

CHAPTER 1.0 – PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1.1 Project Objectives

The purpose of the Harmony Grove Village South Project (hereafter referred to as “Proposed Project,” “Project,” or “HGV South”) is to expand the contiguous Harmony Grove Village (HGV) to include a residential component that provides a mix of residential opportunities, and community center/limited commercial opportunities that complement existing elements of HGV and contribute to the overall functioning of the village as a whole. Integral considerations are to provide a pedestrian-oriented sustainable community that complements the natural environment, protects the community character, and integrates the residential, recreational, and public uses of both HGV and HGV South in order to create a complete and vibrant village through the development of the fourth quadrant of HGV at the Harmony Grove Road and Country Club Drive intersection. The overall objectives of the Project are to:

1. Efficiently develop property in close proximity to an existing village to create one complete and vibrant community that would enhance and support the economic and social success of the village and Project by increasing the number and diversity of residential opportunities.
2. Contribute to the establishment of a community that encourages and supports multi-modal forms of transportation, including walking and bicycling, by locating near regional employment and transit centers.
3. Preserve and enhance sensitive biological resources, habitats, and landforms in dedicated open space easements.
4. Provide a variety of passive and active recreational opportunities in support of the County’s goals to encourage healthy and active lifestyles through the creation of public and private parks, pathways, and trails that provide connectivity to the area’s preserved natural lands and nearby village uses.
5. Provide a mix of residential uses that will provide a broad range of housing choices which support a diversity of resident and land uses within the Project.
6. Create a mixed-use development that is compatible with existing and planned development in the immediate vicinity of the property while optimizing the operational effectiveness of public facilities and services of the Project and the existing village by increasing the number and diversity of residents within the Project.
7. Create a destination gathering place that provides a variety of land uses that encourage walkability, social interaction and economic vitality for the Project, and with the existing village and the surrounding areas.
8. Encourage adaptive grading, whenever feasible, that utilizes grading techniques such as selectively placing development in a manner that visually and physically responds to the

site's physical variables (such as steep slopes, views, streams, etc.), preserving significant topographic features and taking advantage of existing site features.

1.2 Project Description

1.2.1 Existing Conditions

The Proposed Project is contiguous to the approved HGV project and is located on property that is connected topographically to the HGV area (Figures 1-1, *Regional Location Map*, and 1-2, *Project Vicinity Map*) as part of the same drainage basin.¹ It is also located within the shared Harmony Grove valley viewshed. The Proposed Project is located southeast of the new County community park on the southern side of Country Club Drive and across Country Club Drive from the planned HGV Equestrian Ranch. The presence of HGV, as well as the improvements already built or committed to as part of HGV, provides the physical context through which to view the Proposed Project. Figure 1-3, *Area Land Uses*, depicts existing and developing uses in the Project vicinity, and illustrates the surrounding development conditions. Figure 1-4, *Project Site Aerial Photograph*, and Figure 1-5, *Harmony Grove Ridgelines and Project Connection to HGV*, provide information as to on-site conditions and the physical relationship to HGV.

Country Club Drive provides the only public access for existing and future residents and property uses south of the Escondido Creek. The existing "Arizona crossing" (an at-grade, concrete pavement, underlain by culverts and supported by substantial rip-rap) exhibits several ongoing problems. When the creek floods, flood waters have historically been high enough that existing residents south of the creek cannot cross it, resulting in concerns regarding the ability to provide emergency services during such events. Similarly, during wildfire (or other emergency) evacuation events, the two-lane crossing provides substantial logistical challenges to providing emergency vehicle access while evacuating residents and large animals from the area. The crossing has also resulted in constrained creek flow which continues to negatively impact the health and proliferation of habitat and species within the creek. Finally, the creek is expected to attract wildlife for water and foraging. To the extent that any animals travel along the creek bed, in this area they have to cross the road travel lanes and can come in contact with vehicles using the roadway.

Separate from the Proposed Project, the County Department of Public Works (DPW) has been reviewing potential implementation of a bridge at this location. For the purposes of this Environmental Impact Report (EIR), a number of fundamental assumptions can be made. At a minimum, the bridge will need to accommodate a 100-year storm. The bridge also will need to accommodate a sidewalk and a regional trail as identified in the County Community Trails Master Plan (CTMP), as well as in the approved HGV project. Therefore, this EIR has assumed a conservative bridge footprint that would encompass the full extent of the anticipated County bridge design, and ensure that all potential environmental impacts are thoroughly evaluated in this EIR.

¹ The 2015 Random House Dictionary of American English defines "contiguous" as "touching, in contact, or being close without touching."

1.2.2 Project's Component Parts

The Project contains parcels with the following Assessor's Parcel Numbers (APNs): 235-011-06-00, 238-021-08-00, 238-021-09-00 and 238-021-10-00.

The Project includes review and proposed approval of a number of discretionary actions, including:

- A vesting tentative map (TM) ~~PDS2015~~PDS2018-TM-5600-5626 to subdivide the property;
- A Specific Plan (SP) PDS2015-SP-15-002 to provide detail on proposed uses;
- A rezone (REZ) PDS2015-REZ-15-003 to change the zoning designation from A70 (Limited Agriculture) and RR (Rural Residential) to S88 (Specific Plan);
- A General Plan Amendment (GPA) PDS2015-GPA-15-00 for a portion of the property to redesignate a portion of the property from Semi-Rural Regional Category to Village Regional Category and redesignate the land use designation from Semi-Rural Residential 0.5 to Village Residential 10.9 and Neighborhood Commercial.²
- A Community Plan Amendment (PDS2015-CPA-15-00) to add HGV South as an independent but compatible component of the HGV Specific Plan area, revise portions of the Community Plan text for General Plan conformance, and adjust the Village boundary line; and
- A Major Use Permit (MUP) PDS2015-MUP-15-008 to provide detail on the water treatment/water reclamation uses (to be provided as site planning progresses and as appropriate).

The Project site is located within the Elfin Forest and Harmony Grove Planning Area of the larger San Dieguito Community Planning Area. The site is designated within the Semi-Rural Regional Category and the existing land use designations are Semi-Rural Residential (SR-0.5) and Rural Lands (RL-20). The Project site is approximately 111 acres, of which 110.5 acres is designated SR-0.5. Under the existing designation, the Project site could result in a maximum of 220 dwelling units without consideration of environmental constraints.

The Project proposes to redesignate a portion of the property to Village-Regional Category and Village Residential (VR-10.9) and Neighborhood Commercial (NC)-Land Use Designations. The Project proposes to construct 453 dwelling units and 5,000 square feet (s.f.) of commercial/civic uses. The Project would preserve approximately 68 percent of the site in open space; including 34.8 acres of preserved biological open space (BOS), approximately 4 acres of public and private parks, 20 acres of naturalized open space, and 16 acres of landscaped areas. Within the highest intensity residential area (VR-10.9) a density of approximately 8.4 dwelling

² Approximately 58 acres (more than half) of the property would remain in Semi-rural Residential 0.5 land use designation, as addressed in the Project Specific Plan (PDC 2017a).

units is proposed. The proposed density is consistent with the adopted density for the Village Center (Planning Area 1) of the adjacent HGV Specific Plan, (or approximately 8.7 dwelling units per acre). Figure 1-6a, *Site Plan* illustrates the four types of land uses that are proposed within the Project site: residential, limited retail/commercial, utilities/institutional and open space/recreation.

As noted above, the Project site is currently zoned A70 (Limited Agriculture) and RR (Rural Residential) which allows for agricultural, open space, large lot rural residential, etc., uses. The Project is proposing to reclassify the Project site as S-88 (Specific Plan) which would allow for residential, limited retail/commercial, utilities/institutional and open space/recreation uses. The Project also proposes to include a “D1” (Design Review) designator for site plans, which would require a review for conformance with the Project Specific Plan (at the time of site plan submittal) if the Project is approved. As part of this review, County staff will also review site plans for consistency with scenic corridor restrictions (for all site areas visible from Harmony Grove Road). In addition to the on-site uses, the Proposed Project would require the construction of on- and off-site infrastructure improvements associated with roads, water, and sewer (Figure 1-6b, *Off-site Utilities*).

1.2.2.1 Project Theme

This section addresses primary themes integrated throughout the Project, including:

1. Contiguity with and integration into HGV (expanding the village to provide compatible additional residential, commercial and recreational amenities);
2. Consolidation of Project footprint to provide the greatest amount of green space, while accommodating housing needs within the County;
3. Circulation improvements that would benefit the entire Harmony Grove community located south of Harmony Grove Road (including improvements to the Harmony Grove Road and Country Club Drive intersection, crossing of Escondido Creek on a bridge and trail, road and sidewalk amenities);
4. Provision and fiscal support of existing community-wide services (fire, sewer, water, sheriff, parks and recreation, and HGV commercial uses); and
5. Incorporation of sustainability features into Project components.

The Project elements that support the identified themes are defined in Table 1-2, *Project Design Features*, and Section 1.2.2.2, below, and are analyzed in Chapters 2.0 and 3.0 of this EIR.

Continuity with HGV

The HGV South development would complement and support the HGV Village Core by diversifying the mix of housing opportunities and providing limited commercial/civic uses that are compatible with the existing and planned elements of HGV. Project design elements, such as lighting, signage, walls, fences, and architecture, are intended to be as consistent as possible with the rural village theme of HGV. While there would be continuity of design, the Proposed Project

also would create interest by establishing its own identity; reminiscent of how communities naturally evolve and integrate new development over time.

Bridge improvements over Escondido Creek and upgrades to Country Club Road would enhance the physical connections between HGV and the Project. Ultimately, a future 10-foot wide multi-use trail, designated within the County's Community Trails Master Plan (a Condition of current HGV development plans) will improve important pedestrian links between the commercial/retail uses within HGV's Village Core and the Project. Until this trail is implemented by HGV, this linkage would be provided by the bridge and the Project-built pathway on the east side of Country Club Drive.

A Project analysis was performed to identify the most appropriate location to direct site development based on the natural resources and physical features of the area (refer to Figure 1-5). The ridgeline surrounding Harmony Grove was mapped and the flatter and more gently rolling hillside lands within the valley were identified as most suitable for accommodating an extension of HGV. The Project features clustered development, and a variety of small to larger lot sizes and a mix of residential home types in a compact development footprint. The Project is compact enough to encourage residents to walk to amenities and services, as all residences would be within 0.5 mile or less (a less than 10-minute walk) from the Project's commercial and community center at the Center House or the HGV Village Core.

Preservation of Open Space

The proposed development is consistent with the County's Community Development Model—a land use organization principle that forms the foundation of the General Plan—whereby compact development is concentrated in and around a core area and then feathers out into lower density development and open space. A project's highest residential densities are concentrated in and around the Village Core, and then less-dense portions of the project feather out into the peripheral "Semi-Rural" uses.

It is also noted that the end result of a project's footprint upon the land is ultimately based not just upon overall surface disturbance during construction, but upon the resulting grading pattern—how much or how little it disturbs natural topographic flow, and, ultimately, how much of a developed nature is placed upon the soil. In other words: (1) surficial disturbance extent is less determinative of a project's ultimate grading impact than the depth and modification of topographic rise and fall; and (2) once pads and hardscape such as streets have been installed, what the pattern is of built environment versus open space.

HGV South has been designed to maximize open space (including preserve areas) by clustering development. This would result in the preservation of a large swath of open space in the southern portion of the property, containing approximately 35 contiguous acres of high quality biological resources. ~~Lots would be graded to reflect the natural topography, as feasible.~~ Sharp or abrupt grade transitions that do not appear natural would be avoided, general rise and fall in existing slopes would be followed, and the overall grading would conform to existing elevations at north, east and west edges of the Project. Roadways and a continuous network of multi-use trails and pathways would conform to the natural topography and incorporate curvilinear elements.

Between these lots, swaths of open space vegetated as part of the Project landscape plan, would provide greenswards containing trees, shrubs and groundcover.

In addition to maximizing open space, the Project is designed to minimize the visual impact of built structures. The 453 residences noted above do not equate to 453 structures. A substantial number of the residences would be in structures built to accommodate multiple dwellings. Many HGV South lots have been designed to accommodate one to four single- or multi-family (i.e., single-family attached) buildings on the same plot of land; so that ultimately, there are only approximately 50 pads required to accommodate the residential and Center House structures. As noted above, these structures would be aligned with landscaped areas between them, so that there would be visible open areas between built footprints.

Drainage features also have been designed to appear and function more “naturally,” consistent with the intent of the most recent water quality regulations. Interior to the development footprint, a remnant drainage may be restored to a naturalized state, which could provide a habitat for birds and other species in the area, enhance aesthetic value, create recreational opportunities, and carry some stormwater. Paving and hardscape areas would be minimized to the extent possible to allow the landscape to retain more of its natural hydrological function. The spacing between buildings would provide for a sense of openness and accommodate landscaping and private parks. Community gardens and edible landscaping could be featured that reflect the agricultural heritage of the area and provide a recreational opportunity for HGV South residents.

Improvement of Connectivity

In the Draft EIR, it was noted that ~~the~~ the Project would contribute to or participate in implementation of County plans to improve the connection over Escondido Creek by improving the existing substandard “Arizona” crossing with a bridge (see description of current crossing issues in Section 1.2.1, above). To clarify, the Project includes construction of the bridge as part of mandatory Project design, as shown on the Project TM. Provision of a bridge at this location would address a wide variety of community issues and needs, including: (1) improving important links between the commercial/retail uses within the HGV Village Center, the HGV community park and equestrian park at the intersection of Harmony Grove Road and Country Club Drive, the HGV Equestrian Ranch and HGV South; (2) accommodating a north-south multi-use trail, thereby enhancing non-vehicular access among these uses and other multi-use trails that extend further south and connect to the Del Dios Highlands Preserve (DDHP) and Elfin Forest Recreational Reserve (EFRR); (3) creating a safer wildlife crossing for species traveling east-west along the creek as they would pass under the bridge and not cross vehicular traffic; (4) improving creek health by improving a more natural flow of creek water rather than the artificial ponding that currently exists east of the current crossing; and (5) improving emergency evacuation conditions, as well as emergency vehicle access in case of personal health and/or regional fire.

As described above, the Project would further enhance circulation efficiency by improving Country Club Drive to three lanes ~~within existing road right-of-way~~, and improving the southern portion of the Harmony Grove Road and Country Club Drive intersection. These Project improvements would provide for better circulation as HGV builds out, especially during horse

events once the HGV Equestrian Ranch is developed and also would allow for additional capacity to expedite emergency access out of or into the area.

Community-wide Services

As noted above, the Project identifies seven public parks, as well as a number of public trails that connect to other existing or planned trails in the CTMP. Also, a minimum of 1,500 s.f. of commercial uses would be open to the public, as described in the Project Specific Plan. The bridge over Escondido Creek also upgrades access to all existing residents south of the creek, as well as to future visitors to the approved HGV Equestrian Ranch events. Finally, this development would make a significant contribution to fire revenues supporting the Harmony Grove Fire Station and its most efficient operation.

Site Sustainability

On-site land would be utilized efficiently through compact development. Existing drainage patterns generally would be maintained and a remnant drainage may be restored. Unlined drainages, permeable pavement, and open space corridors that serve as water quality features are a few of the low impact development (LID) techniques proposed to treat stormwater runoff and provide opportunities to recharge the groundwater aquifer through percolation. Hardscape areas have been minimized to both reduce the urban heat island effect and to maximize pervious surfaces for stormwater infiltration. Drought tolerant, fire wise, and native landscaping would be planted. Opportunities to capture rainwater and recycled water for irrigation purposes and other uses would be integrated into the development. Buildings would be sited (oriented) to benefit as possible from existing passive solar energy and rely on renewable energy sources to the extent possible. An electric car charging station would be provided at the community center.

It is important to note that the County encourages new developments with access to sewer to provide housing opportunities for a range of household incomes by offering both a variety of housing types (multi-family to single-family), and a variety of lot sizes. The Project would be inclusive, providing a mix of housing types to accommodate a range of household size and resident age.

1.2.2.2 Land Uses

Community-wide Design

In order to create a unified project design and establish a feeling of place, several design principles have been integrated. The principles emphasize a clustered residential approach that results in increased open space as described above and shown on Figure 1-6a, as well as pedestrian friendly setting, with specific architectural themes, as described below. This results in an emphasis on harmonious development, human-scale architecture and a pedestrian-friendly environment.³

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

The design concept for HGV South would be consistent with HGV, yet provide for a unique Project identity. HGV is designed to include a Western Farmhouse/Cottage architectural theme. The theme for HGV South is based on the Western Farm Village architectural tradition. This theme supports a rural, utilitarian style that reflects historical uses of the site while planning for current uses with a specific reference to the agricultural, rural ranch and equestrian traditions of the surrounding community. The Western Farm Village style emphasizes function and utility, relying minimally on stylistic effects to define its character. It employs ornamentation that is primarily functional rather than merely decorative, such as porches or bay windows adorning the fronts of houses.

It allows the larger Harmony Grove community to retain its rural character, yet adds interest by permitting other building types that contribute to the sense that the community has evolved over time. Larger buildings, such as those that reflect granaries or mills, also allow for a wider range of housing types. These structures would look like agrarian facilities that have been repurposed to serve multi-family housing needs.

Figures 1-7a and b, *Typical Architectural Styles*, illustrate typical elevations of the Proposed Project. These elevations illustrate the design characteristics that make up the Western Farm Village style. The overall size, bulk, and scale of proposed buildings would be minimized through use of techniques such as: breaking up façades through a combination of vertical and horizontal elements; incorporating variation in the roofline through the use of gables, overhangs, etc.; reducing the presence of garage doors from the street scene by locating them on alleys, in cluster courtyards, etc.; varying the height of building segments through incorporation of 1.5-story massing with dormers; staggering setbacks; incorporating projections and recesses that provide shadow and relief; use of accent colors on trim, shutters, and architectural elements to provide visual interest and character; and providing overhead structures at entries, such as porches, trellises, or pergolas. The Project color palette would include creams, tans, and muted colors, as depicted on Figures 1-7.

Roof lines and materials would be particularly important. The Project would incorporate forms indicative of traditional farmhouse architecture with porches, dormers, and simple roof shapes along with a combination of pitched roofs and flat parapet roofs historically inherent to commercial and industrial building designs of the past.

Residential Uses

The Project includes five residential architectural styles. Cottages, Bungalows, and Harmony Court structures would be single-family residences. Farmhouses and Granaries would utilize a multi-family format. The heights of individual structures would be determined by home type, as described below. Planned locations and typical schematics for each of the residential types are provided in Figures 1-6a, and 1-7a and b, respectively, though final locations and design details may vary at site plan submittal.

Cottages would be located at the core of the development, where the topography is relatively flat (less than 25 percent grade). These structures would be detached single-family homes (some minimally attached at the roofline), with garages accessed from alleys/lanes. Incorporating internal site topography into the product design, a change in elevation of approximately 15 feet

would be accommodated between the western and eastern extents of each cottage grouping. Typically, cottages would be two stories; however, third story elements are permitted to add interest. The main portions of the structures would be a maximum of 28 feet in height. Intermittent third story elements are limited to a maximum of 35 feet from the front of the homes on the paseos, and up to 35 to 45 feet in height from the low point on the alley. Two-car garages would be accessed from a rear alley which would eliminate the presence of garages along the main private drives.

Bungalows would consist of four clustered single-family detached or attached homes situated around a single private driveway. These homes typically would be a maximum of 28 feet in height. A three-story element within each cluster could be included to provide visual interest and break up vertical massing. Maximum structure height, including any third-story element, would be 35 feet. Two-car garages generally would be accessed from a private driveway.

Harmony Court structures would consist of single-family detached units organized in a group of four. These homes would be slightly larger than the bungalows. Each court would vary up to three stories in height and include an attached two-car garage accessed from a private driveway courtyard. The maximum height of the bulk of the structure would be 28 feet. If a third-story element is provided, it would have a maximum height of 35 feet.

Farmhouses would consist of approximately five dwelling units within a multi-family building. To integrate with the rural theme, these buildings have been designed to appear as large single-family residences rather than a grouping of “flats,” or apartments. Farmhouses would range from three to four stories and the maximum structure height would be 42 feet.

Granary structures would contain approximately 15 attached single-family homes and have been designed to look as if they are historic farm buildings that have been repurposed from their original use to accommodate residential lofts. The style may take on the characteristics of an old schoolhouse, inn, mill, or other “re-purposed” community building use that is found within a village reflecting a rural agricultural heritage. Residential portions of the buildings would be two- to three stories above a partially underground parking garage. The maximum structure height would be 45 feet.

A multi-use trail system to accommodate horses, people and non-motorized bikes would link all of HGV South, as well as surrounding neighborhoods in approved HGV and existing adjacent trail systems in recreational areas in the south and to the west in the DDHP and EFRR open space areas. The HGV South neighborhoods would be connected by trails winding around and through them, providing access to HGV South parks and open space areas abutting the Project. As noted above, residents would be able to walk to on-site amenities and services located in the commercial/civic uses at the Center House, as well as within the HGV Village Core (approximately 2,100 feet, or 0.4 mile). Located between the residential and community uses are several existing or proposed parks, including the existing equestrian and pedestrian focused community park uses at the southwest corner of the Harmony Grove Road and Country Club Drive intersection. Upon full development of HGV, HGV residents will be able to walk along the multi-purpose trail to the HGV Equestrian Ranch. HGV South residents would be able to walk across the street to equestrian events at the HGV Equestrian Ranch and to shop at the limited retail proposed for that location. In terms of more regional travel, this Project is within

3 miles of the Nordahl Transit Station. The reader is referred to further discussion in Section 1.4.1, *Project Vicinity*, below.

Limited Retail/Commercial Uses

The Commercial/Civic land uses may include a park, overnight accommodations of up to four rooms that can only be used by HGV South and HGV guests, as well as a gym, an event lawn, and private recreational facilities such as a pool or clubhouse that could be only be used by HGV South. The Commercial/Civic land uses also include a public commercial component that may include food/beverage services (such as a café); administrative and professional services; convenience sales; or personal services (including hair or nail salon, day spa). The Project proposes to construct a small community center with commercial/civic uses (the Center House). The Center House would be sited just south of the primary Project entry. This facility would include a privately maintained (Home Owner Association; HOA) recreational gathering space (see discussion of Common Area Open Space, below), and some retail commercial uses as described above. The total square footage of structures associated with the Center House is approximately 5,000 s.f. (with a minimum of 1,500 s.f. of commercial use); the Center House would be a maximum of two stories (up to ~~40~~ 35 feet, including any architectural projections) in height. The building façade may be designed to appear as an authentic historic structure with old faded signage painted on the exterior or other features that contribute to the character of the community. An electric charging station would be provided. A possible design is presented in Figure 1-8, *Center House Concept Plan*.

Open Space/Recreation

Approximately 75 acres, or 68 percent, of the Project site area (Figure 1-9, *Open Space Plan*) would consist of green space, including proposed BOS, park areas and HOA maintenance district areas.

Biological Open Space

The Project proposes to set aside BOS lots totaling approximately 34.8 acres that would be dedicated for permanent preservation on site, and would consist of natural (non-irrigated) areas located beyond the Project brush management zones (see Figure 2.3-5, *Vegetation and Sensitive Resources/Impacts*, in Section 2.3, *Biological Resources*, of this EIR). An additional 0.1 acre is considered “impact neutral.”⁴ A limited building zone (LBZ), to contain no habitable structures, and to fit within the overall fuel management zone, also would be provided on site. The fuel management zone would extend a minimum of 100 feet from the BOS toward Project residences. Acreage associated with existing legal easements that are anticipated to remain post-Project implementation (access easements to otherwise landlocked parcels and a County trail easement through BOS from the Project to the DDHP) are not included in the BOS acreage total.

⁴ “Impact neutral” refers to areas that are located within an existing easement or would be avoided by the Project, and for which no Project-related impacts would occur, but cannot be placed into BOS due to their small size or being surrounded by areas that are otherwise impacted, Impacts are not assessed, but neither is the area included as off-set to/mitigation for impacts.

Consistent with the County Resource Protection Ordinance (RPO) Section 86.602, a buffer from sensitive wetlands would be located along the northern portion of the Project site adjacent to Escondido Creek, located in preserve property owned by The Escondido Creek Conservancy. The buffer would provide in excess of 100 feet between the edge of riparian canopy and any Project feature. Also, as noted above, an additional minimum 100-foot wide LBZ would be located between the buffer edge and any on-site uses. The RPO and LBZ buffers would result in a wide separation from any on-site residential uses, and an approximately 200-foot wide buffer between the canopy edge and any built Project structure (a small portion of the wastewater treatment and water reclamation facility [WTWRF] wall and facility area would fall within the 200-foot buffer, as would the northern secondary access road). Steep slopes/scrub and the majority of coast live oak woodland on the Project's southern end also would be protected as part of Project BOS. The proximity of the residential uses to BOS protected through identification of the proposed development hardline could allow for views to natural areas and contribute to an open atmosphere.

BOS areas would be fenced in order to reduce domestic animal access (Figure 2.3-5). In addition, signs would be placed along the edge of the BOS and existing trails crossing the open space to deter human incursion (see Figure 1-6a and the trails shown south of the residential uses, as well as Section 1.2.2.3, *Access and Circulation*, below for more detail about these trails). No development structures would be permitted within this BOS, however multi-use trails (allowing passive recreational uses),⁵ and focused drainage maintenance would be permitted in accordance with the Project Resource Management Plan (RMP). Limited nature study and open space enhancement activities would be permitted within the BOS, such as wildlife counts by habitat managers and native habitat revegetation.

On-site BOS would be preserved in perpetuity and actively managed by a conservation entity in accordance with the Project RMP.

Naturalized Open Space

Naturalized Open Space is made up of areas which may be graded during HGV South development but would be revegetated in accordance with fire resistive native and/or drought tolerant plant materials. Revegetated slopes and drainage features fall into this category.

Naturalized open space also includes fuel modification zones and limited building zones. This includes areas of native vegetation that would not be subject to grading, but which would require the introduction of a permanent irrigation system for fire protection purposes as well as areas that require thinning of non-irrigated native vegetation. Some of these areas may require road access and all fuel modification zone (FMZ) areas would be routinely maintained by a homeowner's association. Naturalized open space areas represent approximately 20 acres or about 18 percent of HGV South.

⁵ Passive recreation includes activities such as hiking, bird watching, horse-back riding and biking.

Landscaped Areas

The Project's HOA would maintain landscaped areas, including modified hillsides behind homes, parkways along roadsides, open areas adjacent to roads, and sites that constitute prominent visual features. Landscaped areas would be irrigated permanently and would be planted with a combination of natives and exotics that are not on the Project's Fire Protection Plan's prohibited plant list. Landscaped areas are scattered throughout the Project area and make up approximately 16 acres, or 14 percent of HGV South.

Common Area Open Space and Recreation

Thirteen parks (approximately 4.1 acres) are planned to be developed in HGV South (refer to Figure 1-6a and Figure 1-20c, *Conceptual Park Plans*, below). The latter figure identifies each park as public or private, shows the park acreage, and depicts anticipated uses.

Public Parks

Seven public parks are planned, which would range from approximately 0.08 to 0.54 acre in size. A dog park is planned to be developed within the community as well as a basketball court adjacent to the Center House. Other public park uses are anticipated to include a horse shoe pit, barbeque areas, picnic tables, and/or informal play areas. A fitness circuit consisting of various exercise stations will connect the parks both within HGV South and HGV. Public parks would be dedicated to the County for park and recreation purposes only and would be funded through the Community Financing District.

Private Parks

The plan also includes six private parks, which would range from approximately 0.1 to 0.82 acre in size. The Center House includes an approximately 0.82-acre private park with a clubhouse facility. The park may contain a locally known wood-burning fireplace (which may possibly be restored to working order by the Project), as well as a recreation center with a pool/spa area, barbeque/picnic area, play field, restrooms, gazebo, and/or other similar park uses. Other private parks would be developed as dual use (subsurface vault) storm water storage and treatment areas under recreational areas and community gardens. Private parks would be operated and maintained by the Project's HOA.

In addition to the park facilities described above, Project in lieu fees provided to complete Project obligations under the County Parkland Dedication Ordinance requirement would be used to improve parks within the larger existing HGV area.

Multi-Use Trails

As discussed throughout this EIR, a system of public and private multi-use trails intended to serve pedestrians, equestrians, and other non-motorized forms of travel would weave throughout the Project; providing links to the existing and planned off-site San Diego County trail system and to HGV via the bridge over Escondido Creek. In addition to providing an important equestrian and pedestrian circulation framework for the Project, the multi-use trail system would

thread an element of landscape detail through the site and complement the open space and recreation areas.

Utilities/Institution

The Proposed Project would require the extension of waste water, recycled and potable water pipelines, as well as gas, electric, and phone/cable lines throughout the development and (excluding waste water) to off-site connection points. All existing public utilities and services would be improved, and new facilities would be constructed and available concurrent with need. All new on-site utility lines would be installed underground within improved roadbeds.

Potable Water

Water service for fire protection and residential use would be provided by Rincon del Diablo Municipal Water District (Rincon MWD). Rincon MWD receives its water from the San Diego County Water Authority (SDCWA). The Project site is located entirely within the boundaries of the Rincon MWD service area, which serves approximately 30,000 people through nearly 8,000 connections in portions of the cities of Escondido, San Marcos and San Diego. The proposed potable water system is shown in Figure 1-10, *Conceptual Potable Water Plan*. All waterlines would be designed in accordance with Rincon MWD standards.

Primary potable water service would be provided via a new 12-inch pipeline connecting to an existing 12-inch potable line in Harmony Grove Road. Potable water would be brought to the Project south from the connection with the Harmony Grove Road line over the Escondido Creek bridge, and then installed within Country Club Drive. For purposes of system redundancy, the Project also would hook into an existing 8-inch water line near the western terminus of Country Club Drive (near the Harmony Grove Spiritualist Center). The connecting pipeline to the Project also would be 8 inches in width and would be sited within roadbed from the Project boundary to the tie-in point. Within the Project, all potable water lines would be located within roadbed, and would extend to serve each residential use (Figure 1-10).

Wastewater

Wastewater treatment facilities appropriate to the proposed HGV South development would be built by the Project.

A stand-alone wastewater treatment plant for treatment of HGV South wastewater would be constructed within the Project footprint. The new plant would be constructed using either a design to match the HGV Water Reclamation Facility (WRF) or a new package membrane bioreactor plant (currently assumed for Project analyses). This would result in two wastewater facilities being located within fewer than 600 feet of each other on either side of Escondido Creek, each of which would perform similar functions and operate in a similar manner. Although duplicative, this conservative assumption was made in order to provide assumptions regarding the largest Project footprint necessary for plant facilities on the Project. The Project also would require an on-site influent pump station. The pump station would be approximately 10 feet in width, 10 feet in length and 20 feet high (all recessed into the ground).

Two design options are described to provide parameters regarding build variation for the on-site facility.

Option 1: This option involves the construction of a new stand-alone Aeromod wastewater treatment plant. Project design includes an enclosed 0.4-acre on-site WTWRF (refer to Figure 1-11, *Footprint for Maximum Aeromod Facility*). This facility would provide treatment for all wastewater generated on site, and would produce reclaimed effluent per applicable regulatory standards for irrigation of on-site landscaping. Based on the loading and design criteria used in the 180,000-gallon per day (gpd) HGV plant design, new treatment processes with similar tank sizes would be constructed at HGV South. These types of plants are in common use and have previously been approved by County DPW for integration into their system, including storage and use of reclaimed water. A summary of major plant components includes the:

- **Equalization basin** to balance out variations in flow by storing a portion of the peak flows received for treatment in the plant during low-flow periods, and incorporating the **Headworks** to provide fine screening of the influent wastewater.
- **Secondary treatment areas to include** aeration basins and anoxic basins performing the activated sludge process along with biological nitrogen removal as well as clarifier basins to settle most of the solids out of the wastewater to yield a clarified flow that goes to filters for further turbidity removal.
- **Filters** for further removal of turbidity to produce reclaimed water meeting Title 22 standards for effluent clarity.
- **Chlorine contact basins** for disinfection of the reclaimed water by chlorine solution.
- **Residual solids processing.** The Aero-Mod process typically includes digester basins for further reduction of the settled solids produced by the treatment process.
- **Equipment building,** also providing space for employees to store their personal items, restrooms and showers for employees, some desk space and a small laboratory for use in operational control of the plant would be constructed on site.
- **Non-compliant effluent storage tank(s)** to provide 24 hours of storage.

The WTWRF would include each of the facilities noted above as well as a small parking lot within the 0.4-acre footprint. As noted above, the on-site plant would be located in the northwestern portion of the Project. The WTWRF would be enclosed by a solid 6-foot high wall (shown on Figure 1-11), and screened with landscape plantings. The plant would be located adjacent to Country Club Drive but would be separated from the road by slope. That slope, combined with the 6-foot landscaped wall surrounding the facility, would minimize views to WTWRF structures. The treatment basins would be located approximately 8 feet downslope (and southerly) from the plant. The building(s) would be one story, no higher than 18 to 25 feet, and would reflect architectural characteristics consistent with the rest of the Proposed Project. The intent is to create the impression of an out-building cluster of agrarian barn structures. Design

details include: varied building massing; gable roof profiles with standing-seam materials to provide textural interest; horizontal siding; exposed, simple beams and columns; carriage style stable and man doors; cupolas and weather vanes; and roof dormers. The structures would be screened by the landscaping, and lighting for the facility would not be any taller than the height of the equipment and only activated when workers are present. All mechanical equipment would be housed within buildings or noise-attenuating covers.

Option 2: This option also involves the utilization of a manufactured package treatment plant (known as the “Ovivo” design), but it would produce Title 22 effluent suitable for unrestricted reuse. Major Ovivo plant elements include the:

- **Compact plant**, measuring 40 feet in length, 8.5 feet in width and 12 feet in height.
- **Liquid sludge storage tank** to accommodate approximately 20,000 gallons of storage.
- **Off-quality effluent storage** (a total of 97,480 gallons) of approximately 25 by 30 feet to provide 24 hours of storage.
- **Building** approximately 20 by 25 feet (no more than 18 feet high) to house the emergency generator and electrical control system (as well as potentially blowers or other equipment).

All of the Ovivo plant elements would easily fit within the footprint identified on Figures 1-6a and 1-11 for Option 1. The architectural design elements described above, as well as the 6-foot encircling wall, would also be applicable to this scenario. An expanded description of the plant (Ovivo design) is included in Appendix A of Appendix Q to this EIR.

Regardless of design option, a waste discharge permit from the Regional Water Quality Control Board (RWQCB) would be required for the WTWRF. The waste discharge permit shall dictate monitoring and testing requirements at the facility, as well as monitoring and testing of effluent (reclaimed water used for irrigation). In addition, the permit shall include guidelines for redundancy (back up or standby equipment) and reliability of the WTWRF. The facility would meet all requirements of RWQCB for unrestricted reuse of the water generated at the facility.

Wet Weather Storage

Regardless of which treatment plant option would be implemented, wet weather storage would be required to accommodate the Project. As stated in Chapter 4 of Appendix Q to this EIR, a maximum of 8,127,000 gallons may be needed. Wet weather storage would be provided on site through use of underground vaults sited beneath the recreational areas of the Project site, including possibly community gardens.

Solids

Biosolids are a byproduct of wastewater treatment. Due to the small size of HGV South, it is likely that the Project would truck solids to another wastewater treatment plant for dewatering. This would require transport to that facility by an estimated one truck per week. Once biosolids

are dewatered, they would be trucked to a landfill for final disposal, estimated to require one truck per month.

Recycled Water

Regardless of the location of treatment facility, all Project wastewater is proposed to be reclaimed and reused for irrigation of on-site parks, parkways and common areas (excluding the community gardens) in accordance with standards set by Rincon MWD. Figure 1-12, *Conceptual Reclaimed Water and Sewer Plan*, illustrates reclaimed water lines within the Project streets. All irrigation systems would follow the County's Water Conservation and Landscape Ordinance Design Manual to establish efficient irrigation systems.

Drainage

Currently, there are no drainage improvements on site, and drainage flows overland. The Proposed Project would generally maintain existing drainage patterns (Figure 1-13, *Conceptual Drainage Plan*). A naturalized open space area with a meandering swale, trails and adjacent community gardens may be incorporated through re-creation of a vegetated swale that could carry surface drainage from adjacent slopes and units along its alignment and convey it to a proposed storm drain system.

The Project would ensure that post-Project peak flow rates do not exceed pre-Project peak flow rates. The on-site drainage improvements would include public and private streets, gutters, and curb inlets that tie into underground storm drain systems. As Project grading has been designed to follow the general rise and fall of the on-site topography within the development footprint (refer to Figure 2.1-10 in Subchapter 2.1 of this EIR), water flow patterns would be retained; and the proposed drainage areas generally mimic the existing condition. The ultimate discharge points would be effectively the same as the existing condition; north to Escondido Creek, and west to the defined drainage along the western Project boundary.

The Project would construct two combination water quality/hydromodification/detention vaults, which would detain runoff during storm events and improve water quality by promoting infiltration into natural soils. The vaults would be subsurface, and would be located below Project park areas.

One vault would be located at the northwest extent of the site, adjacent to the WTWRF. This basin would discharge directly to Escondido Creek via an underground storm drain. The second vault, located along the western boundary just south of Country Club Drive, would drain to the defined drainage at the southwest corner of the Project's grading limits (south of Country Club Drive where it turns to the west and east of Cordrey Drive). These vaults would provide flow regulation for post-development drainage control and hydromodification management compliance, as well as water quality treatment. The facilities are designed to accommodate 100-year storm events. Energy dissipation is incorporated into Project design to reduce flow velocities and minimize erosion potential. A series of Integrated Management Practices would be utilized to capture, collect and treat project storm water as close to the source as practical. These and other Best Management Practices (BMPs) are discussed in the Project's Priority Development Project Storm Water Quality Management Plan (Appendix N to this EIR).

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

- The above-described basins
- Naturally functioning and appearing landscaped slopes and swales
- Permeable pavement such as permeable concrete and pavers
- Discharging roof downspouts directly into landscaped areas via swales or a pipe that daylight some distance from the building foundation

1.2.2.3 Access and Circulation

Roadway Improvements

Country Club Drive and Escondido Creek Bridge

The segment of Country Club Drive across the Escondido Creek is unclassified in the County Mobility Element and is currently paved to a width of 20 feet, with two 10-foot travel lanes. This segment is proposed to be improved according to County Public Road Standards to an “enhanced” Rural Residential Collector, with two 12-foot travel lanes, a 12-foot center median, and two 4-foot shoulders, as well as a 10-foot trail on the west side and a 6-foot wide sidewalk on the east side. South of the bridge, the road retains two 12-foot travel lanes, widens the median to a 14-foot travel or turn center lane, and includes two 8-foot shoulders, and abuts an existing trail 16-foot easement (to be improved by others) on the west and adds a 5-to-6-foot pathway on the east, as illustrated in Figure 1-14a, *Country Club Drive - Public Enhanced Residential Collector*.

To improve connectivity with the northbound approach, the intersection with Harmony Grove Road would be improved to one through lane, one dedicated right-turn lane, and one dedicated left-turn lane in addition to a southbound lane. Each of these lanes would be 12-feet in width, with 8-foot shoulders.

The improvements to Country Club Drive would continue south from the bridge in order to accommodate Project traffic, as well as to accommodate future loading that is anticipated to occur during equestrian events at the HGV Equestrian Ranch (located contiguous to HGV South on the west side of Country Club Drive). The center lane (14 feet in width from the bridge to the southernmost Project entry) would provide opportunities for southbound left turns at the Project entrances (to take slowing cars out of the through lanes), and, as an ancillary benefit, could be converted to a through lane for its total length in an emergency evacuation scenario. South of the southern Project entrance north of Cordrey Drive, the improved road would transition back to the

existing two-lane configuration, consistent with County Public Road design standards (see Figure 1-14b, *Country Club Drive Transition from Three to Two Lanes South of Project Entry*).

There are no designated bicycle routes designated for this segment per the Mobility Element, however, Country Club Drive and other internal project roadways may be painted with “sharrows” to indicate that bicyclists do share the roadway with vehicles. Marked crosswalks connecting the east and west sides of Country Club Drive would be located from each of the Project entries to the future multi-use trail on the west side of the road to accommodate pedestrians/equestrians in crossing the road.

As noted above, this EIR analyzes potential impacts associated with the bridge construction assumed as part of this Project and included on the Project TM. Based upon the most conservative design parameters for the bridge, the following assumptions provide the worst-case footprint assessment of bridge environmental effects. The bridge is anticipated to be approximately 250 feet long, and to accommodate three travel lanes, the multi-use trail (10 feet in width), a 5-foot pathway, and additional paved shoulder on either side (see Figure 1-15, *Escondido Creek Bridge Schematic*). Connections to the approved HGV multi-purpose trail on the west side of the road, as well as the Project pathway on the east side of the road, are assumed. The bridge is expected to have three spans; i.e., it would be supported on abutments at its northern and southern extents, with two intermediate pier supports. The piers would be spaced at least 100 feet apart, to provide the widest possible section without bridge supports in the portion of the creek with running water. The slopes at the ends of the bridge would be protected by erosion-control measures, such as rock slope protection to protect the abutments scour during storm events.

The bridge superstructure would be a cast-in-place, prestressed concrete box girder. The bridge girder (located below the travel lanes) would be designed to carry utilities north and south of the bridge and would be expected to contain the Project potable water in a 12-inch line, as well having the potential for an 8-inch reclaimed water line. An 8-inch gravity sewer line, a 6-inch pumped sewer line, and a 4-inch sludge line could also be accommodated. It is also expected that any bridge approved for this area would be tall enough to accommodate wildlife crossings within the riparian zone and would also accommodate 100-year flood flows. In the event of construction by others, the Project would make fair share contributions to bridge improvements.

Private Roads

All Project roads have been designed in accordance with County Private Road Standards, with the Fire Protection Plan (FPP), and with consideration to wildfire.

Figure 1-16a, *Circulation Plan*, schematically illustrates internal roadways. The primary point of access to HGV South would be via Country Club Drive. All internal roads would be private. To satisfy fire safety planning, portions of the two main roadways entering the site from Country Club Drive would be three lane roadways (refer to Figure 1-16b and c, *Three-lane Private Drive*, *Head-in Parking*, and *Three-lane Residential Private Drive*). The remaining private drives are two-lane roadways (see Figures 1-16d through 1-16g).

Internal Project roads would include a looping system connecting to Country Club Drive via Private Drives A and C, combined with seven cul-de-sacs.

The three-lane Residential Private Drive (Figure 1-16c) would be sited on the direct connectors to Country Club Drive (Private Drives A and C). These streets would have a 56-foot-wide right-of-way, and would be 36 feet wide curb to curb (with three travel lanes of 12 feet each). A 10-foot-wide parkway on either side of these roads would incorporate 6 feet of landscaping and 4 feet of trail.

The street depicted in Figure 1-16d, *Two-lane Private Drive, Head-in Parking*, would be located in one area, along Private Drive I directly behind the Center House. This street would have a 72-foot-wide right-of-way, and would be 62 feet wide curb to curb (with two travel lanes of 13 feet each). An 18-foot-wide parking area and 5 feet of trail would be located on either side of the travel lanes.

The street depicted in Figure 1-16e, *Two-lane Residential Private Drive – Parking on Both Sides*, would be located in one area, in the southern loop formed by Private Drives C, B and D, respectively. This street would have a 56-foot-wide right-of-way, and would be 36 feet wide curb to curb (with two travel lanes of 12 feet each). A 6-foot-wide parking area within the roadbed, and 10-foot-wide parkway with 6 feet of landscaping and 4 feet of trail would be located on either side of the travel lanes.

The street depicted in Figure 1-16f, *Two-lane Residential Private Drive - Parking and Trail on One Side*, would be located along one Project road segment, Private Drive K. This design would have a 38-foot-wide right-of-way, and would be 30 feet wide curb to curb (with two travel lanes of 12 feet each). A 6-foot-wide parking area within roadbed would be located on one side of the street, and 4 feet of trail would be located on either side of the road. It also would be located on five of the Project cul-de-sacs (E, F, G, H and J). A design scenario with trails on both sides of the street would have a 50-foot-wide right-of-way, and would be 30 feet wide curb to curb (with two travel lanes of 12 feet each). A 6-foot-wide parking area within roadbed, and 10-foot-wide parkway with 6 feet of landscaping and 4 feet of trail would be located on either side of the travel lanes.

The street depicted in Figure 1-16g, *Two-lane Residential Private Drive without Parking or Walkways*, would be located along one Project road segment, Private Drive K, where the road would climb a Project hill. This design would have a 32-foot-wide right-of-way, and would be 24 feet wide curb to curb (with two travel lanes of 12 feet each). A 4-foot-wide utility easement would be located on each side of the travel lanes. Branching off this road to the east as it climbs the hill would be a retained travel easement for off-site property owners to the east.

Trails and Pathways

A system of trails and pathway would link key open space features of the Project site, as well as provide connection to off-site areas and planned public trails (Figure 1-17, *Trails and Pathways Plan*). Trails would be constructed with decomposed granite or similar soft surface material and would comply with appropriate San Diego County Trail Designation and County Design and Construction Guidelines. Fencing would be used as needed. The existing 2- to 4-foot wide

primitive trail located in an existing easement outside of the development footprint identified on Figure 1-6a would be improved to 4 to 6 feet in width. Public multi-use trail easements would be dedicated to the County; private trails internal to the Project would be maintained by the Project HOA.

The primary multi-use trails on site would connect to the future HGV multi-use trail (condition of project approval) along the west side of Country Club Drive. Ultimately, that trail will extend southerly of Harmony Grove Road along Country Club Drive for the length of the HGV Equestrian Ranch improvements. The HGV trail will be 10 feet in width, will be edged by fencing, and will be edged by shade trees and informal landscaping between the road and the trail. The trail will constitute part of the County-identified Country Club Drive Trail (Trail 04), planned to extend from the northern extent of HGV southerly to where Country Club Drive begins to trend west.

At the southern Project entry, the trail would cross over Country Club Drive and intersect with Trail 13 on-site. On-site portions of Trail 13 would be upgraded to the standard described above for Country Club Drive. A 5-foot pathway (not located within public right-of-way) would also be provided by the Project on Project lands along the east side of Country Club Drive, from Harmony Grove Road to the southern Project entry.

On-site portions of two County trails (Trails 11 and 13), would be built as 6- to 8-foot trails, as depicted on Figure 1-17.⁶ These trails would be variously located along internal Project streets, adjacent non-BOS open space, and along the western Project boundary within the overall development-modified footprint. These trail segments would be portions of the:

- Lake Hodges Trail (11), extending across the Project approximately 0.55 mile from Country Club Drive east to the County/Escondido line
- Elfin Forest Trail (13), trending west and then south from the Summit Trail along the western Project boundary to the County/Escondido line.⁷

Outside of the residential development footprint, the route identified for Trail 12 and 13 would enter open space, and would be retained in its current condition. Trail 13, also largely located within the Project parcel in open space, is routinely used by the existing local community and would be retained within a 20-foot trail easement. This unimproved trail continues south to meet the east-west trending Del Dios Highlands Trail in the DDHP, and would be improved from its current 2- to 6-foot width to 4- to 6-foot width.

Excluding only one small street in the northeast portion of the Project, private pedestrian trails also would wind through the residential neighborhoods on each residential street. To maintain

⁶ The Summit Trail (12), extending southerly approximately 0.21 mile from the Lake Hodges Trail into the heart of the Project does not currently exist and is not part of the Project. This potential trail would adversely affect proposed biological open space and increase edge effects. It was therefore deleted following coordination with Parks and Recreation.

⁷ The Trails Master Plan also identifies the Escondido Creek Trail (14), just north of the Project, trending along the Escondido Creek drainage for approximately 2.16 miles. That trail is off site, and no modifications are planned.

the rural character of the area, decomposed granite or similar soft surface material is preferred for the walkways along the private drives within the Project site. Light colored, stained, or painted concrete sidewalks also would be permitted.

Parking

All development within HGV South would comply with the County of San Diego's parking regulations, with respect to proximity to residences. The number of parking spaces required for each residential unit and the number of guest parking spaces (including for the Center House) required for the Project are set forth in the approved FPP, which is incorporated as a requirement of the Project Specific Plan (and provided as Appendix L of this EIR). Street parking locations are identified on Figure 1-18, *Visitor Parking Plan*.

The Project would designate the club house parking area as the valet/shuttle staging area for all homeowners' events exceeding 10 guests. Homeowners would need to obtain a parking permit to utilize any of the guest parking overnight from the HOA. "No Parking" signs would be installed on designated streets as required by the Rancho Santa Fe Fire Protection District (RSFFPD). The HOA would contract with a towing company so that any vehicle that is illegally parked would be towed within a short timeframe.

1.2.2.4 Walls and Fences

The walls and fences that occur throughout the Project have been designed to provide privacy, as well as a sense of continuity. At the same time, the placement of walls and fences would not preclude or interrupt views, as much as is feasible. Figures 1-19a and b, *Wall and Fence Typical*s, illustrate typical wall and fence styles such as Project identification/entry walls, residential privacy walls, fencing and park walls, and trail fencing. Low entry walls (ranging up to approximately 5 feet in height, as depicted on Figure 1-19a, would be sited on both sides of the Project entry along Country Club Drive. The Dog Park would be fenced and gated as shown on Figure 1-19b.

Eight retaining walls are proposed for the Project. Excluding the southern-most wall, each of these walls would be architecturally enhanced, as depicted for small free-standing walls on Figure 1-19a. These walls generally would range from grade to approximately 8 feet in height, and from approximately 80 to 500 feet in length. A 200-foot long plantable wall ranging from zero to 20 feet in height and then returning to zero height would be sited at the base of the slope southwest of Lots 152 and 153. This wall would be plantable (e.g., concrete geo-grid) and would be covered in self-clinging vines, with irrigation provided at the base of the wall. Please see Section 2.1, *Aesthetics*, for additional discussion.

Based on final design (ultimate structure height and precise setback from top of slope) 6-foot fire-resistant walls may be required along the south development boundary in the western portion of the Project as identified in the approved FPP. Please see Subchapter 2.1, *Aesthetics*, and Section 3.1.4³, *Hazards and Hazardous Materials*, for additional discussion.

Although not part of Project design, a single noise wall is recommended as mitigation for traffic noise adjacent to residences at Lots 123 and 124, adjacent to Country Club Drive and west of Private Drive C (Figure 1-6a). A solid wall height of approximately 5 feet, with no openings and

approximately 20-foot long returns, would adequately abate noise for this lot. Please see Subchapter 2.5, *Noise*, for additional discussion.

1.2.2.5 *Landscape*

Landscaping would be installed to enhance the visual character of the Project, provide amenities for pedestrians, encourage walkability throughout the Project, and provide erosion control. The landscape theme would be consistent throughout the community, serving as a cohesive link for the various residential uses of the Proposed Project as well as helping to integrate the Project with the surrounding open space and preserve areas.

Pursuant to the April 2015 Executive Order B-29-15, permanent irrigation with potable water for newly constructed development would be delivered by drip or microspray systems. Reclaimed water would be produced for irrigation of parks, parkways, manufactured slope areas, and other common area landscaping and would be consistent with the County of San Diego's Water Efficient Landscape Design Manual, the County of San Diego's Water Conservation in Landscaping Ordinance, and the State of California's Model Water Efficient Landscape Ordinance (MWELO).

The landscape design for HGV South is derived primarily from natural land forms and local conditions. When selecting plant materials, consideration was given to the natural landform, coastal sage/chaparral habitats, and mature oaks and sycamores which follow water courses through the site or study area. The landscape design concept reflects the natural setting in and around the site, referencing the boulder-strewn steep hillsides to the east and south, as well as the dense riparian corridor that forms the northern Project boundary. Informal arrangements of plant materials located throughout common space within the community, combined with formal, tended landscapes closer to homes, provide a rural landscape appeal. Where appropriate, landscaping would be designed to optimize energy savings--providing shade to the homes in the spring and summer and allowing light in the fall and winter.

A series of landscape zones has been created which reflect on-site conditions: Valley, Hillsides, Riparian, Transitional, Biological Open Space, Special Use Area, and Wastewater Treatment Area. These zones are schematically depicted on Figure 1-20a, *Project Landscape Zones*, and Figure 1-20b, *Landscape Plan*. Specific plant lists developed for each of the zones are listed in Table 1-1, *Project Landscape Palette*.

The Valley Landscape Zone would be located in the lower elevations of HGV South in what is essentially the central valley of the Project. It would have a traditional landscape character and employ an eclectic selection of plant material that would be permanently irrigated. The Hillside Landscape Zone includes the hillsides that frame the lower elevations of the site. Landscaping within this area would be informal and include groves of predominantly tall, open trees and clumps of native shrubs, as well as agricultural landscape features such as fruit tree orchards. Within the Riparian Landscape Zone, a restored water course that traverses the site would be used to support a riparian landscape zone. Because of its density and height (with accompanying related visual shielding properties), this landscape type would be used along the western Project boundary. In the Natural/Transitional Landscape Zone, large open areas that typically lie along the perimeter of a project would be used to transition from the HGV South Valley and Hillside

landscape zones to native vegetation. The BOS Landscape Zone reflects on-site native habitat that would remain largely undisturbed by grading and would be protected post-development through open space set-aside. The Special Use Areas Zone would contain an informal and eclectic mix of trees, shrubs, and ground cover, including agricultural landscape features throughout the Project.

For Shrubs, Vines and Groundcover, in addition to the screening of the project with trees, the use of taller shrubs is proposed to soften the visual impact associated with the development. Lower shrubs and ground cover also would be used planted to control erosion and blend the Project into the existing hillside features. The proposed drought-tolerant shrub palette would incorporate naturalized and native species to be planted throughout the Project. The naturalized species would be used within the Project on interior slopes between residential units as well as those areas which are between units and roadways. The native species would be planted from containers and hydro-seed mixes around transitional edges adjacent to undisturbed open space. The two interior and exterior shrub and small tree palettes would range up to 10 feet in height and up to 15 feet in breadth.

Fire Protection Plan

A number of fire protection criteria also directly affect Project landscaping. Additional related criteria are provided in Section 3.1.43 of this EIR, as well as Table 1-2 of this section.

Fuel Modification Zone. The FMZ around the perimeter of the Project would include varying widths. Structures would be a minimum of 100 feet from wildland fuels for all lots. This minimum 100-foot buffer includes a minimum of 75 feet of irrigated Zone 1 (which exceeds County standards) and a minimum of 25 feet of thinned vegetation in Zone 2. In some locations, particularly the southwestern and eastern sides of the Project, the setback would vary from 110 to nearly 200 feet in width. Details are provided in Section 3.1.43, of this EIR. The interior of the Project would include an irrigated landscape that excludes the intermingling of native fuels.

Landscape Free Area. A 1-to-3-foot-wide landscape free area would be implemented adjacent to the foundation of stucco structures.

Fire Authority Review of Landscape Plan and Annual Inspections. The HGV South landscape plan requires review by the RSFFPD. In addition, annual inspections would occur to ensure that the HOA-maintained landscaping is maintained to County and Fire Authority standards and to the requirements of the Project's FPP. These are included as Conditions of the Project.

1.2.2.6 Lighting

The Proposed Project includes lighting elements to both accent community focal elements and to provide safety. Lighting for the Proposed Project is designed to use the least amount of lighting possible, be energy efficient, and still be in compliance with State and local regulations for safety, and to adhere to the County Light Pollution Code (LPC) and dark skies policies. Materials may include metal, wood, composite material, and masonry.

Consistent with the rustic character of Project site and surrounding area, street lighting would be minimal (see Figure 1-21, *Lighting Plan*). Themed streetlights would be provided at road

intersections and for community parking at the Center House within the Project for safety and directional purposes. Full cut-off light fixtures and glare louvers would be utilized to ensure that light rays are projected downward and light spillage onto adjacent properties is minimized.

Project lights overall would be low level, timed, directed downward and screened to minimize Project impacts on the dark sky and minimize spillover onto adjacent properties. Each light would provide the lowest light level necessary, and would be limited to less than 4,050 lumens output, maintaining compliance with State and local safety regulations. Any additional uplights provided to define a sense of place and highlight landscape features would be turned off at 11:00 p.m.

At the Project entries, low voltage lights would be used to illuminate vertical planes such as signs and walls. Low voltage accent lighting would be directed off trees, rocks, and other natural features, as well as up toward Project signs. Ground-mounted can lights would be largely obscured by ground covers and shrubbery at the Project entrances. All Project lighting would be equipped with glare shields and louvers, allowing the light to be directed to specific focal points, and limiting glare as well as light spill.

Special consideration would be taken for any lighting along the riparian corridor to the north of the Project, including use of full cut-off lighting that accepts only long wavelength (580 nanometers [nm] or longer). Lights with permanent filters that filter all light below that standard also would be acceptable. Security lighting at the WTWRF would be shielded to limit spill and glare onto adjacent areas. Any lighting necessary for safety and code compliance in this area would be controlled by sensors to turn on only when needed. Pole lights would not exceed 14 feet and would be shielded.

1.2.2.7 Signage

Signs would be integrated into site and building design to create a unified appearance for the total development. A hierarchy of project identity signage (larger to smaller) would direct individuals through the site (Figure 1-22, *Potential Sign Locations*). Project identification signage would be placed within low stone walls or pilaster landscape elements. The maximum size of residential directory signage is limited to 25 s.f.

1.2.2.8 Grading and Construction Parameters

The existing elevation for the Project site ranges from approximately 570 to 938 feet above mean sea level (amsl). The lowest portion of the site is located in the northern portion of the property adjacent to the entry road. The highest portion is located adjacent to the southernmost boundary. Both of these elevations would remain the same post-construction. Along Country Club Drive, a gentle slope would occur from north to south in order to allow the potential for a gravity-flow sewer line. At the bridge over Escondido Creek, the difference in elevation between the southern and northern extents of the bridge would be approximately 5 feet, with the road tying into the existing intersection with Harmony Grove Road at the end of Project improvements. A large portion of the 111-acre Project (over 40 acres, or approximately 26 percent of the site), would not be subject to grading. Post-grading, only 32 acres, or 29 percent of the site, would contain

lots and streets. The remainder of the Project would be in BOS, parks or landscaped/revegetated swaths between pads. Off-site utility connections would be completed within existing roads.

Although portions of the site would be rippable (i.e., able to be excavated with conventional excavation equipment), there is the potential for blasting during mass grading. Potential exists for a rock crusher to be on site during mass grading. If required, the rock crusher would be located 250 feet or more from any Project property line. The slope ratio of manufactured fill slopes would not exceed 2:1, and cut slopes would not exceed 1.5:1. Soil removed from the central portion of the site would be used to raise pad elevations above the Escondido Creek flood zone in the northern portion of the Project. During earth-moving operations, grading quantities (850,000 cy of cut and fill) would be balanced on site and there would be no need to import or export soil off site. Off-site utility connections would be completed within existing roads.

The bridge is likely to require deep foundations. These could be either driven piles or drilled (cast-in-drilled-hole) shafts. The pile type would be determined during final design based on structural and geotechnical requirements. Beyond the width of the bridge, an additional construction easement would be required in order to re-grade creek bottom and accommodate construction activities such as construction vehicles and temporary supports. This area would require approximately 100 feet on each side of the crossing, as shown on Figure 1-6a. The area on the west side of the current Arizona crossing also could accommodate a temporary crossing so that residents living south of Escondido Creek would be able to cross the creek during construction of the bridge. Any temporary crossing would be removed following bridge completion. These disturbance areas have been accounted for in the Project resources studies, as appropriate, and analyzed as a part of this EIR.

1.2.2.9 Project Phasing

Market conditions, funding for public facilities, and similar conditions beyond the control of the developer would drive the overall implementation period. Nonetheless, a likely approach to Project development has been designed that would ensure a logical and orderly expansion of roadways, infrastructure, and the Project overall.

The first phase entails on-site mass grading, and is expected to require approximately three months. On-site infrastructure installation (roads and utilities) would follow (over a period of six months), followed by finish grading of lots (over an additional three months). The final phase would consist of “vertical” development of the Project, which is expected to take a little over two years (27 months). Landscaping would be installed as possible during each phase. Immediately following mass grading, the area would be hydroseeded to address potential storm runoff and to minimize views of raw soil. The Project entry, Country Club Drive frontage, interior roads and manufactured slopes would all be planted when finish grading is completed for each area in order to provide a visual amenity for viewers of the Project and the greatest amount of vegetation maturity in the shortest period of time. Specific lot planting would occur on a rolling basis as homes are developed and readied for sale.

Off-site infrastructure (utility upgrades) would be initiated at the same time as on-site infrastructure installation, and would continue through finish grading on site. This would include all elements necessary to support the proposed uses including construction of Country Club

Drive and Harmony Grove Road intersection improvements, pump station improvements, and the extension of all potable water, electrical, etc. utility lines. Absent the potential for seasonal restrictions based on presence of sensitive species, bridge construction would be expected to take approximately one year, and would be accomplished within the overall Project timeframe identified above.

The Proposed Project would comply with the 2016 California Title 24 Energy Code (which went into effect on January 1, 2017). These standards exceed the 2013 efficiency standards by 28 percent. The following energy efficient items are planned for the housing development: improved HVAC systems; enhanced ceiling, attic, and wall insulation; whole house fan installation; high-efficiency water heaters; energy-efficient three-coat stucco exteriors; programmable thermostat timers; roof anchors and pre-wiring to allow for the installation of photovoltaic (PV) systems; and high-efficiency window glazing. In addition, the Center House parking area would include an electric car re-charging station and the Project would satisfy 100 percent of the Project's electrical needs through on-site solar PV systems ~~and/or through enrollment in a renewables program, as described on Table 1-2, Project Design Features, of this chapter.~~ The Project includes several water conservation measures, including the 2016 CALGreen mandate to reduce water consumption by 20 percent, the installation of the low flow water features, and the use of drought-tolerant landscape.

Technical and environmental commitments can be both standard construction operating measures and/or specific measures designed for a particular project. These Project Design Features (PDFs) minimize potential long-term adverse effects associated with the Proposed Project for each of the above noted (and additional) elements. They are listed on Table 1-2, are included in Chapter 7.0, and also will be included as Project Conditions during consideration of the Project for approval and in construction contractor bid packages. Topics for which PDFs are proposed as part of the Project description are listed on Table 1-2 in the order they are discussed in this EIR.

1.3 Project Location

The Proposed Project is located in the unincorporated portion of northern San Diego County, immediately west of City of Escondido boundaries in the community of Harmony Grove (see Figures 1-1 through 1-4). Escondido Creek flows east-west just north of the Project, south of east-west trending portions of Harmony Grove Road. State Route 78 (SR-78) is located approximately 2.6 miles to the north and Interstate 15 (I-15) is located approximately 2.5 miles to the east. Country Club Drive is the primary north-south roadway in the vicinity of the Proposed Project; the northwest portion of the Project site borders this roadway. Harmony Grove Road is the primary east-west connector. The community of Elfin Forest is located approximately 4 miles to the west. County open-space parcels (associated with the DDHP) abut the southern boundary of the Project.

1.4 **Environmental Setting**

1.4.1 **Project Vicinity**

This discussion starts with a summary of important setting issues in the immediate vicinity of the Project, followed by more general setting and expanded information.

Harmony Grove Village

In 2007, the County approved the designation of an approximately 500-acre area of land in the center of Harmony Grove Valley to become a new village to contain 742 single-story and two-story homes in village massing. (HGV's approved entitlements assumed first occupancy as early as 2008, with full build out of the Village occurring as early as 2013~~by 2008~~).

The entire site has been rough graded, and approximately half of the site has been finish-graded. The construction of homes is under way, the WRF that will serve HGV has been constructed, major infrastructure has been installed and homes have been available for sale since May 2015. HGV straddles three sides of the area's literal "crossroads" at Harmony Grove Road and Country Club Drive; providing a focal point/center of the valley. Relative to HGV, the Project completes the fourth quadrant of the crossroads intersection; sited about 400 feet south of Harmony Grove Road, it is part of the HG "valley floor," and shares the valley's watershed and viewshed. The HGV land use plan includes a pedestrian-oriented Village Center of public amenities, convenience retail, and commercial uses surrounded by a variety of single-family residential units, open space, and multi-use trails. HGV will contain an approximately 40,000-s.f. commercial core adjacent to Country Club Drive less than 0.4 mile (approximately 2,100 feet) north of the planned commercial/civic center located in HGV South and within 0.5 mile to its most dense residential uses. HGV's Village Center area is surrounded by a variety of single-family residential uses on lots ranging in size from approximately 2,500 s.f. to 1.5 acres, with residential densities generally decreasing as one moves away from the core. The HGV WRF is located at the northeast corner of Harmony Grove Road and Country Club Drive, approximately 550 feet north of HGV South's northern boundary. All of these uses were planned to be connected via the multi-use trail approved in the HGV EIR and shown on the County Trails Plan, and the improved creek crossing. This would additionally connect through the Project to the major open space recreational uses to the south (DDHP and EFRR). The HGV future Equestrian Ranch is located immediately across the street (Country Club Drive) west of the Proposed Project. That facility will feature a variety of equestrian uses along with limited commercial and residential components. Buildings on that site are anticipated to be one- and two-story structures.

County-owned community park areas built as part of HGV are located south of Harmony Grove Road and west of Country Club Drive. The easternmost of these facilities, which is equestrian themed, is close to the northwest corner of the Project (i.e., located just across the street and within 250 feet of HGV South). The 2.8-acre site is designated Village Regional Category and provides an additional community gathering place for both HGV and the Project that is focused on equestrian exercise activities. An additional 2.9-acre Community Park area in HGV is located west of the equestrian facilities and includes active recreation and parking.

Because the development is so far along in construction (homes were available for sale in May 2015) presence of that project is included as a baseline environmental condition (an existing condition) in this EIR. If the presence of the HGV project as developed was not included in the existing condition, the baseline would be misleading or without informational value and would not best define the Harmony Grove Valley which is subject to rapidly changing environmental conditions. In fact, if the setting reflected the existing condition on the date of Notice of Preparation (NOP) issuance, it would have been outdated immediately after NOP issuance and an unnecessarily artificial image of the existing condition would have been used as the basis for Project effects. In this rapidly changing existing setting, this approach is considered the most analytically conservative and of most informational value. It takes into consideration the shifting nature of the area, and does not tie analyses to a point in time which has already changed since the NOP issuance (see illustrative Figures 2.1-3i and 2.1-4a).

Surrounding Areas

Other areas west of the Project include a diverse array of residential uses (Figures 1-3 and 1-4). The 39-lot Harmony Grove Spiritualist Association (HGSA) includes single-story residences on higher density lots (as small as 1,300 s.f.). One and two-story homes are located on lots in the 5,000 to 10,000 s.f. range in the flatter areas of this sector, and multiple story (three- and four-story) residences are present on much larger parcels. Moving easterly from the Proposed Project, there are large residences that can reach up to 40 feet height in terms of massing, even if there are as few as two stories. HGV South is planned to complete HGV; and as the “Village” designation and Community Development Model (CDM) direct, focus clustered residential and supporting village land uses on the valley floor. The Village is then surrounded by the lower density Semi-rural and Rural land uses, as the CDM directs. HGV South would offer building massing compatible with the overall valley character.

As indicated above, the Proposed Project is sited in the Harmony Grove Valley, which is located at the eastern foot of Mount Whitney, south of SR-78 and west of I-15. Within the above-referenced mixed residential and topographic setting, the Project is within a few minutes of drive time to the cities of Escondido and San Marcos.

The above-described areas in the Project site vicinity are bordered by more intensive urban development in the cities of San Marcos and Escondido to the north and east, respectively; and large expanses of natural open space to the west, south and southwest (refer to Figure 1-3). Uses within the region include a mix of agricultural, suburban, and urban developments. Palomar Medical Center is located approximately 2 miles to the north and Stone Brewery is located approximately 1.5 miles to the north as a crow flies. The Escondido Research and Technology Center (ERTC), an industrial/commercial, employment and services locus, is located within 1 mile north-northeast of the Project, accessed by Harmony Grove Road. Other opportunities include the large big box uses at Valley Parkway and I-15 and along Auto Park Way. As described above, this Project is within 3.0 miles of the Nordahl Transit Station. That proximity allows residents to walk, bike or drive to the station, before accessing bus service or the SRINTER to other points (both within the County, but also points north) and other carriers, such as Amtrak. The SPRINTER light rail line runs every 30 minutes in each direction Monday through Friday, from approximately 4:00 a.m. to 9:00 p.m. The Escondido Transit Center (also with parking available) serves as the current eastern terminus of the North County Transit

District's (NCTD's) SPRINTER and the northern terminus of the Breeze Rapid bus rapid transit line. It is also in the Project's general vicinity, being located just east of I-15 and south of SR-78. Express bus service to downtown San Diego is available at the Center, as is local bus service to inland North County.

The Project site is surrounded on all sides except to the immediate northwest by a continuing series of hills and canyons, with approximately 20 ridgetops. Figure 1-5 shows the ridgelines that surround the valley, and unite all valley areas, including HGV and HGV South. These range from approximately 600 feet amsl to a high point of over 1,735 feet amsl at the top of Mt. Whitney, located to the west-northwest, and include peaks with elevations approaching 1,300 feet amsl occur to the west and south of the Project site. This transition from ridgetop to valley floor provides a dramatic physical setting to the valley. Lower hills and knolls, ranging up to approximately 1,040 feet amsl, occur due east of the property. The one area that does not contain numerous hills and canyons in close proximity to each other is in the northwest quadrant of the Harmony Grove Road and Country Club Drive intersection.

Escondido Creek, which begins at the upper headwaters in Bear Valley above Lake Wohlford, trends southwesterly through the community, eventually flowing into the San Elijo Lagoon. The creek provides an important link between the unincorporated areas of Harmony Grove, Questhaven, Elfin Forest, and Rancho Santa Fe. It offers recreational opportunities and numerous existing and planned trails traverse the area.

Surrounding residential development is located on a wide variety of lot sizes. Denser housing and subdivisions exist approximately 0.5 mile to the east. Lot sizes in this area are much smaller, with approximately eight houses to an acre. Mobile home parks and apartments are also present to the east (within approximately 0.8 mile of the Project) and continue along Hale Avenue to 9th Avenue and Valley Parkway.

As noted above, the historic and well-known HGSA is located approximately 0.25 mile west of the site, at the terminus of Country Club Drive. Until May 2014, the HGSA consisted of a church, 29 cottage-like residences on very small lots, associated buildings, and central grove area. The HGSA was impacted by the May 2014 wildfires in the community, but plans to rebuild. It is therefore considered an ongoing existing use.

Vegetation communities in the study area consist primarily of freshwater marsh, riparian woodland, southern willow scrub, mule fat scrub, disturbed wetland, Diegan coastal sage scrub, coast live oak woodland, southern mixed chaparral, and non-native grasslands. These resources can be fairly disturbed due to the existing development and existing and past agricultural operations in the area. Escondido Creek is considered a regionally significant resource, but has been largely degraded where it crosses HGV property, as well as to the east, by agricultural and/or other development-related activities. Restoration has been occurring in these portions of the creek as part of the HGV development program. The portion immediately west of Country Club Drive, however, remains in a degraded state due to the presence of rip-rap required to reduce scour west of the at-grade crossing of Escondido Creek.

1.4.2 Project Site

The Project site is currently vacant. Some remnants of prior structures (concrete slab portions, an excavation associated with the structure cellar, and a portion of a chimney) remain on site. Otherwise developed uses include cistern elements, an old stock pond, a small electrical line that bisects the Project site in an east-west direction, and several paved and unpaved roads that are either internal to the site, or provide access to residential uses east of the property.

As a whole, the site rises in elevation to the south, and contains valley floor, as well as notable on-site small hillocks, on top of the generally inclining topography. The site is generally divided into two areas. The northern portion contains topography generally sloping down to the north-northwest corner of the property (the Project low point) and off-site Escondido Creek. An east-west trending bench extends across the roughly center point in the site, separating the Project parcels visually into north and south halves. The southern portion of the Project is located on increasingly steep and higher on-site hills. This area drains even higher off-site hills to the south, with incised north-south trending ravines entering the Project and draining to the northwest on the south side of the relatively level and east-west trending bench slope noted above.

The site has an elevational range of approximately 350 feet. On-site elevations range from approximately 570 feet amsl in the northern portion of the Project near Country Club Drive, to 938 feet amsl at the southernmost property boundary. Approximately 66.7 acres (60 percent) of the site contain slopes with a gradient of zero to 25 percent, approximately 39.7 acres (35.8 percent) of the site have slopes with a gradient between 25 and 50 percent, and approximately 4.6 acres (4.1 percent) of the site have slopes with a gradient greater than 50 percent. County-protected steep slopes, i.e., natural slopes exceeding 25 percent slope with a vertical rise of 50 feet or more in elevation, are primarily located in the northeast hills of the Project site, and on the central primary slope rising above the valley floor. Slopes exceeding 50 percent slope are primarily located in the southern third of the Project (identified for permanent set-aside as part of BOS if the Project is approved). See discussion in Section 2.1, *Aesthetics*, for illustration of existing steep slopes on site.

The majority of the Project is mapped as chaparral habitat for a total of approximately 47 acres); with the next largest category being non-native grassland (approximately 42 acres). Biological resources (particularly within the northern two-thirds of the Project) are generally disturbed, and contain isolated Diegan coastal sage scrub stands. Non-native grassland/disturbed habitats are the predominant vegetation, with a stand of non-native trees (eucalyptus, California pepper), clustered near the westward turn in Country Club Drive at the western edge of the property. The eastern portion of the northern part of the site rises into small scrub-covered hills. The southern area includes the largest stand of coast live oak woodland, as well as substantial chaparral acreage, which merges into off-site permanent open space acreage. The Project site lies outside of the boundaries of the County's approved Multiple Species Conservation Program (MSCP), but would be within the planning area of the proposed North County Segment of the MSCP, once it is approved.

1.5 **Intended Uses of the EIR**

This EIR is prepared in compliance with the California Environmental Quality Act (CEQA), and ensures that information required by the public, as well as County decision-makers, is both adequate and available. This EIR is an informational document to inform public agency decision-makers, as well as the public generally, of the significant environmental effects of the Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project.

The County is the lead agency for the Project under CEQA; i.e., the agency responsible for conducting environmental review; coordinating with the Applicant, public and resource or service agencies during the CEQA process; and for final approval or denial of the Project. Prepared prior to County Board of Supervisors' consideration of the Proposed Project for approval or denial, the purpose of this EIR is to identify the potential occurrence of impacts, and the anticipated significance of those impacts, that could occur if the Proposed Project is implemented.

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

1.5.1 **Matrix of Project Approvals/Permits**

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

Discretionary Approval/Permit	Approving Agency
RPO Exception for encroachments associated with public/private roads and utilities and Waiver for insignificant slopes General Plan Amendment Community Plan Amendment Specific Plan Zone Reclassification Tentative Map Major Use Permit Habitat Loss Permit (4[d]) Right-of-way Permit(s) Encroachment Permits Grading Permit(s) Final Map Improvement Plans for roads and utilities Traffic Control Plan County Service Area (CSA) – WTWRF Operator Approval	County of San Diego

Discretionary Approval/Permit	Approving Agency
Section 401 Water Quality Certification National Pollutant Discharge Elimination System (NPDES) Permit General Construction Storm Water Permit Waste Discharge Requirements Permit	San Diego Regional Water Quality Control Board/State Water Resources Control Board (RWQCB/SWRCB)
Section 404 Permit – Dredge and Fill	U.S. Army Corps of Engineers (USACE)
Section 7 or 10a Permit for Incidental Take	United States Fish and Wildlife Service (USFWS)
Section 1602 Streambed Alteration Agreement (SAA)	California Department of Fish and Wildlife (CDFW)
Annexation and Formation Approval (water, sewer district, fire district as necessary)	Local Agency Formation Commission (LAFCO)
Air Quality Permit for WTWRF Emergency Generators (required for a new plant only)	San Diego Air Pollution Control District (SDAPCD)
Fire District Approval	Rancho Santa Fe Fire Protection District (RSFPPD)
Water District Approval	Rincon del Diablo Municipal Water District (Rincon MWD)
<u>LAFCO and</u> Sewer District Approval (sewer and reclaimed water district[s])	County Sanitation District (CSD), Rincon MWD, or other public district as necessary
New or Amended Master Water Reclamation Permit	CSD, Rincon MWD, or other public district as necessary
School District Authorization	Escondido Union School District (EUSD) Escondido Union High School District (EUHSD)

1.5.2 Related Environmental Review and Consultation Requirements

It would be necessary to consult with adjacent property owners wherever rights-of-way must be acquired and where easements would be needed for construction or maintenance. Consultation with various utility companies may be required to locate existing utilities in roadways and make arrangements for relocation or replacement. In addition to the Project Facility Availability Forms, or “will serve” letters, located in Appendix O of this EIR, additional coordination would be required with water/sewer utilities and the school districts, regarding annexation, detachment and authorization; as well as LAFCO, a Responsible Agency under CEQA for sewer and fire if the Project requires expansion of a service area or creation of a new service provider for sewer and reclaimed water. Coordination is also required with the City of Escondido. The City is a Responsible Agency under CEQA as some of the proposed traffic impacts would occur within City jurisdiction and proposed mitigation would require City discretionary review and approval to implement.

Consultation also would be required with the wildlife agencies (USFWS and CDFW) with regard to sensitive species and associated habitats, and with the permitting/certification agencies (USACE, CDFW, and RWQCB) with regard to jurisdictional waters.

Pursuant to California Government Code 65352.3, Native American consultation was initiated in 2015. The Native American Heritage Commission (NAHC) was contacted, as were a number of Native American individuals/bands/organizations potentially knowledgeable regarding cultural resources in the area. Letters were sent to individuals and groups identified by the NAHC. Responses have been received from the following Tribes/Bands: the San Luis Rey Band of Mission Indians, and the Pechanga Band of Luiseño Indians. The issues raised included concerns regarding a potential village location in the vicinity and a traditional viewshed. The reader is referred to Subchapter 2.4, *Cultural Resources and Tribal Cultural Resources*, for details of the Native American consultation.

In addition to the focused outreach efforts noted above, CEQA provides opportunity for public input at three distinct points during environmental evaluation; during scoping of an EIR, during public review of the completed EIR, and during hearings held on the Project by decision-making bodies (such as the County Planning Commission and/or Board of Supervisors). As part of the preparation of the Draft EIR, the first of these outreach efforts was undertaken and completed.

Pursuant to CEQA Guidelines Section 15082 regarding the NOP and determination of EIR scope, and Section 15083 regarding early public consultation, the County issued an NOP stating that an EIR would be prepared for the Proposed Project on August 27, 2015. The NOP included an Initial Study checklist identifying anticipated areas of technical review and anticipated levels of significance, and requested public and agency input on the scope of the EIR. Comments were received in response to the NOP through September 28, 2015 (with some late comments, such as from the San Dieguito Planning Group, accepted). A meeting to discuss the scope of the environmental analysis also was held on September 16, 2015 at the Elfin Forest Firehouse in Elfin Forest, approximately 4 miles west of the Project. In response to the NOP, a total of 45 comment letters were received. These letters are all included in Appendix A to this EIR. All of the comments received were considered and the topics are addressed as appropriate where required by CEQA in Chapters 2.0 through 4.0 of this EIR.

1.6 Project Inconsistencies with Applicable Regional and General Plans

A number of plans, regulations, and ordinances apply to this development and were considered during the Project Applicant's preparation of the Specific Plan and GPA. In particular, the County General Plan, San Dieguito Community Plan and the Elfin Forest and Harmony Grove Community Plan portions of the San Dieguito Community Plan were reviewed for applicable designations, goals, policies, and conditions. Other plans and regulations also were reviewed, including the County Zoning Ordinance, County Subdivision Ordinance, RWQCB's San Diego Basin Plan, federal Clean Water Act (CWA), NPDES, San Diego Municipal Storm Water Permit, Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP), Natural Communities Conservation Program (NCCP), and County LPC. The Project's compliance or non-compliance with these plans and ordinances is evaluated throughout the EIR, with discussion in Chapters 2.0 and 3.0.

In summary, the Proposed Project would be consistent with the above-named plans and ordinances, with the exception of a few goals, standards and/or policies of the current Land Use Element of the General Plan, Elfin Forest and Harmony Grove Portion of the San Dieguito Community Plan and County Zoning Ordinance (ZO) related to proposed land uses, and an issue

related to the RAQS (see detailed discussions in Section 3.1.65, *Land Use and Planning*, of this EIR). In particular, the Project would revise the Village boundary designation from the north side of Harmony Grove Road to encompass the Project, as part of the village expansion. The Project Applicant is proposing a GPA as part of the Proposed Project to change the land use designations on site that, when approved, would eliminate the potential land use policy inconsistencies; thereby resulting in less than significant land use policy impacts with regard to these documents. A CPA also is proposed as part of the Project, to address a Village boundary line adjustment. Similarly, approval of the rezone to reflect the proposed on-site uses would result in Project compliance with the County ZO. Relative to the RAQS, the 2016 RAQS incorporates land uses anticipated under the 2011 General Plan. For the Project, this would allow up to approximately 220 dwelling units. The Project is therefore inconsistent with the RAQS assumptions. Because the Project proposes a greater number, and more diverse uses, a GPA is being sought as part of the Project. If the Project is approved, the General Plan will be amended, and that information will be incorporated into the next RAQS update, thereby curing the inconsistency.

Subject to certain exceptions, the County's RPO provides regulations that preserve and protect the County's sensitive lands, including wetlands, wetland buffers, floodplains/floodways, sensitive habitats, cultural resources, and steep slopes. (Steep slopes are defined as lands having a natural gradient of 25 percent or greater and a minimum rise of 50 vertical feet.) Approximately 26.5 acres of the steep slopes found on the Project site meet the definition of steep slopes under the County's RPO. Over 70 percent of all on-site RPO steep slopes (approximately 18.7 acres) are located in areas identified for preservation due to sensitive resources, including both steep slopes and native habitat. The remainder of the site's steep slopes (approximately 7.7 acres) are located within proposed development areas and must be evaluated for conformance with the RPO. Conformance with the RPO relative to ordinance exceptions identified for roadways/utility rights of way and conformance with the percentage of impact allowable under the ordinance by lot are addressed in Subchapter 3.1.6-5 of this EIR. A waiver from the restrictions of the RPO steep slopes and easement requirements can also be granted as set forth in Section 86.604(e)(2)(cc)(3) of the RPO. In addition, encroachment into steep slopes may be permitted for tentative maps and tentative parcel maps which propose a Planned Residential Development, lot area averaging, conservation subdivision or cluster development when design considerations include encroachment into steep slopes in order to avoid impacts to significant environmental resources that cannot be avoided by other means, provided no less environmentally damaging alternative exists. The determination of whether or not a tentative map or tentative parcel map qualifies for additional encroachment shall be made by the Director of Planning and Land Use based on an analysis of the project site. See Sections 2.1.2.2 and Appendix C to this EIR for a full discussion. In 2016, the Director of PDS issued a preliminary affirmative finding granting additional encroachments into the steep slope areas identified in Appendix C and a waiver from the easement requirements of RPO. The Board of Supervisors will consider and make a finding on these matters during consideration of the Project for approval.

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

The State CEQA Guidelines (Section 15355) state that a cumulative impact is "the change in the environment which results from the incremental impact of the Project when added to other

closely related past, present and reasonably foreseeable probable future projects.” Sections 15065 and 15130 of the State CEQA Guidelines require that an EIR address cumulative impacts of a project when the project’s incremental effects would be cumulatively considerable; i.e., the incremental effects of the project would be “considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.” Table 1-3, *Cumulative Projects in the Vicinity of the Proposed Project*, provides a list of cumulative projects within 5 miles of the Project site. Figure 1-23, *Cumulative Projects*, shows the general location of the projects listed in Table 1-3.

A total of 65 projects in the vicinity of the Proposed Project, as well as the Proposed Project, were considered for the analysis of cumulative impacts. The list consists of projects that are pending or recently approved within the County and other adjacent jurisdictions. Combined, all 66 cumulative projects would result in the addition of approximately 15,494 housing units to this area of the County. Specifically within County jurisdiction, the cumulative projects (including the Proposed Project) would result in a total of 2,403 units in the Project site vicinity.

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

1.8 Growth-inducing Setting and Impacts

As stated in State CEQA Guidelines Section 15126.2(d), whether or not a project may be growth inducing must be discussed in an EIR. The question for discussion is whether or not a “project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, *in the surrounding environment*” (emphasis added). Included are projects that would remove obstacles to population growth. Examples of these types of actions are cited—including: (1) a “major expansion of a waste water treatment plant,” that would thereby allow for more construction in service areas covered by the plant; and (2) actions that could encourage and facilitate “other activities” that could significantly affect the environment. Typically, the latter issue involves the potential for a project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. The CEQA Guidelines further state that “[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment” (Section 15126.2[d]).

Based on concerns regarding residential housing shortages, urban sprawl and traffic loading on County roadways, the County and San Diego Association of Governments (SANDAG) have specifically reviewed where best to place new population nodes, taking into account three primary criteria:

1. Employment and commercial opportunities in the vicinity
2. Existing infrastructure
3. Surrounding residential densities

The area where the Proposed Project is sited is identified as suitable for residential development in these plans (although at a lower density than the Project proposes) due to the employment and

commercial opportunities in the nearby cities of San Marcos and Escondido. Escondido, in particular, is actively expanding work opportunities, with new commercial/industrial and health care-focused work opportunities located north of Harmony Grove Road and along Citracado Parkway as well as the big box uses at Valley Parkway and I-15 and along Auto Park Way. Public roads leading to the Project area are currently in place on the northern and western sides of the property. Water, gas and electrical utilities are all located nearby or abutting easements. The area surrounding HGV South site is designated by the County General Plan as Semi-rural Residential (SR-0.5, SR-2 and SR-4), Specific Plan Area (HGV), Rural Lands (RL-20), and Open Space (Conservation).

Elements of the Project that are addressed in the remainder of this discussion, and for which the possibility of a growth-inducing effect will be evaluated, include GPA land use changes, off-site road improvements, and extension of public services or utility lines, including potential construction of a WTWRF, and improvements in provision of emergency services.

1.8.1 Growth Inducement Due to Land Use Policy Changes and Construction of Housing

Based on the criteria noted above, the Project would be generally consistent with the guiding principles in the County's General Plan. As stated in Sections 1.6 and 3.1.6-5 of this EIR, the Project would develop 453 single- and multi-family residences on the Project site at a greater density than is currently permitted under the existing General Plan, San Dieguito Community Plan and Zoning Ordinance, which could allow up to approximately 220 units (without consideration of environmental constraints) at its current density of 0.5 acre per dwelling unit (SR-0.5 designation). Implementation of the Project would redesignate portions of the Project site to a Village 10.9 designation while retaining the SR-0.5 designation on the periphery of the project site. Although the Project densities would be inconsistent with the current General Plan designation and zoning classification, the Project includes an application for a GPA and a zoning reclassification as part of the requested discretionary actions. With Project approval and the adoption of the GPA and reclassification (among other actions) by the County Board of Supervisors, the Project would be consistent with the land use designations of the General Plan and San Dieguito Community Plan, and the zoning designations of the ordinance, as amended.

The Project would construct new housing on site as a direct action. Identification of the Project site for residential development is consistent with the goals of regional plans. It would bring a variety of residential uses to an area experiencing housing shortages, and place them in proximity to similar uses, necessary utilities and work opportunities. It supports planning agencies goals to reduce "leap frog" development, urban sprawl and increased traffic congestion as residents of far-flung communities compete for access to centralized resources.

The question arises as to whether the GPA and a rezone associated with the Proposed Project would encourage an associated similar pattern of growth in the surrounding area. A key growth-inducement issue is the potential for a project to foster economic and population growth or the construction of additional housing in the area *surrounding* the project under review. There are multiple constraints that would prevent growth inducement in surrounding lands, however, including topographical and environmental unsuitability, existing development, and existing land use restrictions.

As indicated in Figure 1-3, which depicts existing land uses, substantial growth surrounding the Project site is not anticipated due to the lack of developable land in the immediately surrounding area. Most of the undeveloped lands surrounding the site consist of steeply sloping terrain or environmentally constrained areas that are already in permanent open space set asides, such as portions of Escondido Creek, DDHP and EFRR.

Relative to employment possibility, the Project land uses consist primarily of housing, along with recreational uses and open space. A small commercial component would be included, but the Project would not include a major employment center or employment opportunities that could spur growth. Rather, the Project is proposed as an expansion of HGV in this area because employment opportunities already exist, with major commercial and light industrial opportunities in nearby Escondido and San Marcos. From a housing standpoint, the Project is considered to be growth accommodating as opposed to growth inducing, because it would provide a mix of additional housing opportunities in a region in which shortfalls have been identified for both single family and multi-family housing types.

Figures 1-3 and 1-4 depict surrounding land uses. As illustrated, most of the land west of the Project is already developed or lies within an approved development plan, with the exception of a small section of Semi-Rural (4) to the west of the Project, and south of Country Club Drive. Scattered within that area, there are seven unbuilt parcels, all in individual ownerships, that range in size from 0.81 acre to 3.46 acres. At this time, there are no known plans for development in this area. Parcels to the east are primarily developed as privately-owned estate residential, to the west with large lot residential, and to the south (and east of the southern part of the Project site), there is existing open space preserves, which would preclude significant growth-inducing effects. In addition, portions of adjacent large lot parcels that currently support low density uses are often topographically constrained with steep slopes and/or sensitive biological resources. Significant growth-inducing effects would be substantially constrained.

Approval of the Project would redesignate a portion of the 111 acres from Semi-Rural (0.5) to Village Residential (10.9); however, this would not make it more or less likely that additional development in the surrounding area would take place. Due to the existing Rural and Semi-Rural land use designation in surrounding lands, any future projects that required a General Plan Amendment to increase density would be subject to approval by the Board of Supervisors and would be individually evaluated for impacts. Therefore, approval of the Proposed Project would not make it easier for future projects to be approved, nor more likely that future growth would occur based upon the land use change associated with this project. Regardless, the scale of that possible additional development is expected to be small. Project-related significant growth-inducing effects would not occur.

1.8.2 Growth Inducement Due to Provision of Public Facilities or Services

The provision of public facilities or services could potentially induce growth by eliminating an obstacle to growth. The Project would not provide new on-site public service facilities such as schools, sheriff facilities or fire stations as part of the Project design; nor would the Project require a facility not already existing or planned. A shortfall of schools is identified in Section 3.1.98, *Public Services*, but mitigation would consist of payment of fees and the Project would only support school construction upgrades required to serve its own students. Similarly,

the Harmony Grove Fire Station is sized appropriately and would not require upgrades or additional staffing based on implementation of the Project.

The Project would construct a recreation/limited commercial space that could serve as a community gathering location, as well as facilities within the development (described in Section 1.2.2.2 of this chapter) to serve residents of the Project as well as the greater community. The Project would also extend portions of a new public multi-use trail proposed under the HGV plan as well as improve on-site segments of two other trails identified for improvement in the County Trails Master Plan. The upgrade to planned trails, or provision of small commercial uses, however, would not specifically contribute to additional growth in the community. They would be considered “pass-by” amenities; i.e., those facilities used by neighbors because they routinely pass by them in the course of the day as opposed to facilities (such as regional parks or shopping centers) that draw customers to them from the region. They would accommodate existing and planned growth in the immediate Project area.

Based on the above considerations, the Project would not induce growth through provision of these public facilities or services.

1.8.3 Growth Inducement Due to Roadway Improvements

The improvement of existing roadways and intersections may induce growth if the improvement provides significantly improved accessibility to undeveloped or underdeveloped sites, or removes an obstacle to development by providing greater roadway capacity than is needed to serve existing and cumulative development.

The Project would improve a portion of Country Club Drive, from the Harmony Grove Road intersection southerly to the southern Project entrance near the Country Club Drive curve to the west. This improvement would result in an improved crossing of Escondido Creek. These improvements would increase capacity to the extent necessary to accommodate Project-related traffic so that Project traffic would not result in back-ups along the road during turn movements in peak hours and would provide greater emergency services accessibility to those parcels south of Harmony Grove Road. Although the planned HGV Equestrian Ranch was not assigned specific trips in the 2007 technical documents (as uses would be event oriented, on focused days, and would not contribute to daily average daily trips [ADT]), it is also assumed that during those events, the improved bridge and road would also benefit residents and attendees. All of these elements would benefit existing or approved future users of the road through improvements to an existing facility. Any undeveloped parcels southerly of the Project site are also already served by existing access. Excluding properties located east of HGV South and retaining rights through the Project, improvements would not provide access to areas currently unserved by paved roads and would not provide any access to areas currently landlocked. Thus, improvements to Country Club Drive would not open an access route to lands that were previously inaccessible. The Proposed Project would not be extending roads into large, developable open space areas and the roadway improvements would be limited to roads that are surrounded by development constraints or built-out communities. No significant growth inducing impacts are expected as a result of Proposed Project circulation improvements.

1.8.4 Growth Inducement Due to Extension of Public Utilities

The extension of public water and sewer services into new areas or the increase in capacity of existing facilities is traditionally seen as having the potential to encourage either development of existing, vacant properties adjoining utility improvements, or more intensive use of existing developed lots near these utilities.

Growth inducement due to Project upgrades of potable water, gas, electricity and telecommunications lines is not likely to occur because those utilities are already available in the Project area, serving other existing nearby development (and in some instances, crossing the Project parcels). Service extensions would be limited to serve the Proposed Project only. The Project would not extend services to other new or undeveloped areas where connections to future development could occur.

With regard to sewer services, most existing County residences in the Project vicinity use septic systems for treatment of wastewater, with the exception of future HGV residents who will be served by the HGV WRF. Similarly, the Proposed Project would construct an on-site sewer system to serve future HGV South residents through one of several scenarios. These include a stand-alone WTWRF proposed as part of Project design and described above, or one of the alternatives described in Chapter 4.0 of this EIR that could include the provision of private sewer mains linking to the existing Harmony Grove Village WRF. If the Project provides an on-site WTWRF, it would be a small treatment facility that based on current use rates, would accommodate only the wastewater generated by the Project and would not include the processing equipment or capacity to treat effluent from other areas or future growth. No upgrades to the existing HGV pump station are anticipated. Capacity would be provided for Project needs only as determined based on current technology and would not be extended to future development. In addition, there are no known large blocks of land equivalent to HGV South in the Harmony Grove community that owners could propose for development. Should that occur, however, future efforts to tie into any facilities by off-site users would be required to undergo independent environmental review and approval by the Board of Supervisors.

1.8.5 Growth Inducement Conclusion

Based on the above considerations, the Project would not promote the construction of additional housing, provide substantial employment or retail opportunities, or extend roads, public services or utilities into large, developable open space areas that would support growth. No significant growth-inducing impacts are expected as a result of the Project improvements or utilities into large, developable open space areas that would support growth. No significant growth-inducing impacts are expected as a result of the Project improvements.

**Table 1-1
PROJECT LANDSCAPE PALETTE**

Typical Valley Landscape Zone Palette

• **Primary Theme Streetscape (Country Club Drive)**

Shinus molle	California Pepper*
Quercus species	Oak
Platanus racemosa	California Sycamore
Tristania conferta	Brisbane Box

• **Internal Village Streetscape**

Agonis flexuosa	Peppermint Tree
Arbutus unedo	Strawberry Tree
Cinnamomum camphora	Camphor Tree
Fraxinus angustifolia 'Raywood'	Ash
Lagerstroemia species	Crape Myrtle
Liquidambar styraciflua 'Festival'	American Sweetgum
Magnolia grandiflora 'Majestic Beauty'	Southern Magnolia
Quercus virginiana	Southern Live Oak
Tristania conferta	Brisbane Box

Typical Hillside Landscape Zone Palette

• **Hillside Landscape**

Geijera parviflora	Australian Willow
Lophostemon conferta	Brush Box
Platanus racemosa	California Sycamore
Quercus agrifolia	Coast Live Oak
Rhus lancea	African Sumac
Sambucus mexicana	Blue Elderberry
Tristania conferta	Brisbane Box
Quercus virginiana	Southern Live Oak
Malmosa laurina	Laurel Sumac
Heteromeles arbutifolia	Toyon
Rhus integrifolia	Lemonade Berry
Vitis variety	Grape
Citrus variety	Lemon, Lime, Orange
Punica granatum variety	Pomegranate

• **Internal Landscape and Streetscape**

Agonis flexuosa	Peppermint Tree
Arbutus unedo	Strawberry Tree
Fraxinus angustifolia 'Raywood'	Ash
Lagerstroemia species	Crape Myrtle
Quercus virginiana	Southern Live Oak
Lophostemon conferta	Brush Box

**Table 1-1 (cont.)
PROJECT LANDSCAPE PALETTE**

Typical Riparian Landscape Zone Palette

Alnus rhombifolia	White Alder
Laurus nobilis	Sweet Bay
Platanus racemosa	California Sycamore
Populus fremontii	Western Cottonwood
Populus nigra italica	Lombardy Poplar
Quercus agrifolia	Coast Live Oak
Salix species	Willow
Sambucus mexicana	Blue Elderberry

Typical Biological Open Space (BOS) Landscape Zone Palette

This includes habitats such as chaparral and a stand of mature oaks in the southwest. These areas will remain largely undisturbed.

Typical Natural/Transitional Landscape Zone Palette

• **Transition Planting Zones**

Heteromeles arbutifolia	Toyon
Malosma laurina	Laurel Sumac
Quercus species	Oak
Rhus integrifolia	Lemonade Berry

- **Native Landscape** – Vegetation in these areas consist primarily of grasses and Scrub/Chaparral habitat.

Special Use Areas Landscape Zone Palette

• **Commercial/Civic/Recreational Use Area**

Schinus molle	California Pepper
Ginkgo biloba (male trees)	Maidenhair Tree
Magnolia grandiflora	Southern Magnolia
Quercus suber	Cork Oak
Populus italica nigra	Lombardy Poplar
Vitis variety	Grape
Citrus variety	Lemon, Lime, Orange
Punica granatum variety	Pomegranate

Biological Open Space (BOS) Landscape Zone Palette

Biological open space includes the Escondido Creek area (off site) and the large biological open space to south which consists of southern mixed chaparral and a stand of mature California live oaks. These areas would remain largely undisturbed. Where restoration is needed, native plant species would be used to match the existing vegetation.

Wastewater Treatment and Weather Storage

Trees such as Brisbane box will be used in combination with native shrubs.

Landscape Zone Palette

Tristania conferta	Brisbane Box
Platanus racemosa	California Sycamore
Heteromeles arbutifolia	Toyon
Malosma laurina	Laurel Sumac

**Table 1-1 (cont.)
PROJECT LANDSCAPE PALETTE**

Shrubs, Vines and Groundcover**

• Shrubs 3' – 8' Evergreen, Slope Control (Interior Slope)	
Agave attenuata	Foxtail Agave
Aloe strata	Coral Aloe
Cistus x canescens	Rock Rose
Cistus ladanifer maculatus	Brown-Eyed Rock Rose
Heteromeles arbutifolia	Toyon
• Shrubs 3' – 8' Evergreen, Slope Control (Interior Slope) (cont.)	
Leptospermum scoparium 'Ruby Glow'	Ruby Glow New Zealand Tea Tree
Rhus ovata	Sugar Bush
Raphiolepis indica 'Ballerina'	Ballerina Indian Hawthorne
Rosemarinus officinalis 'Tucson Blue'	Tuscan Blue Rosemary
Salvia leucantha	Mexican Sage
Salvia mellifera	Black Sage
• Groundcover – Evergreen, Slope Erosion Control (Interior Slopes)	
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Ceanothus griseus horiz yankee pt	Yankee Point Ceanothus
Myoporum parvifolium	Prostrate Myoporum
Rosmarinus officinalis 'Huntington Carpet'	Huntington Carpet
• Groundcover – Evergreen, Slope Erosion Control (Exterior Slopes)	
Artemisia palmeri	San Diego Sagewort
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Comarostaphylis diversifolia ssp.	Summer Holly
Ceanothus verrucosus	Wart-Stemmed Ceanothus
Encelia californica	Coast Sunflower
Eriophyllum confertiflorum	Golden-Yarrow
Eschscholzia californica	California Poppy
Hazardia squarrosa	Yellow Squirrel Cover
Heteromeles arbutifolia	Toyon
Lotus scoparius	Deerweed
Malosma laurina	Laurel Sumac
Mimulus aurantiacus puniceus	Red Monkeyflower
Nemophila menziesii	Baby Blue Eyes
Rhus integrifolia	Lemonade Berry
• Open Space Adjacent Riparian Corridor & Detention Slopes	
Artemisia palmeri	San Diego Sagewort
Carex spissa	San Diego Sedge
Iva hayaseana	San Diego Marsh Elder
Juncus acutus	Spiny Rush
Mimulus guttatus	Golden Monkey Flower

Table 1-1 (cont.) PROJECT LANDSCAPE PALETTE	
Shrubs, Vines and Groundcover** (cont.)	
• Hydroseed – Coastal Sage Scrub Mix	
Artemisia californica	Coastal Sagebrush
Encelia californica	Bush Sunflower
Eriogonum fasciculatum	California Buckwheat
Eriogonum parvifolium	Sea Cliff Buckwheat
Eriophyllum confertiflorum	Golden Yarrow
Eschscholzia californica	California Poppy
Helianthemum scoparium	Rush Rose
Lotus scoparius	Deerweed
Lupinus bicolor	Pygmy-Leaf Lupine
Lupinus succulentus	Arroyo Lupine
Mimulus puniceus	Bush Monkeyflower
Salvia mellifera	Black Sage
Vulpia microstachys	Small Fescue
• Temporary Pad Hydroseed (Non-irrigated)	
Bromus carinatus ‘Cucamonga’	Cucamonga Brome
Trifolium willdenovii	Tomcat Clover
Vulpia microstachys	Small Fescue

*Primary streetscape tree. To be planted in formal rows, occasionally interrupted with small groves of Oak, Sycamore, and Brisbane box.

**Table 1-2
PROJECT DESIGN FEATURES**

All Project Design Features (PDFs) identified below will be included as Conditions of Approval on the Project plans issued for construction bid, will be monitored during construction by monitors identified as qualified by the County, will have plans prepared as stated, and will have review and approval by County staff prior to implementation. The Applicant will provide the County with the applicable HOA documentation demonstrating implementation of all PDFs related to homeowner association activities/compliance as appropriate and set forth in the PDFs to follow. Sign-off on infrastructure placement will occur prior to vertical building, and sign-off on final construction requirements will occur prior to occupancy.

Aesthetics – Construction

1. In compliance with the approved conceptual landscape plans, the Landscape Plans shall require:
 - Final landscape (including container/box plant sizes) along Country Club Drive, at entries, along Project streets, and on manufactured slopes, shall be installed immediately following completion of grading and installation of irrigation. Landscape plans will comply with the County's Water Conservation Landscaping Ordinance, Water Efficient Landscape Design Manual, etc. and will be reviewed and approved by the County prior to the start of construction.
2. Project grading shall be implemented in accordance with the approved Preliminary Grading Plan, and is designed to follow general rise and fall in existing topography and to avoid sharp or abrupt grade transitions, as feasible.
3. Construction of the Project shall comply with the Project's visual study through approved building and construction plans. Specific elements include:
 - Incorporation of open space corridors and parks. A minimum of approximately 60 percent of the Project shall be in biological open space set-aside or landscaped space.
 - Trails/pathways with equestrian fencing and/or landscaping shall be sited along all Project roadways excluding a portion of the access to Lot 2.
 - Varied roof lines with differing tower/chimney elements.
 - Non-inhabitable roofline elements shall not exceed 5 percent of the structure rooflines.
 - Dark roofs (gray, brown) of varying shades will be used rather than lighter colors or red tile.
 - All trash dumpsters/compactors/receptacles will be screened (by buildings or screen walls) if they would otherwise be visible from a street or common area. Mechanical units also will be screened.
 - Where distinguishable, roof-top equipment will be screened from view from adjacent roads, properties, and pedestrian areas. This equipment may include HVAC, etc. Where shielding of routine roof equipment may not be possible, equipment would be organized in an orderly, uncluttered fashion and painted to match the roof color. Rooftop equipment screening would be identified on site plans.
 - Exterior building materials will variously include stone, masonry, painted or stained horizontal and vertical wood siding, stucco, and metal elements.
 - Architectural elements will seek to reduce the apparent size, bulk, and scale of proposed buildings through use of techniques such as:
 - Incorporating roofline variation through use of flat parapet roofs, as well as gables, dormers, overhangs etc.
 - Locating garage doors in alleys/courtyards, etc. as opposed to on streets.
 - Providing overhead structures at entries, such as porches, trellises, or pergolas.
 - Aligning roadways in a curvilinear manner.
 - The Project footprint will be consistent with PDS20185-TM-5600-5626 as depicted on Figure 1-6a of this EIR.

Table 1-2 (cont.)
PROJECT DESIGN FEATURES

Aesthetics – Operation

1. Lighting shall be oriented downward, shall not spill onto open space or off-site areas, and will be sited as shown on EIR Figure 1-21, in compliance with the County LPC. Additional specific Conditions include:
 - Full cutoff fixtures (lights will turn off at 11:00 p.m.), low-reflective surfaces (matte surfaces that do not reflect glare) and low-angle spotlights (to focus light on specific features and not allow “spill”) shall be used.
 - No lighting shall blink, flash, or be of unusually high intensity or brightness.
 - WTWRF lighting shall use full cut off fixtures for all lights. Pole lights shall be shielded, 10 to 14 feet tall, and will only be activated when workers are present.
 - Street lights shall be located only at intersections and at one location in parking for the Center House and be shielded down lights. Lights will be a maximum of 15 feet to 20 feet tall at Project major intersections and 10 to 15 feet tall at interior street locales shown on EIR Figure 1-21.
 - Project identification signage will incorporate small scale landscape up-lighting and will not include internally lighted letters.
2. To ensure consistency in format and content of signs, a comprehensive sign package will be developed and submitted to PDS as part of the site plan application. Specific conditions include:
 - Sign posts and other structural elements will be wood or metal with a white, earth tone, black, or natural stain finish. Reflective or bright colors are prohibited.
 - “Way-finding” and informational signage will be located at intersections and decision points so as to generate the fewest number of signs.
 - Project identification signage will be discretely placed within low stone walls or pilaster landscape elements, with secondary signs being smaller in scale.
 - The maximum size of residential directory signage will be limited to 25 s.f.
 - Center House window signs will be no larger than 25 percent of the window on or behind which they are displayed.
 - Rooftop and roof-mounted signs, neon signs, internally illuminated plastic signs, and back lit signs that appear to be internally illuminated shall not be installed and are prohibited.
 - Letter and symbol height will be limited to a maximum of 10 inches.
 - Center House total sign area is limited to 1 s.f. of sign area per linear foot of building length along Private Drive A and Private Drive J, up to a maximum of 90 s.f.
 - One additional building directory sign not exceeding 10 s.f. in size may be allowed at each Center House public entrance for each tenant.

Transportation/Traffic – Construction

1. Improvements shall be constructed at the intersection of Harmony Grove Road/Country Club Drive consistent with the approved Grading Plan and TM, including the provision of northbound left- and right-turn lanes to merge with the newly constructed condition provided by HGV for approaches from the north, east and west.
2. Country Club Drive shall be widened to three lanes, with one southbound lane, a center lane (for left turns or to function as an emergency access/egress route), and one northbound lane, consistent with the approved Grading Plan and TM.
3. A Traffic Control Plan shall be prepared by the Construction Contractor and approved by County DPW prior to initiation of construction: including measures to reduce traffic delays and minimize public safety impacts, such as the use of flag persons, traffic cones, detours and advanced notification signage, pedestrian/equestrian detours, movement restrictions and temporary lane closures to preclude substantial traffic delays during construction of residential, commercial, recreational and public services/utility project elements. In addition, the construction contractor shall provide a means for public liaison/contact information for public inquiries and concerns.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Transportation/Traffic – Operation
1. Bicycle spaces shall conform to the standards provided within the County Zoning Ordinance Sections 6758-6783, 6787, and 6792.
Biological Resources – Construction
Measures regarding control of off-site flows in Hydrology/Water Quality are also applicable to Biological Resources.
<ol style="list-style-type: none"> 1. Brushing, clearing, and grading activities will not be permitted within 500 feet of active California gnatcatcher or raptor nests during the avian breeding season (January 15 through September 15). 2. Temporary protective fencing will be used to keep construction equipment and people out of sensitive habitats that are not proposed to be graded. 3. The Project will comply with wet weather grading restrictions (October 1 to April 30) to avoid habitat damage in applicable locations. 4. Project landscaping will conform to the Conceptual Landscape Plan, species and spacing; including: installation of (a) native species container stock; (b) no invasive exotics in either plants or hydroseed mix; (c) no “California” pepper trees (<i>Schinus molle</i>) will be planted within 50 feet of riparian habitat, and (d) use of a hydroseed mix that incorporates native species, is appropriate to the area. This mix shall be approved by the monitoring biologist.
Biological Resources – Operation
Measures regarding shielded lights in Aesthetics, control of off-site flows in Hydrology/Water Quality, and structure restrictions in the limited building zone (see Hazards) are also applicable to Biological Resources.
<ol style="list-style-type: none"> 1. The Project will provide a 200-foot buffer between RPO riparian areas and proposed residential/commercial/recreational vertical development. 2. Biological open space (BOS) areas will be fenced off from the proposed development. 3. Signs will be placed along the edge of the BOS area to deter human incursion. 4. Each BOS easement will be surrounded by a Limited Building Zone easement dedicated on the Final Map that does not allow any structures, in order to prevent fire clearing from extending into biological open space.
Noise – Construction
<ol style="list-style-type: none"> 1. All residents within a 0.5-mile radius of the blast location shall receive notice from the blasting contractor prior to blasting, containing the day and hour that blasting will occur. Residents shall receive this notice at least 24 hours before any blasting event. 2. Residents shall be contacted prior to the first notice of blasting to determine their preferred method of contact for the blasting information (e.g., phone, email, regular mail). 3. Signs providing noticing of the blast, including the date and time of the blast, shall be posted by the blasting contractor near the Harmony Grove Road and Country Club Drive intersection, the Country Club Drive and Cordrey Drive intersection, and the entrance to the Del Dios Highland Preserve trail (off Del Dios Highway). This signage shall be posted at least seven days before any blasting event. 4. Both resident notices and posted signage shall contain contact information so residents and visitors can obtain more information if requested. 5. If pile driving is utilized as part of the construction of the bridge over Escondido Creek and the Harmony Grove Equestrian Park is operational during pile driving operations, the following best management practices would be implemented to avoid potential adverse effects to horseback riders, horses, and other park visitors: <ul style="list-style-type: none"> • Bridge construction may use cast in-drilled holes in place of pile driving while the park is occupied; and • If pile driving is to be performed, pile driving shall not occur on Saturdays or Sundays so that the equestrian park may remain open on the weekends.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Air Quality – Construction

1. In accordance with the SDAPCD Rule 55 - Fugitive Dust Control, no dust and/or dirt will leave the property line. The following measures will be implemented:
 - Any areas where ground disturbance occurs shall be watered a minimum of twice daily, or as needed to control dust.
 - If visible dust emissions are discharged into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period, construction activities will be terminated until all dust clears.
 - The following control measures will be implemented to minimize visible roadway dust: (a) track-out grates or gravel beds at each egress point; (b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks (c) secured tarps or cargo covering, watering, or treating of transported material.
 - Visible roadway dust resulting from active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. If a street sweeper is used to remove any track-out/carry-out, only particulate matter smaller than 10 microns in diameter (PM₁₀)-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out will be prohibited under any circumstances.
 - Dust-control measures such as watering to reduce particulate generation will be used for pertinent locations/activities (e.g., concrete removal).
 - Contractor(s) will implement paving, chip sealing or chemical stabilization of internal roadways after completion of grading.
 - Dirt storage piles will be stabilized by chemical binders, tarps, fencing or other erosion control.
 - A 15-mile per hour (mph) speed limit will be enforced on unpaved surfaces.
 - Haul trucks hauling dirt, sand, soil, or other loose materials will be covered or 2 feet of freeboard will be maintained.
 - The contractor will terminate grading activities if winds exceed 25 mph.
 - Any blasting areas will be wetted down within four hours prior to initiating the blast
 - Disturbed areas shall be hydroseeded within three days, landscaped, or developed as quickly as possible and as directed by the County and/or SDAPCD.
2. Low volatile organic compound (VOC) coatings will be used during construction and maintenance in accordance with SDAPCD Rule 67 requirements.
3. In compliance with County Municipal Code Section 68.508-68.518, Aa Construction and Demolition Debris Management Plan and a refundable performance guarantee will be developed by the Construction Contractor prior to building permit issuance, and implemented to divert debris from construction and demolition away from landfills. The plan will require that 90 percent of inerts and 70 percent of all other materials from the Project are recycled.
4. Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Air Quality – Construction (cont.)

5. Construction equipment shall be operated in accordance with the California Air Resources Board's Airborne Toxic Control Measure (ATCM) that limits diesel-fueled commercial motor vehicle idling. In accordance with the subject ATCM (see Cal. Code Regs., tit. 13, §2485), the drivers of diesel-fueled commercial motor vehicles meeting certain specifications shall not idle the vehicle's primary diesel engine for longer than five minutes at any location. The ATCM requires the owners and motor carriers that own or dispatch such vehicles to ensure compliance with the ATCM requirements.
6. Tier III or higher construction equipment will be used, with the exception of concrete/industrial saws, generator sets, welders, air compressors, or construction equipment where Tier III or higher is not available.

Air Quality – Operation

1. As implemented through the D1-Designator Site Plan, energy efficiency will comply with 2016 Title 24 standards, Part 6. State personnel will verify installation of Title 24 requirements prior to sale and occupancy.
2. Electrical outlets will be installed on the exterior walls of residences and within the common areas of multi-family uses to allow use of electric landscape maintenance equipment.
3. Only natural-gas or equivalent non-wood fireplaces will be installed in residential uses.
- ~~3-4.~~ Natural gas outlets will be provided in residential backyards and within the common areas of multi-family development areas.
5. A dual-port level 2EV (electric vehicle) re-charging station and signage will be installed in the parking area for the Center House. The Project also will plumb for an EV charging station for each residence.
- ~~4-6.~~ As a matter of regulatory compliance, the Project would be required to use energy efficient fixtures and bulbs in all common outdoor areas.

WTWRF Odor Control

1. PDFs at the WTWRF facilities include: water misting, chemical additives or activated carbon to minimize odors, as required, and include:
 - Covered or housed WTWRF facilities
 - A misting system with odor neutralizing liquids to break down the foul smelling chemical compounds in the biogases
 - Active odor control units to manage gases from the wet and solids stream treatment processes
 - Bio filters to capture odor causing compounds in a media bed where they are oxidized by naturally occurring micro-organisms

Greenhouse Gases -- Construction

Measures specified for Air Quality Construction are also applicable to Greenhouse Gases.

1. To the extent feasible, diesel equipment fleets that exceed existing emissions standards will be utilized when commercially available in the San Diego region.
2. To the extent feasible, electric and renewable fuel powered construction equipment will be utilized when commercially available in the San Diego region.
3. To the extent feasible, electricity will be used to power appropriate types and categories of construction equipment (e.g., hand tools).
4. As a PDF, the Applicant will develop and provide to all homeowners an informative brochure to educate homeowners regarding water conservation measures, recycling, location of the electric vehicle charging stations, location of outdoor electric outlets to promote using electrical lawn and garden equipment, and location of nearby resources such as dining and entertainment venues, small commercial centers, and civic uses to reduce vehicle miles traveled. This brochure will be developed and provided to PDS for review prior to occupancy of the first unit.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Greenhouse Gases -- Operation

Measures specified for Air Quality are also applicable to Greenhouse Gases. The Proposed Project's PDFs would be included as D Designator Site Plan conditions and verified prior to the issuance of final certificate of occupancy, as follows:

1. Areas for storage and collection of recyclables and yard waste will be provided.
2. The HOA will provide informational materials on SANDAG's rideshare programs like icommute. The Applicant will develop and provide to all homeowners an informative brochure, approved by the County, to educate homeowners regarding water conservation measures, recycling, location of the electric vehicle charging stations, location of outdoor electric outlets to promote using electrical lawn and garden equipment, and location of nearby resources such as dining and entertainment venues, commercial centers, and civic uses to reduce VMT.
3. The Project will install rooftop solar PV panels (a photovoltaic solar system) on all residential units and the Center House in order to Renewable energy will supply 100 percent of the Project's electricity needs through the required installation of rooftop solar PV panels (a photovoltaic solar system) on all residential units, the Center House, and WTWRF located within the Project site. renewable energy (see ConSol Report in Appendix J for analysis). To clarify for this Project, this means that the Project will design all residences and the Center House to achieve the California Energy Commission's (CEC's) Zero Net Energy standards, as defined in that agency's 2015 Integrated Energy Policy Report (CEC 2015) – in other words, this will include covering electricity and natural gas.
4. The Project will provide designated parking for shared vehicles and clean air vehicles at the Center House and Project parks in compliance with Section 5.106.5.2 of the 2016 California Green Building Standards Code (CALGreen Code).
5. The Landscaping Plan for the Project will include the installation of a minimum of 2,045 trees within the Project site.
- 4.6. Project potable water use will be reduced by 20 percent through installation of low-flow water fixtures, reduction of wastewater generation by 20 percent, installation of low-flow bathroom fixtures, and installation of weather-based smart irrigation control systems.
- 5.7. The Project's outdoor landscaping plan will use turf only in sports field, dog park and park/recreation areas, maximize drought-tolerant, native and regionally appropriate plants through planting in conformance with the Project Conceptual Landscape Plan and the County's Water Conservation and Landscape Design Manual, and incorporate weather-based irrigation controllers, multi-programmable irrigation clocks, and high efficiency drip irrigation systems. At the time of final inspection, a manual shall be placed in each building that includes, among other things, information about water conservation. The Project shall submit a Landscape Document Package that complies with the referenced County Ordinance and demonstrates a 40 percent reduction in outdoor use. The Landscape Document Package shall be submitted to the County for review and approval prior to issuance of any building permits and compliance with this measure shall be made a condition of the Project's approval.
- 6.8. The Project will utilize reclaimed water from the proposed WTWRF for outdoor irrigation.
- 7.9. Marked crosswalks connecting the east and west sides of Country Club Drive would be located from each of the Project entries to the future multi-use trail on the west side of the road to accommodate pedestrians/equestrians in crossing the road.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Greenhouse Gases – Operation (cont.)

- ~~8.10.~~ The Project's parking facilities will comply with the County's Parking Design Manual that requires parking areas to minimize the heat island effect that results from asphalt and/or large building block surfaces such as parking lots. ~~As an alternative to the installation of PV panels on a particular building unit, enrollment in a renewables program similar to SDG&E's SunRate may be substituted if the program can be verified to supply 100 percent of the electricity needs from renewable sources for that building unit for the life of that unit. The Applicant must provide the County with documentation that the program meets the requirements stated herein by supplying the building unit with its electricity needs from renewable sources over the lifetime of the building. With each building permit, the estimated number of units requiring the installation of solar panel will be provided to the County of San Diego to determine the overall remaining number of units needed to comply with this measure.~~
- ~~9.11.~~ As discussed in the Specific Plan, the Project would provide bicycle parking facilities and bicycle circulation improvements to encourage the use of bicycles (see also *Improvement Plans.*)
- ~~10.12.~~ Other required measures to be installed by the contractor and signed off on during plan and building check include:
- Programmable thermostat timers
 - Energy efficient appliances (Energy Star™ or equivalent)
 - High efficiency water heaters (e.g., tankless water heaters)
 - Energy-efficient three-coat stucco exteriors
 - Enhanced ceiling, attic, and wall insulation
 - High efficiency window glazing
 - Whole house fans
 - High-efficiency heating, ventilation, and air conditioning (HVAC) units with sealed (tight) air ducts.
- ~~11.13.~~ Roof anchors and pre-wiring to allow for the installation of photovoltaic (PV) systems where such systems are not installed as part of Project implementation will be provided on additional non-residential structures (e.g., if an on-site WWRF is approved as part of the Project.
- ~~14.~~ The HOA will provide two electrical vehicles that will be sited at the Center House for use by residents for service that further connects various Project components, land uses, parks/open spaces, and the retail/commercial uses of HGV and HGV South. The vehicles will be provided to the HOA with the issuance of the first occupancy permit and the future provision and maintenance of such vehicles shall thereafter be the responsibility of the HOA in accordance with the Covenants, Conditions and Restrictions (CC&Rs). The vehicles will be available for use based upon a self-service check in system utilizing HOA identification cards. This program will terminate when a transit linkage is proposed by the local transit district.
- ~~12.15.~~ An area within the developable portion of the Center House will be reserved for dedication for a transit stop for bus service when a local transit line is extended to service the HGV/HGV South Village area. The Project's proposed circulation network of sidewalks, trails, and bicycle routes, will provide connections to the transit stop to further provide a regional alternative transportation system.

Energy

Measures specified for Air Quality and Greenhouse Gases are also applicable to Energy.

Geologic Hazards – Construction

1. The Proposed Project design and construction efforts will incorporate applicable standard seismic factors from the County Building Code, IBC/CBC and Greenbook, as identified in the Project geotechnical investigations. Specifically, these factors will be incorporated into the design and construction of facilities such as structures, foundations/slabs, pavement and utilities, as well as related activities including remedial grading (e.g., removal and/or reconditioning unsuitable soils), manufactured slope/retaining wall

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Geologic Hazards – Construction (cont.)

- design, site drainage, and use of properly engineered fill (i.e., fill exhibiting characteristics such as proper composition, moisture content, application methodology and compaction). This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities.
2. Potential liquefaction hazards will be addressed through compliance with standard measures and Project geotechnical investigations; including efforts such as: (1) installation of subdrains in appropriate areas to avoid near-surface saturation; (2) removal of unsuitable (e.g., compressible) deposits in areas proposed for development; and (3) replacement of unsuitable materials with engineered fill. This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities. Acceptable factors of safety for manufactured slopes will be achieved through standard measures and the Project geotechnical investigations; including efforts such as: (1) constructing fill slopes with approved material (engineered fill) and surface treatments, using drought-tolerant landscaping and irrigation controls, and limiting grades to a maximum of 2:1 (horizontal to vertical); and (2) designing/constructing cut slopes with maximum grades of 1.5:1 and maximum heights of 90 feet, and over-excavation or blasting of cut slopes in granitic rock to reach unweathered and stable rock exposures. This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities.
 3. Expansive soils will be addressed per the County Building Code, IBC/CBC, Greenbook and Project geotechnical investigations; including such efforts as: (1) removal and replacement of expansive soils with engineered fill exhibiting very low or low expansion potential (per IBC/CBC or other applicable regulatory/industry criteria); (2) use of appropriate foundation design (including post-tensioned slabs), reinforcement and footing depths; (3) implementation of appropriate concrete placement methodology and design, including proper installation/curing and moisture conditioning, doweling (anchoring) of exterior flatwork and driveways to building foundations, and use of crack-control joints; and (4) use of subdrains in appropriate areas to avoid near-surface saturation. This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities.
 4. Corrosive soils will be addressed per the County Guidelines, IBC/CBC, Greenbook and Project geotechnical investigations; including standard efforts such as: (1) removal of unsuitable deposits and replacement with non-corrosive fill; (2) use of corrosion-resistant construction materials (e.g., coated or non-metallic facilities); and (3) installation of cathodic protection devices (e.g., use of a more easily corroded “sacrificial metal” to serve as an anode and draw current away from the structure to be protected). This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities.
 5. Oversize materials will be addressed through standard efforts such as selective disposal (e.g., burial in deeper fills), crushing, use in landscaping efforts, or off-site disposal. This process will include verification through standard plan review and site-specific geotechnical observation and testing during Project excavation, grading, and construction activities.

Hazards and Hazardous Waste – Construction

1. Prior to bringing combustible materials onto the site, utilities shall be in place, fire hydrants operational, an approved all-weather roadway in place, and fuel modification zones will be established and approved.
2. Prior to development construction, perimeter fuel modification areas as depicted in the Project FPP and EIR Figure 3.1.43-1 will be implemented, existing flammable vegetation on vacant lots will be reduced by 60 percent, and trees/shrubs will be properly pruned.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Hazards and Hazardous Waste – Operation

1. The Project will comply with all recommended measures in the FPP (Dudek 2016, Appendix L to this EIR), including the features listed below.
2. The Proposed Project will provide ~~fair share funding~~ payment in accordance with the County Fire Mitigation Fee Ordinance for a fire and emergency medical response facility from the new fire station being built in HGV to the north through fire assessments and fees.
3. The parts of the Project area proposed for development would convert the existing vegetation to a lower flammability, ignition resistant landscape than under current conditions. This conversion would include removal of primarily non-native grasses and construction of roads, structures, and irrigated, managed landscape vegetation.
4. A third travel lane would be provided for the entirety of Country Club Drive from its intersection with Harmony Grove Road to the southernmost Project entrance and would extend within the Project so that no structure exceeds 800 feet from that extra lane as an equivalent form of egress.
5. Existing access for several residences east of the Project crosses the HGV South site (Figure 3.1.43-1). Such access would continue to be provided through the HGV South site after development, but via improved, code conforming on-site roadways, thereby improving the evacuation situation to the west for those off-site residences. Additionally, a route to the east is accessible by typical passenger vehicles, does connect with Johnston Road to the east, and would be available in an emergency situation where people need to be moved to the east and the primary access route (Country Club Drive) is not available.
- ~~5-6.~~ The Project would provide three separate access ways off of Country Club Drive (Figure 3.1.43-1). The first would be a paved service road 450 feet south of Harmony Grove Road adjacent to the HGV South wastewater land use area. The second would be an access into the community approximately 800 feet south of the first access. The third would be approximately 400 feet south of the second. These three access ways are part of a looped interior road system so if one or both of the southern roads are blocked, the northern roadway would still be accessible by all residents. These three ingress/egress points are in addition to the existing evacuation route to the east noted above, and would enable resident evacuation without compromising emergency respondent access to the community.
- ~~6-7.~~ New road and driveway grades would comply with the Fire Code, not exceeding 20 percent. Any sections exceeding 15 percent would be constructed with Portland Concrete surface and provided heavy broom finish or equivalent surfacing and subject to FAHJ approval.
- ~~7-8.~~ Project structures would be a minimum of 100 feet from wildland fuels. Fuel Modification Zone (FMZ) setbacks would exceed the County standard of 100 feet that is typically 50 feet irrigated and 50 feet thinned zones. HGV South would provide 75 feet of irrigated Zone 1 and a minimum of 25 feet of thinned Zone 2. To ensure long-term identification and maintenance, permanent markers would be installed to identify the FMZs on the perimeter of the developed areas. In some locations, particularly the southwestern and eastern sides of the Project, the setbacks would vary between 110 feet and nearly 200 feet wide to focus FMZs where fire behavior is anticipated to be the most aggressive.
- ~~8-9.~~ Structure setbacks from the top of the slope would be a minimum of 15 horizontal feet from top of slope to the farthest projection from a roof for single-story structures and 30 horizontal feet from top of slope to the farthest projection from a roof for two-story structures where applicable (southwestern portion of the Project). Structures taller than two stories and where the slope is greater than 2:1 may require a setback greater than 30 feet. For lots where a full 30-foot setback would not be possible, installation of a 6-foot tall, non-combustible, heat deflecting, wall would be provided as part of Project Design for additional heat and flame deflection. This wall may be a combination of masonry and dual pane (one pane tempered glazing) materials. During the site plan review process required for this Project, the FAHJ would review setbacks relative to appropriate fire standards and if the appropriate setback is unavailable, the walls would be implemented along one or more of these lots.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Hazards and Hazardous Waste – Operation (cont.)

- 9-10. Fuel modification in environmentally sensitive areas, if any are encountered, would require approval from the County and the appropriate resource agencies (CDFW and USFWS) prior to any vegetation management activities occurring within those areas. Riparian habitat enhancement maintenance/fuel modification at the Escondido Creek bridge crossing would be provided within the roadway easement; including removal of: dead/dying plants, exotic/invasive species and highly flammable species.
- 10-11. Crowns of trees located within defensible space would maintain a minimum horizontal clearance of 10 feet for fire resistant trees and mature trees would be pruned to remove limbs one-third the height or 6 feet, whichever is less, above ground surface. Ornamental trees would be limited to groupings of two to three trees with canopy separation as described in Table 7 of the FPP for trees located on slopes.
- 11-12. The internal Project development area between residential structures and building clusters (see green portions of Figure 3.1.43-1) would be cleared of vegetation and re-planted with permanently irrigated fire-resistant plants, thereby excluding native fuels within the development area and minimizing the likelihood of ignitions internal to the Project.
- 12-13. Plants used in the fuel modification areas or landscapes would include drought-tolerant, fire resistive trees, shrubs, and groundcovers. The plantings would be consistent with County of San Diego's Suggested Plant List for Defensible Space. The FPP also provides a list of prohibited plant species to avoid planting within the first 50 feet adjacent to a structure in Appendix J to the FPP, unless the potential for spreading fire has been otherwise reduced or eliminated. (The Conceptual Landscape Plan for the Project does not contain any of the plants in Appendix J.) Landscaping would be inspected annually and on an ongoing basis by the FAHJ.
- 13-14. The HGV South HOA ~~would be required to~~ shall ensure long-term funding and ongoing compliance with all provisions of the FPP, including vegetation planting, fuel modification, vegetation management, and maintenance requirements throughout the common areas of the Project site. Individual property owners would be enforced through HOA CC&Rs. The Applicant will provide the County with the applicable HOA documents to demonstrate compliance with this provision prior to the first permit of occupancy.
- 14-15. The Rancho Santa Fe Fire Protection District's (RSFFPD's) Fire Marshal may require a property owner to modify combustible vegetation in the area within 20 feet from each side of the driveway or a public or private road adjacent to their property to establish an FMZ.
- 15-16. Fire hydrants would be placed every 300 feet along Project streets (Figure 3.1.43-1), exceeding the Fire Code requirement of 350 feet to the structure. The additional fire hydrants would assist fire operations by reducing operational time to extinguish any fires.
- 16-17. The minimum fire flow requirements for the Project would be dual 2,500 gallons per minute (gpm) at 20 pounds per square inch (psi), compliant with the requirements of the Rincon MWD. Thus, the water system would be designed to deliver 5,000 gpm during fire demands, exceeding code requirements by 100 percent.
- 17-18. Each of the Project's three entrances would be provided a lighted map directory, and internal signage would be customized to provide clear, intuitive navigation within the Project. Street signs would be customized for the Project and would meet or exceed lettering size to provide clear, easy-to-follow signage to aid emergency response.
- 18-19. All site access roads would have fire department turnarounds (cul-de-sacs). Roadway cul-de-sacs would comply with the County's minimum 36-foot radius (72-foot diameter) cul-de-sac bulb standard. Where parking is provided within cul-de-sacs, the additional space would be provided outside the 72-foot diameter bulb.
- 19-20. All proposed private streets would have a minimum paved width of 24 feet. Where vehicles would be allowed to park on one side of the street, the road width would be 30 feet. Head-in parking areas would include an additional 18 feet of paved area outside travel lanes.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Hazards and Hazardous Waste – Operation (cont.)

- ~~20~~21. Minimum unobstructed vertical clearance of 13 feet 6 inches would be maintained for the entire required width for all streets, including driveways that require emergency vehicle access.
- ~~21~~22. No gates or speed bumps or humps would be allowed within the Project, so that traffic flow (ingress and/or egress) would be able to move more rapidly in the case of emergency. No gates are anticipated at the Project's entrances. If gates are proposed elsewhere, all access gates would comply with CFC Section 503.6. Gates on private roads and driveways would comply with County and FAHJ standards for electric gates, including an emergency key-operated switch overriding all command functions and opening the gate.
- ~~22~~23. The Project will provide 434 guest parking spaces. The Project shall implement the Parking Management Plan. The Parking Management Plan will designate the parking area at the community/recreation center as valet/shuttle staging area for all homeowners' events exceeding 10 guests. Homeowners will be required to obtain parking permits for use of guest parking overnight. "No Parking" signs will be installed on designated streets. The HOA will maintain a contract with a towing company so that illegally parked vehicles would be towed within a short period of time.
- ~~23~~24. Based on its location and ember potential, the Project is required to include the latest ignition and ember resistant construction materials and methods for roof assemblies, walls, vents, windows, and appendages, as mandated by San Diego County Fire and Building Codes (Chapter 7A and 2014 CFC). Exterior walls would have a noncombustible covering. Ember resistant vents (BrandGuard, O'Hagin, or similar approved vent of 1/8-inch screening) would be utilized in all structures. Multi-pane glazing would be required with a minimum of one tempered pane, fire-resistance rating of not less than 20 minutes. All habitable structures and garages would be provided interior residential fire sprinklers per County Fire Code requirements.
- ~~24~~25. FMZs, including rear yard areas, would be limited building zones (LBZs), as described in the FPP.
- ~~25~~26. The individual lot owners would be subject to strict limitations, prohibiting owners from erecting combustible structures, including fences, trellises, arbors, play equipment, etc. as the most critical area for structure protection (besides ember protection) is the structure itself and the immediate landscaping area.
- ~~26~~27. A 1-to-3-foot-wide landscape free area will be implemented adjacent to the foundation of stucco structures.

Hydrology/Water Quality – Construction

Measures regarding landscaping in Aesthetics, dust control/erosion in Air Quality and control of pollutants in Hazards are also applicable to Hydrology/Water Quality.

Water Quality

Erosion/Sedimentation

1. The Project will prepare a Construction Site Monitoring Plan (CSMP), a Risk Assessment to determine the Project's Risk Level (1, 2 or 3), and appropriate Risk Level Requirements as outlined in the Construction General Permit.
2. Prior to land disturbance activities, a Storm Water Pollution Prevention Plan (SWPPP) and CSMP will be prepared by a qualified SWPPP preparer, with this plan to be located on site at all times.
3. If the site is determined to be a Risk Level 2 or 3 site, a Rain Event Action Plan (REAP) will be prepared and implemented 48 hours prior to any likely precipitation event (50 percent or greater probability of producing precipitation in the Project area) by the Qualified SWPPP Developer (QSD) or Qualified SWPPP Practitioner (QSP). The REAP shall be prepared for all phases of construction and implemented for construction activities to provide enhanced erosion and sediment control measures during predicted storm events.

Table 1-2 (cont.)
PROJECT DESIGN FEATURES

Hydrology/Water Quality – Construction (cont.)

4. The Project will comply with seasonal grading restrictions during the rainy season (October 1 to April 30) for applicable locations/conditions.
5. The construction contractor shall use erosion control/stabilizing measures, such as geotextiles, mulching, mats, plastic sheets/tarps, fiber rolls, soil binders, compost blankets, soil roughening, and/or temporary hydroseeding (or other plantings) in appropriate areas (e.g., disturbed areas and graded slopes), will be used.
6. The construction contractor shall use sediment controls to protect the construction site perimeter and prevent off-site sediment transport, including measures such as temporary inlet filters, silt fence, fiber rolls, silt dikes, biofilter bags, gravel bag berms, compost bags/berms, temporary sediment basins, check dams, street sweeping/vacuuming, advanced treatment systems (ATS, if applicable based on risk assessment), energy dissipators, stabilized construction access points/sediment stockpiles, and properly fitted covers for sediment transport vehicles.
7. BMP materials will be stored in applicable on-site areas to provide “standby” capacity adequate to provide complete protection of exposed areas and prevent off-site sediment transport.
8. Full erosion control will be provided in disturbed areas not scheduled for additional activity for 14 or more consecutive calendar days.
9. Appropriate training will be provided for the personnel responsible for BMP installation and maintenance.
10. Construction debris will be properly contained at least 50 feet from storm drain inlets and water courses and disposed of so as not to allow runoff into surrounding waters. Prior to and after storm events, BMP function and efficiency will be checked by construction contractor and implementation monitors.
11. Sampling/analysis, monitoring/reporting and post-construction management programs will be implemented per NPDES and/or County requirements, along with additional BMPs as necessary to ensure adequate erosion and sediment control.

Construction-related Hazardous Materials

1. Hazardous materials use/storage locations will be restricted to areas at least 50 feet from storm drains and surface waters.
2. Raised (e.g., on pallets), covered, and/or enclosed storage facilities will be used for all hazardous materials.
3. Accurate and up-to-date written inventories and labels will be maintained for all stored hazardous materials. This will be checked on a weekly basis.
4. Berms, ditches, and/or impervious liners (or other applicable methods) will be used in material storage and vehicle/equipment maintenance and fueling areas to provide a containment volume of 1.5 times the volume of stored/used materials and prevent discharge in the event of a spill.
5. Warning signs will be placed in areas of hazardous material use or storage and along drainages and storm drains (or other appropriate locations) to avoid inadvertent hazardous material disposal.
6. All construction equipment and vehicles will be properly maintained so as not to release fuels, oils, or solvents. The amount of hazardous materials used and stored on the site will be minimized, and use/storage locations will be restricted to areas at least 50 feet from storm drains and surface waters.
7. Paving operations will be restricted during wet weather, appropriate sediment control devices/methods will be used downstream of paving activities, and wastes and/or slurry from sources including concrete, dry wall and paint will be contained or disposed of by using properly designed and contained washout areas.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Hydrology/Water Quality – Construction (cont.)

8. Training for applicable employees will be provided in the proper use, handling and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
9. Absorbent and clean-up materials will be stored in readily accessible locations adjacent to any hazardous material use/storage locations.
10. Portable wastewater facilities will be properly located, maintained, and contained.
11. A licensed waste disposal operator will be employed to regularly (at least weekly) remove and dispose of construction debris at an authorized off-site location.
12. Regulatory agency telephone numbers and a summary guide of clean-up procedures will be posted and maintained in a conspicuous on-site location at the construction trailer by the construction contractor.
13. A licensed waste disposal operator will be employed to regularly (at least weekly) remove and dispose of construction debris at an authorized off-site location.
14. Recycled or less hazardous materials will be used wherever feasible.

Demolition-related Debris Generation

1. The Project will appropriately remove, handle, transport and dispose of hazardous materials generated during demolition, including efforts such as implementing appropriate sampling and monitoring procedures; proper containment of contaminated materials during construction; providing protective gear for workers handling contaminated materials; ensuring acceptable exposure levels; and ensuring safe and appropriate handling, transport and disposal of hazardous materials generated during Project construction.

Disposal of Extracted Groundwater

1. If required, dewatering operations will include standard measures such as: (1) using appropriate erosion and sediment controls (as noted above for Erosion/Sedimentation) in applicable areas/conditions (e.g., disposal of extracted groundwater on slopes or graded areas); (2) testing extracted groundwater for appropriate contaminants prior to discharge; and (3) treating extracted groundwater prior to discharge, if required, to provide conformance with applicable Groundwater Permit discharge criteria, through methods such as filtration, aeration, adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant.

Hydrology/Water Quality – Operation

Drainage Alteration

1. The Project design includes a series of storm drain facilities to capture and convey flows within and through the site, including a series of curb/gutter inlets and two subsurface hydromodification/water quality vaults, all of which would be tied to an underground storm drain system of pipelines and related structures, as shown on the Grading Plan.

Runoff Rates/Amounts

1. The proposed storm drain system includes a series of facilities noted above under Drainage Alteration, and that system (including improvements associated with off-site roadway/utility features) will accommodate peak 100-year storm flows and provide flow regulation and energy dissipation per the Project Preliminary Hydrology/Drainage Study (PDC 2017b, Appendix M-1 to this EIR).

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Hydrology/Water Quality – Operation (cont.)

Hydromodification

1. Two on-site subsurface hydromodification vaults (north and south) will provide flow duration control at the associated outlets, to be implemented by the construction contractor.
2. Hydromodification vault design details will be verified/refined during the ongoing Project design process, including completion of a geomorphic channel assessment analysis.
3. Energy dissipation facilities will be provided where appropriate (pursuant to recommendations in the Project Drainage Study).

Floodplains/Flooding

1. The Project design includes a series of storm drain facilities to capture, convey, and regulate flows within and through the site as previously described, with these facilities to accommodate 100-year peak storm flows where applicable.
2. The results of the preliminary Hydrologic Engineering Center-River Analysis System (HEC-RAS) model evaluated in the Project Drainage Study will be implemented for the proposed Escondido Creek bridge crossing along Country Club Drive, to ensure that the proposed bridge would not be subject to flood-related hazards or notably redirect/impede flood flows. The preliminary bridge design criteria used in this analysis will be verified or refined based on a Project-specific HEC-RAS analysis to be conducted as part of the ongoing Project design process.
3. Preliminary design for the potential on-site wastewater treatment plant identifies a pad elevation of 584.2 feet (refer to Figure 1-6a), with mapped 100-year flood elevations in this portion of the site ranging between 571 and 575 feet (FEMA 2012a, refer to Exhibit A of the Project Drainage Study in EIR Appendix M-1), to ensure that this site would be elevated above the 100-year flood level and would not notably redirect/impede flood flows.

Water Quality

Low Impact Development (LID) Site Design BMPs

The Proposed Project will:

1. Preserve well-draining (Type A) soils, significant trees, critical areas (e.g., steep slopes and floodplains), and other sensitive areas wherever feasible.
2. Provide appropriate set-backs from drainages for development envelopes, and restrict construction equipment access in planned green/open space areas.
3. Development has been clustered into a lot design, and design hardscape areas (e.g., streets) to the minimum widths necessary to meet regulatory/safety standards.
4. Restrict construction equipment access in planned green/open space areas, re-till soils compacted during construction, and collect native soil layers for reuse in on-site landscaping efforts.
5. During early revegetation/stabilization of disturbed slopes as soon as possible after/during construction, with permanent landscaping, incorporate “smart irrigation” technology (including appropriate water schedules and rain/pressure-sensitive shutoff devices).
6. Include a harvest/reuse component in the two proposed detention/hydromodification vaults.

Table 1-2 (cont.)
PROJECT DESIGN FEATURES

Hydrology/Water Quality – Operation (cont.)

Source Control BMPs

The Proposed Project will:

1. Convey flows from applicable sources (e.g., fire sprinkler tests and wash water) to the sanitary sewer.
2. Install “no dumping” stencils/tiles and/or signs with prohibitive language (per current County guidelines) at applicable locations such as drainages, storm drain inlets, catch basins and public access points to discourage illegal dumping.
3. Protect materials stored in outdoor work areas from rainfall, run-on, runoff, and wind dispersal by minimizing storage of potential pollutants, enclosing/covering storage areas, providing secondary containment such as berms, implementing appropriate record keeping, providing appropriate employee/user training, and conducting applicable site inspection and maintenance.
4. Trash storage areas for multi-family residential sites and public areas such as parks and the community center/recreational center will be constructed on paved enclosed areas with impervious surfaces, and use of attached lids and/or roofs for trash containers.
5. Additional BMPs include: on-site storm drain inlet protection, direction of runoff into landscaped/vegetated areas where feasible, use of structural pest controls in lieu of chemical pesticides and proper use/control of chemical pesticides when required, and appropriate design and maintenance of potential HOA-maintained water features.

PDP Pollutant Control BMPs

1. The Project design will include the two (north and south) water quality vaults identified in the Project SWQMP, and two (east and west) proprietary biofiltration units to treat runoff from applicable portions of the site prior to discharge.

BMP Monitoring and Maintenance

1. Monitoring and maintenance for the Project proposed water quality basins will be implemented by the Project HOA, pursuant to associated recommendations in Attachment F (Maintenance Plan) of the Project SWQMP (EIR Appendix N). A written BMP Maintenance Agreement with the County will be completed prior to Project residency, which includes requirements that the facilities be limited to the proposed use, an access easement to the County, and verification of funding as required by the County.
2. The Project owner(s) will dedicate the proposed catch basin inlet inserts (along with associated property and access) to the County, and will provide funding for the initial monitoring and maintenance period (24 months) through means acceptable to the County (with long-term funding and monitoring/maintenance to be the responsibility of the County). Monitoring and maintenance for the Project proposed water quality basins will be implemented by the Project HOA, pursuant to associated recommendations in Attachment F (Maintenance Plan) of the Project SWQMP (EIR Appendix N). A written BMP Maintenance Agreement with the County will be completed prior to Project residency, which includes requirements that the facilities be limited to the proposed use, an access easement as required by the County, and verification of funding.

**Table 1-2 (cont.)
PROJECT DESIGN FEATURES**

Land Use and Planning – Operation
<p>Measures regarding lighting and site layout in Aesthetics, lighting and open space set aside in Biology, GHG controls under GHG, and hazards/FPP specifics under Hazards, etc., are also applicable to Land Use.</p> <ol style="list-style-type: none"> 1. The Proposed Project shall include a GPA for a partial Land Use designation change from Semi-rural Residential 0.5 to Village 10.9 and Neighborhood Commercial. 2. The Proposed Project shall include a CPA for a Village Boundary Line adjustment. 3. The Proposed Project shall include a zoning designation change from Limited Agriculture (A-70) and Semi-Rural (SR 0.5) to Specific Plan (S-88). 4. The Proposed Project shall obtain a Waiver of Open Space Easement as detailed in RPO Section 86.604[e][2][cc][3]), with regard to steep slope lands, and an Exception for Roads/Utilities as detailed in RPO Section 86.604(e)(2)(bb)(ii). 5. The lighting for the Proposed Project shall be designed to adhere to the regulations of the County LPC. 6. Native and drought- tolerant landscaping shall be irrigated with reclaimed water. 7. Trail connections will be provided through the Project site to other existing and planned trails in HGV and to DDHP and allow residents to walk or bike to nearby destinations without relying on automobiles. 8. Soft-surface road and trail materials that are appropriate to the local setting and desired community character (e.g., decomposed granite) are preferred and will be used as feasible. 9. Trail beds will comply with County standards for width of primary tread. Shade trees shall be planted along Project-implemented sidewalks and pathways, as outlined in the Landscaping Plan which includes specific species, spacing, and installation size.
Public Services and Utilities – Operation
<ol style="list-style-type: none"> 1. The Proposed Project Applicant shall pay developer fees levied by each applicable school district prior to the issuance of building permits. 2. The project design shall include water conservation measures, including the State-mandated 14 BMPs for water conservation (such as installation of ultra low-flow toilets). 3. Pursuant to the April 2015 Executive Order B-29-15, permanent irrigation with potable water for newly constructed development will be delivered by drip or microspray systems. Reclaimed water would be produced for irrigation of parks, parkways, manufactured slope areas, and other common area landscaping; consistent with the County of San Diego’s Water Efficient Landscape Design Manual, the County of San Diego’s Water Conservation in Landscaping Ordinance, and the State of California’s Model Water Efficient Landscape Ordinance (MWELO).
Agriculture
<ol style="list-style-type: none"> 1. Disclosure statements included in sales documentation for all proposed residential units will notify potential owners that the adjacent property (future Equestrian Ranch) could potentially be used for agricultural operations and that there could be associated issues such as odors, noise, and vectors.

**Table 1-3
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROPOSED PROJECT**

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
COUNTY OF SAN DIEGO					
1	TPM 20998	Plumosa Avenue TPM	427 Plumosa Avenue	1.1	4 SFR lots; 1 existing SFR to remain
2	TPM 20941	Tourangeau TPM	306 Morgan Place	1.66	4 SFR lots plus remainder; 1 existing SFR to remain
3	MUP 03-004	Casa de Amparo	325 Buena Creek Road	11.43	Group home for foster children, including 6 main buildings, 4 residential cottages, play areas and parking lot
4	TM 5337	Rogers Estates	East side of Marilyn Lane and north of Richland Road	5.59	3 SFRs
5	TPM 21173	Matheson TPM	1202 Rancho Luiseño Road	12.83	2 SFR lots; 1 existing SFR to remain
6	S 07-041	Easy Turf Storage Building	East of North Centre City Parkway	13.71	16,000-s.f. agricultural storage building
7	MUP 04-050	Rancho Verona	25720 Jesmond Dene Road	9.75	29-bed group-care facility, including 4 buildings and parking areas
8	S 08-015	North County Environmental Resources Recycling Center	25568 Mesa Rock Road	35.5	A light recycling processing facility to handle green waste, and construction and demolition waste
9	TPM 20879	Knox TPM	2194 Rockhoff Road	--	2 SFR lots; 1 existing SFR to remain
10	MUP 05-052	T&R Mini Storage	25338 Centre City Parkway	32.7	4-building storage facility: 2,388-s.f. manager building and three 2-story storage buildings (46,706 s.f., 52,470 s.f. and 57,754 s.f. in size)
11	TPM 20960	Hooper TPM	Southwestern side of Jesmond Dene Park	4.54	2 SFR lots; 1 existing SFR to remain
12	TPM 20761	Eaton TPM	858 Hubbard Avenue	9.67	2 SFR lots; 1 existing SFR to remain
13	GPA 04-007 REZ 04-014 TM 5382	Montiel Heights/ Montiel Road Townhomes	1310 Montiel Road	5.01	70 condominiums; 1 existing SFR to be removed
14	TM 5388 REZ 07-009	Lago de San Marcos Condominiums	Southern corner of intersection of Lake San Marcos Drive/ Rancho Santa Fe Road	21.3	42-unit condominium complex
15	SP 04-003 GPA 04-004 REZ 04-010 VTM 5365 MUP 04-012 MUP 04-013 MUP 04-014	Harmony Grove Village	North and south of Harmony Grove Road, and east and west of Country Club Drive	468	Up to 742 SFRs, commercial services, park and community gathering locales, and equestrian facilities; currently under construction
Additional Dwelling Units Subtotal					872

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
COUNTY OF SAN DIEGO, cont.					
16	REZ 08-009 MUP 08-020	Bear Valley Self-Storage	1016 Bear Valley Parkway	4.01	Approximately 100,000-s.f. self-storage facility (590 units)
17	TM 5278	Anderson TM	20253 Elfin Forest Road	18.98	5 SFRs; site currently contains offices, greenhouses, sheds, warehouse, and modular home to remain; site also contains a greenhouse and farm employee housing to be removed
18	TPM 20764	Baumgartner TPM	South of Elfin Forest Road and west of Elfin Forest Lane	6.17	2 SFR lots
19	TM 5182 SP 99-001 REZ 99-017 GPA 01-02	Cielo del Norte	Southeast of Harmony Grove Road near its intersection with Elfin Forest Road	580	187 SFRs, 365 acres of open space, 4 private park lots; no final map
20	TM 5013 TM 5260 SPA 01-005 SPA 03-001 SPA 03-006 S 03-043 REZ 91-032 SP 92-01	Santa Fe Creek	18608 Via Catania, Rancho Santa Fe	194.1	56 large SFR lots on 82.5 acres of site; 111.6 acres of open space, including a portion of Escondido Creek; final map: approximately 60 percent (roughly 34 houses) built out
21	TM 4569RA P85-064W1 P85-084W2 P85-064W2 P85-084W3 VAC 99-003 L 1166	The Bridges at Rancho Santa Fe (formerly called Canyon Creek Country Club)	North of Avenida de Duque and Aliso Canyon Road, Rancho Santa Fe	432	205 SFRs and a golf course; final map: approximately 90 percent (roughly 185 houses) built out
22	TPM 21161	Lanzer TPM	8952 Detwiler Road	17.8	2 SFR lots; 1 existing SFR to remain

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
COUNTY OF SAN DIEGO, cont.					
23	TM 4225 TM 5093 TM 5146 TM 5440 TM 5441 TM 5456 S 01-062 S 05-043 S 05-044 S 99-020 S 99-026 SPA 00-003 SPA 05-004 SPA 96-001 REZ 05-010 REZ 05-011 MUP 00-005	Rancho Cielo	8204 Del Dios Hwy	2,815	206 SFRs built out of the total approximately 720 approved SFRs; lots range from 2.43 to 10 acres; neighborhood community; village center; fire station and heliport; open space; wastewater reclamation facility
Additional Dwelling Units Subtotal					752 (plus ~733 built out)
24	REZ 99-009 SPA 03-002 TM 5081	Shaw/Rancho Hills	2.5 miles west of I-15 and south of western extension of Lake Hodges, Rancho Santa Fe	115	37 SFRs, 8 road lots, 1 road/utility lot, and 1 open space lot
25	SP-13-001 GPA 13-001 STP 13-003 TM 5575 REZ 13-001	Valiano Development	South of Hill Valley Drive and west of Country Club Drive	210	326 SFRs, parks and open space
CITY OF SAN MARCOS					
26	--	San Marcos Highlands	Terminus of Las Posas Road, San Marcos	--	198 du
27	MF 1530 TSM 459 ND 06-0738	Kachay Homes	1608 Richland Road, San Marcos	9.54	8 SFR lots with minimum lot size on 1 acre; 1 existing SFR to be removed
28	MF 1546 TSM 462 ND 06-737 GV 06-78	Heritage Ranch	1320 Richland Road, San Marcos	20.20	Minimum of 16 SFR lots (1-acre lots); 1 existing SFR to be removed
29	--	UK Investments LLC	794-796 North Alda Drive, San Marcos	--	35-unit apartment complex
30	MF 1666 CUP 07-735 ND 08-768	Windy Point Development/ University of St. Augustine	Windy Point Way, north of Borden Road, San Marcos	10.7	Office/industrial park, including 3 offices buildings and 4 light industrial buildings; project includes a private medical school

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
CITY OF SAN MARCOS, cont.					
31	MF 1118 SP 00-34 TSM 416 CUP 00-452	Rancho Santalina	North of Las Flores Drive and south Santa Fe Road, San Marcos	67	<u>Project 1</u> : Either 247 SFRs, 2 tot lots and 8 open space lots (Alternative A) or 184 SFRs, 1 tot lot, 4 open space lots and 12-acre school site (Alternative B) <u>Project 2</u> : 888 MFRs
32	MF 1539 TSM 461 ND 06-744	Nicholas Banche	East of the intersection of Poinsettia Avenue/ Specialty Drive, San Marcos	6.74	11 SFRs
33	--	Shane Park Plaza	200-300 block of Rancho Santa Fe Road, San Marcos	--	19 apartments and 6,138 s.f. of retail
34	MF 1612 SDP 06-322 ND 07-757	Pacific Industrial No. 1	Pacific Street to the north of Grand Avenue, San Marcos	1.49	22,159-s.f. industrial building with 71 parking spaces
Additional Dwelling Units Subtotal					1,783 or 1,720
35	--	Pacific Commercial	Northeastern corner of the intersection of Grand Avenue/ Pacific Street, San Marcos	2.77	31,776-s.f. commercial center
36	MF 1392 EIR 03-39	Palomar Station	South of West Mission Road, east of Las Posas Road and north and south of Armorlite Drive, San Marcos	14.32	337 condominiums, 48,980 s.f. of commercial (retail), 9,800-s.f. office building, 6,280 s.f. of restaurant/food court use, 1,385 s.f. of homeowners' recreational space and 1.8 acres of open space
37	MND 13-003 SP 12-55	Davia Village	South of Mission Road and west of Las Posas Road, San Marcos	11.78	416 du, 15,000 s.f. of retail and 60,000-s.f. neighborhood park
38	MF 0590 ND 12-002 CUP 12-001	Sonic Drive In	Southeastern corner of the intersection of Grand Avenue/Via Vera Cruz, San Marcos	0.9	1,795-s.f. drive-in restaurant with 899 s.f. of covered outdoor dining area
39	--	East Gate	Northwestern corner of Grand Avenue/ future Creekside Road, San Marcos	--	42 multi-family affordable housing units and 11,285 s.f. of retail/commercial
40	GPA 09-107 R 09-144 SP 09-54 MFSDP 09-50 TPM 675 ND 11-818	Parkview Apartments	Chinaberry Lane south of Autumn Drive, San Marcos	4.06	84 affordable apartment units and 6,490 s.f. of commercial retail space

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
CITY OF SAN MARCOS, cont.					
41	TPM 672	Westlake Village	405 and 419 Autumn Drive, San Marcos	4.84	106 multi-family affordable apartments, community center with preschool, 6,140 s.f. of commercial space and parking; 11 apartment buildings and 1 SFR to be removed
42	MF 1699 GPA 08-102 R 08-139 ND 10-800	Richmar Specific Plan	Generally south of Richmar Avenue to the area north of San Marcos Elementary School, San Marcos	62	571 du and 87,942 s.f. of commercial space
43	--	Marketplace @ Twin Oaks	Southwestern corner of the intersection of Twin Oaks Valley Road/San Marcos Boulevard, San Marcos	--	Retail center with pads for future office building, hotel and restaurants
Additional Dwelling Units Subtotal					1,555
44	ND 12-822	Citywide Channel Maintenance Programmatic Permit	Throughout the City of San Marcos	--	Channel maintenance activities at 64 locations
45	MF 1785 TSM 479 MFSCDP 10-51 R 10-146 GV 10-85 CUP 10-835 ND 10-806	Candera	Intersection of Bougher Road/Via Camellia, San Marcos	7.17	8 SFRs and 50 condominiums; 1 existing SFR to be removed
46	MF 1392 EIR 03-39	University District Specific Plan	Generally bounded by SR-78, Industrial Street, Barham Drive/Discovery Street and San Marcos Creek, San Marcos	194	2,600 mixed-use residences, 800 student housing du, 450-room hotel, 638,000 s.f. of general office, 300,000 s.f. of medical office, 1,000,000 s.f. of mixed-use retail/commercial, 30,000 s.f. of community/civic use, 25.33 acres of parks and urban open space, 15.10 acres of open space and 26.74 acres of public streets
47	SP 90-24(08M) FEIR 08-42	University Office and Medical Park	South of San Marcos Boulevard, west of Twin Oaks Valley Road, north of Craven Road and east of Craven Road/Bent Avenue, San Marcos	109	Up to 1,070,000 s.f. of medical, dental, professional and support retail facilities; potential partial future school site; 16 acres of habitat preservation; and roadway and infrastructure improvements

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
CITY OF SAN MARCOS, cont.					
48	MF 1171 FEIR 05-41 SCH 2006121080	San Marcos Creek Specific Plan and Floodway Improvement Project	~ between Discovery Street and San Marcos Boulevard along San Marcos Creek from La Sombra Drive to Johnston Lane, San Marcos	217.3	Up to 2,300 du, 1,265,000 s.f. of retail, 589,000 s.f. of office space, 19.9 acres of park land, 77.0 acres of open space and 38.47 acres of right-of-way; includes flood control, road, and infrastructure improvements
49	SCH 92011057	Kaiser Medical Office Building	400 Craven Road, San Marcos	40	1,335,000-s.f. hospital facility, including 439 beds and 5,000 parking spaces
50	--	Leigh Hanson Site	Twin Oaks Valley Road to the south of Craven Road, San Marcos	--	346 du (SFRs and duplexes), school (kindergarten through 8 th grade), park land and open space
Additional Dwelling Units Subtotal					6,103
51	--	Campus Pointe II	Intersection of South Twin Oaks Valley Road/Village Drive, San Marcos	--	108 du and 10,000 s.f. of retail
52	MND 12-820 CUP 12-894	Rancho Coronado Phase I School Site	West of South Twin Peaks Road, south of Craven Road and north of San Elijo Road, San Marcos	53	School pad, roadway improvements, future park pad and spillway realignment/South Lake reservoir access with parking lot and trail connection
53	SCH 1990011013	University Commons/Old Creek Ranch Specific Plan	San Elijo Road and east of Rancho Santa Fe Road, San Marcos	416	308 du
54	MF 790 EIR 95-30	San Elijo Hills Town Center	Intersection of San Elijo Road/Elfin Forest Road, San Marcos	~2,000	3,398 du (including 272 affordable du) and 13 acres of retail/commercial use
CITY OF ESCONDIDO					
55	SUB 09-0002	Kenny Ray Harmony Grove	Southeast of the intersection of Kauana Loa/ Harmony Grove Road/future Citracado Parkway, Escondido	24.3	10 lots to be developed individually as a business park and 1 open space lot
56	ER 2000-34	Harmony Grove Industrial Park	Intersection of Harmony Grove Road/Pacific Oaks Place, Escondido	13.6	9 industrial use lots

Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
CITY OF ESCONDIDO, cont.					
57	PHG 11-0038	Hale Avenue Resource Recovery Facility (HARRF) Administration Building	1521 South Hale Avenue, Escondido	37	19,224-s.f. administration building for a wastewater treatment facility with 21 parking spaces
58	ER-2006-10	Citracado Parkway Extension	West Valley Parkway to Andreasen Drive, Escondido	--	Improvements and extension of Citracado Parkway from West Valley Parkway to Andreasen Drive
59	File No. 0800-40 PHG 10-0014	Escondido Asphalt Plant Expansion	500 North Tulip Street, Escondido	3.72	Four 45-foot-tall, 125-ton vertical asphalt concrete storage/load-out silos and 3 storage tanks; 2 existing 45-foot-tall, 80-ton vertical asphalt concrete storage/load-out silos to be removed on the existing concrete and asphalt recycling facility
Additional Dwelling Units Subtotal					3,814
60	Log No. ER 2005-20 PHG 11-0009 Tract 921, 2005-28-PD, 2005-06-AZ	Citysquare Downtown Residential	313 South Orange Street, Escondido	3.65	102 condominiums; 4 existing residences and existing commercial use on site to be removed
61	2007-25-PD 2005-20-PD	The Point	350 La Terraza Boulevard, Escondido	1.84	43,107-s.f. office building, 38,121-s.f. health club and 349 parking spaces
62	2007-18-PD ER 86-43	Springhill Suites by Marriott	300 La Terraza Boulevard, Escondido	1.68	105-room hotel
63	SUB 13-0002 PHG 13-0017	Oak Creek	Intersection of Hamilton Lane/Miller Avenue, Escondido	41.4	65 SFRs and 4 open space lots; 1 existing SFR to be removed
ESCONDIDO UNION HIGH SCHOOL DISTRICT					
64	ADM 10-0001 SCH No. 2009081074	Citracado High School/ Del Lago Academy	South of West Valley Parkway and north of Citracado Parkway, Escondido	34	Specialized small high school for 500 to 800 students
Additional Dwelling Units Subtotal					162
PALOMAR POMERADO HEALTHCARE DISTRICT					
65	2001-01-SPA 2005-81-SPA/DA PHG 11-0034 SCH No. 200112106	Escondido Research & Technology Center (ERTC)	South of Vineyard Avenue, north of Harmony Grove Road and along either side of Citracado Parkway, Escondido	164	Approximately 1,200,000-s.f. hospital/medical campus with 453 beds
Additional Dwelling Units Subtotal					0
TOTAL ADDITIONAL DWELLING UNITS FOR CUMULATIVE					15,041

**Table 1-3 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF THE PROJECT**

Map Key No.	Project Numbers Issued by Agency	Project Name	Location	Area (acres)	Proposed Improvements
PROJECTS, EXCLUDING THE PROPOSED PROJECT					
66	SP-GPA STP, TM, REZ, MUP	Harmony Grove Village South (Proposed Project)	South of Harmony Grove Road and east of Country Club Drive	111	453 residences, 193 SFRs, 260 MFR, 40-13 parks, limited retail/commercial (5,000 s.f.) and open space
ADDITIONAL DWELLING UNITS GRAND TOTAL					15,494

Acronyms/abbreviations:

-- = not available

CUP = Conditional Use Permit

du = dwelling unit

GPA = General Plan Amendment

MFR = multi-family residence

MUP = Major Use Permit

REZ = Rezone

S = Site Plan

SCH = State Clearinghouse

s.f. = square feet

SP = Specific Plan

SPA = Specific Plan Amendment

SFR = single-family residence

TM = Tentative Map

TPM = Tentative Parcel Map

VTM = Vesting Tentative Map

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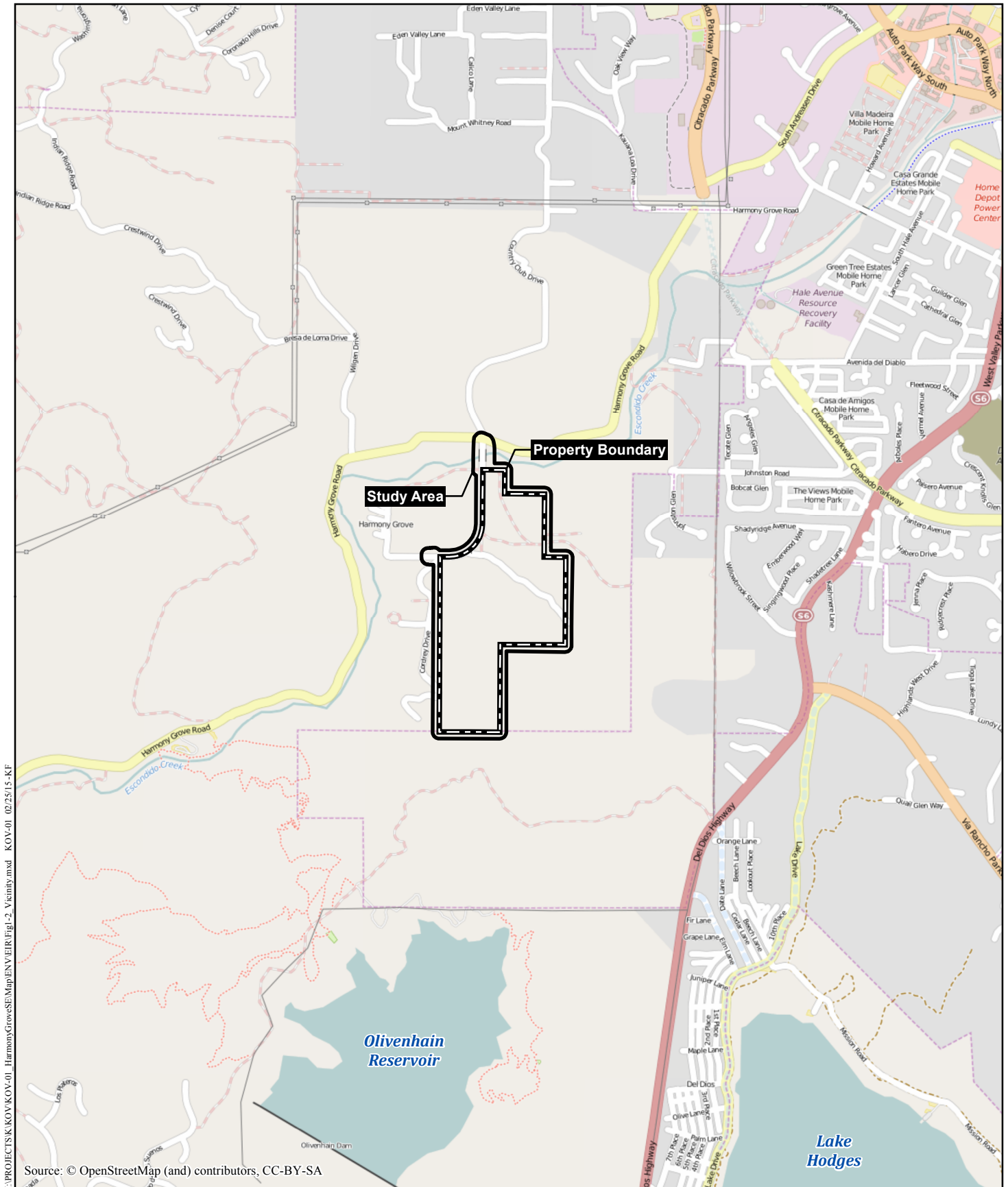


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Regional Location Map

HARMONY GROVE VILLAGE SOUTH

Figure 1-1



Project Vicinity Map

HARMONY GROVE VILLAGE SOUTH

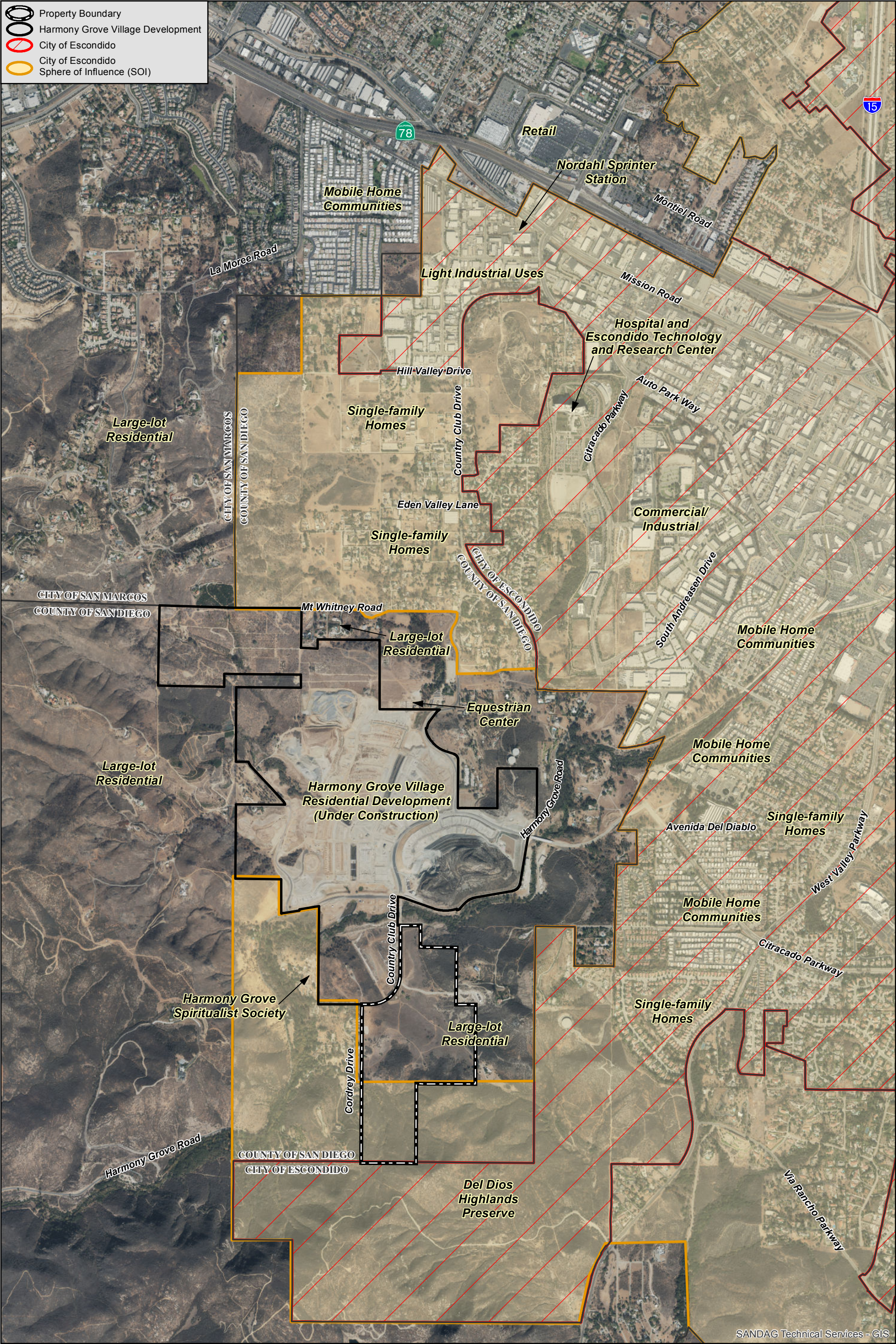
Figure 1-2

Property Boundary

Harmony Grove Village Development

City of Escondido

City of Escondido
Sphere of Influence (SOI)

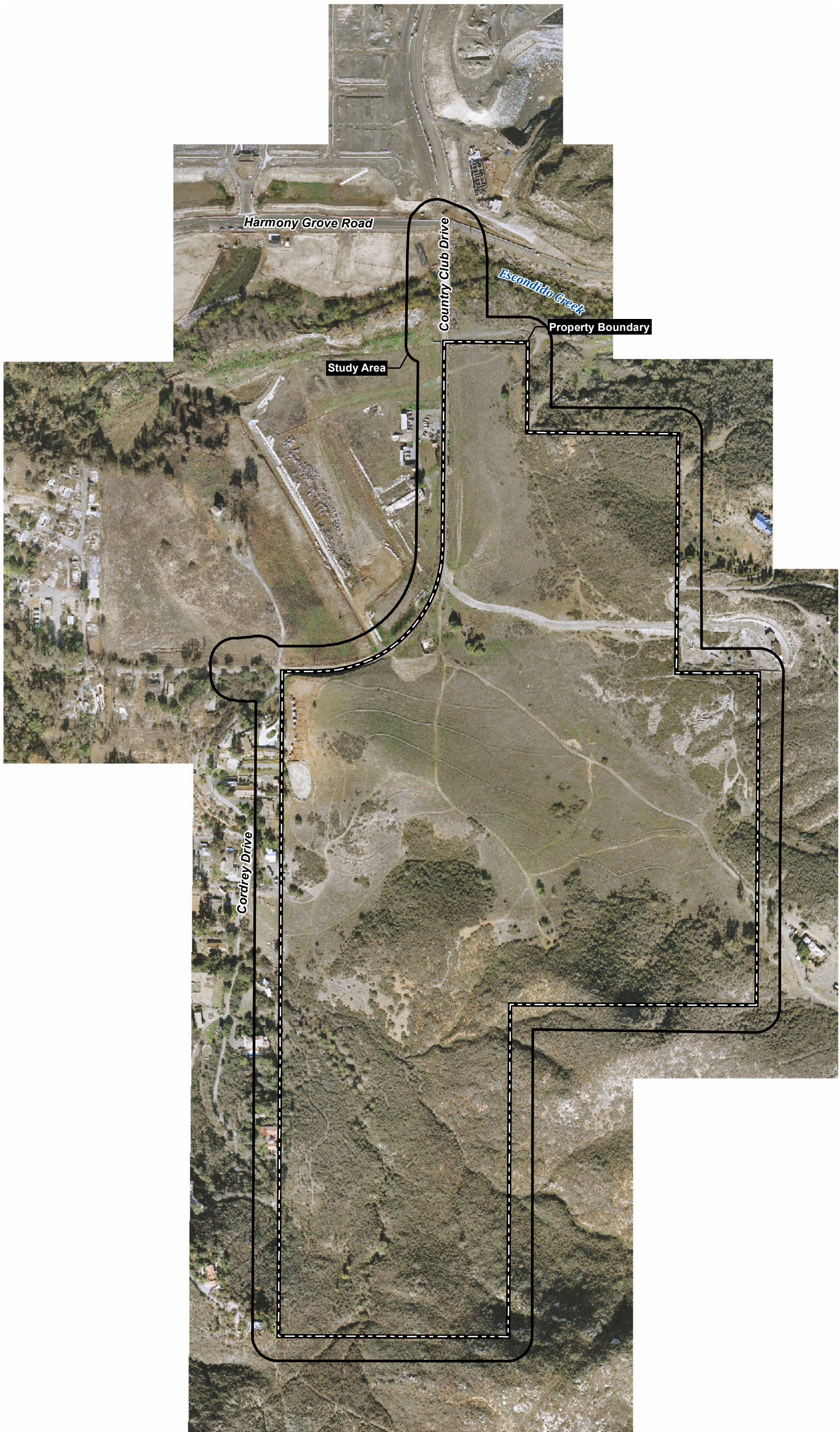


SANDAG Technical Services - GIS

Area Land Uses

HARMONY GROVE VILLAGE SOUTH

Figure 1-3



Aerial Source: PDC, 2/6/2015

Project Site Aerial Photograph

HARMONY GROVE VILLAGE SOUTH