

5 General Plan Conformance



5 GENERAL PLAN CONFORMANCE

5.1 San Diego County General Plan

The San Diego County General Plan contains six elements, each with a series of goals that are supported by policies that address how the goal is to be accomplished. These goals and policies flow from the Guiding Principles, which are stated in Chapter 2 of the General Plan (County of San Diego 2011a). A summary of how the project will comply with the Guiding Principles and each element of the General Plan is provided below.

5.1.1 Guiding Principles

5.1.1.1 Support a reasonable share of projected regional population growth

The project will provide a range of housing types to aid the County in meeting required regional housing needs for projected population growth. The amount and type of housing was assessed in the context of the County's Regional Housing Needs Assessment, housing sites inventory, and other housing projects within the County's jurisdiction.

5.1.1.2 Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development

The project's parks, recreational opportunities, commercial/retail uses, and school site; mix of housing types, including age-qualified and age-targeted (single-story) housing; walkable and bicycle-friendly neighborhoods; trails and pathways; large blocks of native habitat preserve and open space; a Community-sponsored electric bike-share program; and shuttle services within the project Site and to the Escondido Transit Center will make it a Community that promotes and enhances the health and sustainability of its residents, guests, employees, and patrons. The project Site is also well-situated to place a range of housing opportunities close to existing regional employment centers. The project will be served by existing and planned infrastructure and services, and will provide alternatives to driving both within and to/from its neighborhoods and nearby transit stations.

5.1.1.3 Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities

The project Site is located within the unincorporated portion of the County of San Diego predominantly within the North County Metropolitan Subregional Plan area with a small portion of the Site's northern most area within the Bonsall Community Plan area. The majority of the

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Site is located in the community of Twin Oaks. The Town Center will create a town square in the planning area closest to Deer Springs Road. A neighborhood grocery store is anticipated at the Town Center to serve both Twin Oaks and the Community. On the north end of the Town Center, a school is planned to include a joint-use field open to the public during weekends and after school hours during weekdays. The Town Center will provide employment opportunities for future residents and the surrounding area. The Town Center will be compact and walkable, as well as visually appealing and compatible with surrounding development. The Town Center will be accessible by those in the surrounding community due to its location, reinforcing the local vitality and economy of the Twin Oaks community. The natural character and protected biological open space will be promoted as an amenity of the Community and be open to the general public. A Community-wide trail network will unite the various parks, creating a link to open space trails and promoting walkability throughout the Community. Spanning out from the Town Center planning area within the area designated as Village, the project's Semi-Rural areas will contain medium to lower density residential neighborhoods. Farther out, the neighborhoods will be surrounded by Rural Lands characterized by open space, native habitat conservation areas, recreation areas, and other uses associated with semi-rural areas.

To reinforce the vitality, local economy, and individual character of existing neighborhoods, communities, and surrounding land uses, the project will incorporate various elements of each. Like the newly planned communities discussed above and to reinforce natural elements of the area such as the chaparral-covered hills and open space, the project will use environmentally sensitive development patterns to preserve large blocks of native habitat, with nearly three-quarters of the project Site remaining in its natural condition. Like the surrounding communities, the project will provide a range of housing types and lot sizes. Like the more semi-rural areas, the project will incorporate limited agriculture along the perimeter of some of its neighborhoods. Like the more developed areas surrounding the project, the project will incorporate commercial/retail uses, including an anticipated neighborhood grocery store at the Town Center and a school site with a joint-use park. The Town Center will provide employment opportunities, and the mix of uses within the project will reinforce and enhance the vitality and local economy of existing communities and land uses around the project. Ultimately, the project will support more than 6,000 residents, a variety of local jobs within and as a result of the project, and a school site.

5.1.1.4 *Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance*

The project will preserve and permanently protect a wide-range of natural resources and sensitive native habitats that support wildlife habitat and movement, with connectivity between

the project's preserve areas and existing, surrounding off-site open space areas supporting the same and similar habitat types.

The preserve design consists of two large, contiguous blocks of open space preserve situated within the project Site's northern and eastern areas, with a third large block of open space preserve located in the southern half of the project Site. The project's open space preserve areas will connect to open space located west, east, and south of the project Site.

In the context of environmental stewardship, the project's preserve areas will be managed by a preserve management entity in perpetuity. Preserve management responsibilities will include an array of maintenance and monitoring activities, including fencing, signage, trash removal, prevention of runoff and fugitive irrigation, weed and non-native vegetation abatement, and biological monitoring of sensitive species and habitat types found within the project's preserve areas.

In total, the project will preserve and result in the management of approximately 1,209 acres of onsite open space as native habitat. In addition to supporting native plants and animals and their habitats, the project's preserve areas will include a range of environmental features such as ridgetops, hill tops, chaparral-covered hills, and rocky outcrops. The majority of the project's preserve areas will consist of dense chaparral, riparian and oak woodland, and non-native grasslands, as well as a limited amount of coastal sage scrub, all habitat types supporting a wide range of native vegetation communities and species.

5.1.1.5 *Ensure that development accounts for physical constraints and the natural hazards of the land*

Key natural elements and constraints of the project Site influenced the design of the project's neighborhoods and road network, including the project's hills, ridgetops, boulder outcroppings, and sensitive native habitat areas; the surrounding offsite road network; and the wildfire risk posed to virtually all new development in San Diego County. The project design preserves many of the hills, ridgetops, boulder outcroppings, and large blocks of native habitat by concentrating development into the flatter, less-constrained areas of the project Site and by incorporating a network of internal roads connecting these neighborhoods that are planned around the project Site's key natural features.

To protect against wildfire risk, the project includes a Fire Protection Plan (Appendix N of the EIR) that identifies various project design requirements to protect people and property against wildlife risks, including 250 feet of fuel modification zones around the perimeter of the each of the project's neighborhoods, an additional 47.5 acres of Special Management Areas in the southwestern corner of the Site and adjacent to existing offsite homes, and other project design and construction methods and standards for new buildings meeting the highest levels of fire safe

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design required in the state (e.g., refer to Chapter 7A of the California Building Code). Periodically, new building safety standards are adopted or amended by the state or County. For example, the state now requires new construction to have an indoor fire sprinkler system. All construction within the project Site is required to comply with the latest effective standards in place at the time of building permit submittal. In this way, construction of new buildings in the project will remain in lockstep with the latest state and local codes.

In addition to building safety, the project's Fire Protection Plan identifies fuel modification requirements for the project's development areas where those areas interface with native habitat, restrictions on the types of plants and trees that can be planted within the Site, and requirements for access. For example, the project includes two primary access roads and a third access road, and a fuel modification strategy for all structures adjacent to native habitat. The project's Fire Protection Plan requires routine maintenance with periodic inspections by the Fire Marshall of the project's fuel modification zones for the life of the project.

The project is also required to address any geologic conditions or hazards that exist or arise through grading and development of the Site or any off-site improvements, and likewise to construct all roads, improvements, structures, and walls in accordance with the requirements as specified in the final geotechnical report(s) generated for these improvements. These grading and development-level reports, which will be generated during the construction phases, will contain detailed specifications and requirements for grading, road, utility, storm drain improvements, structures, and walls. These detailed specifications and requirements will be placed on grading and improvement plans to ensure compliance, and the Geotechnical Engineer of Record must sign improvement plans verifying that they comply with the detailed requirements. Grading and improvement plans will address issues such as site-specific soil conditions, remediation of any on-site geologic hazards or constraints in areas planned for development, and any seismic standards unique to the project Site.

5.1.1.6 Provide and support a multimodal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation

The project will provide and support a multimodal transportation network by serving as a multi-use Community with a mix of housing types and choices, commercial/retail uses, parks and recreation, and a school site. The Community will be supported by a TDM Program of mobility alternatives, including an internal network of pedestrian pathways, bicycle lanes and bicycle-friendly streets, multi-use trails, a Community-sponsored electric bike-share program with kiosks throughout the Community, support for ride-share and car-share programs, subsidized transit passes for the project's residents, shuttle services connecting the project's residential neighborhoods to its Town Center neighborhood and to the Escondido Transit Center, and marketing and educational services to

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residents and employees of the project's various mobility alternatives. The project is required to implement the TDM Program measures as conditions of development.

The project's TDM Program, particularly shuttle service within and around the project and to the Escondido Transit Center, a North County transit hub, will support a range of public transportation services operated by NCTD, including six Sprinter stations within 6 miles of the project Site and BREEZE bus and Flex shuttle routes providing access to and between various North County cities and unincorporated communities, as well as Camp Pendleton Marine Corps Base and the Fallbrook Naval Weapons Station. These transit services will also connect to the Coaster rail service, which provides access between the Oceanside Transit Center and the Santa Fe Depot train station in downtown San Diego. By providing shuttle service from the project Site to the Escondido Transit Center and space for a potential NCTD transit stop in its Town Center neighborhood, the project supports and reinforces the provision of public transportation in the North County Metropolitan Subregion.

In support of public transportation, in addition to providing shuttle services from the project Site to the Escondido Transit Center, the project includes a location in its Town Center neighborhood to accommodate a future transit stop for potential future NCTD BREEZE and/or other NCTD shuttle services to the project Site. The project applicant is also coordinating with Caltrans, SANDAG, and NCTD on a potential future expanded park-and-ride at the I-15/Deer Springs Road interchange. Presently, there are two park-and-ride lots at the interchange, one on the west side and one on the east side of the freeway. The project applicant has met with Caltrans, SANDAG, and NCTD about whether Caltrans plans to improve or expand the park-and-ride lots, either as stand-alone projects or as part of the process of improving the interchange. The project applicant supports and will advocate for the incorporation of alternative transportation modes such as electric vehicle charging stations, bicycle facilities, storage lockers for travelers, accommodations for ride-share and car-share services, and a possible future transit stop as part of any project to expand or improve park-and-ride facilities at the interchange.

With incorporation of these multimodal transportation solutions and a commitment to support and coordinate with public transportation agencies, the project supports a range of mobility alternatives to single-occupancy-vehicle trips.

5.1.1.7 Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change

The project will maintain an environmentally sustainable Community and reduce GHG emissions that contribute to climate change through a variety of project planning and design features and mitigation measures. The project will offset all of its GHG emissions to achieve and maintain carbon neutrality for the life of the project. This initiative makes the project the first

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large scale master planned community in San Diego County, and one of the first master-planned communities in the United States, to achieve a 100 percent reduction in the project's construction and operations greenhouse gas (GHG) emissions through the life of the project.

In terms of planning and design, the project will feature walkable and bicycle-friendly neighborhoods and streets; a balance of housing types and other land uses, including a school site and commercial/retail uses; integrated pocket, neighborhood, and community parks; and a network of trails and pedestrian pathways that interconnect the project's various neighborhoods to reduce GHG emissions. TDM measures, including a Community-sponsored electric bike-share program, shuttle services to connecting its residential neighborhoods to its Town Center neighborhood and to the Escondido Transit Center, a car-share program, a ride-share program, and transit fare passes for residents will also reduce GHG emissions from the project. These will combine with green construction practices, including water-efficient landscapes and buildings throughout the project; pre-plumbing of single-family homes for greywater systems; compliance with California Title 24 building and energy efficiency standards (e.g., the CalGreen Building Code and the California Energy Code); solar on all residential uses; solar-powered street lights; electric vehicle chargers in single-family garages; and other project design features to further reduce GHG emissions.

In terms of project objectives, the project locates new residents near existing and planned infrastructure, services, employment, and regional shopping centers in an environmentally sensitive, balanced development pattern while preserving large blocks of natural open space onsite that connect to offsite open space and preserve areas.

5.1.1.8 *Preserve agriculture as an integral component of the region's economy, character, and open space network*

The project Site does not support any agricultural uses; however, building on the North County Metropolitan Subregion's agricultural heritage, the project will include two types of neighborhood/Community-scale agriculture uses, community gardens, and grape vineyards. In so doing, the project will create agriculture uses on a site that does not presently support them, thereby contributing to the preservation of agriculture as an integral component of the region's economy, character, and open space network.

The project's community gardens will be integrated into individual neighborhoods to promote sustainable, Community-based agriculture. The project's residents and the general public will be allowed to reserve or rent garden plots within these community gardens, with first priority given to the project's residents. Additionally, on some of the project's more visible slopes within Fuel Modification Zone 1 areas along the edge of certain neighborhoods, productive grape vineyards will be planted and maintained. These productive landscapes will be maintained by the HOA and

will add to the aesthetic appeal of the project's individual neighborhoods. These vineyards will include a variety of species of grapes that are drought-tolerant, resistant to wildfire, and thrive in the local microclimate. The vineyards are expected to produce 3 to 4 tons of grapes per acre.

By including the community gardens and vineyards, the project will increase the amount of agriculture in the region and enhance the availability of locally grown food sources, thereby contributing to the preservation of agriculture as an integral component of the region's economy, character, and open space network.

5.1.1.9 Minimize public costs of infrastructure and services and correlate their timing with new development

The project will be conditioned to work with the County and public agencies to provide new and expanded infrastructure, facilities, and public services to and within the vicinity of the project Site. These new infrastructure, facilities, and services will be sized to serve the project and/or address existing impacted facilities such as roads, and will be in areas already planned for new and/or expanded infrastructure and facilities. The project's improvements will include road capacity, sewer and water infrastructure, public parks, fire service, undergrounding of utilities in on-site and off-site areas, and a school site. The project will be conditioned to require delivery, construction, and/or funding of these improvements, commensurate with the various phases of project development. The payment of impact fees or the equivalent may be required at the time of building permit issuance.

5.1.1.10 Recognize community and stakeholder interests while striving for consensus

The applicant held four private workshops and numerous meetings with interested stakeholders. The applicant also met with the Twin Oaks, Hidden Meadows, and Bonsall sponsor groups to solicit their input, and the County held a public scoping meeting to determine the scope of the environmental document. A CEQA-compliant 60-day public review period will also solicit public input as part of the County's environmental review process. Finally, the County will conduct public hearings as part of the approval process of the project.

5.2 Land Use Element

Project design promotes health and sustainability by focusing on a compact pattern of development. The project will integrate a range of housing types and densities while conserving open space and natural resources.

The project will include a General Plan Amendment that will allow a greater intensity of clustered development to implement the Community Development Model. The Site lies within

the North County Metropolitan Plan area and the Bonsall Community Plan area. The General Plan Land Use Element Regional Category for the project is Rural Lands in the Bonsall Community Plan area, and Village, Semi-Rural, and Rural Lands in the North County Metropolitan Plan area (County of San Diego 2011b). The General Plan Amendment will 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 the North County Metropolitan Plan area will not be modified; the acreage designated as Village will remain unchanged. There will be no changes in regional category to the Bonsall Community Plan area.

The County of San Diego's General Plan emphasizes sustainable community design principles within its Goals and Policies (County of San Diego 2011a). By locating the project near existing and planned infrastructure, services, and jobs in a compact pattern of development while promoting health and sustainability among its residents, the project was designed to implement the guiding principles of the General Plan. Consistent with the County's Community Development Model, the densest neighborhood on the Site, the Town Center, will consist of a range of commercial uses that are supported by a dense network of local roads containing bicycle lanes and pathways linking the neighborhoods with parks, a school site, and public areas. The Town Center planning area is within the Village regional category. Spanning out from the Town Center planning area, the project's Semi-Rural areas will contain medium to lower density residential neighborhoods. Farther out, the neighborhoods will be surrounded by Rural Lands characterized by open space, native habitat conservation, recreation, and other uses associated with rural areas. Developing the project more compactly meets the critical objectives for compliance with the mandates of Assembly Bill 32 and Senate Bill 375. The project was designed to be consistent with the Guiding Principles and the individual Goals and Policies of the General Plan.

5.3 Mobility Element

As mentioned above, the project was designed to promote health and sustainability by focusing on a compact pattern of development. This compact pattern of development will allow for and support a multimodal transportation network that enhances connectivity and supports the project's development plan.

The project Site will have two primary access roads along Deer Springs Road—at Mesa Rock Road and Sarver Lane—with an additional access point at Camino Mayor off Twin Oaks Valley Road to the north. The primary access road at Mesa Rock Road will be a six-lane entry road with median that transitions into a four-lane undivided road farther into the project Site. On-site roadways will be constructed within and between the different planning areas where development will occur. These roadways will primarily consist of main roads with a pavement

width of 32 feet that mostly travel between the developed planning areas, residential streets that are approximately 32 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. An electric bike-share program is planned to further link the neighborhoods to one another and to reduce motorized vehicle trips. Additionally, the project will include bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and multi-use 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.

5.4 Conservation and Open Space Element

The location and design of the planning areas will preserve natural areas and provide for wildlife movement and connectivity. The 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. In addition, a third block of open space in the center of the development will connect the abovementioned blocks of open space to open space located south and east of the project Site. In total, the project will preserve approximately 1,209 acres of on-site native habitat.

The majority of the on-site open space is located within the northern half of the project Site which has 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 open space design provides a diverse representation of the natural conditions that occur within the larger project area. Open space is also provided along the eastern boundary of the project Site adjacent to I-15, which serves as important habitat for coastal California gnatcatcher (*Polioptila californica californica*) and many other wildlife species. Open space will also be designated internal to the project Site to enhance connectivity to the south.

The open space design will include a diverse array of environmental features, including ridgetops, hilltops, 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 onsite 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 Creek and the South Fork of Moosa Canyon Creek. The South Fork of Gopher Canyon Creek, which is located along Twin Oaks Valley Road, holds water part of the year. The topography of the open space is highly diverse and includes elevations from approximately 700 feet above mean sea level to 1,750 feet above mean sea level.

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The entire open space area will contain representative populations of special-status plant and animal species observed onsite; existing dirt trails and canyon bottoms currently used by wildlife for movement across the Site; and the north/south-trending tributary to Gopher Canyon Creek along Twin Oaks Valley Road, which provides linkage opportunities to the San Marcos Mountains.

The project's open space design is in direct application with the General Plan's Goals and Policies for an inter-connected preserve system.

5.5 Housing Element

The project includes seven planning areas, each representing a unique neighborhood consisting of a variety of housing types, lot sizes, and suitable amenities 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 to inform the mix of residential products in each neighborhood. An average of 80 percent 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 percent 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 55, who indicated that, given the choice, they would prefer to live in an age-qualified community with dedicated amenities and access to recreation and services. Being close to everyday services like grocery stores was important to these buyers, as was living in a community with ample amounts of natural open space; walking and hiking trails; and other recreational opportunities.

The results from the buyer survey informed the project applicant's land planning, resulting in a mix of housing types. The broad range of lot sizes and housing types will provide options for buyers. Additionally, the project Site is located at the Deer Springs Road interchange with direct access to I-15, providing regional access to existing job centers in Rancho Bernardo, Escondido, and Poway. Lastly, the project Site is located in proximity to California State University San Marcos and Palomar College. Commuting options for residents of the project will be enhanced with proximity to six Sprinter stations within six miles of the project Site: Escondido Transit Center, Nordahl Road Station, Cal State San Marcos Station, San Marcos Civic Center Station, Palomar College Station, and Buena Creek Station.

5.6 Safety Element

The project was located, designed, and will be constructed to provide wildfire defensibility and to minimize 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 is minimized. An additional private access road (Camino Mayor) will provide residents and emergency access vehicles with sufficient access to the project Site. Fire department travel times to the project Site meet the County General Plan's standard of 5 minutes or less for all structures. Lastly, fuel modification zones have been conservatively sized at 250 feet on either side of development—almost 4 times the modeled flame length.

A Fire Protection Plan was prepared for the project. The Fire Protection Plan evaluates and identifies the potential fire risk associated with the project's land uses, and identifies requirements for water supply, fuel modification, defensible space, emergency access, building ignition and fire resistance, fire protection systems, and wildfire emergency pre-planning, among other pertinent fire protection criteria. The Fire Protection Plan generates and memorializes the fire safety requirements of the DSFPD and the San Diego County Fire Authority, along with project-specific measures based on the Site, its intended use, and its fire environment.

The project meets or exceeds all applicable County Code requirements, with the exception of a minor fuel modification area adjacent to three lots where an alternative form of protection that provides the same protection level as fuel modification will be provided. The recommendations and conditions provided in the Fire Protection Plan are also consistent with the lessons learned from the May 2014 San Diego County Wildfires After Action Report (County of San Diego 2014b) from numerous fires occurring over the last 20 years, including the 2003 and 2007 San Diego County fires.

As determined during the analysis of its fire environment, the project 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 project Site could burn erratically and aggressively and result in significant ember production. Once the project is constructed, 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 for fire personnel, and structures built to the latest ignition-resistant codes.

The fire safety requirements that will be implemented on this Site were integrated into the requirements based on the results of post-fire assessments, similar to the County's After Action Report. These include ignition-resistant construction standards, and requirements for water supply, fire apparatus access, fuel modification and defensible space, interior fire sprinklers, and 5-minute or less fire department travel times. When it became clear that specifics of how homes

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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 County's 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 areas that focus on preventing structure ignition from heat, flame, and burning embers.

The entire project Site was designed with fire protection as a key objective. The improvements were designed to facilitate emergency apparatus and personnel access throughout the Site. Driveway and road improvements with fire engine turnouts and turnarounds will 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, interior sprinklers, and the pre-planning, training/education, and awareness of the project's residents 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. As such, the project's HOA 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 was prepared and dovetails with existing County evacuation plans, such that potential evacuation impacts from the project would be lessened and existing resident evacuation planning is enhanced.

5.7 Noise Element

Project design ensured that noise considerations were incorporated into the land use decision-making process. The quality of life for residents of the project and residents is of utmost importance to the project applicant, and a significant consideration in protecting that quality of life is ensuring that noise-generating uses such as traffic and construction were considered in project design. Construction of the project will be conducted in such a way that disturbance to adjacent sensitive receptors is minimized. Land uses associated with the project have been located in such a way that noise from adjacent roadways is minimized, and, where appropriate, sound-attenuating architectural design and building features have been incorporated.

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