
GP Policy: COS-17.3
Regulate refuse hauling companies through County Franchise Hauler Agreement permits. County Department of Public Works permits and regulates refuse hauling companies to ensure compliance with County Franchise Haulers' Agreements and Ordinances.

In order to comply with State Mandatory Commercial Recycling law AB 341, on January 1, 2013, DPW amended the franchise agreements to include reporting requirements for customer service levels of trash and recycling. Hauler reporting allows the County to quickly identify and take appropriate action with non-recycling customers.

Implementation Action 2.5.3.E – Processing Organic Materials
Lead: DPW
GP Policy: COS-17.4
Develop incentives to encourage pilot projects with unincorporated area landfills to use anaerobic digesters to process organic materials currently being land filled.

A significant amount of organic materials are landfilled, which leads to increased production of greenhouse gases. DPW continues to dialogue with landfill operators. Otay Landfill has begun composting on a limited scale and Sycamore Landfill is chipping and grinding green waste. Additional state or local incentives, such as grants, may also be needed to encourage further processing infrastructure at landfills.

3) Housing

Housing addresses affordable and special needs housing, financial assistance, and the reduction of government constraints related to affordable housing. It also includes long-range

programs to guide development planning beyond the horizon of the current housing cycle. Accomplishments related to housing are addressed in the Housing Element Annual Report in Appendix 1.

4) Mobility

Mobility programs address maintenance, improvement, and development of a comprehensive multi-modal transportation network for unincorporated county areas, such as the regional network of freeways, state highways, and transit systems; the public and private road network; parking; and bicycle, pedestrian, and trail networks and facilities that are needed to sustain projected growth and development. The Mobility Element road network provides a guide for the construction of future roads to accommodate development in accordance with the General Plan Land Use Map. http://www.sdcounty.ca.gov/pds/gpupdate/docs/BOS_Aug2011/C.1-10_Mobility_Element_Draft_General_Plan_appendix_3.pdf

Implementation Action 4.1.4.B – High Speed Rail
Lead: DPW
GP Policy: M-8.7, LU-11.2, LU-12.4
Coordinate planning efforts and resource protection issues with SANDAG and the High Speed Rail Authority to identify a right-of-way alignment for the high speed rail line through the unincorporated County. In 2008, voters approved Proposition 1A, (2008) to construct a high-speed rail between Los Angeles to San Francisco. Ultimately the plan includes connecting to San Diego and Escondido.

DPW regularly attends and monitors potential impacts of the High Speed Rail project through meetings with the San Diego Association of Governments (SANDAG).

Implementation Action 4.2.2.A – Complete Streets
Lead: DPW
GP Policy: LU-5.1, M-4.1, 4.4
Review the County Public and Private Road Standards to determine if they adequately address the "complete streets" requirements of SB 1358 and accommodate emergency vehicles. Develop procedures to facilitate enacting exemptions to the Standards, when minimum standards are insufficient to conform to the "complete streets" requirements. Review County Guidelines for Determining Significance for Transportation and Traffic and consider expanding the range of adverse effects to evaluate whether the project provides "complete streets". In 2008, SB 1358 amended Government Code to require Circulation Elements to plan for complete streets that meet the needs of bicyclists, children, persons with disabilities, motorists, movers of commercial goods, users of public transit, and seniors. In addition, roads must accommodate fire apparatus and other emergency vehicles.

DPW reviewed the County's Public Road Standards in 2012 to determine their adequacy in addressing the "complete streets" requirements of SB 1358 and accommodate emergency vehicles. DPW updated the Public Road Standards and completed the draft Flexibility in County Road Design document. By developing roadway cross sections with required design criteria and by referencing other state and federal documents, the Public Road Standards ensure accommodation of emergency vehicles and other motorized and non-motorized users of the roads.

Implementation Action 4.2.2.B – Context-Sensitive Design
Lead: DPW
GP Policy: LU-11.2, LU-12.4, M-2.3, M-4.3, M-4.5
Design and construct roads in a safe manner consistent with the General Plan, community context, and community input. Prepare traffic calming toolbox and road design guideline manual for supplemental features that may be considered.

DPW procedures for designing and constructing roads require consideration of input from the General Plan, community context, and community input.

Implementation Action 4.2.2.C – Community Road Standards
Lead: DPW
GP Policy: LU-11.2, 12.4, M-4.1, 4.3, 4.5
Prepare community right-of-way development standards, as appropriate, that supplement the County road standards in order to recognize the unique constraints and character of different communities.

DPW has developed community road standards for several unincorporated communities and those community road standards will be updated as grant funding becomes available in the future. In 2013, DPW applied for grant funding for the development of community road standards for the communities of Alpine, Bonsall, Ramona, and Sweetwater, but DPW's applications were unsuccessful. DPW continues to look for grant funding opportunities.

Implementation Action 4.2.2.H – Public Road Standards
Lead: DPW
GP Policy: M-4.3, 4.5
Report at the first annual review of the General Plan Update on the success of the updated Public Road Standards in achieving flexibility in road design.

The updated Public Road Standards increased the number of Mobility Element road classifications from 10 to 20 and Non-Mobility Element road classifications from 10 to 12. The added roadway classifications have allowed for greater flexibility in conditioning private development projects and public capital improvement projects. Since the update to the Public Road Standards, the County has not received any new requests from the industry or community groups to add additional roadway classifications. In addition, there has been a reduction in the number of design exception requests to deviate from the updated standards.

Implementation Action 4.2.3.C – County Transportation Impact Fee (TIF) Ordinance
Lead: PDS
GP Policy: LU-12.2, M-3.2
Revise the San Diego County TIF Ordinance to incorporate the adopted GP Update land use and roadway network plan. The TIF program mitigates the cumulative traffic impacts of future development throughout the County unincorporated areas and funds the improvement and/or construction of identified transportation facilities.

In 2013, PDS established an online TIF calculator for customers and staff to easily estimate TIF rates, which were significantly lowered with the update of the General Plan in 2011 and TIF program update in 2012. Customer can simply plug in their Assessor Parcel Number, the type of land use to be developed (e.g., Single Family Dwelling, Commercial, etc.), the number of units to be built and the square footage. The website automatically calculates the estimated TIF amount. This new calculator gives PDS customers an idea of what the TIF amount will cost depending on the project and location, allowing them to perform their due diligence before acquiring development or proposing a project.

Implementation Action 4.3.1.C – Parking Lot Design
Lead: PDS
GP Policy: M-10.2, M-10.7
Implement, and revise as necessary, the Off-Street Parking Design Manual to incorporate:

- *Parking configuration concepts that encourage pedestrian activity and shared parking requirements;*
- *Design concepts that reduce peak stormwater runoff in parking lots in accordance with the Hydrology Manual and Low Impact Development Handbook.*

PDS prepared a new Parking Design Manual that the Board of Supervisors approved in February 2013. The new manual facilitates development of projects that comply with planning principles such as enhancing pedestrian activity and Low Impact Development (LID). The manual includes typical LID practices and projects are required to incorporate LID practices and strategies to the extent feasible.

Implementation Action 4.4.2.A – Context-Sensitive Design
Lead: DPW
GP Policy: M-11.7
Design and construct roads to accommodate bicycles. Provide bike lanes as designated on the County's General Plan. Obtain community input during design preparation.

DPW procedures for designing road improvements require bicycles and pedestrians to be incorporated in all plans.

Implementation Action 4.3.2.B – Shared Parking
Lead: PDS
GP Policy: M-10.4
Revise the Off-Street Parking Design Manual to include concepts for providing shared parking facilities. When multiple facilities share parking, generally the overall requirements are reduced when compared to separate parking facilities for each use.

PDS prepared a new Parking Design Manual that the Board of Supervisors approved in February 2013. The Manual allows for a reduction in the required number of parking spaces where two or more adjacent nonresidential uses have distinct and differing peak parking usage periods.

Implementation Action 4.5.2.B – Purchase, Easements, and Dedications
Lead: DPR
GP Policy: M-12.8
Acquire trail routes across public and private lands through direct purchase, easements, and dedication, or by other means from a willing property owner/seller.

New trails acquired in 2013 by DPR include:

- A 600-foot trail easement purchased across private property from two willing sellers formalizing an existing trail and providing a legal public trail connection in the Blossom Valley community of Lakeside.
- A trail was constructed within a trail easement dedicated to the County, adding one-half mile of trail to the San Diego River Regional Trail. The trail was constructed with a grant from the San Diego River Conservancy by Lakeside's River Park Conservancy.

5) Natural and Cultural Resources

These programs and actions implement policies that seek to protect, conserve, and sustain the County's natural and cultural resources, including biological habitat, water, agricultural lands, minerals, open space, air quality, cultural, paleontological, and visual.

Implementation Action 5.1.1.D – Acquisition of Preserve Lands
Lead: DPR
GP Policies: COS-1.1, COS-1.3, COS-1.4, COS-1.5, COS-1.8
Coordinate with nonprofit groups and other agencies to acquire preserve lands.

In 2013, 111 acres of land was purchased contributing to the South County Multiple Species Conervation Plan (MSCP) preserve. An additional 417 acres was purchased contributing to the draft North County Plan preserve.

Implementation Action 5.1.1.G – Volunteer Open Space Easement Monitors
Lead: PDS/DPR
GP Policy: COS-1.11
Establish policies and guidelines for the formation of volunteer open space easement monitors that are incorporated into each community planning group to supplement professional enforcement staff.

DPR has a Volunteer Patrol Program that is managed by a DPR Volunteer Coordinator. Volunteer patrol is a popular program and members assist DPR staff in protecting the flora and fauna of the preserves, deterring vandalism, noting any unauthorized activities, providing information and assistance to trail users, and ensuring that all visitors are able to enjoy the natural beauty of the preserves and trails safely.

Implementation Action 5.1.2.H – Interjurisdictional Reviews
Lead: PDS
GP Policy: COS-2.1, 2.2, and 2.3
Conduct Interjurisdictional Reviews for publicly-funded and discretionary projects to minimize impacts to biological resources.

A PDS staff person is assigned to coordinate interjurisdictional reviews for publicly-funded and discretionary projects. This review entails coordination with biologist specialists to minimize impacts to biological resources.

Implementation Action 5.2.3.K – Alternative Onsite Wastewater Treatment Systems
Lead: DEH
GP Policy: COS-4.4, COS-5.5
Work with stakeholder groups and the State Regional Water Quality Control Board to develop uniform performance standards and regulations for the permitting and operation of Onsite Wastewater Treatment Systems which are anticipated to be adopted in March 2012.

DEH continues to coordinate with the Regional Water Quality Control Board (RWQCB) and stakeholders to develop local uniform performance standards and regulations for the permitting and operation of onsite wastewater treatment systems (OWTS). March 11, 2013 DEH developed a Draft Local Agency Management Program (LAMP), which will be the County's OWTS design and performance standards. The LAMP has been submitted to the RWQCB for review but approval will not be granted until after the RWQCB modifies its Basin Plan which is not expected to occur until May 13, 2014. DEH plans to have the LAMP and ordinance modifications ready for adoption by the Board of Supervisors at the same time.

Implementation Action 5.2.3.L – County Alternative Onsite Wastewater Treatment Systems Regulations
Lead: DEH
GP Policy: H-3.7
At the time that State regulations for accommodating Alternative Onsite Wastewater Treatment Systems are revised, update County regulations to accommodate greater use of alternative onsite wastewater treatment systems.

As discussed in measure 5.2.3.K, DEH has developed a Local Agency Management Program (LAMP) with a goal to have the LAMP and ordinance modifications, which will allow for the greater use of alternative onsite wastewater treatment systems, ready for adoption by May 13, 2014. However, DEH must first have approval of the LAMP from the Regional Water Quality Control Board (RWQCB). The LAMP has been submitted to the RWQCB for review but approval will not be granted until after the RWQCB modifies its Basin Plan, which is not expected to occur until May 13, 2014.

Implementation Action 5.3.1.F – Purchase of Agricultural Conservation Easements
Lead: PDS
GP Policy: (COS-6.4)
Develop and implement the Purchase of Agricultural Conservation Easement (PACE) program which compensates landowners for voluntarily limiting future development on their land.

In July 2013, the Board of Supervisors approved the acquisition of five conservation easements totaling 782 acres under the County's PACE Pilot Program. The PACE program promotes long term preservation of agricultural land in the County. Under PACE, interested agricultural property owners are paid for placing a perpetual easement on their agricultural property that limits future uses that are at odds with agriculture and eliminates the property owner's ability to subdivide. In December 2013, the Board of Supervisors approved staff to move forward with the process to acquire up to an additional 16 conservation easements totaling 517 acres. These acquisitions are anticipated to be finalized in 2014. The December 2013 Board action also established PACE as a permanent program and directed the creation of a mitigation component to allow agricultural land purchase through the PACE program to serve as a mitigation bank for private development.

Implementation Action 5.7.2.C – Secretary of the Interior Standards
Lead: DGS/DPR
GP Policy: (COS-8.1)
Implement procedures that require use of the Secretary of the Interior Standards when renovating County-owned historic structures and when approving Building Permits.

DGS and DPR assess applicable properties for historical significance prior to any major repairs or renovations. Secretary of the Interior Standards are applied in the renovation of all historic properties (i.e., Camp Lockett, Edgemoor Polo Barn). During 2013, the roof was repaired for a barn that is a part of the Historic Adobe Ranch House at Los Peñasquitos.

6) Safety, Health, and Welfare

These program actions relate to polices that promote human health, safety, and welfare. This section addresses potential safety hazards and mitigation, including fire and flood protection, geologic hazards, law enforcement, and airport hazards. In addition, this chapter addresses health and welfare issues such as climate change, noise attenuation, and the preservation of cultural and visual resources.

Implementation Action 6.1.1.C – Interjurisdictional Review of Government Facilities
Lead: PDS/DPR
GP Policy: S-1.2
Participate in interjurisdictional reviews to gather information and review and provide comments on plans for new or expanded governmental facilities in the region and to ensure public facilities are located away from hazardous areas.

A PDS staff person is assigned to coordinate interjurisdictional reviews. This staff person gathers information and reviews and provides comments on plans for new or expanded governmental facilities in the region and ensures public facilities are located away from hazardous areas.

In 2013, DPR conducted an assessment in the field with the County's Trans County Trail partners for approximately 25 miles of the proposed alignment of the Trans County Trail from Torrey Pines State Park to Sycamore Canyon Preserve. The assessment will be incorporated into a work plan outlining the opportunities and constraints for the completion of the first 25 miles of the 110-mile trail.

Implementation Action 6.2.3.D –Adequate Fire and Emergency Services Facilities
Lead: PDS/Fire Authority
GP Policy: S-6.4, S-6.5
Implement, and revise as necessary, development review procedures that require, as a basis of approval, a finding that sufficient fire protection and emergency service facilities are available or will be available concurrent with need for all discretionary projects.

Streamlined plan reviews and reduced trips to the fire district are among the benefits of a new cooperative agreement signed July 2013 between the County of San Diego and San Diego Rural Fire Protection District (RFPD). Previously applicants had to shuttle plans between the County and the fire district to obtain the necessary approvals and stamp transfers. Now, the San Diego County Fire Authority performs fire code plan reviews of building and discretionary projects located within San Diego RFPD, which allows submittal of plan reviews at a single time and location. Applicants previously would shuttle plans themselves between the County and fire district to obtain the necessary approvals and stamp transfers.

Implementation Action 6.4.1.A – Floodplain Mapping
Lead: DPW
GP Policy: LU-6.2, S-9.1
Implement procedures to update mapped floodways and floodplains annually in conformance with the National Flood Insurance Program. State Law AB 162 (enacted January 1, 2008) requires annual reviews of areas within mapped floodways and floodplains to ensure areas subject to flooding are accurately mapped.

To ensure areas subject to flooding are accurately mapped, the County:

- Continuously works with consultants and developers to process Federal Emergency Management Agency (FEMA) Letters of Map Revision (LOMRs) whenever work was proposed or completed within the mapped floodplain that would change or alter the mapping, or when any errors or inaccuracies are identified;
- Coordinates with FEMA to rectify areas of discrepancy between the mapping and the supporting modeling, and;
- Aids and assists property owners in obtaining FEMA Letters of Map Amendment (LOMAs) whenever a structure shown on the FEMA Flood Insurance Rate Map (FIRM) as being in the floodplain has been identified as being out of or above the floodplain.

Implementation Action 6.4.2.A – Flood Control for Watercourses
Lead: PDS/DPW
GP Policy: S-10.3
Implement Board Policy I-45, Definition of Watercourses in the County of San Diego Subject to Flood Control, which defines watercourses that are subject to flood control.

PDS ensures the implementation of Board Policy I-45, which defines watercourses as those drainage areas that serve one square mile or greater, in which case development projects are adequately reviewed by qualified Flood Control personnel.

Implementation Action 6.4.2.B – Fiscal Responsibility
Lead: DPW
GP Policy: S-10.3
Implement Board Policies I-53, Cost Responsibility for the Construction of Flood Control and Drainage Facilities within Road Rights-of-Way, to ensure financial responsibility is defined and assigned for the construction of roads, General Plan flood control and drainage facilities, and maintained facilities constructed within maintained road rights-of-way.

DPW ensures the implementation of Board Policy I-53, which defines the cost-share of drainage facilities within the public road right-of-way, between the County Flood Control District and County Road Fund.

Implementation Action 6.9.1A – Climate Change Action Plan
Lead: PDS
GP Policy: COS-20.1 and 20.2
Prepare a County Climate Change Action Plan no later than six months after adoption of the General Plan Update, with an update baseline inventory of greenhouse gas emissions from all sources; more detailed greenhouse gas emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 16% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis.

PDS is monitoring the implementation of the Climate Action Plan (CAP). The 2013-2014 San Diego Gas & Electric (SDG&E) Partnership provided funding for implementation of climate and energy programs; particularly for monitoring and implementation of CAP goals related to energy efficiency and implementing updated Building Codes with the latest energy efficiency requirements. The first progress report documenting CAP progress, achievements and future implementation steps is planned for completion by Summer 2014.

Implementation Action 6.9.2.A – Climate Change CEQA Threshold
Lead: PDS
GP Policy: COS-14.1, COS-14.2, COS-14.3, COS-14.5, COS-14.8, COS-14.10, COS-15.6
Incorporate the California ARB's recommendations for a climate change CEQA threshold into the County Guidelines for Determining Significance for Climate Change. These recommendations will include energy, waste, water, and transportation performance measures for new discretionary projects in order to reduce GHG emissions. Should the recommendation not be released in a timely manner, the County will prepare its own threshold.

Guidelines for Determining Significance and Report Format and Content Requirements for Climate Change were approved on November 7, 2013. The California Air Resources Board's (ARB's) recommendations for CEQA thresholds were never finalized; therefore, the County undertook the development of thresholds of significance pertinent to the San Diego region. The overarching threshold that a project needs to meet is compliance with the County's adopted Climate Action Plan, consistent with recommendations in the State CEQA Guidelines. In

addition, the Guidelines include four options for implementing thresholds that a project can choose from, providing flexibility for various project types. The Guidelines allow discretionary projects to choose from a menu of mitigation options referenced in the County's Climate Action Plan, including energy, waste, water, and transportation measures. The Guidelines are available online at:
http://www.sdcounty.ca.gov/pds/advance/Guidelines_for_Determining_Significance_Climate_Change.pdf.

Implementation Action 6.9.2.D – Improve Traffic Flow
Lead: DPW
GP Policy: M-9.1
Review traffic operations to implement measures that improve flow and reduce idling, such as improving traffic signal synchronization and decreasing stop rate and time.

With the establishment of a central traffic center to monitor and optimize traffic flow improvements in real time, the County completed interconnecting seven traffic signals in Fallbrook and optimized traffic flows along roadway corridors in this community resulting in reduced stops, improved travel time, and over 17 percent reduction in fuel emissions. In addition, the County designed a traffic signal and interconnect for a road corridor in Ramona that will be under construction during the current fiscal year.

Implementation Action 6.9.2.E – Construction Vehicle and Equipment Emissions
Lead: PDS
GP Policy: COS-14.10
Develop an incentive program to encourage the use of low-emission construction vehicle and equipment use in private development projects.

The use of low-emission construction vehicles and equipment has been incorporated as a mitigation measure in the environmental documents for some public projects implemented by DGS.

Implementation Action 6.9.4.A – Alternative Energy Systems
Lead: PDS
GP Policy: COS-14.7, COS-18.1, COS-18.2
Develop a plan of action and coordinate with SDG&E to facilitate the development of alternative energy systems. Develop streamlined regulations that encourage the use of energy recovery, as well as photovoltaic and wind energy, in appropriate areas.

In July 2013, PDS streamlined permit procedures for residential roof-mounted solar photovoltaic (PV) projects not requiring a meter upgrade by allowing permit processing online. The roof-mounted solar PV projects represent the first PDS online permit type to include electronic plan review. The new online procedures save customers processing time. PDS issued approximately 3,700 permits for residential PV permits in 2013.

Implementation Action 6.9.4.B – Residential Wind Turbines
Lead: PDS
GP Policy: COS-14.4, COS-14.7
Implement the Zoning Ordinance to permit Meteorological Testing Facilities and residential wind turbines with approval of an Administrative Permit.

In May 2013, the Zoning Ordinance was amended to allow greater opportunities for Meteorological Testing facilities and Small Wind Turbine Systems for on-site energy use in conjunction with residential, commercial, or agricultural land uses.

Implementation Action 6.9.4.C – Renewable Energy Ordinance
Lead: PDS
GP Policy: COS-14.4, COS-14.7, COS-18.1, COS-18.3
Revise the Zoning Ordinance to provide a comprehensive alternative energy system ordinance for the design, construction, and maintenance of wind and solar renewable energy facilities.

In May 2013, the Zoning Ordinance was amended to establish a framework for Large Wind Turbine Systems for off-site energy use.

FEHR PEERS

March 12, 2015

Mr. Andrew Yancey
LATHAM & WATKINS, LLP
12670 High Bluff Drive
San Diego, CA 92130

Subject: Suggestions for Consideration in EIR
Newland Sierra Project

Dear Andrew:

As a follow up to the NOP meeting conducted on March 4, 2015 and a review of materials provided by County of San Diego for the Newland Sierra Project, we have identified a series of transportation related issues that should be addressed in the mobility assessment for the project to be included in comments submitted to the County on behalf of the Golden Door:

- Caltrans is preparing a Project Study Report for the I-15 Deer Springs Interchange. The mobility assessment for the Newland Sierra project should include a detailed discussion of the alternatives considered, operational analysis of the interchange relative to the proximity to Mesa Rock Road and operational analysis of the recommended configuration.
- The Newland Sierra project should work with Caltrans and identify potential interchange configurations that will reduce traffic impacts on Deer Springs Road including a direct access ramp from I-15 into the project site.
- The Newland Sierra project should clearly identify its level of contribution toward future improvements to the interchange, timing of construction relative to the project development and potential construction impacts of construction related to the interchange, within the project site and on Deer Springs Road on the surrounding community.
- The Newland Sierra project should be responsible for identifying environmental impacts associated with the I-15/Deer Springs Interchange in the project EIR.
- Construction of the site will result in new traffic through the interchange, along Deer Springs Road and along local roadways in the community. The mobility assessment should address the construction related impacts including effect of heavy trucks on

existing roadways, material hauling trips and duration of hauling, and trips added to the roadway due to construction worker trips.

- Deer Springs Road is a narrow two-lane roadway, which is planned to be improved to a wider facility as specified in the County General Plan Circulation Element. Studies conducted by the applicant indicate that a significant portion of trips along Deer Springs Road are drivers by passing I-15 and SR-78 as well as trip generated from areas of San Marcos near SR-78. The mobility assessment should discuss the potential increase in by-pass traffic that may occur along Deer Springs Road should this project be responsible for widening the roadway. The project should also identify measures by which to minimize existing and additional by-pass traffic including, but not limited to improvements to SR-78 and I-15 and the SR-78/I-15 interchange to keep regional trips on the regional facilities.
- Newland Sierra project should identify potential treatments along Deer Springs Road to reduce the attractiveness of this roadway as a by-pass route including maintaining two-lanes between Sarver Lane and Mesa Rock Road, intersection treatments that control traffic speed including roundabouts and edge treatments such as bicycle lanes and trails to manage traffic speeds and provide access for multiple users.
- Construction of Deer Springs Road as four lane or six lane arterial may require significant grading and impacts to the adjacent properties. The Newland Sierra project should identify the environmental impacts associated with widening Deer Springs Road. Based on those findings, the project should identify alternatives to minimize the environmental impacts, including reducing traffic volumes along this roadway to maintain as a two-lane road from Sarver Lane to Mesa Rock Road.
- The project has identified three main points of entry into the site. The mobility assessment should clearly identify the intersection treatments, cross-sections and traffic control where the project access roads intersect with either Deer Springs Road or Twin Oaks Valley Road.
- The three roads providing access to the site are narrow, local roads with unimproved shoulders and slow travel speeds. The Newland Sierra mobility assessment should clearly identify the change in cross-section of these roads, impacts to right-of-way, anticipated speeds and compliance with County line of sight requirements.
- The Newland Sierra project is planned in a rural area with an active equestrian community. The mobility assessment should clearly identify transportation improvements within the project study area that will improve access for pedestrians, bicycle and

equestrians. The project should identify potential project impacts to these modes along the existing roadways where applicable.

- Access to transit is limited within the existing community. The project should identify potential opportunities to improve connections to available transit in the area including connections to the Escondido Transit Center and the Sprinter Station in San Marcos in an effort to provide transportation options to the Newland Communities site. SANDAG is initiating an effort to develop a plan for mobility hubs in the region. The applicant should work with SANDAG in identifying the feasibility of providing a mobility hub within the Newland Sierra project to provide access to regionally serving light rail and BRT service.
- The Newland Sierra project should address vehicle miles traveled and potential VMT measures to reduce the number of single occupancy vehicle trips, shorten trip lengths and encourage use of transit or other modes. The mobility assessment should, at a minimum, acknowledge SB743 and the analytical requirements outlined in the most current version of the draft or final guidelines, depending upon the timing of the submittal of the mobility assessment.

We appreciate the opportunity to provide this list of comments. If you would like to discuss these comments further, please call me at (619) 758-3010.

Sincerely,

FEHR & PEERS

Dawn L. Wilson, PE TE
Senior Associate

2.3 Transportation/Traffic

2.3.S Executive Summary

This subchapter ~~of the EIR~~ analyzes the project's impacts to roads, intersections, and Caltrans' facilities (freeway segments and intersections) and is based on the Traffic Impact Study (TIS) prepared by Chen Ryan Associates (2014). The complete TIS is included in this EIR as Appendix E.

As is often the case with traffic analysis, this subchapter is complex, and presents a lot of information which could be difficult for a lay reader to understand. This~~e~~ Executive Summary provides an overview of the results of the analysis ~~assuming full build-out of the proposed project. This summary provides~~ by presenting a breakdown of the project's significant direct and cumulative traffic impacts, and whether the impacts would be mitigated to less than significant or remain significant and unavoidable ~~by direct and cumulative conditions~~. While the analysis presented in the body of the section~~below~~ identifies each impact by number, the summary that follows immediately below simply lists the impact location by name. ~~Each impact is also assigned a mitigation measure which reduces the impact to less than significant or there is an indication that the impact would remain unavoidable. Details of all mitigation measures and rationale for remaining impacts are described below. Table S-1~~ In addition to the summary provided here, Table S-1 in the Executive Summary section of the EIR also provides a summary of project impacts, mitigation, and whether impacts are reduced to less than significant through mitigation measures or whether impacts would remain unavoidable.

2.3.S.1 Significant Direct Impacts

The project would have significant direct impacts to each of the road segments listed below. The road improvement mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- ~~•~~ Gopher Canyon Road, between E. Vista Way and I-15 SB: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection ~~No feasible mitigation. Impact would remain significant and unavoidable~~. Impact would be mitigated to below a level of significance.
- ~~E. Vista Way, between Gopher Canyon Road and Osborne Street: No feasible mitigation. Impact would remain significant and unavoidable.~~
- West Lilac Road, between Old Highway 395 and Main Street: Impact would be mitigated through improvement of the road segment to Mobility Element Road Classification 2.2C, subject to exceptions as approved by the County. Impacts would be reduced to less than significant.
- E. Vista Way, between Gopher Canyon Road and Osborne Street: Impact would be mitigated by the installation of a dedicated right-turn lane at the northbound East Vista Way approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- E. Vista Way, between SR-76 and Gopher Canyon Road: Impact would be mitigated by the installation of dedicated right-turn lanes at the westbound Gopher Canyon Road approach and northbound East Vista Way approach to the East Vista

Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance. ~~No feasible mitigation. Impact would remain significant and unavoidable.~~

The project also would have a significant direct impact to each of the intersections listed below. The road improvement mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- E. Vista Way/Gopher Canyon intersection: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- ~~—~~I-15 SB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signalizing the intersection; however, the ~~–~~impact would ~~be~~ remain significant and unavoidable because the improvement necessary to reduce the significant impact is the responsibility of another jurisdiction (Caltrans)~~.~~
- I-15 NB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signalizing the intersection; however, the impact would remain significant and unavoidable because the improvement necessary to reduce the significant impact is the responsibility of another jurisdiction (Caltrans).

- Old Highway 395/West Lilac Road: Impact would be mitigated through installation of a traffic signal~~s~~ and the construction of a left-turn lane at the westbound West Lilac Road approach. Impact would be reduced to less than significant.
- Old Highway 395/Circle R Drive: Impact would be mitigated through installation of a traffic signal~~s~~. Impact would be reduced to less than significant.

2.3.S.2 Significant Cumulative Impacts

The project would have a significant cumulative impact to each of the road segments listed below. The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- West Lilac Road, between Old Highway 395 and Main Street. Impact would be mitigated by (a) improvement of this road segment to Mobility Element Road Classification 2.2C and (b) constructing a traffic signal and a westbound left-turn lane at the Old Highway 395/ West Lilac Road intersection.
- Camino Del Rey between Old River Road and West Lilac Road: Impact would be mitigated through payment to the County Transportation Impact Fee (TIF) ~~TIF~~ Program. Impact would be reduced to less than significant.
- Gopher Canyon Road between E. Vista Way and ~~I-15 SB Ramps~~Little Gopher Canyon Road: While constructing this segment to Mobility Element 4.1B classification would mitigate the impact, such mitigation would not be proportional to the project impact, and is, therefore, infeasible. As such, the impact would remain significant and unavoidable.

- Gopher Canyon Road between Little Gopher Canyon Road and I-15 SB Ramps: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- E. Vista Way between SR-76 and Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- E. Vista Way between Gopher Canyon Road and Osborne Street: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Pankey Road between Pala Mesa Drive and SR-76: While the applicant or designee constructing this segment to Mobility Element 4.2B classification would mitigate the impact, such mitigation would not be proportional to the project impact, and is, therefore, infeasible. ~~Impact would be mitigated by (a) payment to the TIF Program after the TIF Program has been updated to include this facility, or (b) constructing, or agreeing to construct Pankey Road from Pala Mesa Drive to SR-76 to a Mobility Element 4.2B classification. Absent the update to the TIF, the alternative mitigation measure would be infeasible because it would not be roughly proportional to project impacts and~~ As such, the impact would remain significant and unavoidable.
- Lilac Road between Old Castle Road and Anthony Road: Impact would be mitigated by ~~(a) payment to the TIF Program after the TIF Program has been updated to include this facility, or (b) by construction, or agreeing to construct~~constructing intermittent left-turn lanes at major access locations along Lilac Road, between Old Castle Road and Anthony Road. Impact would be reduced to less than significant.
- Cole Grade Road, between Fruitvale Road and Valley Center Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

The project would also have a significant cumulative impact to each of the intersections listed below. The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- E. Vista Way/Gopher Canyon Road: Impact would be mitigated through payment to the County TIF Program. Impact would be reduced to less than significant.
- ~~SR-76/Old River Road/E. Vista Way: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~
- ~~SR-76/Olive Hill Road/Camino Del Rey: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~
- SR-76/Pankey Road: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~

- SR-76/Old Highway 395: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.

- Old Highway 395/E. Dulin Road: Impact would be mitigated by ~~(a) payment to the TIF Program after the TIF Program has been updated to include this facility, or by (b)~~constructing ~~or agreeing to construct~~ a traffic signal~~s~~. Impact would be reduced to less than significant.

- Old Highway 395/West Lilac Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

- I-15 SB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

- I-15 NB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

- Old Highway 395/Circle R Drive: Impact would be mitigated by constructing a traffic signal. Impact would be reduced to less than significant.

- I-15 SB Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~

- I-15 N~~S~~B Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~

- Miller Road/Valley Center Road: Impact would be mitigated by ~~(a) payment to the TIF Program after the TIF Program has been updated to include this facility, or by (b)~~ constructing ~~or agreeing to construct~~ a traffic signal~~s~~. Impact would be reduced to less than significant.

The project would also have a significant cumulative impact to each of the segments of the I-15 listed below. ~~The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.~~

- Between Riverside County Boundary and Old Highway 395.
- Between Old Highway 395 and SR-76.
- Between SR-76 and Old Highway.
- Between Old Highway 395 and Gopher Canyon Road.
- Between Gopher Canyon Road and Deer Springs Road.

- Between Deer Springs Road and Centre City Parkway.
- Between Centre City Parkway and El Norte Parkway.
- Between El Norte Parkway and SR-78.

For each of these I-15 segments, improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and Caltrans has no present plans to construct the necessary improvements, nor is there a feeno program ~~is~~ available into which the applicant could make a fair share contribution; therefore, no feasible mitigation measures are available to reduce the significant cumulative impacts at these ~~three intersections~~eight segments. The impacts would remain significant and unavoidable.

Traffic Analysis

The following discussion is based on the Traffic Impact Study (TIS) (Chen Ryan Associates 2014~~3~~) to evaluate possible traffic impacts for the project. The complete traffic study is included in this EIR as Appendix E.

This subchapter includes analysis of the following ~~nine~~ seven scenarios to assess~~for~~ the project's immediate, near-term, and long-term impacts.

- Existing Conditions – establishes the baseline traffic operations within the study area.
- Existing Plus Project (Traffic Scenario A) – represents the existing transportation network and the addition of traffic from Phase 1 of the proposed project.
- Existing Plus Project (Traffic Scenario B) – represents the existing transportation network and the addition of traffic from Phases 1 and 4 of the proposed project.
- Existing Plus Project (Traffic Scenario C) – represents the existing transportation network and the addition of traffic from Phases 1, 4, and 2 of the proposed project.
- Existing Plus Project (Traffic Scenario D) – represents the existing transportation network and the addition of traffic from Phases 1, 4, 2, and 5 of the proposed project.
- Existing Plus Project (Traffic Scenario E, Project Build-out) – represents the existing transportation network and the addition of traffic from build-out of all phases of the proposed project.
- ~~Existing Road Conditions Plus Project (Build-out) - The Existing Road Conditions Plus Project (Build-out) scenario includes the project's build-out traffic volumes added to the existing traffic volumes and existing roadway configurations and is shown in Traffic Scenarios A – E above as required by the County's Guidelines for Determining Significance for Traffic.~~
- Existing Plus Cumulative Projects Plus Project - represents cumulative traffic conditions, including existing baseline traffic, traffic from foreseeable land development projects, and traffic from build-out of the proposed project.

This subchapter also provides a discussion of the correlation between the General Plan Land Use Element and Mobility Element at build-out of the Land Use Element as amended by the proposed project and build-out under the existing General Plan Land Use Element/Mobility Element. SANDAG recently acquired the 902-acre Rancho Lilac property through its Environmental Mitigation Program (EMP) and recorded ~~of~~ a conservation easement over the entire property. It is anticipated by the project applicant that this acquisition c~~w~~ould prevent implementation of the County's planned Road 3 in its current alignment. Therefore, this correlation discussion ~~identifies~~ addresses two scenarios, one without the construction of Road 3 and one with the construction of Road 3.

Build-out of the project includes road improvements subject to the 10 road exceptions to the County Road Standards as detailed in Chapter 1.0. The road exceptions do not affect road capacity; therefore, the traffic analysis would not be affected should any road exception requests be denied. A detailed analysis of the effects of the road exceptions on other environmental impact categories is provided in the No Road Standard Modifications Alternative in subchapter 4.8.

2.3.1 Existing Conditions

2.3.1.1 Existing Regulations

Several existing regulations provide transportation and traffic guidance, including federal, regional, and County programs and regulations. Applicable regulations are discussed below and include the Highway Capacity Manual (HCM), Regional Transportation Plan (RTP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program, CMP, Regional Growth Management Strategy, Guide for the Preparation of Traffic Impact Studies, and the County General Plan Mobility Element.

Federal

2000 Highway Capacity Manual

Prepared by the Transportation Research Board, the 2000 HCM is a joint effort between the Transportation Research Board, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials to provide concepts, guidelines, and computational procedures for calculating capacity and quality of service for highway facilities, including freeways, intersections (signalized and unsignalized), and rural highways. In addition, the 2000 HCM addresses the effects of transit, pedestrians, and bicycles on transportation system performance.

Regional

Regional Transportation Plan

SANDAG's 2050 RTP serves as the regional transportation planning document for the San Diego region. It is a long-range advisory plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP focuses on a Sustainable Communities Strategy (SCS) consistent with SB 375, which seeks to promote social equality in developing the transportation system, projections of~~n~~ reasonably available financial resources, and offering more travel choices.

State Transportation Improvement Program

The California STIP, approved by the U.S. Department of Transportation in October 2006, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Title 23 of the Code of Federal Regulations. The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the regional transportation planning agencies. In San Diego County, the MPO and regional transportation planning agency is SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and Title 23 of the U.S. Code, including federally funded projects.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is also a multi-year program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region. The 2008 RTIP was adopted in July 2008, for Fiscal Years 2008 to 2013.

Guide for the Preparation of Traffic Impact Studies

Caltrans' Guide for the Preparation of Traffic Impact Studies outlines recommended traffic study content. Thresholds are not identified in this guide; Caltrans staff typically considers freeway operations at or above LOS D to be acceptable. A significant freeway impact is typically identified if a project traffic causes the operations to drop one letter grade in the unacceptable LOS range (i.e., from LOS E to LOS F).

County

General Plan Mobility Element

The General Plan Mobility Element "provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego." While the Mobility Element is focused on adequate transportation, guidance is provided to maintain community character, and to reduce VMT, gasoline consumption and greenhouse gas emissions as well.

Public and Private Road Standards

The County has road standards for both public and private roadways. These standards provide minimum design and construction requirements for roadways. The Mobility Element includes LOS standards for Mobility Element roads, which are based upon typical peak traffic periods. Non-Mobility Element roads are not evaluated by LOS standards, but by target design capacities. Mobility Element roads are constructed based on the Public Road Standards. Private roads are constructed based on the Private Road Standards, which are not based on LOS criteria, but are based on average daily trips (ADT).

Transportation Impact Fee Program and Ordinance

The County adopted the TIF Ordinance that establishes the TIF program. The primary purpose of the TIF is to fund the construction of identified roadway facilities needed to reduce or mitigate projected cumulative traffic impacts and to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts (County Guidelines for Determining Significance-Traffic). TIF fees provide for improvements to cumulatively impacted County or other identified roadway facilities (state highway and ramps). The TIF is collected as a condition of approval or prior to the issuance of a building permit. The program provides a mechanism for contributions towards improvements to mitigate cumulative impacts identified within each TIF Local Area and TIF Region. The TIF is designed to be ~~regularly~~ updated ~~to~~ when there is an adopted change to the General Plan land uses and/or Mobility Element~~ meet the changing needs of the County. It is anticipated that the TIF Program would be updated to add additional facilities to mitigate potential cumulative impacts as identified in the TIS~~. As stated in the TIF program, "[t]here is a reasonable relationship between the amount of the fee and the cost of transportation facilities, or portions thereof, attributable to future development because the TIF is derived from a TDU formula that considers trip generation rates and vehicle miles traveled by land use type to correlate impact to specific development types" (Section 77.203[5]).

2.3.1.2 Existing Roadway Characteristics for Study Area

The study area for the TIS, as shown in Figure 2.3-1, was delineated based on the area where the project would add 50 or more peak hour trips in either direction to a local roadway, and where the project would add trips that result in freeway ramp queues exceeding the ramp storage capacity. A summary of the existing roadways is provided below.

I-15 is a grade separated freeway and ranges from 8 to 10 lanes within the study area. The travel lanes are generally 12 feet wide and the shoulders are generally 10 to 12 feet wide. Two interchanges (at Old Highway 395 and at Gopher Canyon Road) are located within the study area providing regional access for the proposed project. The posted speed limit is 70 miles per hour (mph) along I-15 in the vicinity of the project.

SR-76 within the study area is a four-lane divided highway between E. Vista Way and Olive Hill Road; a six-lane divided highway between Olive Hill Road and S. Mission Road; transitioned to a 2-lane undivided highway between S. Mission Road and Old Highway 395; and 6 lanes between Old Highway 395 and just east of I-15. It is noted that SR-76, between S. Mission Road and Old Highway 395 is ~~is a two-lane undivided highway within the study area, except for the segment between Old Highway 395 and the I-15 southbound ramps, where this road has four lanes. SR-76, between Melrose Drive and S. Mission Road (the SR-76 Middle Segment) was completed in early 2013. The SR-76 East Segment between S. Mission Road and just east of I-15 is also~~ planned to be widened to four lanes by 2015. Class II bike lanes are planned along SR-76 within the study area.

Dulin Road east of Old Highway 395 is currently a two-lane undivided roadway with a posted speed limit of 25 mph. On-street parking is provided along both sides of the

street in the residential area. The facility is classified as a Community Collector (2.1E) in the County General Plan Mobility Element.

West Lilac Road between Camino Del Rey and Old Highway 395, is generally a two-lane undivided roadway and is classified as a Light Collector (2.2E) with Class II bike lanes in the County General Plan Mobility Element. The segment from Old Highway 395 to Lilac Road is also a two-lane undivided roadway. West Lilac Road between Old Highway 395 and Covey Lane is classified as a Light Collector with intermittent turn lanes (2.2C) in the County General Plan Mobility Element, while the segment between Covey Lane and Lilac Road is classified as a Light Collector with reduced shoulder (2.2F). A posted speed limit was not observed along this road.

Camino Del Cielo is a two-lane roadway with a wide median or a two-way left-turn lane between Camino Del Rey and Via Casitas and a two-lane undivided roadway between Via Casitas and West Lilac Road. This road has a posted speed limit of 40 mph and is classified as a Light Collector (2.2E) in the County General Plan Mobility Element.

Camino Del Rey is generally a two-lane undivided roadway between SR-76 and Old Highway 395 with the exception of the segment (approximately 2,400 feet) east of West Lilac Road, which has either a striped median or a two-way left-turn lane. The posted speed limit along this road is 45 to 50 mph. Camino Del Rey is classified in the County General Plan Mobility Element as a Boulevard with intermittent turn lanes (4.2B) between SR-76 and Camino Del Cielo, and a Light Collector (2.2C) between Camino Del Cielo and Old Highway 395. Class II bikes lanes are planned along this road, between Old River Road and Old Highway 395.

Covey Lane is currently a two-lane undivided private road for its entirety. A speed limit is not posted along this facility. However, a recent travel speed survey (as shown in Appendix E of the TIS) conducted by NDS indicates that the 85th percentile travel speeds along Covey Lane are approximately 30–35 mph. It is proposed that this facility, approximately 600 feet west of West Lilac Road to the Lilac Hills Ranch project boundary, be designated as a public road due to the existing irrevocable offer for dedication (IOD) for road improvements in this area. Covey Lane would provide an unrestricted access to the project north of Covey Lane and a restricted access to the senior community.

Rodriguez Road is currently an unclassified, 40-foot-wide easement that is currently 40 feet in width. It would be paved 24 feet and would provide emergency access to the project site.

Gopher Canyon Road is a two-lane undivided roadway between E. Vista Way and I-15 southbound ramps and a four-lane roadway with a striped median between I-15 southbound ramps and Old Highway 395. This road has a posted speed limit of 50 mph and is classified as a Major Road with intermittent turn lanes (4.1B) and Class III bike routes in the County General Plan Mobility Element.

Circle R Drive is a two-lane undivided roadway between Old Highway 395 and West Lilac Road and is classified as a Light Collector (2.2E). A posted speed limit was not observed along this road.

Old Castle Road between Old Highway 395 and Lilac Road is a two-lane undivided roadway with a posted speed limit that varies from 45 mph to 55 mph. This road is classified as a Light Collector with improvement options (2.2D) in the County General Plan Mobility Element, and includes a Class III bike route.

E. Vista Way between SR-76 and Osborne Street is generally a two-lane roadway with a two-way left-turn lane and a posted speed limit of 50 mph. This road is classified as a Major Road with raised median (4.1A) and Class II bike lanes in the County General Plan Mobility Element.

Old River Road between SR-76 and Camino Del Rey is generally a two-lane undivided roadway with the exception of the segment southwest of Golf Club Drive (approximately 1,800 feet), which has a wide raised median and on-street parking along both sides. The posted speed limit in this area is 25 mph. Old River Road is classified as a Light Collector with intermittent turn lanes (2.2C) in the County General Plan Mobility Element.

Old Highway 395 between Pala Mesa Drive and Old Castle Road is generally a two-lane roadway with passing option and turn pocket/striped median at Pala Mesa Drive, Dulin Road (west), West Lilac Road, I-15 southbound and northbound ramps, Palos Verdes Drive, Camino Del Rey, the recreational vehicle (RV) campgrounds entrance/exit, Circle R Drive, Gopher Canyon Road, and Old Castle Road. Class II bike lanes are marked on both sides of this facility within the study area. A posted speed limit was not observed along this segment. Old Highway 395 is classified as a Boulevard with intermittent turn lanes (4.2B) between Pala Mesa Drive and SR-76, a Community Collector with improvement options (2.1D) between SR-76 and West Lilac Road, a Boulevard with intermittent turn lanes (4.2B) between West Lilac Road and I-15 northbound ramps, and a Major Road with intermittent turn lanes (4.1B) between I-15 northbound ramps and Old Castle Road in the County General Plan Mobility Element.

Champagne Boulevard between Old Castle Road and Lawrence Welk Drive is a two-lane roadway with passing options and turn lanes. The posted speed limit is 55 mph. Class II bike lanes are marked on both sides of this facility. Champagne Boulevard is classified as a Major Road with intermittent turn lanes (4.1B) within the study area in the County General Plan Mobility Element.

Mountain Ridge Road north of Circle R Drive is a two-lane undivided private road (not a Mobility Element road). A posted speed limit was not observed along this segment. This road would connect to Lilac Hills Ranch Road and would provide access to the southern portion of the project for residents and guests of Phase 5 and for emergency vehicles.

Lilac Road is generally a two-lane roadway with turn lanes at Lilac School driveway, Old Castle Road, Anthony Road, Betsworth Road, and Valley Center Road. The posted speed limit is 55 mph just west of Valley Center Road. Lilac Road is classified as a Light Collector (2.2E) between Couser Canyon Road and Old Castle Road, a Community Collector with intermittent turn lanes (2.1C) between Old Castle Road and Anthony Road, and a Boulevard with intermittent turn lanes (4.2B) between Anthony Road and Valley Center Road in the County General Plan Mobility Element. Class III bike routes are also planned between Old Castle Road and Valley Center Road.

Valley Center Road between Woods Valley Road and Cole Grade Road is a four-lane roadway with a raised median or a two-way left-turn lane, Class II bike lanes, and a posted speed of 45 mph. East of Cole Grade Road, Valley Center Road is a two-lane undivided roadway. Valley Center Road is classified as a Boulevard with raised median (4.2A) between Woods Valley Road and Lilac Road and between Miller Road and Vesper Road and a Major Road with raised median (4.1A) between Lilac Road and Miller Road in the County General Plan Mobility Element.

Miller Road north of Valley Center Road is a two-lane undivided roadway and is classified as a Minor Collector with intermittent turn lanes (2.3B) and Class III bike routes in the County General Plan Mobility Update. A posted speed limit was not observed along this segment.

Cole Grade Road between Fruitvale Road and Valley Center Road is generally a two-lane roadway with a two-way left-turn lane, Class II bike lanes and a posted speed limit of 45 mph. A 25 mph school zone is located just north of Valley Center Road. This facility is classified as a Boulevard with raised median (4.2A) in the County General Plan Mobility Element.

The following 31 key study area intersections, including 23 under the County of San Diego's jurisdiction and 8 under Caltrans jurisdiction, were analyzed in the study area:

1) E. Vista Way/Gopher Canyon Road
2) SR-76/Old River Road/E. Vista Way (Caltrans)
3) SR-76/Olive Hill Road/Camino Del Rey (Caltrans)
4) Old River Road/Camino Del Rey
5) West Lilac Road/Camino Del Rey
6) Old Highway 395/SR-76 (Caltrans)
7) Pankey Road/SR-76 (Caltrans)
8) Old Highway 395/E. Dulin Road
9) Old Highway 395/West Lilac Road
10) I-15 Southbound Ramps/Old Highway 395 (Caltrans)
11) I-15 Northbound Ramps/Old Highway 395 (Caltrans)
12) Old Highway 395/Camino Del Rey
13) Old Highway 395/Circle R Drive
14) I-15 SB Ramps/Gopher Canyon Road (Caltrans)
15) I-15 NB Ramps/Gopher Canyon Road (Caltrans)
16) Old Highway 395/Gopher Canyon Road
17) Old Highway 395/Old Castle Road
18) West Lilac Road/Covey Lane
19) Mountain Ridge Road/Circle R Drive
20) West Lilac Road/Circle R Drive
21) Lilac Road/West Lilac Road
22) Lilac Road/Old Castle Road
23) Valley Center Rd/Lilac Road
24) Miller Road/Valley Center Road
25) Cole Grade Road/Valley Center Road
26) Street 'O'/West Lilac Road/Main Street
27) Main Street/Street 'C'
28) Lilac Hills Ranch Road/Main Street North
29) Lilac Hills Ranch Road/Main Street South

30) Street 'Z'/Main Street
31) West Lilac Road/Street 'F'/Main Street

Intersections 26 through 31 include new streets internal to the project and are therefore included in the "plus Project" assessments only.

An additional seven-mile radius sphere of influence that covers the entire project study area plus County roads and intersections that would receive 25 peak hour project trips (2-way peak hour total) is included in the cumulative study area. This is in conformance with the County of San Diego Traffic Impact Study Guidelines. In coordination with County staff, 171 cumulative projects were included for the cumulative impact assessment. In addition, potential regional growth was taken into account based upon the SANDAG's Series 12 regional model.

2.3.1.3 Existing Levels of Service (LOS)

LOS is a quantitative performance measure (speed, travel time, and comfort) that represents quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. A vehicle LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a driver's perspective (primarily free-flow operation), while LOS F represents the worst case where traffic flow is at extremely low speed.

The volume-to-capacity (V/C) ratio is a measure of traffic demand on a facility (expressed as volume; V) compared to its traffic-carrying capacity (C). In evaluating the performance of a roadway segment under the existing conditions, V/C is considered together with LOS. It also is noted that because some of the roadways within the study area are not fully built to County public road standards, the analysis presented in this section conservatively reduced the LOS D capacity threshold for certain existing roads that do not meet such standards, although the County's guidelines do not require such reduction. Several factors were considered in determining the appropriate amount of capacity reduction, including the number of travel lanes, shoulder width, and curve radii, and it was determined that the threshold would be reduced by 10 percent due to: (1) the limited portion of the roadways where shoulders are reduced and the minimal effect of shoulder width on roadway capacity, and (2) the limited roadway length where speeds are reduced due to substandard minimum curve radii. It is also noted that while reduced shoulders are located along certain roadways like Lilac Road, between Old Castle Road and Anthony Road, a capacity reduction was determined not to be warranted for such segments since adequate passing opportunities were available and the shoulder reduction did not affect capacity. Refer to Appendix E for additional details.

Traffic volumes on study area segments and intersections during AM and PM peak hours are based on daily roadway traffic counts and peak period manual traffic counts at intersections.

The existing roadway conditions are shown in Figure 2.3-2. The existing ADT volumes are shown on Figure 2.3-3. The intersection configuration and peak hour traffic volumes under the existing conditions are shown in Figures 2.3-4a and 2.3-4b.

Roadway Segments

As shown in Table 2.3-1, under existing conditions, all study roadways operate at LOS D or better with the exception of the following three segments:

- Gopher Canyon Road between E. Vista Way and I-15 SB Ramps (LOS F~~E~~);
- E. Vista Way between SR-76 and Gopher Canyon Road (LOS E); and
- E. Vista Way between Gopher Canyon Road and Osborne Street (LOS F).

Intersections

As shown in Table 2.3-2, under existing conditions, all study area intersections operate at LOS D or better with the exception of the following ~~four~~ three intersections:

- E. Vista Way/Gopher Canyon Road (LOS F – AM and PM peak hours);
- ~~SR-76/Old River Road/E. Vista Way (Caltrans) (LOS E - AM peak hour);~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS E - PM peak hour);~~
- I-15 Southbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours); and
- I-15 Northbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - PM peak hour).

Two-Lane Highway

As shown in Table 2.3-3, all of the study area segments along Old Highway 395 are currently operating at acceptable LOS D or better.

TABLE 2.3-3
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS

Two-Lane Highway	From	To	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
Old Highway 395	Pala Mesa Drive	SR-76	16,200	Mar-12	4,770	D or better
	SR-76	E. Dulin Road	16,200	Mar-11	4,720	D or better
	E. Dulin Road	West Lilac Road	16,200	Mar-11	4,340	D or better
	West Lilac Road	I-15 SB Ramps	16,200	Mar-11	4,450	D or better
	I-15 SB Ramps	I-15 NB Ramps	16,200	Mar-11	3,600	D or better
	I-15 NB Ramps	Camino Del Rey	16,200	Mar-11	2,430	D or better
	Camino Del Rey	Circle R Drive	16,200	Mar-11	5,820	D or better
	Circle R Drive	Gopher Canyon Road	16,200	Mar-11	10,710	D or better
	Gopher Canyon Road	Old Castle Road	16,200	Mar-11	8,660	D or better

SOURCE: Appendix E~~Chen Ryan Associates 2013~~.
ADT = average daily traffic
LOS = level of service

Freeway Segments

As shown in Table 2.3-4, all study area segments along I-15 currently operate at acceptable LOS D or better under the existing conditions.

It is noted that while SR-76 is near the project, the project would not add more than 50 peak hour trips in either direction to the SR-76 and, therefore was not included in the traffic analysis.

Freeway Ramp Intersection Capacity

The TIS provides an analysis of freeway ramp capacity in the existing and all Traffic Scenario conditions, including project build-out. This analysis is provided pursuant to Caltrans' requirements; all signalized intersections at freeway ramps were analyzed using Intersecting Lane Volume (ILV) procedures as described in Topic 406 of the Caltrans *Highway Design Manual* (HDM) (2012). As the freeway ramp intersection capacity analysis is not utilized for determining significant impacts under CEQA (County of San Diego 2011b), it is not included in this CEQA analysis. Details of the ILV analysis are discussed throughout the TIS pursuant to Caltrans requirements.

2.3.1.4 Existing Parking, Transit, and On-site Circulation

The project site generally consists primarily of agricultural uses. Based upon field reviews, parking and on-site circulation are adequately provided. Transit services are not currently provided on or within a ¼ mile of the project site.

2.3.2 Analysis of Project Effects and Determination of Significance

The project would result in a significant impact if it would:

1. *Circulation System Operations*: Conflict with an applicable plan, ordinance, or policy relating to the performance of the circulation system.

2. *Congestion Management*: Conflict with an applicable congestion management program.

3. *Hazards*: Substantially increase a hazard due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4. *Conflicts with Public Transit Plans*: Conflict with an adopted policy, plan, or program regarding public transit, bicycle, or pedestrian facilities.

The State CEQA Guidelines, Appendix G, XV Transportation/Traffic lists two other transportation/traffic-related questions (c and e), which are not addressed in this subchapter. In accordance with the County's Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b), emergency access is discussed in subchapter 2.7, Hazards and Hazardous Materials, and air traffic patterns are discussed in subchapter 3.2.

2.3.2.1 Issue 1: Circulation System Operations and Congestion Management

Guidelines for the Determination of Significance

The basis for the determination of significance is the County of San Diego Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b). All of the guidelines are derived from accepted state and local standards for significant impacts based on levels of service. A significant direct or cumulative impact would occur if project traffic exceeds any of the following thresholds:

Roadway Segments

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or LOS traffic impact on a road segment, unless specific facts show that there are circumstances that mitigate or avoid such impacts:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Mobility Element Road or State Highway currently operating at LOS E or LOS F as identified in Table 2.3-5, or will cause a Mobility Element Road or State Highway to operate at LOS E or LOS F as a result of the proposed project, or

- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.

TABLE 2.3-5
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON ROAD SEGMENTS: ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

SOURCE: San Diego County 2011b.

Two-Lane Highways with Signalized Intersection Spacing Over One Mile

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a two-lane highway facility with signalized intersection spacing greater than one mile:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a two-lane highway segment currently operating at LOS E or LOS F, as identified in Table 2.3-6, or will cause a two-lane highway segment to operate at LOS E or LOS F as a result of the proposed project.

TABLE 2.3-6
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION:
ALLOWABLE INCREASES ON TWO-LANE HIGHWAYS
WITH SIGNALIZED INTERSECTION SPACING OVER ONE MILE

Level of Service	LOS Criteria	Impact Significance Level
LOS E	> 16,200 ADT	> 325 ADT
LOS F	> 22,900 ADT	> 225 ADT

SOURCE: San Diego County 2011b.
NOTE: Where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.

Two-Lane Highways with Signalized Intersection Spacing Under One Mile

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a two-lane highway facility with signalized intersection spacing less than one mile:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a two-lane highway segment currently operating at LOS E or LOS F, as identified in Table 2.3-7, or will cause a two-lane highway segment to operate at LOS E or LOS F as a result of the proposed project.

TABLE 2.3-7
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION:
ALLOWABLE INCREASES ON TWO-LANE HIGHWAYS
WITH SIGNALIZED INTERSECTION SPACING UNDER ONE MILE

Level of Service	LOS Criteria
LOS E	Intersection delay of 2 seconds
LOS F	Intersection delay of 1 second, or 5 peak hour trips on a critical movement

SOURCE: San Diego County 2011b.
NOTES:
1. A critical movement is one that is experiencing excessive queues.
2. By adding proposed project trips to all other trips from a list of projects, this same table is used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate its share of the cumulative impacts.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Signalized Intersections

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- The additional or redistributed ADT generated by the project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F as identified in Table 2.3-8, or will cause a signalized intersection to operate at LOS E or LOS F.

TABLE 2.3-8
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS: ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

SOURCE: San Diego County 2011b.
NOTES:
1. A critical movement is one that is experiencing excessive queues.
2. By adding project trips to all other trips from a list of projects, this same table is used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate its share of the cumulative impacts.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Unsignalized Intersections

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a road segment:

- The additional or redistributed ADT generated by the proposed project will add 20 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or
- The additional or redistributed ADT generated by the proposed project will add 20 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- The additional or redistributed ADT generated by the proposed project will add 5 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- The additional or redistributed ADT generated by the proposed project will add 5 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Caltrans Facilities

As shown in Table 2.3-9, the following SANTEC/ITE Guidelines were utilized to determine traffic impacts to facilities under the jurisdiction of Caltrans.

TABLE 2.3-9
SANTEC/ITE MEASURE OF SIGNIFICANT PROJECT TRAFFIC IMPACTS

Level of Service (LOS) with Project	Allowable Change Due to Project					
E & F (or ramp meter delays above 15 min.)	Freeways		Roadway Segments		Signalized Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)	Delay (min.)
	0.01	1	0.02	1	2	2

SOURCE: San Diego County 2011b.
NOTE: For County arterials which are not identified in SANDAG's Regional Transportation Plan and County Management Program as regionally significant arterials, significance may be measured based upon an increase in ADT (see Table 2.3-5).

Analysis

Construction

Construction traffic would be generated primarily from construction workers, deliveries, and waste hauling. The TIS estimates a total (truck trips plus construction worker) of 537 daily trips at the peak of construction. Project construction is expected to be phased over 20 years. As discussed in the Chapter 1.0 and in Table 1-3, the project includes the creation of a traffic control plan and construction traffic would be subject to the conditions outlined in that plan. The project is designed to have the overall earthwork balanced on-site although spoil deposition or borrow permits may be needed for individual phases; therefore, no off-site import or export of soil is anticipated.

The worst-case scenario would occur during the last project phase when previous phases would be occupied. Therefore, the phase just prior to build-out plus construction traffic would be the worst-case scenario and would generate a total of 13,473 daily trips. It is reasonable to conclude that the worst-case scenario associated with construction (13,473 ADT) would cause fewer impacts than those associated with build-out of the project (19,4062~~8~~ ADT). Therefore, the project would result in a temporary increase in construction traffic on local area roadways; however, the amount of temporary construction traffic would be less than the amount of permanent project traffic analyzed below. Considering construction staging would occur on-site and construction trips would not be local trips, these trips would likely be distributed from the site to Circle R Road or West Lilac Road to the I-15. A traffic control plan would be completed to manage construction traffic and ensure impacts are **less than significant**.

Project Trip Generation

Trip generation rates for the project were developed based on SANDAG's *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), *ITE (Institute of Transportation Engineers) Trip Generation Manual* (8th Edition). Table 2.3-10 (also see TIS [Appendix E] Table 4.8) lists the daily trip generation rate utilized for each of the land uses proposed as part of the project. Information specific to several of the land use trip generation rates is also provided below.

Specialty Retail

Lilac Hills Ranch will include an 80,000-square-foot mixed-use pedestrian-oriented town center, including a general store of up to 25,000 square feet in size. The general store would be located within walking distance of the other uses (i.e., within ½ mile of the proposed residences) it is intended to serve. As detailed in the TIS (see Appendix E), the impact analysis uses the SANDAG "Specialty Retail/Strip Commercial" trip generation rate of 40 vehicle trips per thousand feet for the proposed general store. As further explained in the TIS (see Appendix E), a detailed analysis was conducted by the project traffic engineer to determine the appropriateness of this rate. The analysis included a comparative review of the specific uses relied upon by SANDAG in deriving the trip rate, as well as a validation exercise conducted with SANDAG whereby a higher substitute trip rate was utilized. The results of the analysis show that the SANDAG "Specialty Retail/Strip Commercial" trip generation rate is the most appropriate rate to use for the proposed project's future commercial/retail uses (see TIS, Appendix E, Section 4.3, for additional information).

Office Space

Other allowable uses within the town center include office space, such as single-tenant offices and flex-office space. For these uses, the TIS (Appendix E) utilizes the SANDAG trip generation rate referred to as "Single-Tenant Office," which is 14 vehicle trips per thousand square feet. As further explained in the TIS, the project traffic engineer conducted phone interviews with several San Diego region office spaces of the type proposed as part of the project to determine the average number of vehicle trips generated by these type uses. Based on that study, such office uses typically generate 13.3 trips per 1,000 square feet. This rate is less than the 14 trips per 1,000 square feet that is utilized in the TIS and, thus, the impact analysis presented in this section is conservative (see TIS, Appendix E, Section 4.3, for additional information).

Fire Station

While emergency response trips are already incorporated into each land use trip generation rate, this rate does not capture the trips generated by fire station employee travel. Neither the SANDAG nor ITE trip generation guidance document provides a fire station employee trip generation rate. Thus, the project traffic engineer surveyed nine fire stations and determined these fire stations had a trip generation rate of 4.34 to 5.33 trips per employee. To be conservative, the higher 5.33 trips per employee rate was utilized for this analysis.

The project fire service options include an interim/temporary fire station with up to three staff persons. Thus, the fire station staff at such facility would generate 16 ADT. As this use would be built in place of two single-family homes that would have generated 20 ADT, the temporary fire station would not result in any additional vehicle trips beyond those already included in the analysis.

The project also includes a fire station service option that would provide a permanent 4,500-square-foot fire station, in lieu of 4,500 additional square feet of recreation center on-site, staffed by three employees. The fire station would generate 16 ADT while the additional recreation center square-footage would generate 103 ADT. To account for

the worst-case scenario, the impact analysis assumes the project would include the additional recreation center square-footage.

See TIS, Appendix E, Section 4.3, for additional fire station trip generation rate information

Total Trip Generation

Based on the proposed land uses and corresponding trip generation rates, ~~T~~total trip generation was calculated for the project (Table 2.3-~~9~~10). Individual AM and PM peak hour trip breakdowns for each phase of the project are included in the TIS. As shown in Table 2.3-10, a~~A~~ total of 19,406~~28~~ daily trips would be generated by the project at build-out, including 1,663 AM peak hour trips and 1,828~~9~~ PM peak hour trips. These trips would be added gradually over time as each new phase of the project, and corresponding land uses, is constructed.

While the total trip generation amount has been revised downward to 19,406 from 19,428 presented in the Draft EIR in order to more accurately reflect the proposed land uses and the associated SANDAG traffic generation rates, the impact analysis presented in both the TIS (see Appendix E) and this EIR utilizes the higher, more conservative trip generation number (19,428 ADT) rather than 19,406.

Project Traffic Distribution and Assignment

Project trips were distributed utilizing the Series 12 Year 2050 SANDAG Transportation Model, including 2008 base year, 2050 with Road 3 and without Road 3. The overall internal capture rate for the project based on the proposed land uses is 22 percent, and results in the total external project trips being 15,151 daily trips. Refer to the TIS (see Appendix E) for additional information regarding the internal capture rate.

Multiple sets of trip distributions were developed in conjunction with the varying roadway networks under each of the following scenarios:

- Existing Plus Project (phased project build-out land uses on existing network)
- Existing Plus Cumulative Projects Plus Project (build-out)

The Existing Plus Project is provided below, while the cumulative analysis scenario (Existing Plus Cumulative Projects Plus Project) ~~are~~ is provided in subchapter 2.3.3. It is noted that Caltrans freeway facilities are analyzed based on a 2050 horizon year while County roadways are analyzed based on a 2030 horizon year.

The analysis of Existing Plus Project impacts is divided into five scenarios based on the construction of project phases (see Figure 1-4) that when combined represent all project-generated trips associated with build-out of the project added to the existing roadway network. The project is planned to be constructed in a series of phases. This phasing would not require construction of all circulation improvements at once because the increase in trips as a result of the project would be phased along with development. Rather, such improvements would be constructed as needed ~~to mitigate impact of~~by the phased development as discussed Traffic Scenarios A through E below. Separately, it also is noted that Phase 5 of the project would include gates to limit public access to the project to existing rural roadways, which affects traffic distribution.

~~These scenarios are referred to as~~ Traffic Scenarios A through E~~,~~ represent~~ing~~ the following: Traffic Scenario A includes Phase 1 of the Specific Plan; Traffic Scenario B includes Phases 1 and 4; Traffic Scenario C includes Phases 1, 2, and 4; Traffic Scenario D includes Phases 1, 2, 4, and 5; and Traffic Scenario E indicates project build-out. Table ~~4.3~~2.3-9 ~~of the TIS~~ shows the project land use assumptions by traffic analysis phasing which represents the anticipated construction phasing. Should project construction not follow this phasing order, a specified number of equivalency dwelling units (EDU) have been assigned to each Traffic Scenario. An EDU is a unit of measure that standardizes all land use types (housing, retail, office, etc.) to the level of demand created by one single-family housing unit. The project would be conditioned to perform proposed mitigation measures upon the generation of the identified EDU. The issuance of subsequent grading permits would be conditioned on the completion of the proposed mitigation measures from the previous construction phase.

Existing Plus Project (Traffic Scenario A)

The Existing Plus Project (Traffic Scenario A) (Figure 2.3-5a) includes existing traffic volumes with the addition of project traffic generated by the project's construction of Phase 1 (350 single-family units and a neighborhood/County park) of the project. The project includes construction of the roads and intersection improvements listed below. These improvements are included in this existing condition because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Scenario A. Intersection and roadway geometrics under Existing Plus Project conditions were assumed to be identical to existing conditions, with the exception of the following project frontage and access improvements:

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: The project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);
- Main Street, between West Lilac Road and Street "C" (proposed road);
- Main Street, between Street "Z" and West Lilac Road (proposed road);
- Street "C" and Street "Z" (proposed road);
- Birdsong Drive, between Street "Z" and West Lilac Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C"– proposed roundabout;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled L-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

Note that Birdsong Drive, between Street "Z" and West Lilac Road would serve as an interim secondary access route for the initial phase of Traffic Scenario A. After the construction of Main Street, between Street "Z" and West Lilac Road, Birdsong Drive would be gated at its southern end at the project boundary and would provide driveway access only to the not a part (NAP) property it serves. After Traffic Scenario A, the project would not use Birdsong Drive.

~~Based on the significance criteria, there are no roadway segments, intersections, two-lane highway, or freeway facilities (segments or intersections) that would be significantly impacted by project-related traffic under Existing Plus Project (Traffic Scenario A) conditions.~~

Roadway Segments

The three roadway segments that operate at unacceptable levels under the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario A). Based on the significance criteria, the project (Traffic Scenario A) would have a **significant direct impact** to the following segment since it would add over 100 ADT to a County facility operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**).

The project would have a less than significant impact to E. Vista Way, between SR-76 and Gopher Canyon Road, as the project would add less than 200 ADT to this County segment operating at LOS E. The project would also have a less than significant impact to E. Vista Way, between Gopher Canyon Road and Osborne Street, as the project would add less than 100 ADT to this County segment operating at LOS F.

Intersections

The three intersections that operate at unacceptable levels in the Existing conditions would continue to operate at unacceptable levels in the Existing Plus Project (Traffic Scenario A) conditions. Based upon the significance criteria, the project (Traffic Scenario A) would have a **significant direct impact** at the following intersection since it would add over a 1 second delay to a County intersection operating at LOS F:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**).

The project would have less than significant impacts to I-15 SB Ramps/Gopher Canyon Road, and I-15 NB Ramps/Gopher Canyon Road since it would add less than two seconds of delay to these Caltrans intersections operating at LOS E or F.

Two-Lane Highway

All segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario A) conditions. The additional traffic generated by the project would not cause any direct impacts to Old Highway 395 in the Existing Plus Traffic Scenario A.

Freeway Segments

All of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario A) conditions. Thus, the project (Traffic Scenario A) would have a less than significant impact to I-15 based on the significance thresholds.

Existing Plus Project (Traffic Scenario B)

The Existing Plus Project (Traffic Scenario B) (Figure 2.3-5b) includes existing traffic volumes with the addition of traffic generated by the project Phases 1 and 4. The project includes construction of the roads and intersection improvements listed below. These improvements are included in this existing condition because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Traffic Scenario B. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: The project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-way-way and shoulder width);
- Main Street, between West Lilac Road and Street "C" (proposed road);
- Main Street, between Street "Z" and West Lilac Road (proposed road);
- Street "C" and Street "Z" (proposed road);
- ~~Birdsong Drive, between Street "Z" and West Lilac Road (proposed road)~~;
- Covey Lane, west of West Lilac Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C"– proposed roundabout;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled L-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

Roadway Segments

The three roadway segments that operate at unacceptable levels under the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based on the significance criteria, ~~there are no~~the following roadway segment~~s that~~ would be significantly impacted by project-related traffic under the Existing Plus Project (Traffic Scenario B) condition:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**).

The project would have a less than significant impact to E. Vista Way, between SR-76 and Gopher Canyon Road, as the project would add less than 200 ADT to this segment operating at LOS E. The project would also have a less than significant impact to E. Vista Way, between Gopher Canyon Road and Osborne Street, as the project would add less than 100 ADT to this segment operating at LOS F.

Intersections

The three intersections that operate at unacceptable levels in the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based upon the significance criteria, the additional traffic generated by Traffic Scenario B would have a **significant direct impact** at the following three intersections ~~upon the1st EDU of the project's construction of Phase 4 (if the project follows the proposed Phasing Plan) or alternatively, the 363rd total EDU~~:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road intersection (LOS F in the AM peak hour) (Caltrans) (**Impact TR-3~~1~~**); and
- I-15 NB Ramps/Gopher Canyon Road intersection (LOS F in the PM peak hour) (Caltrans) (**Impact TR-4~~2~~**).

While the I-15 SB ramps/Gopher Canyon Road intersection would operate at LOS F in the PM peak hour as well, the project (Traffic Scenario B) would add no delay to this intersection in the PM peak hour and, therefore, would not significantly impact this intersection in the PM peak hour.

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario B) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario B) condition.

Existing Plus Project (Traffic Scenario C)

The Existing Plus Project (Traffic Scenario C) (Figure 2.3-5c) includes existing traffic volumes with the addition of traffic generated by ~~from~~ project Phases 1, 2 and 4. The project includes construction of the roads and intersection improvements listed below. These improvements are included because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Scenario C. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required ROW and shoulder width);
- Main Street, between West Lilac Road and Street "C" (proposed road);

- Main Street, between Street "C" and Street "Z" (proposed road);
- Main Street, between Street "Z" and West Lilac Road (proposed road);
- Street "C" and Street "Z" (proposed road);
- ~~Birdsong Drive, between Street "Z" and West Lilac Road (proposed road);~~
- Covey Lane, west of West Lilac Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C"– proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled T-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

~~In addition to the project access and frontage roads assumed above, construction of improvements resulting from implementation of mitigation measures M-TR-1 and M-TR-2 (detailed in subchapter 2.3.5, below) were included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~(M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized; and~~
- ~~(M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized.~~

Roadway Segments

Four roadway segments would operate at unacceptable levels under the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional 100 ADT ~~traffic~~ generated by Traffic Scenario C would have a **significant direct impact** at the following three County roadway segments operating at LOS F~~upon 929th EDU (or project daily trips of 9,298)~~:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-~~3~~5**); and
- ~~Gopher Canyon Road, between E. Vista Way and I-15 SB – LOS E (**Impact TR-4**); and~~
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6~~5~~**).

The project (Traffic Scenario C) impact to E. Vista Way, between SR-76 and Gopher Canyon Road would be less than significant, as the project would add less than 200 ADT to this segment operating at LOS E.

Intersections

Four intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario C (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following four intersections ~~upon 585th EDU (or project daily trips of 9,298)~~:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-~~7~~6**).

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario C) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario C) condition.

Existing Plus Project (Traffic Scenario D)

The Existing Plus Project (Traffic Scenario D) (Figure 2.3-5d) includes existing traffic volumes with the addition of traffic generated by project Phases 1, 2, 4, and 5. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);

- ~~Birdsong Drive, between Street "Z" and West Lilac Road (proposed road);~~
- Covey Lane, west of West Lilac Road (proposed road);
- Lilac Hills Ranch Road, between Covey Lane and Mountain Ridge Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C"– proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled T-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

~~In addition to the project improvements listed above, improvements constructed as a result of mitigation measures M-TR-1 through M-TR-4 from Scenarios B and C (detailed in subchapter 2.3.5, below) were also included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~(M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized; and~~
- ~~(M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized.~~
- ~~(M-TR-3) West Lilac Road, between Old Highway 395 and Main Street – improvements to the General Plan Mobility Element classification of 2.2C; and~~
- ~~(M-TR-4) Old Highway 395/West Lilac Road intersection – signalized.~~

Roadway Segments

Four roadway segments would operate at unacceptable LOS E or F in the Existing Plus Project conditions (Traffic Scenario D). Based upon the significance criteria, the additional traffic generated by Traffic Scenario D would ~~not~~ result in ~~any new~~ the following three **significant direct impacts** to study roadway segments:~~.~~

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-5**); and
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6**).

Project (Traffic Scenario D) impacts to E. Vista Way, between SR-76 and Gopher Canyon Road would be less than significant since the project would add less than 200 ADT to this County segment operating at LOS E.

Intersections

Five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario D) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario D (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following five intersections: ~~upon development of the 121st EDU (or by generation of 121 peak hour trips. PM peak hour intersection operations dictate the need for signalization); or 1,132 total EDU~~:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**);
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (County) ~~– LOS E during the AM peak hour/~~LOS F during the PM peak hour~~, and the Phase D project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection~~ (**Impact TR-8~~7~~**).

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario D) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario D) condition.

Existing Plus Project (Traffic Scenario E, Build-out)

The Existing Plus Project (Traffic Scenario E, Build-out), shown in (Figure 2.3-5e), includes existing traffic volumes with the addition of traffic generated by Traffic Scenario A plus B plus C plus D. The project includes construction of the roads and intersection improvements listed below. These improvements are included in this existing condition because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Traffic Scenario E, Build-out. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);
- Main Street, between West Lilac Road and Street "C" (proposed road);
- Main Street, between Street "C" and Street "Z" (proposed road);
- Main Street, between Street "Z" and West Lilac Road (proposed road);
- Street "C" and Street "Z" (proposed road);
- ~~Birdsong Drive, between Street "Z" and West Lilac Road (proposed road);~~
- Covey Lane, west of West Lilac Road (proposed road);
- Lilac Hills Ranch Road, north of Covey Lane (proposed road);
- Lilac Hills Ranch Road, between Covey Lane and Mountain Ridge Road (proposed road);
- Street "F", between West Lilac Road and Lilac Hills Ranch Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C"– proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled T-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

~~In addition to the project access and frontage road improvements listed above, construction of improvements resulting from the implementation of mitigation measures M-TR-1 through M-TR-4 (detailed in subchapter 2.3.5.1, below) were included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~(M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized;~~
- ~~M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized;~~
- ~~(M-TR-3) West Lilac Road, between Old Highway 395 and Main Street – improvements to the General Plan Mobility Element classification of 2.2C;~~
- ~~(M-TR-4) Old Highway 395/West Lilac Road intersection – signalized; and~~
- ~~(M-TR-5) Old Highway 395/Circle R Drive – signalized.~~

Figure 2.3-5e~~6~~ shows the projected ADT for the Existing Plus Project (Traffic Scenario E, Build-out) roadway conditions.

Roadway Segments

Table 2.3-~~10~~ 11 displays the level of service analysis results for key roadway segments under Existing plus Project (Traffic Scenario E, Build-out~~)~~) conditions. As shown, four roadway segments would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance criteria, the project (Traffic Scenario E) would have a **significant impact** to the following roadway segments because it would add over 200 trips: ~~following three roadway segments would~~ to a County segment operating~~e~~ at substandard LOS E or 100 trips to a County segment operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F~~E~~ (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-5**);
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6**); and
- E. Vista Way, between SR-76 and Gopher Canyon Road – LOS E (**Impact TR ~~9~~8**).

~~Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps and E. Vista Way, between Gopher Canyon Road and Osborne Street were identified as significant under previous scenarios. Mitigation Measures M-TR-1 through M-TR-5 (detailed in subchapter 2.3.5.1, below) would already be constructed in earlier phases. Therefore, the additional traffic generated by Existing Plus Project (Traffic Scenario E, Build-out) conditions would result in only one new **significant direct impact** to the road segment of:~~

~~E. Vista Way, between SR-76 and Gopher Canyon Road.~~

Intersections

Peak hour traffic volumes at the key study area intersections are displayed in Figure 2.3-~~6~~7a-c. As shown in Table 2.3-~~11~~12, five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance guidelines, the project (Traffic Scenario E) would have **significant impacts** to all five because it would add more than two seconds of delay: ~~following two intersections are expected to continue to operate at substandard LOS E or F under the Existing Plus Project (Traffic Scenario E, Build-out) conditions:~~

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**);
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**); and

- Old Highway 395/Circle R Drive (County) – LOS F during the PM peak hour (**Impact TR-8**).
- ~~SR-76/Old River Road/E. Vista Way (Caltrans) - LOS E during the AM peak hour;~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) - LOS E.~~

~~Based upon the significance criteria discussed above, the additional traffic generated by Existing Plus Project (Traffic Scenario E, Build-out) would **not have any direct impact** at the study area intersections because at each intersection project traffic would not add two seconds or more of additional delay. Based on the County's Guidelines for Determining Significance, an increase in delay of two seconds or more would be considered a significant impact.~~

Two-Lane Highways

Table 2.3-~~12~~ 13 displays two-lane highway level of service analysis results for Old Highway 395 under Existing Plus Project (Scenario E, Build-out) conditions. As shown in the table, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

Freeway Segments

Table 2.3-~~13~~ 14 displays the resulting level of service for I-15 under Existing Plus Project (Traffic Scenario E, Build out) conditions. As shown in the table, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

~~Existing Road Conditions Plus Project (Build-out)~~

~~The Existing Road Conditions Plus Project (Build-out) scenario includes the project's build-out traffic volumes added to the existing traffic volumes and existing roadway configurations. This scenario represents the condition where the project would be built all at once as a single phase without the benefit of mitigation measures and road improvements associated with each construction phase.~~

~~Roadway Segments~~

~~The existing roadway conditions under the Existing Road Conditions Plus Project (Build-out) scenario is detailed in subchapter 2.3.1.2, above. Under this scenario the following roadway segments and intersections are calculated to operate at a LOS D or worse:~~

- ~~Gopher Canyon Road between E. Vista Way and I-15 SB Ramps (LOS E);~~
- ~~E. Vista Way between SR-76 and Gopher Canyon Road (LOS E); and~~
- ~~E. Vista Way between Gopher Canyon Road and Osborne Street (LOS F).~~

~~Mitigation measures as detailed in subchapter 2.3.5.1, below would be implemented. The application of these mitigation measures would reduce significant impacts to all but two roadways segments:~~

- ~~Gopher Canyon Road between E. Vista Way and I-15 SB; and~~
- ~~E. Vista Way between Gopher Canyon Road and Osborne Street.~~

~~Based on the County standard LOS threshold, these two road segments would operate at unacceptable levels.~~

~~Intersections~~

- ~~SR-76/Old River Road/E. Vista Way (Caltrans) (LOS E - AM peak hour);~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS E - PM peak hour);~~
- ~~I-15 Southbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours); and~~
- ~~I-15 Northbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - PM peak hour).~~

~~Mitigation measures as detailed in subchapter 2.3.5.1, below would be implemented. The application of these mitigation measures would mitigate significant impacts to all intersections to less than significant.~~

2.3.2.3 Issue 2: Transportation Hazard

Guidelines for the Determination of Significance

According to the County of San Diego Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b), a significant transportation or traffic impact may occur if the project causes a transportation hazard.

According to County procedures, the determination of significant hazards to an existing transportation design feature shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

According to County procedures, the determination of significant hazards to pedestrians or bicyclists shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers

entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Analysis

A system of private roads, including Main Street, Lilac Hills Ranch Road, Street "F," Mountain Ridge Road, and Covey Lane, is proposed to provide site access and on- and off-site circulation for the project. Main Street, Lilac Hills Ranch Road, and Covey Lane would provide the general public access to the adjoining Public Road system. The internal private streets, maintained by the HOA, would be open to the public visiting residents or local businesses, making deliveries, and participating in community activities such as farmers markets. Main Street would serve as the primary access carrying approximately 6 percent of the project trips in the initial phase, and up to 60 percent at project build-out (east to west).~~project traffic ranging from 1,040 ADT to 8,430.~~ A small percent (9 percent) of the total project traffic would utilize Covey Lane. ~~Approximately 1,110 ADTs would utilize Covey Lane given that only a small number of the project trips are anticipated to travel east of the project site per SANDAG's Select Zone Assignments.~~

Approximately 5.5 percent of the total project traffic would access Mountain Ridge Road as this access would be gated and restricted to the southern half of Phase 5 (SRS-5, SFS-6, and the institutional [church] site) uses only. ~~Approximately 2,220 ADTs would use Mountain Ridge Road, as this road would be gated and would provide ingress and egress only for those residents within the southernmost portion of the project~~. Therefore, residents in the northern portions of the project would not be able to travel south onto Mountain Ridge Road through this gate. The southern third of the project would be a senior community with a gate between the main project and the senior community (at Lilac Hills Ranch Road/Covey Lane), another gate in the middle of the Phase 5 development along Lilac Hills Ranch Road (just north of SRS-5/SFS-6), as well as a gate at Lilac Hills Ranch Road/Mountain Ridge Road just north of the proposed institutional site. ~~Access to T~~the institutional site would be ~~divided into~~served by two parking areas, one north of the Mountain Ridge Road gate and one to the south. This would allow all residents of the project access through the project gates after coordinating with the HOA and church personnel. These residents would park north of the Mountain Ridge access point and would not be allowed to exit ~~in that direction.~~to the

south via Mountain Ridge Road. Non-residents or ~~V~~visitors to the institutional site (from outside the project) ~~could~~ would ~~likewise~~ access the proposed institutional site from the south, using Mountain Ridge, and park in the ~~to the~~ parking area south of the gated access (Gate 6).

Proposed public roadway improvements would comply with the County's Public Road Standards (County of San Diego 2012a) except where ~~modifications or~~ exceptions have been requested. For example, the segment of West Lilac Road along the project frontage does not meet public road standards. Approximately 10 ~~modifications~~ exceptions to current road standards are being proposed as part of the project. Six of the requested ~~modifications~~ exceptions would affect West Lilac Road and would avoid significant grading of steep slopes and disruption of existing driveways. Project traffic would still be accommodated through widening and restriping the road, as well as the signalization of the intersection of West Lilac Road and Old Highway 395.

Two of the requested ~~modifications~~ exceptions would allow Mountain Ridge Road to remain in its current state, with the exception of minor widening to ensure that there would be two 12-foot lanes consistent with County Private Road Standards, and would avoid significant grading and disruption to existing driveways. The remaining two ~~modifications~~ exceptions would reduce the design speed (from 30 mph to 20 mph) of two short segments of two on-site roads within the project in residential areas, again reducing the amount of grading that must be done. These two road segments are very short, making it unlikely that a 30 mph speed would ever be attained.

The~~se~~ County Public Road Standards are intended to "provide for the service and protection of the public~~.~~"; however, where capacity and safety are not unduly affected, exceptions are granted. Proposed roadway improvements would also follow the County DPW Design Standards (County of San Diego 2009a), as applicable. Several roundabouts are proposed along the new West Lilac Road. Roundabouts would calm traffic, thereby enhancing the comfort and safety of both cyclists and pedestrians. Proposed roundabouts would be designed to meet applicable safety and design standards. Thus, proposed roadway improvements would be safe for vehicles, bicyclists, and/or pedestrians.

There are two existing east-west public trail segments at the project site; one along the northern boundary of the project site (Old West Lilac Road) and the other travels through the southern portion of the project, along the Valley Center Municipal Water District (VCMWD) easement. The project proposes developing a system of multi-purpose trails that traverse the project site, linking the northern and southern public trails. This trail network would provide connectivity to parks, private recreation, schools, and commercial areas within the project site. The multi-purpose trail network is proposed as a combination of smaller feeder and natural trails in the open space area of the project site, and a community pathway that traverses the project site providing connectivity to the existing County Regional Trail System. All trails would be designed to County standards to ensure the safety of pedestrians and bicyclists.

The project is consistent with the County Mobility Element Goal 4, Safe and Compatible Roads. Please also refer to EIR subchapter 2.9.2.4 for the analysis of emergency evacuation. Relevant policies pursuant to Goal M-4 and the project's consistency with each are listed below:

- Policy M-4.1 (Walkable Village Roads), the project would provide a walkable Town Center and two Neighborhood Centers that would encourage multi-modal transportation to enhance pedestrian usability and safety. The Specific Plan establishes a rural village that would be compact and configured to encourage residents to walk to major public areas. Single-family attached and mixed-use housing would be located adjacent to a central commercial area and a County park, encouraging residents to walk to these public areas.

- Policy M-4.2 (Interconnected Local Roads) requires the provision of an interconnected and appropriately scaled local public road network. The project would provide four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The internal road system within the project site would consist of private roads, open to the public, interconnected and appropriately scaled, allowing all internal roads to be two lanes, reinforcing a village atmosphere. As shown in EIR Figure 2.7-1, gates would be placed throughout Phases 4 and 5, for use by residents and/or emergency apparatus. The gates would be used by residents to go in and out of the project and would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. During an emergency requiring evacuation of residents, the gates would open allowing surrounding residents to use Lilac Hills Ranch roads. The HOA would open the gates in an emergency using a special code that can be entered remotely. Even with this gated system, the roads would still be interconnected because they allow traffic from off-site to enter the project, and also provide emergency evacuation routes.

- Policy M-4.4 (Accommodate Emergency Vehicles) requires the design and construction of public and private roads to allow for necessary access by appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles with residents evacuating from the project. Roads within the project site are designed to accommodate emergency vehicles and also allow residents to evacuate efficiently if necessary. Although the project includes gated access points throughout Phases 4 and 5 (see EIR Figure 2.7-1), the road system would be interconnected and would provide at least two ways in and out for all residents as required by current safety regulations.

- Policy M-4.5 (Context Sensitive Road Design) requires the design and construction of roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. While the grading needed for the project would be similar to other local developments of its scale, earthwork would be minimized by focusing density in locations where slope is minimal. The road pattern within the project site would follow the site's terrain while still providing a safe and efficient road network.

Overall, the road network design for the project would provide adequate ingress and egress for residents as well as emergency access, safe trail system, and conform to Goal M-4 of the General Plan Mobility Element. Therefore, impacts associated with transportation hazards would be **less than significant**.

2.3.2.4 Issue 3: Public Transit, Bicycle, and Pedestrian Facilities

Guidelines for the Determination of Significance

The Public Transit section of the County's Mobility Element identifies a number of guiding principles in support of a multi-modal transportation network. The principles are intended to enhance connectivity and support existing development patterns while retaining community character and maintaining environmental sustainability through reductions in gasoline consumption and greenhouse gas emissions. Specific goals and policies seek to maximize transit service opportunities and reduce travel demand. Goal M-8 (Public Transit System) supports a public transit system that reduces automobile dependence and serves all segments of the population and Goal M-9 (Effective Use of Existing Transportation Network) seeks to maximize use of alternative modes of travel and thus reduce the need to widen or build roads. These goals can be accomplished through reservation of adequate rights-of-way to accommodate existing and planned transit facilities, including bus stops, and by providing transit amenities, and park and ride facilities. The project's consistency with these policies is discussed below.

The County also established several Implementation measures as a means for the County to meet the goals and policies. As such, if a proposed project is not in conformance with the applicable alternative transportation policies in the Mobility Element, a significant conflict with the County's alternative transportation policies may occur.

Analysis

The project includes an opportunity for public transit by providing for bus stops within the Town Center, bicycle and pedestrian features, as described in subchapter 1.2.1 under Circulation, and an interim private transit service that connects to public transit. These features, as well as other features that reduce vehicle trips, are included in a TDM program included in the project (see Table 1-3). While mass transit service to the project site has not been established yet, it has been planned and would be available to provide mass transit. The project has been designed to be a pedestrian-friendly community and includes a sidewalk network and trails to provide pedestrian connections between uses and existing recreational trails. The proposed trails along Old West Lilac Road and the VCMWD easement would be consistent with the County's CTMP and Valley Center Community Plan Design Guidelines. The CTMP trails along the northern and southern edges of the project would allow horseback riding. The project would include two bike lanes on the proposed West Lilac Road segment through the Town Center. The interim transit service included in the project would operate on demand and would operate until public transportation is proposed by the local transit district.

The project is consistent with the County Mobility Element Goal 8, Public Transit System. Relevant policies pursuant to Goal M-8 and the project's consistency with each are listed below.

- Policy M-8.3 (Transit Stops That Facilitate Ridership) requires coordination with SANDAG, North County Transit District (NCTD), and San Diego Metropolitan Transit System (MTS) to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers ensuring that the planning of Town Centers and village cores incorporate

uses that support the use of transit. The project proposes a Town Center with commercial/mixed-use and attached residential uses. An area for a transit stop would be provided should NCTD determine that such is necessary. The project's TDM program also includes coordination with NCTD/MTS and SANDAG as to the future siting of transit stops/stations within the project site. As previously noted, the TDM also includes an interim transit service to transport residents to existing public transit until public transit to the site is provided.

- Policy M-8.4 (Transit Amenities) requires transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience. While there is no public transit service available at the present time, a transit stop is an allowed use in the Town Center where it will be accessible to the most residents. As previously noted, the project would also include an interim transit service to transport residents to existing public transit until public transit is extended to the site.

- Policy M-9.4 (Park-and-Ride Facilities) requires developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Park-and-ride facilities are available a short distance from the project site at the intersection of Old Highway 395 and Gopher Canyon Road.

The Bicycle, Pedestrian, and Trail Facilities section of the Mobility Element identifies goals and policies to improve the bicycle and pedestrian network and facilities. Goal M-11 addresses bicycle and pedestrian facilities with a focus on safety, efficiency, and providing attractive mobility options as well as recreational opportunities for County residents. Relevant policies pursuant to Goal M-11 are listed below.

- Policy M-11.2 (Bicycle and Pedestrian Facilities in Development) requires development and Town Center plans in villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities. The project would provide an extensive system of multi-modal trails providing multiple opportunities for residents to walk and bike throughout the project site. These include bikeways along main project streets, and the Town Center as described in the Specific Plan and shown on the Parks and Trails Plan (see Figures 1-8 and 1-9). In addition, the project would include bike racks along travel corridors, commercial development, parks, and multi-family units.

- Policy M-11.3 (Bicycle Facilities on Roads Designated in the Mobility Element) requires maximization of bicycle facilities on County Mobility element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character. The project proposes to dedicate and install the designated CM~~M~~TMP segment along the entire length of the south side of West Lilac Road. This public trail would be built as a Type D pathway.

- Policy M-11.4 (Pedestrian and Bicycle Network Connectivity) requires development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks. A comprehensive network of public hard and soft surface trails is proposed throughout the project site. These trails vary in width depending

upon their location near homes or within open space. There are two CTMP trails that cross the property. The project would dedicate and install the designated Community Trails segment along the entire length of the south side of West Lilac Road and along the southern part of the project.

- Policy M-11.8 (Coordination with the County Trails Program) requires coordination of proposed bicycle and pedestrian networks and facilities with the CTMP's proposed trails and pathways. As noted above, the project includes the construction of the two CTMP trails crossing the project site. Additional trails within the project site would connect to the CTMP trails. All trails except those located within Phases 4 and 5 would be available to the public.

The project would provide alternative transportation opportunities and would be consistent with County Mobility Element Goals 8 and 11 and associated policies as detailed above. Impacts associated with transit, bicycle and pedestrian facilities would be **less than significant**.

2.3.3 Cumulative Impact Analysis

2.3.3.1 Existing Plus Cumulative Projects Plus Project

The cumulative impact analysis was completed using SANDAG's Series 12 Year 2020 Transportation Model and cumulative projects within a seven-mile radius of the project (see EIR Table 1-6 and Figure 1-23). The cumulative impact analysis area is based on the County's Guidelines for Significance. A list of ~~169~~ 171 cumulative projects was compiled, including:

- #1 - #96: The cumulative project list utilized for the recent Meadowood development project;
- #97 - #110~~109~~: Geographically applicable projects from the County GPA Property Specific Workplan list of 56 projects, dated June 28, 2012; and
- #111 - #171~~110 - #169~~: A list of discretionary projects obtained from SanGIS ~~(August 2011)~~ and refined to include projects with potentially relevant trip generation, such as Major Use Permits, General Plan Amendments, Specific Plans and Amendments, Tentative Maps, and Tentative Parcel Maps. Both County staff input and the KivaNet system were utilized to gather detailed project land use descriptions.

It is noted that, other than Pankey Road and improvements included as a part of the project, the analysis below did not assume any traffic mitigation and/or transportation system improvements by any of the anticipated cumulative land development projects. However, significant roadway improvements would in fact be forthcoming to satisfy CEQA requirements. Where appropriate, the cumulative analysis assumes the completion of all phased mitigation measures required to address significant direct impacts under the Traffic Scenario (see M-TR-1 through M-TR-5, in subchapter 2.3.5.1, below).

Intersection and roadway geometrics under Existing Plus Cumulative Projects Plus Project conditions were assumed to be largely identical to Existing conditions, with the following two exceptions:

- SR-76 is widened to 4 lanes – currently under construction; and
- Pankey Road, north of SR-76 would be constructed as a 2-lane roadway through construction associated with cumulative projects, and the need to provide direct access to those projects. Both the Meadowood and Campus Park projects have been approved and are required to construct this road. The Campus Park project is in the process of obtaining grading permits and the environmental impacts of the roadway improvements are disclosed in the Campus Park EIR.

Roadway Segments

Figure 2.3-78 shows the roadway segment ADT in the cumulative condition. With the addition of the project (all phases) and the cumulative projects to the existing conditions, the following eight 10 roadway segments would operate at substandard LOS E or F (Table 2.3-1415): Based upon the applicable significance criteria, the additional traffic generated by the proposed project and the anticipated cumulative projects would result in **significant cumulative impacts** to the following seven of the eightnine roadway segments:.

- West Lilac Road between Old Highway 395 and Main Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips **(Impact TR-10)**.
- Camino Del Rey between Old River Road and West Lilac Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-911**).
- Gopher Canyon Road between E. Vista Way and Little Gopher Canyon RoadI-15 SB Ramps – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-1012**).
- Gopher Canyon Road, between Little Gopher Canyon Road and I-15 SB Ramps – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-13**).
- E. Vista Way between SR-76 and Gopher Canyon Road – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-1411**).
- E. Vista Way between Gopher Canyon Road and Osborne Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips Impact (**Impact TR-1512**).
- Pankey Road between Pala Mesa Drive and SR-76 - LOS F, and the cumulative projects would add more than 100 daily trips (**Impact TR-1613**).
- Lilac Road between Old Castle Road and Anthony Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-1714**).
- Cole Grade Road, between Fruitvale Road and Valley Center Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-1815**).

~~Based upon the significance criteria, the additional traffic generated by the proposed project and the anticipated cumulative projects would result in **significant cumulative impacts** to seven of the eight roadway segments. A cumulative impact would result to the West Lilac Road segment, between Old Highway 395 and Main Street; however, construction of improvements identified as M-TR-3 would be implemented in Traffic Scenario C due to a direct impact (**Impact TR-3**), which would reduce the impact along this segment to less than significant.~~

Intersections

As identified in Table 2.3-16~~the TIS (see Appendix E)~~, ~~the following~~ 14 study intersections would operate at substandard LOS E or F under the cumulative plus project conditions~~. (Table 2.3-15):~~ Based on the significance guidelines, the project would contribute to a **significant cumulative impact** at the ~~other~~following 11~~3~~ intersections: ~~listed above.~~

- E. Vista Way/Gopher Canyon Road (County) (LOS F – AM and PM peak hours), and the cumulative projects plus project traffic would add more than 1 second of additional delay to this signalized intersection (**Impact TR-19~~16~~**).
- ~~SR-76/Old River Road/E. Vista Way (Caltrans) (LOS F - AM and PM peak hours), and the cumulative project plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-17**).~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS F – AM and PM peak hour), and the cumulative projects plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-18**).~~
- ~~Old River Road/Camino Del Rey (County) – (LOS F - AM peak hour), and the cumulative projects plus project traffic would not add more than 5 peak hour trips to the critical movement of this unsignalized intersection.~~
- SR-76/Old Highway 395 (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-20~~19~~**).
- SR-76/Pankey Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-21~~20~~**).
- Old Highway 395/E. Dulin Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-22~~21~~**).
- Old Highway 395/West Lilac Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-23~~22~~**).
- I-15 SB Ramps/Old Highway 395 (Caltrans) ~~– LOS E during the AM peak hour and~~ (LOS F during the AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-24~~23~~**).

- I-15 N~~S~~B Ramps/Old Highway 395 (Caltrans) – (LOS F during the PM peak hour), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-25~~24~~**).
- Old Highway 395/Circle R Drive (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-26~~25~~**).
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-27~~26~~**).
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hour), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-28~~27~~**).
- Miller Road/Valley Center Road (County) (LOS F - PM peak hour), and the cumulative projects plus project would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-29~~28~~**).

The project and cumulative projects would add fewer than five peak hour trips to the critical movement of the Old River Road/Camino Del Rey intersection and, therefore, the cumulative impact would be less than significant.~~under the significance criteria no significant cumulative impact would occur at this intersection. Based on the significance guidelines, the project would contribute to a **significant cumulative impact** at the other 13 intersections listed above.~~

Two-Lane Highways

Table 2.3-~~16~~ 17 displays two-lane highway level of service analysis results for Old Highway 395 under the cumulative plus project conditions. As shown in the table, all segments along Old Highway 395 would operate at acceptable LOS D or better under this condition, and the additional traffic generated by the project and the other anticipated cumulative projects would not result in cumulative impacts to Old Highway 395.

Freeway Segments

As shown in Table 2.3-~~17~~18, eight segments of the I-15 freeway would operate at substandard LOS E or F under Existing Plus Cumulative Projects Plus Project Conditions. As the project plus cumulative projects would increase the V/C by more than 0.01, a **significant cumulative impact** would occur at all of the following eight I-15 segments operating unacceptably:

- Between Riverside County Boundary and Old Highway 395 (LOS F) (**Impact TR-30~~29~~**);
- Between Old Highway 395 and SR-76 (LOS F) (**Impact TR-31~~30~~**);
- Between SR-76 and Old Highway 395 (LOS F) (**Impact TR-32~~31~~**);
- Between Old Highway 395 and Gopher Canyon Road (LOS F) (**Impact TR-33~~32~~**);
- Between Gopher Canyon Road and Deer Springs Road (LOS F) (**Impact TR-34~~33~~**);

- Between Deer Springs Road and Centre City Parkway (LOS F) (**Impact TR-35~~34~~**);
- Between Centre City Parkway and El Norte Parkway (LOS F) (**Impact TR-36~~35~~**); and
- Between El Norte Parkway and SR-78 (LOS F) (**Impact TR-37~~36~~**).

~~All eight of the I-15 segments listed above would experience a V/C increase of over 0.01 as a result of the addition of the proposed project and cumulative projects. Thus, the project would contribute to a **significant cumulative impact** at all eight of the freeway segments.~~

2.3.3.2 General Plan Land Use Element/ Mobility Element Correlation

This subchapter discusses the correlation between the General Plan Land Use Element and Mobility Element at build-out of the Land Use Element as amended by the proposed project. It also provides a General Plan conformance discussion including consistency with Mobility Element Policy 2.1, which addresses balancing adequate road capacity to reasonably accommodate build-out of the Land Use Element, with the need to support other General Plan goals such as providing environmental protections. Policy 2.1 acknowledges that the preservation of valuable resources may outweigh the benefits of road improvements. Therefore, a lower LOS along specified roadways may be acceptable. Table M-4 of the Mobility Element identifies the deficient roadways and describes the rationale for accepting deficient roadway segments.

Mobility Element Policy 2.1 requires development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the specified criteria. The applicable situations for accepting a road classification where a LOS E or F is forecast includes those instances when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. This would include the following relevant situations:

- When marginal deficiencies are characterized along a short segment of a road and classifying the road with a designation that would add travel lanes for the entire road would be excessive; or
- When adding travel lanes to a road ~~that~~ would adversely impact environmental and cultural resources or in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.

SANDAG recently acquired the 902-acre Rancho Lilac property through its EMP and recorded ~~of~~ a conservation easement over the entire property. It is ~~anticipated by the project applicant~~possible that this acquisition c~~w~~ould ~~likely~~ prevent implementation of the County's planned Road 3 in its current alignment. Therefore, this discussion identifies two scenarios, one without the construction of Road 3 and one with the construction of Road 3.

Build-out Under the General Plan Without Road 3

As shown in Table 2.3-~~18~~19, the following five study area roadway segments are projected to operate at substandard LOS E/F ~~all of the study area roadway segments~~

~~are projected to operate at LOS D or better~~ under Build-out of ~~under~~ the General Plan (without Road 3) without the project ~~with the exception of the four following roadway segments~~:

- Old Highway 395, between SR-76 and E. Dulin Road – LOS E, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Old Highway 395, between East Dulin Road and W. Lilac Road – LOS E;
- Lilac Road between New Road 19 (east of Betsworth Road) and Valley Center Road - LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Valley Center Road, between Lilac Road and Miller Road – LOS E; and
- Valley Center Road between Miller Road and Indian Creek Road - LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment.

With the addition of the project to the General Plan build-out condition, the following roadway segments would ~~continue to~~ operate at substandard LOS E or F (Table 2.3-~~19~~20):

- West Lilac Road, between Old Highway 395 and Main Street – LOS E, and the project would add more than 200 daily trips.
- Old Highway 395 between SR-76 and E. Dulin Road - LOS E, and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment.
- Old Highway 395 between E. Dulin Road and West Lilac Road– LOS F, and the project would add more than 100 daily trips.
- Lilac Road between New Road 19 (east of Betsworth Road and Valley Center Road); and – LOS F, and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F operations at this segment.
- Valley Center Road, between Lilac Road and Miller Road; and the project would add less than 400 daily trips.
- Valley Center Road between Miller Road and Indian Creek Road – LOS F; and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations at this segment.

The project would amend the Land Use Element to increase density on the project site, which would generate more traffic than was included in the County's General Plan Update forecast for the roadway segments identified above. ~~These~~ Several of these roadway segments would operate at LOS E or F without the project at build-out of the General Plan. As noted above, t~~T~~he General Plan accepts several of these road segments operating at LOS E or F for reasons stated in the Mobility Element, which include environmental impacts and community character. However, t~~T~~he project would add additional traffic to these road segments that was not considered when Mobility Element was adopted. Therefore, to maintain correlation between the Land Use Element and Mobility Element, the following roadways segments would require either an upgrade to the ~~following~~ designated roadway classifications or a determination that the further reduction in LOS at build-out would be acceptable.

- West Lilac Road, between Old Highway 395 and Main Street – no upgrade recommended; however, roundabouts increase operational capacity, the project would improve pedestrian and bicycle facilities including a multi-purpose trail, the segment was found to operate at acceptable arterial speed, and the I-15 overpass would require widening (i.e., a new bridge) existence of ROW constraints at the I-15 overpass.
- Old Highway 395 between SR-76 and E. Dulin Road - upgrade to Mobility Element Road Classification 4.2B.
- Old Highway 395 between E. Dulin Road and West Lilac Road - upgrade to Mobility Element Road Classification 4.2B.
- Lilac Road between New Road 19 (east of Betsworth Road and Valley Center Road) - upgrade to Mobility Element Road Classification 6.2.
- ~~Valley Center Road between Miller Road and Indian Creek Road - upgrade to Mobility Element Road Classification 6.2.~~

Build-out Under the General Plan With Road 3

This section examines the scenario which includes the construction of Road 3 as depicted on the General Plan Mobility Element.

As shown in Table 2.3-~~20~~21, the following four study area roadway segments are projected to operate at substandard LOS E/F upon Build-out of the General Plan (with Road 3) without the proposed project:

- Old Highway 395, between SR-76 and E. Dulin Road – LOS E, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Old Highway 395, between E. Dulin Road and West Lilac Road – LOS E;
- Lilac Road, between New Road 19 (east of Betsworth Road and Valley Center Road – LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment; and
- Valley Center Road, between Miller Road and Indian Creek Road – LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment.

With the addition of the project to the build-out condition (with Road 3), the ~~additional traffic generated by the project would degrade LOS on~~ following ~~five~~ eight roadway segments would operate at unacceptable LOS E or F (Table 2.3-~~21~~22):

- West Lilac Road, between Old Highway 395 and Main Street – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Main Street and Street "F" – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Street "F" and Road 3 – LOS F; and the project would add more than 100 daily trips;

- Old Highway 395, between SR-76 and E. Dulin Road – LOS E; and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F along this segment; ~~and~~
- Old Highway 395, between E. Dulin Road and West Lilac Road – LOS F; and the project would add more than 100 daily trips;
- Old Highway 395, between W. Lilac Road and I-15 SB Ramps – LOS E and the project would add more than 400 daily trips;
- Lilac Road, between New Road 19 (east of Betsworth Road and Valley Center Road – LOS F, and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment; and
- Valley Center Road, between Miller Road and Indian Creek Road – LOS F, and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment.

Like the Without Road 3 scenario, increased density on the project site would generate more traffic than was included in the County's General Plan Update forecast for the roadway segments identified above. Four~~Three~~ of these roadway segments would operate at LOS E or F without the project at build-out of the General Plan. The General Plan accepts these road segments operating at LOS E or F for reasons stated in the Mobility Element. The project would add additional traffic to these road segments that was not considered when the Mobility Element was adopted. West Lilac Road between Old Highway 395 to Main Street would operate at acceptable levels due to the increased operational capacity of the roundabouts to be constructed as part of the project at the project entrances. However, to maintain correlation between the Land Use Element and Mobility Element, the remaining roadways would require either an upgrade to the roadway classifications listed below or a determination that the further reduction in LOS at build-out would be acceptable.

- West Lilac Road, between Old Highway 395 and Main Street - no upgrade recommended; however, roundabouts would increase operational capacity. The project would improve pedestrian and bicycle facilities including a multi-purpose trail. The segment was found to operate at acceptable arterial speed, and the I-15 overpass would require widening (i.e., a new bridge)~~upgrade to Mobility Element Road Classification 4.2B~~;
- West Lilac Road, between Main Street and Street "F" - no upgrade recommended; however, it is noted that this road would operate at acceptable LOS as a 2.2F road without Road 3 and roundabouts would increase operational capacity;~~upgrade to Mobility Element Road Classification 2.2C; and~~
- West Lilac Road, between Street "F" and Road 3 - no upgrade recommended; however, it is noted that this road would operate at acceptable LOS as a 2.2F road without Road 3 and roundabouts would increase operational capacity; ~~upgrade to Mobility Element Road Classification 2.2C.~~
- Old Highway 395, between SR-76 and E. Dulin Road - upgrade to Mobility Element Road Classification 4.2B;
- Old Highway 395, between E. Dulin Road and West Lilac Road - upgrade to Mobility Element Road Classification 4.2B; and

- Old Highway 395, between West Lilac Road and the I-15 SB Ramps – upgrade to Mobility Element Road Classification 4.1B.
- ~~West Lilac Road, between Old Highway 395 and Main Street - upgrade to Mobility Element Road Classification 4.2B;~~
- ~~West Lilac Road, between Main Street and Street "F" - upgrade to Mobility Element Road Classification 2.2C; and~~
- ~~West Lilac Road, between Street "F" and Road 3 - upgrade to Mobility Element Road Classification 2.2C.~~

Pursuant to Mobility Element Policy 2.1, a lower LOS along specified roadways may be acceptable as described above. The widening of segments of West Lilac Road to add travel lanes would require considerable grading that would adversely affect active agricultural operations and mature oak woodland habitat. Therefore, the adverse impacts of adding travel lanes would not justify the resulting benefit of increased traffic capacity and the segments of West Lilac Road from Main Street to Road 3 are proposed to be added to the list of Mobility Element roads for which LOS E or F is acceptable.

2.3.4 Significance of Impacts Prior to Mitigation

2.3.4.1 Circulation System Operations

Existing Plus Project (Traffic Scenario A)

Roadway Segments

Under the Existing Plus Project (Traffic Scenario A) condition, the project would have a significant direct impact at the following roadway segment:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps (**Impact TR-1**).

~~All roadway segments within the study area would operate at acceptable levels under the Existing Plus Project (Scenario A) conditions. Impacts would be less than significant.~~

Intersections

Under the Existing Plus Project (Traffic Scenario A) condition, the project would have a significant direct impact at the following intersection:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**).

~~All intersections within the study area would operate at acceptable levels under the Existing Plus Project (Scenario A). Impacts would be less than significant.~~

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario A) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area would operate at acceptable levels under the Existing Plus Project (Scenario A) conditions. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario B)

Roadway Segments

Under the Existing Plus Project (Traffic Scenario B) condition, the project would have a significant direct impact at the following segment:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps (**Impact TR-1**).

~~All roadway segments within the study area would operate at acceptable levels under the Existing Plus Project (Traffic Scenario B) conditions. Impacts would be less than significant.~~

Intersections

Under the Existing Plus Project (Traffic Scenario B) condition, the project ~~following two intersections~~ would have significant direct impacts to the following intersections:

- E. Vista Way / Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3~~1~~**); and
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4~~2~~**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario B) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario B) conditions would operate at acceptable levels. Impacts would be less than significant

Existing Plus Project (Traffic Scenario C)

~~Mitigation measures from Traffic Scenario B (**M-TR-1** and **M-TR-2**) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

The project would have a significant direct impact to the following three roadway segments under the Existing Plus Project (Traffic Scenario C) conditions:

- Gopher Canyon Road from E. Vista Way to I-15 SB Ramps (**Impact TR-1~~4~~**);

- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5~~3~~**); and
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6~~5~~**).

Intersections

Under the Existing Plus Project (Traffic Scenario C) condition, the project ~~following intersection~~ would have significant direct impacts at the following four intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (**Impact TR-7~~6~~**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario C) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario C) conditions would operate at acceptable levels. Impacts would be less than significant

Existing Plus Project (Traffic Scenario D)

~~Mitigation measures from Traffic Scenario B and C (M-TR-1 through M-TR-4) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

The project would have a significant direct impact to the following three roadway segments under the Existing Plus Project (Traffic Scenario D) conditions:

- Gopher Canyon Road from E. Vista Way to I-15 SB Ramps (**Impact TR-1**);
- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5**); and
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6**).

~~No new significant impacts beyond those already assessed are identified under the Existing Plus Project (Traffic Scenario D) conditions. Impacts would be less than significant.~~

Intersections

Under the Existing Plus Project (Traffic Scenario D) condition, the project ~~following intersection~~ would have significant direct impacts at the following five intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**);
- Old Highway 395/West Lilac Road (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (**Impact TR-8~~7~~**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario D) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario D) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario E, Build-out)

~~Mitigation measures from Traffic Scenarios B, C, and D (M-TR-1 through M-TR-5) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

Under the Existing Plus Project (Traffic Scenario E, Build-out) condition, the project ~~following roadway segment~~ would have a significant direct impacts to the following four roadway segments:

- Gopher Canyon Road from E. Vista Way to I-15 (**Impact TR-1**);
- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5**);
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6**); and
- E. Vista Way, from SR-76 to Gopher Canyon Road (**Impact TR-8~~9~~**).

Intersections

Under the Existing Plus Project (Traffic Scenario E) condition, the project would have significant direct impacts to the following five intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**);
- Old Highway 395/West Lilac Road (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (**Impact TR-8**).

~~All intersections within the study area would operate at acceptable levels under the Existing Plus Project (Scenario E, Build-out). Impacts would be less than significant.~~

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario E, Build-out) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario E, Build-out) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Cumulative Projects Plus Project

~~All improvements to the roads for direct impact mitigation are assumed to have been constructed for the cumulative scenario.~~

Roadway Segments

The project would have a significant cumulative impact to these ~~seven~~ nine roadway segments:

- West Lilac Road from Old Highway 395 and Main Street (**Impact TR-10)**;
- Camino Del Rey from Old River Road to West Lilac Road (**Impact TR-11~~9~~**);
- Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road ~~I-15 SB Ramps~~ (**Impact TR-12~~10~~**);
- Gopher Canyon Road from Little Gopher Canyon Road to I-15 SB Ramps (**Impact TR-13**);
- E. Vista Way from SR-76 to Gopher Canyon Road (**Impact TR-14~~11~~**);
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-15~~12~~**);
- Pankey Road from Pala Mesa Drive to SR-76 (**Impact TR-16~~13~~**);
- Lilac Road from Old Castle Road to Anthony Road (**Impact TR-17~~14~~**); and
- Cole Grade Road from Fruitvale Road to Valley Center Road (**Impact TR-18~~15~~**).

~~A cumulative impact would result on the West Lilac Road segment between Old Highway 395 and Main Street; however, the direct impact to this segment was identified under Existing Plus Project (Traffic Scenario C) and would be mitigated pursuant to M-TR-3 (see subchapter 2.3.5.1, below) prior to project build-out and would be less than significant in the cumulative condition.~~

Intersections

The project would have a significant cumulative impact to these ~~13~~ 11 intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-19~~16~~**);
- ~~SR-76/Old River Road/E. Vista Way (**Impact TR-17**);~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (**Impact TR-18**);~~
- SR-76/Old Highway 395 (**Impact TR-20~~19~~**);
- SR-76/Pankey Road (**Impact TR-21~~20~~**);
- Old Highway 395/E. Dulin Road (**Impact TR-22~~21~~**);
- Old Highway 395/West Lilac Road (**Impact TR-23~~22~~**);
- I-15 SB Ramps/Old Highway 395 (**Impact TR-24~~23~~**);
- I-15 NB Ramps/Old Highway 395 (**Impact TR-25~~24~~)**;
- Old Highway 395/Circle R Drive (**Impact TR-26~~25~~**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-27~~26~~**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-28~~27~~**); and
- Miller Road/Valley Center Road (**Impact TR-29~~28~~**)

~~Cumulative impacts would result at the intersections of I-15 NB Ramps/Gopher Canyon Road and Old Highway 395/Circle R Drive; however, mitigation measures M-TR-2 through M-TR-5 for project direct impacts (see subchapter 2.3.5.1, below), would be complete after construction of Traffic Scenarios B and D, respectively and no impacts would occur at these intersections in the cumulative condition.~~

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under cumulative conditions. Impacts would be less than significant.

Freeway Segments

The project would have a significant cumulative impact to the following 8 I-15 freeway segments:

- Between Riverside County Boundary and Old Highway 395 (**Impact TR-30~~29~~**);
- Between Old Highway 395 and SR-76 (**Impact TR-31~~30~~**);
- Between SR-76 and Old Highway 395 (**Impact TR-32~~31~~);**
- Between Old Highway 395 and Gopher Canyon Road (**Impact TR-33~~32~~**);
- Between Gopher Canyon Road and Deer Springs Road (**Impact TR-34~~33~~**);
- Between Deer Springs Road and Centre City Parkway (**Impact TR-35~~34~~**);
- Between Centre City Parkway and El Norte Parkway (**Impact TR-36~~35~~**); and

- Between El Norte Parkway and SR-78 (**Impact TR-3736**)

2.3.4.2 Transportation Hazard

The project would comply with applicable regulations and would not result in a significant traffic hazard. Sight distance is adequate, except for the intersection of Covey Lane and West Lilac Road. As shown in the Sight Distance Analysis (attached as Appendix C-1), per the County sight distance requirements, the minimum corner intersection sight distance is 480 feet for a prevailing speed of 48 miles per hour, and 400 feet for a prevailing speed of 40 miles per hour. The existing maximum line of sight at the intersection of Covey Lane and West Lilac Road is 330 feet. A line-of-sight distance of 480 feet would be achieved by grading and clearing on property APN 129-190-44. This area is comprised of ornamental trees and a number of coast live oaks. The bank would be lowered and a number of the oak trees would need to be trimmed back, i.e., removed. (Please refer to subchapter 2.5 for a discussion of biological impacts.)

Standard County conditions of approval for a Tentative Map require all street intersections to conform to the intersectional sight distance criteria of the Public Road Standards of the Department of Public Works. The project proponent would therefore, request an off-site clear space easement from the property owners. Should an easement not be granted, the County would acquire the sight distance by condemnation through funds provided by the project applicant. Likewise a clear space easement would be required at Mountain Ridge Road at Circle R Drive. ~~The bank could require shaving and the oaks would need to be trimmed back. The project proponent would request an off-site Clear Space Easement from the property owners.~~ Thus, potential transportation hazards would be less than significant.

2.3.4.3 Public Transit, Bicycle, and Pedestrian Facilities

The project would provide bicycle and pedestrian facilities consistent with regulations. A lot would also be provided for a public transit station and public transit along streets would not be precluded. Thus, the impact to public transit, bicycle, and pedestrian facilities would be less than significant.

2.3.5 Mitigation

2.3.5.1 Circulation System Operations

This section lists the significant impacts identified under each scenario (e.g., Existing Plus Project (Traffic Scenario A), Existing Plus Project (Traffic Scenario B), etc.), followed by the recommended mitigation measure. A table listing all of the project's significant impacts, with corresponding mitigation measures, is presented in Section 2.3.6, Conclusion.

Existing Plus Project (Traffic Scenario A)

The project (Traffic Scenario A) would have significant direct impacts on one roadway segment and one intersection within the study area. The improvements described below would mitigate the identified direct traffic impacts.

Roadway Segment and Intersection

To mitigate the project Impacts TR-1 (Gopher Canyon Road segment between East Vista Way and the I-15 southbound ramps) and TR-2 (East Vista Way/Gopher Canyon Road intersection), the project would implement the following mitigation:

M-TR-1: Prior to recordation of the Final Map associated with the 238th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a dedicated right-turn lane at the westbound Gopher Canyon Road approach of the East Vista Way/Gopher Canyon Road intersection.

~~No significant impacts to Roadway Segments, Intersections, Two-Lane Roads, Freeways, or Ramp Intersections would occur under the Exiting Plus Project (Traffic Scenario A) condition.~~

Existing Plus Project (Traffic Scenario B)

The project (Traffic Scenario B) would have significant direct impacts to one roadway segment and three intersections within the study area. The improvements described below would mitigate the identified direct traffic impacts.

~~The project would have significant direct impacts on two study area intersections. The following improvements would be required to mitigate the identified traffic impacts:~~

Roadway Segments

The project (Traffic Scenario B) would implement M-TR-1 (see above) to mitigate Impact TR-1.

Intersections

The project (Traffic Scenario B) would implement M-TR-1 (see above) to mitigate Impact TR-2.

To mitigate project Impacts TR-3 (I-15 Southbound Ramps/Gopher Canyon Road) and TR-4 (I-15 Northbound Ramps/Gopher Canyon Road), the project shall implement the following mitigation:

M-TR-2~~1~~: Prior to ~~the~~ recordation of the Final Map associated with the ~~1st EDU of Phase 4 (if construction follows the proposed Phasing Plan) or the~~ 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either: (1) a install traffic signal~~s~~ at the I-15 SB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.

M-TR-3~~2~~: Prior to ~~the~~ recordation of the Final Map associated with ~~the 1st EDU of Phase 4 (if construction follows the proposed Phasing Plan) or~~ the 363rd

EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either (1) a install traffic signals at the I-15 NB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.

As described in subchapter 2.3.6 below, the improvements included in M-TR-2 and M-TR-3 are under the jurisdiction and control of Caltrans and there is no assurance that Caltrans would approve the implementation of the recommended improvements or that the improvements will be completed in time to avoid the significant impacts at the Impact TR-3 and TR-4 locations. Thus, Mitigation Measures M-TR-2 and M-TR-3 are deemed infeasible and Impacts TR-3 and TR-4 are considered significant and unavoidable.

~~No significant impacts to roadway segments, two lane highways, freeway segments or intersections would occur under the Exiting Plus Project (Traffic Scenario B) condition.~~

Existing Plus Project (Traffic Scenario C)

The project (Traffic Scenario C) would have significant direct impacts on three study area roadway segments and ~~one~~ four intersections within the study area. No significant impacts to two-lane highways or freeways would occur under the Exiting Plus Project (Traffic Scenario C) condition. The ~~following~~ improvements described below would be ~~required~~ implemented to mitigate the identified traffic impacts.~~:~~

Roadway Segments

To mitigate the project (Traffic Scenario C) Impact TR-1, M-TR-1 (see above) would be implemented.

To mitigate project Impact TR-5 (West Lilac Road, between Old Highway 395 and Main Street), the project would implement the following:

M-TR-4~~3~~: Prior to ~~the~~ recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.

To mitigate project Impact TR-6 (East Vista Way, between Gopher Canyon Road and Osborne Street), the project would implement the following:

M-TR-5: Prior to recordation of the Final Map associated with the 476th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install of a dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way/Gopher Canyon Road intersection.

Intersections

As described for the project in the Traffic Scenario A analysis above, the project (Traffic Scenario C) would implement M-TR-1 to mitigate Impact TR-2. As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

To mitigate project Impact TR-7 (Old Highway 395/West Lilac Road), the project would implement the following:

M-TR-64: Prior to ~~the~~ recordation of the Final Map associated with the 585th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the ~~install traffic signals at~~ Old Highway 395/West Lilac Road intersection.

~~No significant impacts to Two-Lane Highways, Freeway Segments, or Intersections would occur under the Exiting Plus Project (Traffic Scenario C) condition.~~

Existing Plus Project (~~Project~~ Traffic Scenario D)

The project (Traffic Scenario D) would have significant direct impacts on three roadway segments and ~~one~~ five intersections. No significant impacts to two-lane highways, freeways would occur under the Exiting Plus Project (Traffic Scenario D) condition. The ~~following~~ improvements described below would ~~be required to~~ mitigate the identified traffic impacts.~~:~~

Roadway Segments

To mitigate the project (Traffic Scenario D) Impacts TR-1, TR-5, TR-6, the project would implement M-TR-1, M-TR-4, and M-TR-5 (see above).

Intersections

To mitigate the project (Traffic Scenario D) Impacts TR-2 and TR-7, the project would implement M-TR-1, and M-TR-6 (see above). As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

To mitigate project Impact TR-8 (Old Highway 395/Circle R Drive), the project would implement the following:

M-TR-75: Prior to ~~the~~ recordation of the Final Map with associated with the ~~121st EDU in (Phases 4 and 5), or 1,132~~ 1,220th ~~total~~ EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signal~~s~~ at the Old Highway 395/Circle R Drive intersection.

~~No significant impacts to Roadway Segments, Two Lane Highways, Freeway Segments or Intersections would occur under the Exiting Plus Project (Traffic Scenario D) condition.~~

Existing Plus Project (~~Project~~ Traffic Scenario E, Build-out)

The project (Traffic Scenario E) would have a significant direct impact on ~~one~~ four study area roadway segment and five intersections in the study area. No significant impacts to ~~roadway segments, intersections,~~ two-~~lane~~ lane roads~~,~~ or freeways ~~segments or intersections~~ would occur under the exiting plus project (Traffic Scenario E, Build-out) condition.

Roadway Segments

To mitigate the project (Traffic Scenario E) Impacts TR-1, TR-5, TR-6, the project would implement M-TR-1, M-TR-4, and M-TR-5 (see above).

To mitigate project Impact TR-9 (E. Vista Way, between SR-76 and Gopher Canyon Road), the project would implement measures M-TR-1 and M-TR-5.

Intersections

To mitigate the project (Traffic Scenario E) Impacts TR-2, TR-7, and TR-8, the project would implement M-TR-1, M-TR-6, and M-TR-7 (see above). As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

Existing Plus Cumulative Projects Plus Project

Roadway Segments

The project would have a significant cumulative impact to ~~six~~ nine roadway segments.

To mitigate for significant cumulative roadway segment Impact TR-10, the project would implement M-TR-4 and M-TR-6 identified above that require improvements to West Lilac Road between Old Highway 395 and Main Street and the Old Highway 395/West Lilac Road intersection.

The following mitigation measure would ~~be required to~~ mitigate the significant cumulative traffic ~~impacts to~~ Impacts TR-11, TR-13, TR-14, TR-15, and TR-18. ~~TR-9, TR-10, TR-11, and TR-12. These roadway segments are included in the list of facilities included in the County's TIF. The TIF accommodates land use changes that would result from project approval. The TIF should be updated to revise fee differentials associated with adding the project's land uses to the program. The project would pay the TIF fee.~~

M-TR-8~~6~~: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, ~~cumulative impacts to roadways shall be mitigated through payment~~ the applicant, or its designee, shall pay all applicable fees to the TIF Program, which should be updated to include the changes to the Land Use and Mobility Elements proposed by the project.

Cumulative Impact TR-12 would be mitigated by constructing Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road to a Mobility Element 4.1B classification.

However, as described further in subchapter 2.3.6 below, such mitigation is infeasible because it would not be proportional to the project impact, and is, therefore, infeasible.

~~Significant cumulative impacts identified as TR-13 and TR-14 would also occur to Pankey Road from Pala Mesa Drive to SR-76 and Lilac Road from Old Castle Road to Anthony Road, respectively. These road segments are not included in the current TIF Program. Neither of these segments were eligible for inclusion in the TIF Program pursuant to the County of San Diego TIF Transportation Needs Assessment Report (September 2012). The following mitigation measures would mitigate the significant cumulative traffic impacts to Impacts TR-12 and TR-13:~~

To mitigate for TR-16, the project would need to construct Pankey Road from Pala Mesa Drive to SR-76 to a Mobility Element 4.2B classification. However, as described further in subchapter 2.3.6 below, such mitigation is infeasible because it would not be proportional to the project impact, and is, therefore, infeasible.

~~**M-TR-7**: (a) Pay the TIF after the TIF has been updated to include Pankey Road from Pala Mesa Drive to SR-76 and Lilac Road from Old Castle Road to Anthony Road and to account for the changes in the Land Use and Mobility Elements proposed by the project; or~~

~~(b) Construct, or agree to construct Pankey Road from Pala Mesa Drive to SR-76 to a 4.2B classification and Lilac Road from Old Castle Road to Anthony Road to a Mobility Element Road Classification 2.1C.~~

To mitigate for TR-17, the following would be implemented:

M-TR-9: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct intermittent turn lanes at all major access locations along Lilac Road from Old Castle Road to Anthony Road, including the segment between Robles Lane and Cumbres Road, and the intersection of Sierra Rojo Road and Lilac Road.

~~The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the Board of Supervisors approves the Lilac Hills Ranch project, the TIF should be updated to account for the changes in the Land Use Element and Mobility Element that are proposed as part of the project and to add the road segments not currently in the TIF that this project affects.~~

Intersections

The project would have a significant cumulative impact to ~~13~~ 11 intersections.

M-TR-~~8~~6, identified above, would mitigate the significant cumulative traffic ~~impacts to~~ Impacts TR-19, TR-23, TR-24, TR-25, TR-27, and TR-28. ~~TR-16, TR-17, TR-18, TR-20, TR-22, TR-26, and TR-27. These intersections are included in the County's TIF.~~

~~Significant cumulative impacts identified as TR-21 and TR-28 would occur to Old Highway 395/East Dulin Road and Miller Road/Valley Center Road intersections. These intersections are not currently included in the TIF Program. The following mitigation~~

~~measures would mitigate the significant cumulative traffic impacts to Impacts TR-19 and TR-26:~~

The intersections of SR-76 and Old Highway 395 (Impact TR-20), and SR 76 and Pankey Road (Impact TR-21) are Caltrans' facilities over which the County has no jurisdiction. To mitigate project Impact TR-20, the following improvements would be necessary: convert the current northbound left-through-right shared lane to a northbound through lane, add one dedicated northbound left-turn lane and one dedicated northbound right-turn lane at the Old Highway 395 northbound approach, convert the current southbound left-through-right shared lane to a southbound through-right shared lane and add two dedicated southbound left-turn lanes at the Old Highway 395 southbound approach, convert the current eastbound through-right shared lane to an eastbound through lane, add one eastbound right-turn lane at the SR-76 approach and convert the current traffic signal phasing from northbound and southbound split phasing to a protected phase. However, this intersection is not under the jurisdiction and control of the County; it is a Caltrans controlled facility. Moreover, there is no Caltrans' project, funding, or program to improve this intersection to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to this intersection. Refer to subchapter 2.3.6 below for additional information.

To mitigate project Impact TR-21, the following improvements would be necessary: signalize the intersection, convert the current northbound left-through-right shared lane to a northbound through lane, add two dedicated northbound left-turn lanes, and one dedicated northbound right-turn lane at the Pankey Road approach, convert the current southbound left-through-right shared lane to a southbound through lane, add one dedicated southbound left-turn lane, and two dedicated southbound right-turn lanes with an overlap signal phasing at the Pankey Road approach, convert the current eastbound through-right shared lane to a through lane, add one dedicated eastbound left-turn lane and right-turn lane at the SR-76 EB approach, convert the current westbound through-right shared lane to a westbound through lane and add one westbound right-turn lane at the SR-76 WB approach. However, this intersection is not under the jurisdiction and control of the County; it is a Caltrans controlled facility. Moreover, there is no Caltrans' project, funding, or program to improve this intersection to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to this intersection. Refer to subchapter 2.3.6 below for additional information.

Impact TR-22 would be mitigated by the following measure:

M-TR-108: ~~(a) Pay the TIF after the TIF has been updated to include Old Highway 395/East Dulin Road and Miller Road/Valley Center Road intersections and to account for the changes in the Land Use and Mobility Elements proposed by the project; or~~

~~(b)~~ Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall

~~C~~construct~~, or agree to construct~~ a traffic signal~~s~~ at the Old Highway 395/East Dulin Road intersection~~these intersections~~.

Impact TR-26 would be mitigated by M-TR-7 (Old Highway 395/Circle R Drive intersection signalization).

Impact TR-29 would be mitigated by the following measure:

M-TR-11: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Miller Road/Valley Center Road intersection.

~~The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the Board of Supervisors approves the Lilac Hills Ranch project, the TIF should be updated to account for the changes in the Land Use Element and Mobility Element that are proposed as part of the project and to add the facilities not currently in the TIF that this project affects.~~

~~Two-Lane Highways~~

~~No significant impacts to two-lane highways would occur under the cumulative condition.~~

~~Freeway Intersections~~

~~Significant cumulative impacts identified as TR-19, TR-23, and TR-24 would occur to Old Highway 395/SR-76, I-15 SB Ramps/Old Highway 395, and I-15 NB Ramps/Old Highway 395, respectively. These are all Caltrans facilities. County staff has coordinated with Caltrans, and Caltrans confirmed that it has no project, funding, or program to improve these intersections to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts at these three intersections. The impacts would remain significant and unavoidable. Caltrans agrees with this conclusion.~~

Freeway Segments

Impacts to eight freeways segments were identified (Impacts TR-30~~29~~ through TR-37~~36~~). However, County staff has coordinated with Caltrans, and Caltrans has confirmed that it has no project, funding or program to improve these segments to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to these freeway segments, and the cumulative freeway impacts would remain significant and unavoidable. ~~Caltrans agrees with this conclusion.~~

2.3.6 Conclusion

A summary listing of the project's direct and cumulative significant impacts, and corresponding mitigation measure, for each Traffic Scenario analysis is provided below in Tables 2.3-23 and 2.3-24, respectively.

2.3.6.1 Circulation System Operations

As indicated in Table 2.3-23, the project would result in nine significant direct impacts. The project would mitigate seven of the nine significant direct impacts to below a level of significance through the implementation of various roadway improvements. Two of the project's direct intersection impacts would remain significant, as those two intersections are under Caltrans jurisdiction and the implementation of the recommended improvements, including the timing of those improvements, cannot be assured. A detailed analysis of each project impact, mitigation and significance after mitigation follows each respective table.

TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY

Impact	Mitigation
Traffic Scenario A	
Impact TR-1: Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps **Impact TR-2:** E. Vista Way / Gopher Canyon Road	**M-TR-1:** Prior to recordation of the Final Map associated with the 238th equivalent dwelling unit (EDU) of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a dedicated right-turn lane at the westbound Gopher Canyon Road approach of the East Vista Way/Gopher Canyon Road intersection.
Traffic Scenario B	
Impacts TR-1 and **TR-2** (see above)	**M-TR-1** (see above)
Impact TR-3: I-15 SB Ramps / Gopher Canyon Road (Caltrans) **Impact TR-4:** I-15 NB Ramps / Gopher Canyon Road (Caltrans)	**M-TR-2:** Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either: (1) a install traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan. **M-TR-3:** Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either (1) a install traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final

TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY

Impact	Mitigation
	Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan. While signalization of these intersections would mitigate the project impact, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.
Traffic Scenario C	
Impacts TR-1 and **TR-2** (see above)	**M-TR-1** (see above)
Impacts TR-3 and **TR-4** (see above)	Infeasible (see above)
Impact TR-5: West Lilac Road, between Old Highway 395 and Main Street	**M-TR-4:** Prior to recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.
Impact TR-6: E. Vista Way, between Gopher Canyon Road and Osborne Street	**M-TR-5:** Prior to recordation of the Final Map associated with the 476th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install of a dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way/Gopher Canyon Road intersection.
Impact TR-7: Old Highway 395/West Lilac Road (County)	**M-TR-6:** Prior to recordation of the Final Map associated with the 585th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the Old Highway 395/West Lilac Road intersection.
Traffic Scenario D	
Impacts TR-1, TR-2, TR-5, **TR-6,** and **TR-7** (see above)	**M-TR-1**, **M-TR-4**, **M-TR-5, and M-TR-6** (see above)
Impacts TR-3 and **TR-4** (see above)	Infeasible (see above)
Impact TR-8: Old Highway 395 / Circle R Drive (County)	**M-TR-7:** Prior to recordation of the Final Map with associated with the 1,220th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signal at the Old Highway 395/Circle R Drive intersection.
Traffic Scenario E (Build-out)	
Impacts TR-1, TR-2, TR-5, **TR-6, TR-7,** and **TR-8** (see above)	**M-TR-1**, **M-TR-4**, **M-TR-5, M-TR-6,** and **M-TR-7** (see above)
Impacts TR-3 and **TR-4** (see above)	Infeasible (see above)
Impact TR-9: E. Vista Way, between SR-76 and Gopher Canyon Road	**M-TR-1** and **M-TR-5** (see above)

Existing Plus Project (Traffic Scenario A)

The project would have a direct significant impact at one intersection and one roadway segment in Traffic Scenario A:

- **Impact TR-1**: Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps; and
- **Impact TR-2**: E. Vista Way/Gopher Canyon Road.

These impacts would be mitigated by M-TR-1, which requires the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection prior to the recordation of the Final Map associated with the 238th EDU (see Appendix E, Figure 5-4). As shown by the arterial analysis (see Appendix E, Table 5.6), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1. The intersection analysis (see Appendix E, Table 5.7) shows that implementation of M-TR-1 would reduce the Traffic Scenario A delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

All ~~Roadway Segments, Intersections, Two Lane Roads,~~ two-lane highways and freeway segments ~~and Ramp Intersections~~ would operate at acceptable levels under the Existing Plus Project (Traffic Scenario A) conditions. Thus, Traffic Scenario A i~~I~~mpacts to those facilities would be less than significant.

Existing Plus Project (Traffic Scenario B)

The project (Traffic Scenario B) would have a direct significant impact at one roadway segment and three~~two~~ intersections as follows:

- **Impact TR-1**: Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps;
- **Impact TR-2**: E. Vista Way/Gopher Canyon Road;
- **Impact TR-3~~1~~**: I-15 SB Ramps/Gopher Canyon Road intersection; and
- **Impact TR-4~~2~~**: I-15 NB Ramps/Gopher Canyon Road intersection.

Impacts TR-1 and TR-2 would be mitigated through M-TR-1, as described above. As shown by the arterial analysis (see Appendix E, Table 5.10), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1. The intersection analysis (see Appendix E, Table 5.11) shows that implementation of M-TR-1 would reduce the Traffic Scenario B delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

~~These i~~Impacts TR-3 and TR-4 c~~w~~ould be mitigated through M-TR-~~1~~ 2 and M-TR-~~2~~3, which would require the installation of a traffic signal at each of these locations, as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.15). However, such improvements necessary to reduce these significant direct impacts are the

responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

~~prior to construction of the first EDU of Phase 4 or prior to the 363rd EDU. The traffic signals would provide steady regulation of traffic flow reducing intersection delay and thereby mitigating the impact. Iimplementation of M-TR-1 and M-TR-2 would reduce the direct impacts to less than significant.~~

No significant impacts to roadway segments, two lane highways, or freeway segments ~~or Intersections~~ would occur under the Exiting Plus Project (Traffic Scenario B) condition.

Existing Plus Project (Traffic Scenario C)

The project (Traffic Scenario C) would have a direct significant impact on three roadway segments as follows:

- **Impact TR-5~~3~~**: West Lilac Road between Old Highway 395 and Main Street;
- **Impact TR-14**: Gopher Canyon Road between E. Vista Way and I-15 SB; and
- **Impact TR-6~~5~~**: E. Vista Way between Gopher Canyon Road and Osborne Street.

Impact TR-1 would be mitigated through M-TR-1, as described above. As shown by the arterial analysis (see Appendix E, Table 5.18), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1.

Impact TR-5~~3~~ shall be mitigated through M-TR-4~~3~~, which would require widening of the West Lilac Road segment between Old Highway 395 and Main Street to its current classification as a Mobility Element 2.2C road, subject to exceptions as approved by the County. The road widening to a 2.2C road would increase the capacity and allow the road to function at an acceptable LOS of D after the addition of traffic generated by this phase of the project. Therefore, ~~i~~implementation of M-TR-4~~3~~ would reduce the direct ~~i~~impact TR-5 to less than significant.

Impact TR-6 would be mitigated through M-TR-5, which requires the provision of a dedicated right-turn lane at the northbound approach of Gopher Canyon Road/East Vista Way intersection (see Appendix E Figure 5-4). Arterial analysis shows the implementation of this mitigation would improve the AM/PM peak hour average travel speed at E. Vista Way between Gopher Canyon Road and Osborne Street, relative to the Existing Conditions (see Appendix E, Table 5.23). Thus, mitigation M-TR-5 would mitigate the project (Traffic Scenario D) TR-6 impact.

~~Under a more detailed arterial analysis of Impacts TR-4 and TR-5, these two roadways would, in fact, operate at an acceptable LOS. Specifically, in this case it was important to consider how performance of a roadway segment is heavily influenced by the ability of the arterial intersections to accommodate peak hour traffic. Highway Capacity Software (HCS) 2000 developed by McTrans was employed for the arterial analysis. The HCS arterial analysis methodology is based upon Chapter 15 (Urban Street) and Chapter 20 (Two Lane Highway) of the Highway Capacity Manual (HCM) 2000, which determines~~

~~average travel speed and facility level of service according to the roadway functional classification. E. Vista Way, between Gopher Canyon Road and Osborne Street was evaluated as a Class I arterial with a free-flow speed (FFS) of 50 mph since traffic signals along this facility are located less than one mile apart; while Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps was analyzed as a 2-lane highway given the fact that traffic signals are located at more than two -miles apart (> 4 miles). Based on the arterial analysis both segments would operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario C) conditions. However, under County standard threshold measures, these two road segments operate at unacceptable levels.~~

~~Overall, the project's percentage contribution of trips on these roads would be 3.65 percent (Gopher Canyon, between E. Vista Way and I-15), and 1.5~~ percent (E. Vista Way, between Gopher Canyon Road and Osborne Street) ~~percent. These roadways currently operate at LOS E. Pursuant to County thresholds, despite the low percentage of trips added by the project, a significant direct impact is identified. Mitigation to reduce impacts TR-4 and TR-5 would require widening of these roads to four-lane highways consistent with Mobility Element Road Classifications 4.1A and 4.1B. However, straightening and widening these road segments would encroach into agricultural lands and existing agricultural operations and would cause significant impacts to oak woodlands and wetlands located along a portion of their length. These significant impacts make these mitigation measures infeasible. Impacts TR-4 and TR-5 would, therefore, remain significant and unavoidable.~~

The project (Traffic Scenario C) would have a direct significant impact on ~~one~~ four intersections as follows:

- **Impact TR-2**: E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection; and
- **Impact TR-6~~7~~:** Old Highway 395/West Lilac Road.

Impact TR-2 would be mitigated through M-TR-1, as described above. The intersection analysis (see Appendix E, Tables 5.19 and 5.24) shows that implementation of M-TR-1 would reduce the Traffic Scenario C delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.24). However, such improvements necessary to reduce these significant direct impacts are the responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

~~This i~~Impact TR-7 would be mitigated by M-TR-~~4~~6, which would require the installation of a traffic signal and construction of a left-turn lane at the westbound West Lilac Road

approach~~at this location~~. The traffic signal and turn lane would provide steady regulation of traffic flow at this location, reducing intersection delay and improving operations to acceptable LOS C (see Appendix E, Table 5.24). ~~and thereby mitigating the impact.~~ Thus, i~~I~~mplementation of M-TR-~~4~~ 6 ~~will~~ would reduce the direct i~~I~~mpact TR-7 to less than significant.

No significant impacts to two lane roads, or freeway segments ~~or intersections~~ would occur under the Exiting Plus Project (Traffic Scenario C) condition.

Existing Plus Project (Traffic Scenario D)

The project (Traffic Scenario D) would have a direct significant impact on three roadway segments as follows:

- **Impact TR-1**: Gopher Canyon Road between E. Vista Way and I-15 SB;
- **Impact TR-5**: West Lilac Road between Old Highway 395 and Main Street; and
- **Impact TR-6**: E. Vista Way between Gopher Canyon Road and Osborne Street.

Impacts TR-1 and TR-6 would be mitigated through M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.27), the implementation of M-TR-1 and M-TR-5 would improve or maintain the travel speeds for both the impacted TR-1 and TR-6 segments. Thus, M-TR-1 and M-TR-5 would mitigate Impacts TR-1 and TR-6.

Impact TR-5 shall be mitigated through M-TR-4, which would require widening of the West Lilac Road segment between Old Highway 395 and Main Street to its current classification as a Mobility Element 2.2C road, subject to exceptions as approved by the County. The road widening to a 2.2C road would increase the capacity and allow the road to function at an acceptable LOS of D after the addition of traffic generated by this phase of the project (see Appendix E, Table 5.26). Therefore, implementation of M-TR-4 would reduce the direct Impact TR-5 to less than significant.

The project (Traffic Scenario D) would have ~~a~~ significant direct impacts at ~~one~~ five intersections:

- **Impact TR-2**: E. Vista Way/Gopher Canyon Road;
- **Impact TR-3**: I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4**: I-15 NB Ramps/Gopher Canyon Road intersection;
- **Impact TR-7**: Old Highway 395/West Lilac Road; and
- **Impact TR-8~~7~~**: Old Highway 395/Circle R Drive.

Impact TR-2 would be mitigated through M-TR-1 and M-TR-5. The intersection analysis (see Appendix E, Table 5.28) shows that implementation of M-TR-1 and M-TR-5 would reduce the Traffic Scenario D delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to

acceptable levels (see Appendix E, Table 5.32). However, such improvements necessary to reduce these significant direct impacts are the responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

Impact TR-7 would be mitigated by M-TR-6, which would improve operations to acceptable levels (see Appendix E, Table 5.28). Thus, implementation of M-TR-4 would reduce the direct Impact TR-7 to less than significant.

The ~~i~~Impact TR-8 would be mitigated by M-TR-7~~5~~, which would require the installation of a traffic signal at this location. The traffic signal would provide steady regulation of traffic flow reducing intersection delay and improving intersection operations to acceptable levels (see Appendix E, Table 5.32).~~and thereby mitigating the impact.~~ Thus, ~~i~~Implementation of M-TR-7~~5~~ would reduce the direct ~~I~~impact TR-8 to less than significant.

No significant impacts to ~~roadway segments,~~ two lane highways, or freeway segments ~~or Intersections~~ would occur under the Exiting Plus Project (Traffic Scenario D) condition.

Existing Plus Project (Traffic Scenario E, Build out)

The project (Traffic Scenario E) would have a significant direct impact at ~~one~~ four roadway segments:

- **Impact TR-1**: Gopher Canyon Road between E. Vista Way and I-15 SB;
- **Impact TR-5**: West Lilac Road between Old Highway 395 and Main Street;
- **Impact TR-6:** E. Vista Way between Gopher Canyon Road and Osborne Street; and
- **Impact TR-9~~8~~**: E. Vista Way, between SR-76 and Gopher Canyon Road.

Impacts TR-1 and TR-6 would be mitigated through M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.35), the implementation of M-TR-1 and M-TR-5 would improve or maintain the travel speeds for both the impacted TR-1 and TR-6 segments. Thus, M-TR-1 and M-TR-5 would mitigate Impacts TR-1 and TR-6.

Impact TR-5 shall be mitigated through M-TR-4, which would improve road to function to an acceptable LOS after the addition of traffic generated by this phase of the project (see Appendix E, Table 5.34). Therefore, implementation of M-TR-4 would reduce the direct Impact TR-5 to less than significant.

Impact TR-9 would be mitigated by M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.40), the implementation of this mitigation would increase the travel speed along this segment relative to the Existing Conditions. This would result in an increase of traffic flow through this segment and improve operations relative to the Existing Conditions. Thus, M-TR-1 and M-TR-5 would mitigate Impact TR-9 to below a level of significance.

The project (Traffic Scenario E) would have significant direct impacts at five intersections:

- **Impact TR-2**: E. Vista Way/Gopher Canyon Road;
- **Impact TR-3**: I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4**: I-15 NB Ramps/Gopher Canyon Road intersection;
- **Impact TR-7**: Old Highway 395/West Lilac Road; and
- **Impact TR-8**: Old Highway 395/Circle R Drive.

Impact TR-2 would be mitigated through M-TR-1 and M-TR-3. The intersection analysis (see Appendix E, Table 5.36) shows that implementation of M-TR-1 and M-TR-3 would reduce the Traffic Scenario E delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.41). However, such improvements necessary to reduce these significant direct impacts are the responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

Impact TR-7 would be mitigated by M-TR-6, which would improve operations to acceptable levels (see Appendix E, Table 5.36). Thus, implementation of M-TR-6 would reduce the direct Impact TR-7 to less than significant.

The Impact TR-8 would be mitigated by M-TR-7, which would require the installation of a traffic signal at this location. The traffic signal would provide steady regulation of traffic flow reducing intersection delay and improving intersection operations to acceptable levels (see Appendix E, Table 5.36). Thus, implementation of M-TR-7 would reduce the direct Impact TR-8 to less than significant.

~~Given the rural community character where Gopher Canyon Road and E. Vista Way are located and the minimal interruption to traffic flows, an HCS arterial analysis was performed to provide a location specific impact analysis. E. Vista Way, between SR-76 and Gopher Canyon Road was evaluated as a Class I arterial with a free-flow speed (FFS) of 50 mph since traffic signals along this facility are located less than one mile apart; while Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps was analyzed as a 2-lane highway given the fact that traffic signals are located at more than two -miles apart (>4 miles). E. Vista Way, between SR-76 and Gopher Canyon Road would operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions based on the arterial analysis. However, under County standard threshold measures, this road segment would operate at an unacceptable level.~~

~~Overall, the project's percentage contribution of trips on this road would be 1.37 percent. This roadway currently operates at LOS E. Pursuant to County thresholds, despite the~~

~~low percentage of trips added by the project, a significant direct impact is identified. Mitigation of Impact TR-8 would require widening this road segment to four lanes consistent with Mobility Element Road Classification 4.1A. However, widening would have significant impacts to productive agricultural lands and to wetlands that extend along the length of the road. Therefore, this mitigation would be infeasible. Impact TR-8 would remain significant and unavoidable.~~

No significant impacts to ~~Intersections,~~ two-lane highways, or freeway segments~~, or Intersections~~ would occur under the Exiting Plus Project (Traffic Scenario E, Build-out) condition.

Existing Plus Cumulative Projects Plus Project

As indicated in Table 2.3-24 below, the project would contribute to 28 significant cumulative traffic impacts. The project would mitigate 16 of the cumulative impacts to below a level of significance through payment into the TIF Program or the completion of roadway improvements. The remaining 12 significant cumulative impacts would be unavoidable, as mitigation is infeasible because there is no mechanism in place to provide a contribution towards improvements to those facilities and it cannot be guaranteed that improvements to those facilities required to mitigate the impacts would be approved by Caltrans. A detailed analysis of each project impact and mitigation is provided below.

TABLE 2.3-24
CUMULATIVE TRAFFIC IMPACTS AND MITIGATION SUMMARY

Impact	Mitigation
Impact TR-10: W. Lilac Road, Old Highway 395 and Main Street	**M-TR-4** and **M-TR-6** (see above)
Impact TR-11: Camino Del Rey, Old River Road and West Lilac Road	**M-TR-8:** Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall pay all applicable fees to the TIF Program, which the County should be updates to include the changes to the Land Use and Mobility Elements proposed by the project.
Impact TR-12: Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road	While improvement of this segment to a 4.1B classification would mitigate the project impact, such mitigation is infeasible.
Impact TR-13: Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps	**M-TR-8** (see above)
Impact TR-14: E. Vista Way between SR-76 and Gopher Canyon Road	**M-TR-8** (see above)
Impact TR-15: E. Vista Way between Gopher Canyon Road and Osborne Street	**M-TR-8** (see above)
Impact TR-16: Pankey Road between Pala Mesa Drive and SR-76	While improvement of this segment to a 4.2B classification would mitigate the project impact, such mitigation is infeasible.
Impact TR-17: Lilac Road between Old Castle Road and Anthony Road	**M-TR-9**: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct intermittent turn lanes at all major access locations along Lilac Road from Old Castle Road to Anthony Road, including the segment between Robles Lane and Cumbres Road, and the intersection of Sierra Rojo Road and Lilac Road.

TABLE 2.3-24
CUMULATIVE TRAFFIC IMPACTS AND MITIGATION SUMMARY
(continued)

Impact	Mitigation
Impact TR-18: Cole Grade Road, between Fruitvale Road and Valley Center Road	**M-TR-8** (see above)
Impact TR-19: E. Vista Way/Gopher Canyon Road	**M-TR-8** (see above)
Impact TR-20: SR-76/Old Highway 395 (Caltrans)	While intersection improvements would reduce these project impacts to below a level of significance, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.-
Impact TR-21: SR-76/Pankey Road (Caltrans)	
Impact TR-22: Old Highway 395/E. Dulin Road	**M-TR-10:** Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Old Highway 395/East Dulin Road intersection.
Impact TR-23: Old Highway 395/West Lilac Road	**M-TR-8** (see above)
Impact TR-24: I-15 SB Ramps/Old Highway 395 (Caltrans)	**M-TR-8** (see above)
Impact TR-25: I-15 SB Ramps/Old Highway 395 (Caltrans)	**M-TR-8** (see above)
Impact TR-26: Old Highway 395/Circle R Drive	**M-TR-5** (see above)
Impact TR-27: I-15 SB Ramps/Gopher Canyon Road (Caltrans)	**M-TR-8** (see above)
Impact TR-28: I-15 NB Ramps/Gopher Canyon Road (Caltrans)	**M-TR-8** (see above)
Impact TR-29: Miller Road/Valley Center Road	**M-TR-11:** Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Miller Road/Valley Center Road intersection.
Impact TR-30: I-15 between Riverside County Boundary and Old Highway 395	While there are plans to widen I-15 between Riverside County and SR-78 that would mitigate cumulative I-15 impacts, there is no secured funding for the improvement and there is no mechanism in place to provide contributions to the improvement. Ultimately, mitigation is infeasible because the I-15 is under Caltrans jurisdiction.
Impact TR-31: I-15 between Old Highway 395 and SR-76	
Impact TR-32: I-15 between SR-76 and Old Highway 395	
Impact TR-33: I-15 between Old Highway 395 and Gopher Canyon Road	
Impact TR-34: I-15 between Gopher Canyon Road and Deer Springs Road	
Impact TR-35: I-15 between Deer Springs Road and Centre City Parkway	
Impact TR-36: I-15 between Centre City Parkway and El Norte Parkway	
Impact TR-37: I-15 between El Norte Parkway and SR-78	

Roadway Segments

The project would have a significant cumulative impact to ~~seven~~ nine roadway segments:

- **Impact TR-10**: W. Lilac Road, between Old Highway 395 and Main Street;
- **Impact TR-11~~9~~**: Camino Del Rey, from Old River Road to West Lilac Road;

- **Impact TR-1210**: Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road~~I-15 SB Ramps~~;
- **Impact TR-13**: Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps;
- **Impact TR-1411**: E. Vista Way, from SR-76 to Gopher Canyon Road;
- **Impact TR-1512:** E. Vista Way, from Gopher Canyon Road to Osborne Street;
- **Impact TR-1613**: Pankey Road, from Pala Mesa Drive to SR-76;
- **Impact TR-1714**: Lilac Road, from Old Castle Road to Anthony Road; and
- **Impact TR-1815**: Cole Grade Road, between Fruitvale Road and Valley Center Road.

To mitigate cumulative Impact TR-10, the project would implement M-TR-4 (improvement to 2.2C classification) and M-TR-6 (West Lilac Road/Old Highway 395 intersection signalization and addition of a left-turn lane at the westbound approach). The arterial analysis shows that the West Lilac Road segment between Old Highway 395 and Main Street would operate acceptably after the implementation of M-TR-4 and M-TR-6 (see Appendix E, Table 6.7). In addition, the project includes roundabouts along this segment that increase the capacity of the intersections beyond the traffic expected in the cumulative plus project condition. Thus, TR-10 would be mitigated to below a level of significance by M-TR-4 and M-TR-6.

Impacts TR-11, TR-13, TR-14, TR-15,~~9 through TR-12,~~ and TR-185 would be mitigated through M-TR-86 which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative impacts. The TIF Program includes road improvements required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts, participation in the TIF Program constitutes effective and adequate mitigation for cumulative traffic impacts. These identified roadway segments are included in the TIF and payment of the TIF fees would mitigate the cumulative impact. Therefore, payment of TIF fees would reduce these cumulative impacts to less than significant.

Impacts TR-12, TR-163 and TR-1714 affect roadway segments that are not currently included in the TIF Program. ~~The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the project is approved, the TIF Program should be updated to include these facilities. If the TIF Program is updated to include these facilities, cumulative impacts to the roadways would be mitigated through payment to the TIF Program.~~ These cumulative impacts would be mitigated by providing physical improvements as feasible that would, at a minimum, lessen the impact proportional to the project impact.

While Impact TR-12 would be mitigated by constructing this segment of Gopher Canyon Road to Mobility Element 4.1B classification, such mitigation is infeasible because the mitigation would not be proportional to the project impact. The proposed project contributes approximately 3.5 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 1.2-mile segment would be $8.5 million (equivalent to $7,097,000/mile) according to the County of San Diego TIF Update