

Background Report

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1 Introduction

Campo Road Corridor Revitalization Specific Plan (Specific Plan) is a community-based plan to improve the urban form, quality of life, and public safety along the Campo Road Commercial Corridor (Corridor). The County of San Diego initiated the plan with a grant from the San Diego Association of Governments (SANDAG) to further smart growth principles by creating a vibrant and accessible community center in the heart of East County.

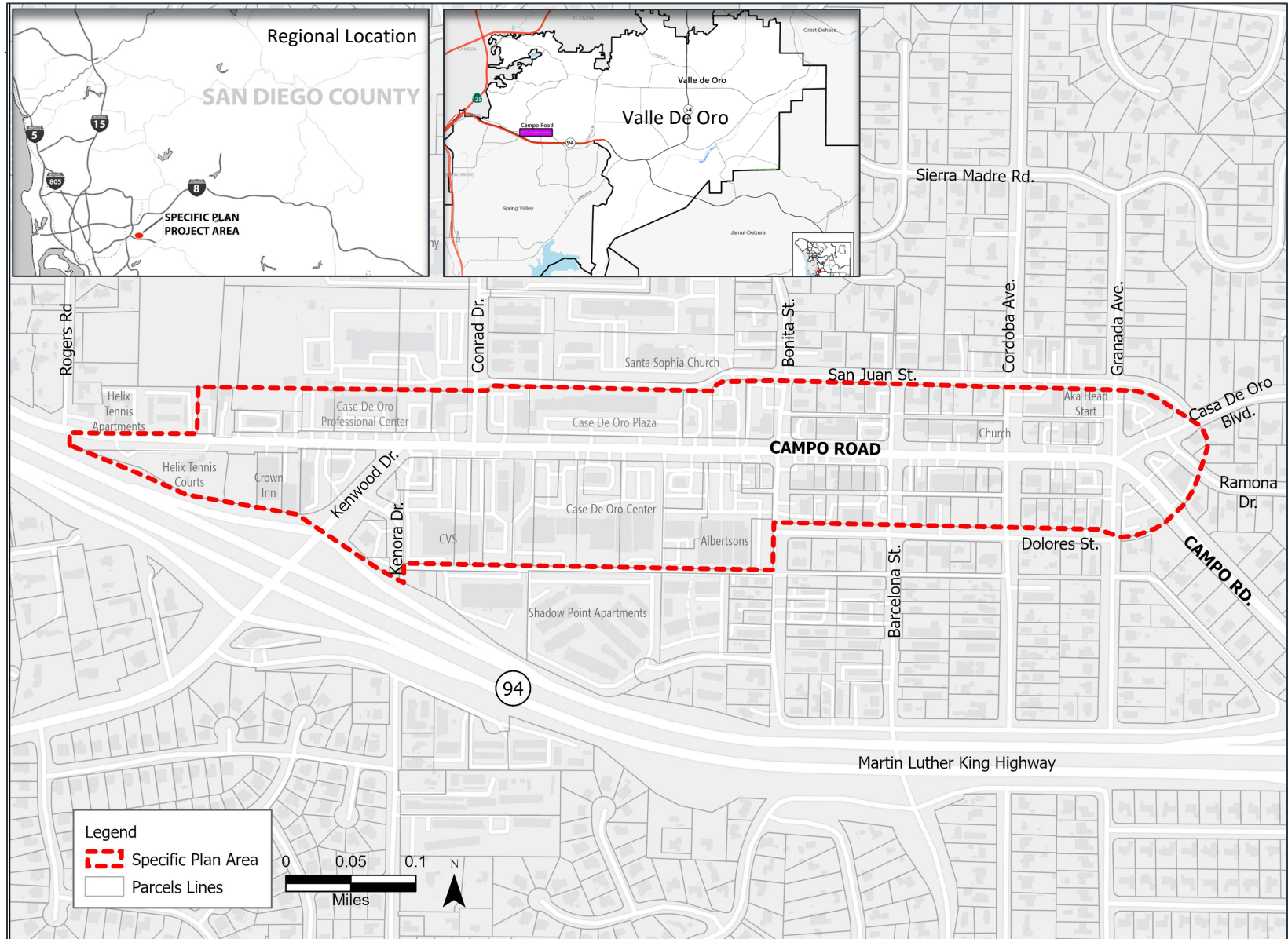
The Specific Plan covers a 63-acre area (42 acres excluding roads and rights-of-way) centered on Campo Road between Rogers Road and Granada Avenue and serves as the commercial and civic center of the Casa de Oro community. The Specific Plan area primarily encompasses the commercial area extending one block north and south of Campo Road (**Figure 1**). The Corridor is located within the Valle de Oro Community Plan Area, which includes the communities of Casa de Oro, Mount Helix, and Rancho San Diego.

2 Community History and Context

The Casa de Oro and Mount Helix areas were home to the Kumeyaay people. After Spanish missionaries arrived in the region and Mexican independence in 1810, the area was used for farming and livestock grazing. The community developed gradually from its agricultural roots, substantially beginning in 1928 when Campo Road was first paved. In 1930, John Cornelius subdivided "Casa de Oro Avocado Estates," giving the area its name. With new traffic and residents, commercial business activity developed to serve the immediate area.

Today, Casa de Oro has a full range of uses and amenities in a relatively compact area. From large-lot single-family residential to high-density apartments, a variety of housing types provide a range of living options for a diversity of family types and sizes. The Campo Road Commercial Corridor features community-serving retail and dining, professional services, and civic uses, including a library. Santa Sophia church, Estrella Park, and sheriff's substation. Spring Valley Academy is adjacent to the Corridor, and Casa de Oro Elementary and College Preparatory Middle School serve the larger neighborhood.

Figure 1: Specific Plan Area



Casa de Oro experienced a housing boom in the 1950s and 1960s, as many service members and their families settled in San Diego following World War II. Casa de Oro Elementary was built in 1948, providing a new civic institution for the burgeoning population. Despite the growth in nearby communities, Casa de Oro remained largely agricultural until the completion of State Route 94 in 1970, which cemented Casa de Oro as an activity center in the East County region.

Over time, the Corridor became a focus for business and commerce within the area, including the Spring Valley community (which remained a part of the Valle de Oro

Planning Area until 1989). The County Board of Supervisors accepted the Community Planning Group in 1972. To guide the future development of the Valle de Oro community, including the Corridor, the Valle de Oro Community Plan was adopted in 1977.

Casa de Oro was known for being a healthy business district and the annual parade. Many families that built homes and raised families in the 1960s still remain. Over time, larger, more modern regional shopping centers were developed on the outskirts of the community and became the preferred shopping and service centers. Such competition led to a slow decline and a general lack of investment over time.

Although the area retains a mixture of independent and national retail chains, the area has experienced lower lease rates and rents, property values, and a decline in occupancy rates. To reverse such trends, concerned residents banded together, forming Casa de Oro Alliance (CDOA) in 2015 and began a series of efforts to enhance the area. The CDOA is a nonprofit organization focused on revitalizing Casa de Oro. The attention to this area was brought to the supervisors by the CDOA, and in October 2017, the County of San Diego initiated a comprehensive planning process for the Corridor to revitalize the Corridor to create a place of social, economic, and civic activity for the surrounding communities.

Figure 2: Casa de Oro 1950s



Source: Stephen McMeeken, Pinterest

3 Planning Process and Community Engagement

The Casa de Oro planning process spans three phases (referred to as Specific Plan Phases), leading to the Specific Plan preparation. These Specific Plan phases are described below.

Specific Plan Phase 1: Existing Conditions and Key Issues and Opportunities (2017-2018)

On September 27, 2017, the County of San Diego Board of Supervisors directed the County's Department of Planning & Development Services (PDS) to initiate an effort toward developing a comprehensive revitalization plan that would enrich and beautify the Casa de Oro area. The Specific Plan objective was to identify issues (See **Figure 3**) and opportunities within the Casa de Oro study area and engage the community in the process.

The effort was focused on understanding the community's needs, issues, and opportunities and assessed the value to the community of preparing a Specific Plan. It also included determining the best methods and tools to achieve the community's goals and objectives for the Corridor.

Community engagement played a vital role in understanding the potential to revitalize Casa de Oro and gain consensus on the key issues and needs of the local community.

Specific Plan Phase 1 community engagement efforts involved the following:

- **Site Visit** – The team led a site visit with Casa de Oro Alliance members for an on-the-ground discussion of existing issues and opportunities. Maps were prepared and provided to each participant to note existing conditions, concerns, and ideas.
- **In-Person Surveys and Questionnaires** The team hosted a two-day series of stakeholder interviews with community members in and around the Casa de Oro study area. The stakeholder interviews intended to seek and collect input from local residents, property and business owners, school representatives, and all interested community members from along and immediately around the Campo Road area to discuss issues and concerns. Interviews focused on issues and ideas concerning land use, design, safety, traffic/parking, landscaping, and other topics. These are documented in Appendix A.
- **Community Planning Group (CPG) Meetings** – Study findings and potential revitalization tools and options were discussed over three meetings with Valle de Oro and Spring Valley CPGs in November 2017 and January 2018.

- **Community Workshop** – A community workshop was conducted in December 2017. It included a presentation and project overview, highlights of land use and urban form analysis, and presentation of five potential planning options to consider as the next steps in the Specific Plan. The presentation was followed by hour-long focused group discussions of specific issues and opportunities and recommendations around four sub-areas of the Corridor. At the end of the breakout session, each of the four groups presented their results to the entire group. The workshop also included a large wall map of the entire Corridor to which attendees attached coded issue stickers to identify issues, opportunities, and recommendations.

Community input and recommendations during Specific Plan Phase 1 led to the conclusion that developing a Specific Plan and implementing form-based code were the appropriate regulatory tools to revitalize the Corridor. The issues and recommendations were documented in the Revitalization Strategy Plan and Issues and Opportunities Report.

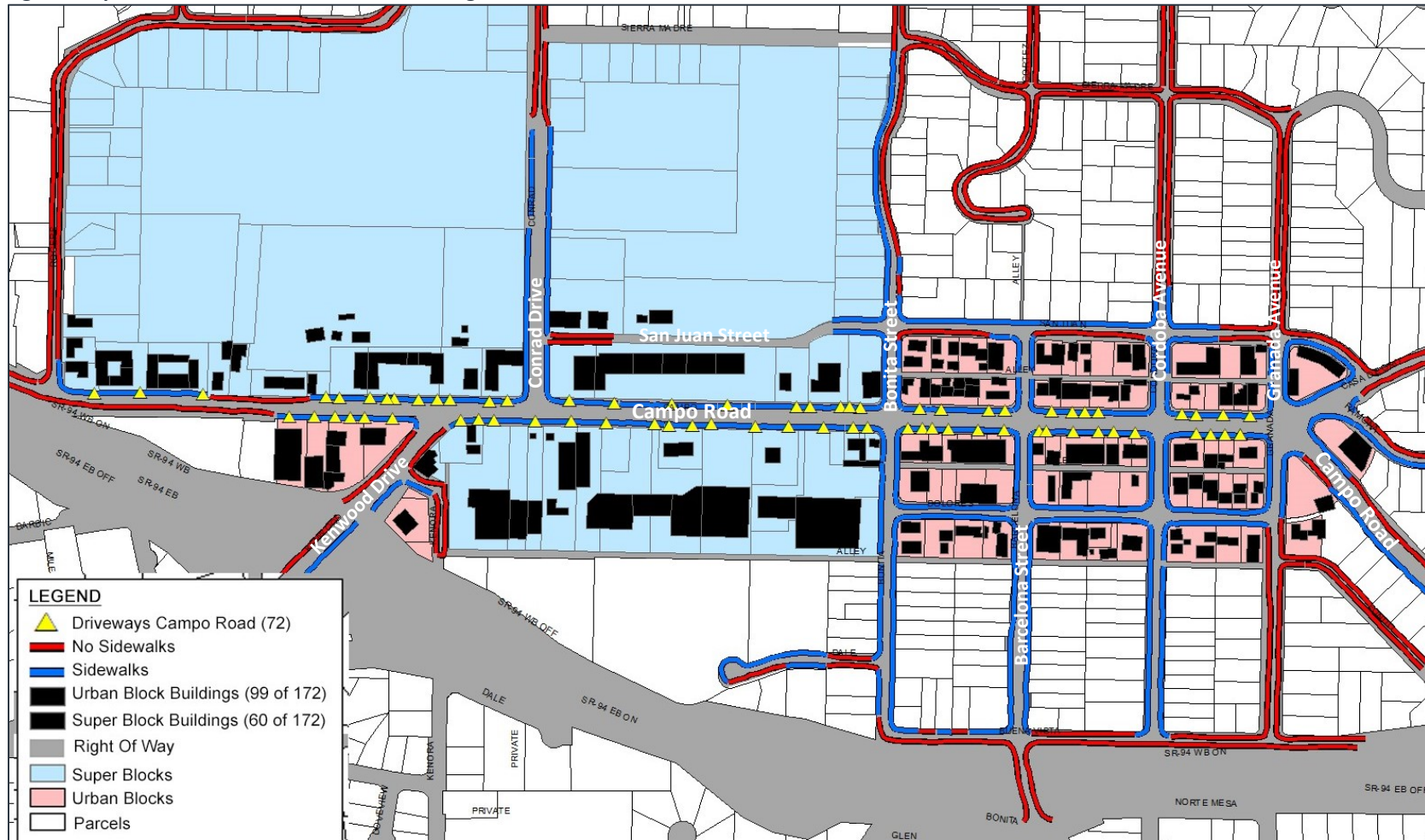
Pursuant to Government Code Sections 65450 to 65457, a local government may adopt specific plans specifying the extent, intensity, land uses, and supporting

infrastructure in a given area. Specific plans may be adopted by resolution or ordinance and may be amended as often as necessary.

While specific plans may create custom and limited land use for a particular area, they are required to be consistent with the

jurisdiction's general plan—in this case, the County of San Diego General Plan.

Figure 3: Specific Plan Phase 1- Issues and Existing Conditions Documentation



Source: Revitalization Strategy Plan and Issues and Opportunities Report

Specific Plan Phase 2: Technical Analysis and Community Visioning (2019-2020)

Specific Plan Phase 2 began in November 2019, with the project team setting up an informational booth at the 2019 Annual Casa de Oro Fall Festival at Spring Valley Academy (see **Figure 4**). The booth included informational resources and exercises. Over the course of the day, an estimated 200 people stopped by to ask questions, provide thoughts, take part in the interactive exercises, and review the available materials.

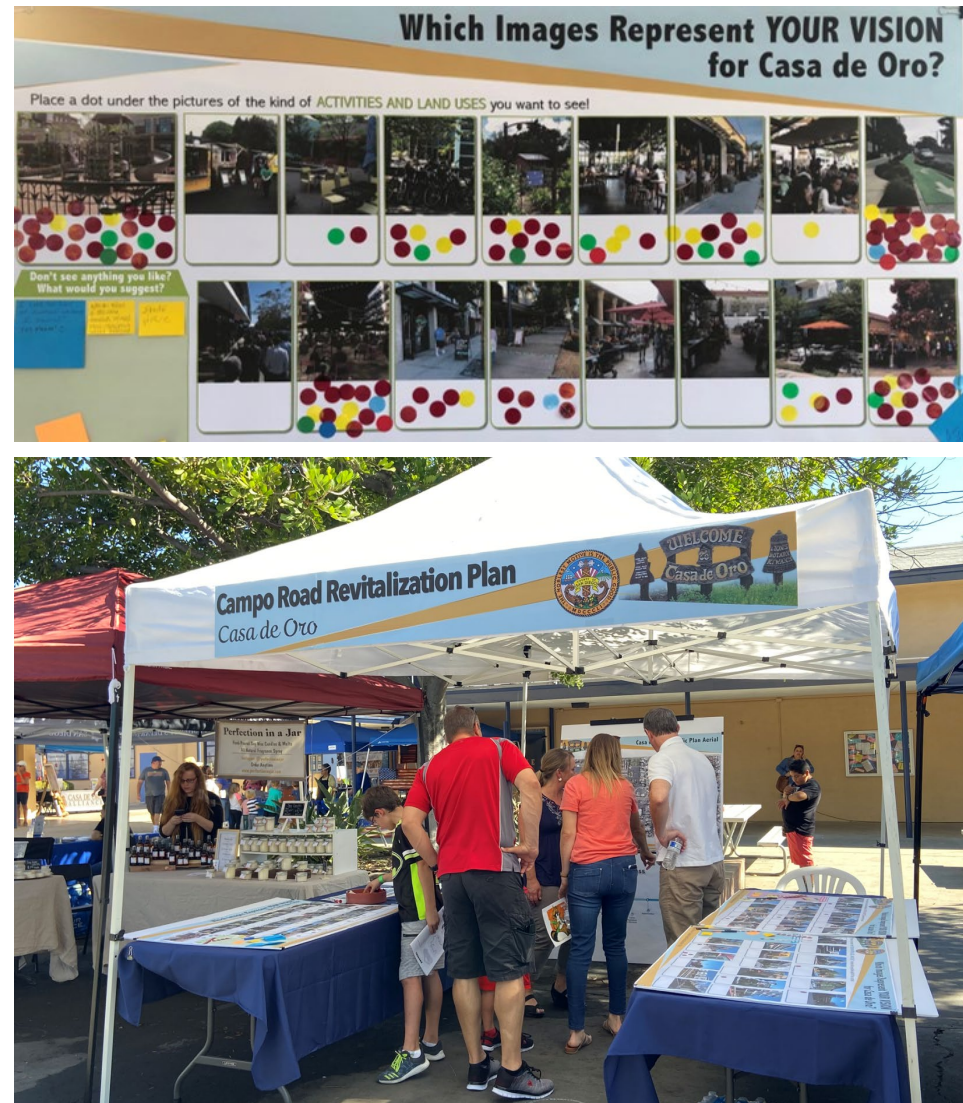
A visioning exercise was facilitated with approximately 25 seventh and eighth graders at Spring Valley Academy. The exercise consisted of activities where the students worked in groups of four and used random objects (e.g., pipe cleaners, broken toy parts, buttons) to design and express their visions for a better Casa de Oro. Each team then described its design. The summary of results can be found in Appendix A.

In February 2020, the Casa de Oro Specific Plan team held a community visioning workshop in the cafeteria of the Spring Valley Academy. Numerous stakeholders from the community attended the workshop—34 individuals signed the interest list, although more than 34 were in attendance.

The team led attendees through an interactive Post-It Note visioning exercise where each attendee individually responded to a series of three "big idea" questions:

- What are the treasures of Casa de Oro? What do you love? What are its best assets?
- What are the challenges in Casa de Oro? What are the obstacles and issues that need to be addressed?
- What are your visions for the future of Casa de Oro? What do you hope the community looks and feels like in 5, 10, 20 years? What will be here?

Figure 4: Specific Plan Phase 2- Displays at the 2019 Annual Casa de Oro Fall Festival



Source: Michael Baker International

Figure 5: Specific Plan Phase 2- Images from February 2020 Community Visioning Workshop



Source: Google Earth- City of Encinitas and City of San Diego

The notes were aggregated by topic and summarized with the group (refer to Appendix A). The attendees then broke into focus groups to discuss the main topics from the prior exercise. Each group then reported its findings and recommendations.

Such outreach efforts were supplemented by preparation of technical analyses, which included a detailed review of the existing conditions within the Corridor study area; a market feasibility assessment; a traffic analysis and parking resource and utilization study; and a review of existing zoning regulations, infrastructure, demographics, and other constraints that may affect future development within the Corridor.

Traffic analysis and parking resource and utilization study were prepared in 2019 for the study area prior to the COVID-19 pandemic. Traffic volumes and parking were evaluated in

December 2019 to assess existing conditions and operations. The analysis determined that all roadway segments within the study area (Campo Road between Granada Avenue and Rogers Road) operate at an acceptable level of service (LOS). In addition, approximately 50 percent of the study intersections operate at an acceptable level LOS during one or both peak hours. The technical study is available in Appendix B. The assessment also documented the physical roadway conditions and intersection operations as well as the pedestrian, bicycle, and transit facilities within the study area. Additionally, the parking resource and utilization study determined that parking utilization was an estimated 50 percent of available spaces during the peak parking demand hour (2:00 p.m.). This is documented in Appendix C.

A market feasibility assessment was conducted in 2020, which established the building use and

construction types that are likely to be profitable and attract development (refer to Appendix D). In addition, the assessment considered demographic trends, recent development patterns in comparable locations, and potential market demand for new multi-family and commercial uses within the Corridor. The assessment concluded that, due to prevailing acquisition costs for vacant land and "teardown" sites, most of the multi-family/mixed-use scenarios considered would not be feasible in the near to mid-term. Generally, the residual land values (the amount the developer is able to pay for the land) supported by the development scenarios considered for the Specific Plan area would not exceed the potential costs to acquire land and demolish existing older commercial buildings that may exist. However, it was noted that further analysis is required to identify specific commercial buildings within the study area that

may be optimum for future multi-family or mixed-use redevelopment.

Existing utilities and infrastructure serving the Corridor were also evaluated and summarized in an Existing Conditions Analysis in January 2020 (available in Appendix E). It was determined that the Specific Plan area is currently served by two water mains located along Campo Road. In addition, the existing water infrastructure system has adequate capacity and pressure (i.e., for fire suppression purposes) to serve the anticipated future expansion of commercial and residential uses in the Corridor. Therefore, water service capacity and pressure do not appear to be constraints on future growth or development.

Additionally, the evaluation determined that the existing sewer main under Campo Road serving the Specific Plan area is likely overcapacity and would need to be upsized. The existing wastewater system is planned for repair and upgrades in the near term; however, further study is needed to determine whether the planned improvements can accommodate both existing and significant new future development or if additional upgrades or expansion would be required.

Existing stormwater facilities are present along the Corridor and vary in age and condition. Such facilities may represent a potential physical or monetary constraint to future development if relocation is required. However, it is anticipated that future development would result in a decrease in impervious surface area (i.e., surface parking lots) within the Corridor, thereby decreasing stormwater runoff through

the incorporation of landscaping, stormwater detention basins, and other such features.

Additionally, it was determined that a high-pressure gas line operated by San Diego Gas & Electric (SDG&E) runs directly under Campo Road. The transmission pipeline represents a significant constraint, as a high-pressure gas transmission pipeline would generally be difficult and resource-intensive to relocate. Further review is recommended to identify the precise location of the pipeline within Campo Road when considering the future development of the Corridor.

Specific Plan Phase 2 concluded with an in-person community visioning workshop in February 2020. The visioning workshop offered area residents and business owners the opportunity to identify and share their opinions of their favorite elements, areas, and characteristics of Casa de Oro that may be improved upon and express their vision for the future of the Corridor.

Each attendee individually responded to a series of three "big idea" questions:

- What are the treasures of Casa de Oro? What do you love? What are its best assets?
- What are the challenges in Casa de Oro? What are the obstacles and issues that need to be addressed?
- What are your visions for the future of Casa de Oro? What do you hope the community looks and feels like in 5, 10, 20 years? What will be here?

Key challenges for the area were identified as issues related to traffic/circulation, land use types, overall aesthetics/design, homelessness, cleanliness, crime, and lack of identity. Visions for the future included opportunities for arts and cultural events; improved mobility/walkability; streetscape and landscaping; enhanced land use opportunities; community spaces/parks; improved aesthetics/design; opportunities for restaurants and outdoor dining; enhanced sense of identity; and a new library.

Input from the participants was documented for further consideration and for reference purposes in formulating the Specific Plan elements that would provide guidance for future development within the Corridor and achieve the intended vision. Refer to Appendix A for documentation of the results of the community visioning workshop.

With consideration for the public input received, development options from nearby communities and detailed design concepts were presented at a subsequent virtual community workshop and community preference survey held in December 2020. The webinar featured a presentation and live interactive polls, allowing participants to rank their preferences for different design options and identify specific attributes/features that they supported or disliked. The same survey was posted online, allowing community members who could not join the live webinar to contribute and those who participated in the webinar to add more detailed comments about their design preferences. Key input was received on the appropriateness of multi-storied, mixed-use

development along Campo Road; preference for types of mixed-use buildings, and use of incentives (i.e., reduced parking requirements, additional building height, additional floor area) to facilitate the development of community spaces and/or other community benefits; street parking, sidewalks, and bike lane options; and entry monument and gateway elements.

The poll results and comments were discussed and posted on the County website to review them; refer to Appendix A, which provides a summary of the polling results received at the workshop. After the workshop, an online feedback form was made available for those who wanted to provide additional feedback or were not able to attend the presentation. A recorded presentation was also provided. The input received was considered in refining the goals, objectives, and development standards identified in the Specific Plan.

Specific Plan Phase 3: Specific Plan Development and Community Engagement (2020-2022)

The community feedback obtained during Specific Plan Phases 1 and 2 was synthesized into an action plan for completing the Specific Plan. Additionally, public input obtained during Specific Plan Phases 1 and 2 was incorporated into the County-maintained website for the project to ensure ease of access to the data collected and enable public understanding of the key issues and concerns identified by community members and the interested public for the Corridor. Refer to Appendix A for relevant summaries of public input received during the community outreach and engagement process.

Figure 6: Specific Plan Phase 2- Community Workshop



Source: Michael Baker International

The County hosted a virtual interactive community workshop in October 2020 to build upon the design preferences communicated via the community feedback received in Specific Plan Phases 1 and 2 and to develop the community's vision further and guiding principles for the Specific Plan. Community members provided feedback during the presentation and had the opportunity to submit detailed comments using a dedicated online feedback form. Key issues of interest identified included gateways and streetscape; trees and landscaping; community gathering space; arts and culture; and design regulations to guide future development. Based on the information received, design alternatives and land use concepts were further developed to illustrate better how the community vision would be realized.

Input gained from community members during the October 2020 webinar and December 2020 workshop and survey was shared with Valle de Oro CPG members in April 2021 at a webinar presentation. The survey results were summarized, and preferences were shared to provide the CPG with an understanding of the community's desires and vision for the future development of the Corridor.

Building upon the community and stakeholder input received, technical research undertaken, and other data gathered, a draft of the Specific Plan was prepared and released to the public for review and comment in XXXX 2021. A community workshop was also held in XXXX 2021 to discuss further the document and additional input on the overall concepts, design guidelines and regulations, implementation

strategies, and other Specific Plan elements (*discussion to be expanded as appropriate*).

Additionally, County staff continued to meet with the Casa de Oro Alliance during the Specific Plan development to allow for focused, informative discussions on key issues and concerns.

In conformance with the California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, an Addendum to the County General Plan Final Environmental Impact Report (EIR) was prepared to evaluate whether significant environmental effects may potentially result with implementation of the Specific Plan. Refer to the Consistency with

Relevant Plans and Regulations section for further discussion.

[ADD text after remaining outreach and public hearings]

Figure 7: Specific Plan Phase 3- December 2020 Community Workshop



Source: Michael Baker International



4 Consistency with Relevant Plans and Regulations

This section discusses the consistency of the Specific Plan with relevant plans such as the San Diego County General Plan, Valle de Oro Community Plan, County Active Transportation Plan, SANDAG Smart Growth Opportunity Map, and SANDAG Regional Transportation Plan (RTP). It also discusses consistency with regulations such as the County of San Diego Zoning Ordinance and CEQA Regulations.

4.1 County of San Diego General Plan

The Role of the Corridor as a Village

As identified in the San Diego County General Plan Land Use Element, much of the Valle de Oro and Spring Valley communities are designated with the Regional category of "Village," including the land area affected by the Corridor. Villages are intended to accommodate the "highest intensities and the greatest mix of uses" (General Plan Land Use Element).

Figure 8 shows that lands located directly on Campo Road are currently designated as General Commercial (C-1). The General Commercial (C-1) designation represents one of the County's higher intensity land use categories, with a floor area ratio (FAR) designation of 0.7, and allows for a greater potential mix of land uses. As the FAR represents the ratio of the amount of floor area as compared to the lot or parcel area upon which it is located, an increase in FAR represents a potential for intensification of use

on a particular property. The General Plan allows for potential increases in the FAR at the Community Plan level. However, this Specific Plan will allow for changes to the existing FAR to enable an increase in the intensity of future land uses within the Corridor.

As shown in **Figure 8**, lands in the vicinity of the Specific Plan area currently have a General Plan land use designation of Village Residential, 24 dwelling units/acre (du/ac); Village Residential, 4.3 du/ac; and Limited Impact Industrial. Such lands designated as Village represent the opportunity for future development to occur at a higher intensity, with a variety of land uses being accommodated. The Specific Plan does not propose to change the existing densities allowed within the Corridor as compared to that under existing conditions. However, incentives would be available that would allow future development to occur at a higher density if desired (i.e., local and state density bonus programs).

The Specific Plan is wholly consistent with the County's vision of concentrating growth in existing urbanized communities in the westernmost areas of the unincorporated area. The Specific Plan would be implemented in alignment with the General Plan and would assist the County in achieving the goal of concentrating new housing and commercial growth in areas with high access to public transit, services, and amenities. Further, design measures identified in the Specific Plan provide guidance for future development, allowing for a mixture of new and enhanced businesses and housing along the established Corridor. The Specific Plan also identifies opportunities to address infrastructure and circulation deficiencies through the provision of adequate

roadways, streetscape enhancements (e.g., planting of street trees), and equality in public circulation and access (i.e., Americans with Disabilities Act [ADA] compliance).

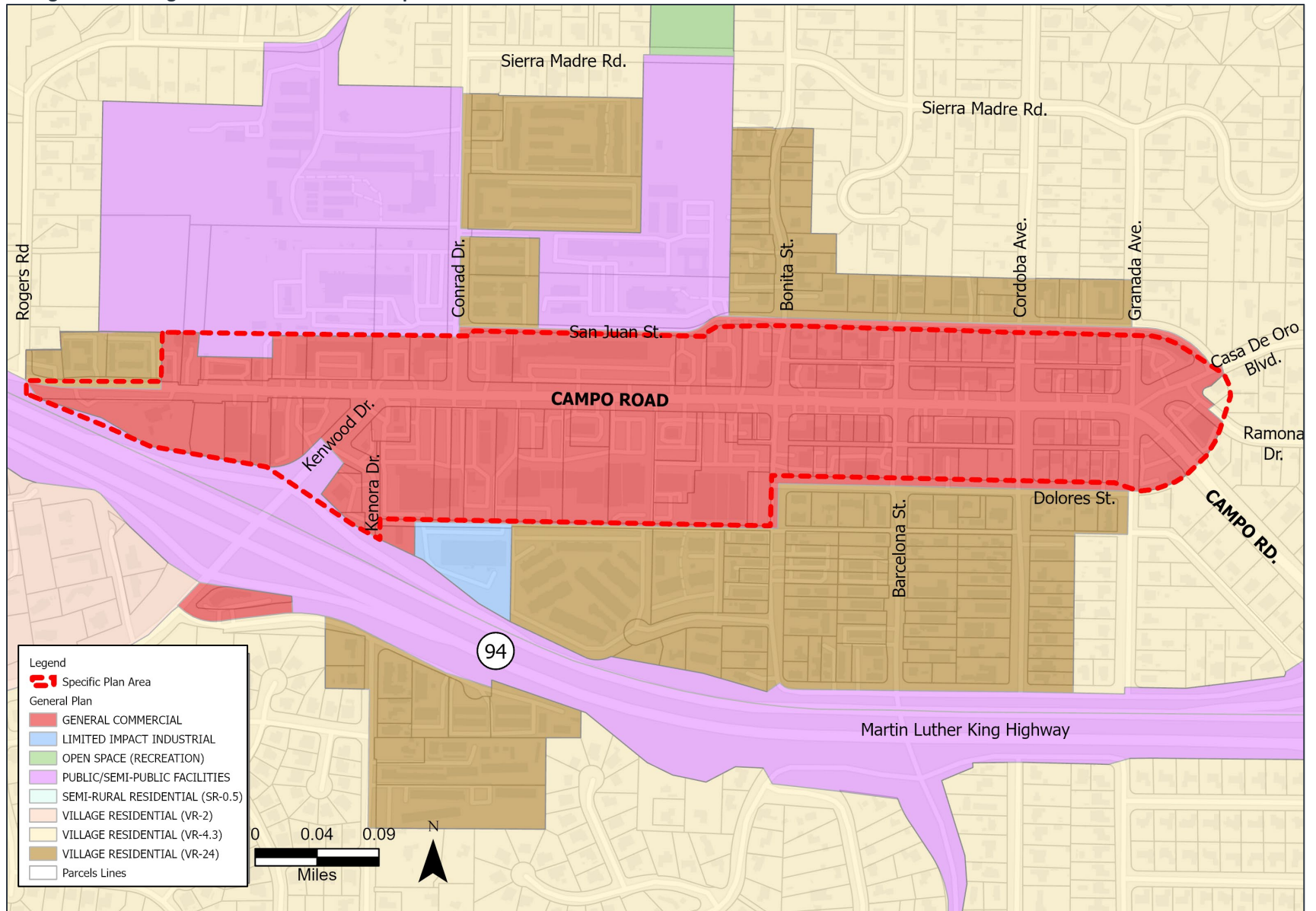
The Corridor as a Transportation Asset

The Mobility Element of the County's General Plan identifies Campo Road (see #6 on **Figure 9**) as a Boulevard Series Road. Boulevards are four-lane "roadways with a lower design speed and a wider parkway that should be used in Villages or similar locations where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities."

As a part of the Specific Plan, it is recommended that this segment of Campo Road be redesignated as a Minor Collector, which is appropriate for "areas within a Village with heavy non-motorized circulation and transit activities" (Mobility Element, p. 4-9). The Minor Collector designation is suitable for Villages and consistent with the Mobility Element's goals and policies to provide safe and efficient road networks that prioritize travel within community planning areas (policy M-1.1).

The reconfigured Campo Road also implements policy M-4.1, which encourages walkable, multimodal roads in Villages and compact residential areas.

Figure 8: Existing General Plan Land Use Map



Source: San Diego County General Plan, ESRI, Michael Baker International

4.2 Valle de Oro Community Plan

The Valle de Oro Community Plan (Community Plan) was adopted in 1977 and last updated in 2011. The Community Plan covers the areas of Casa de Oro, Mount Helix, and Rancho San Diego. The Community Plan establishes the framework for development within the Valle de Oro Community Plan area and identifies goals, policies, and recommendations to guide future growth. Specifically, the Community Plan envisions:

"The unique balance of urban, semi-rural, agricultural, and open space land uses shall be retained. The green-belt separation from adjacent cities and planning areas shall be preserved. The new development will conserve natural resources and topography and will provide a pleasant, safe environment for present and future residents of Valle de Oro."

Recommendations/policies identified in the Community Plan relevant to the intended vision for the Corridor include the following:

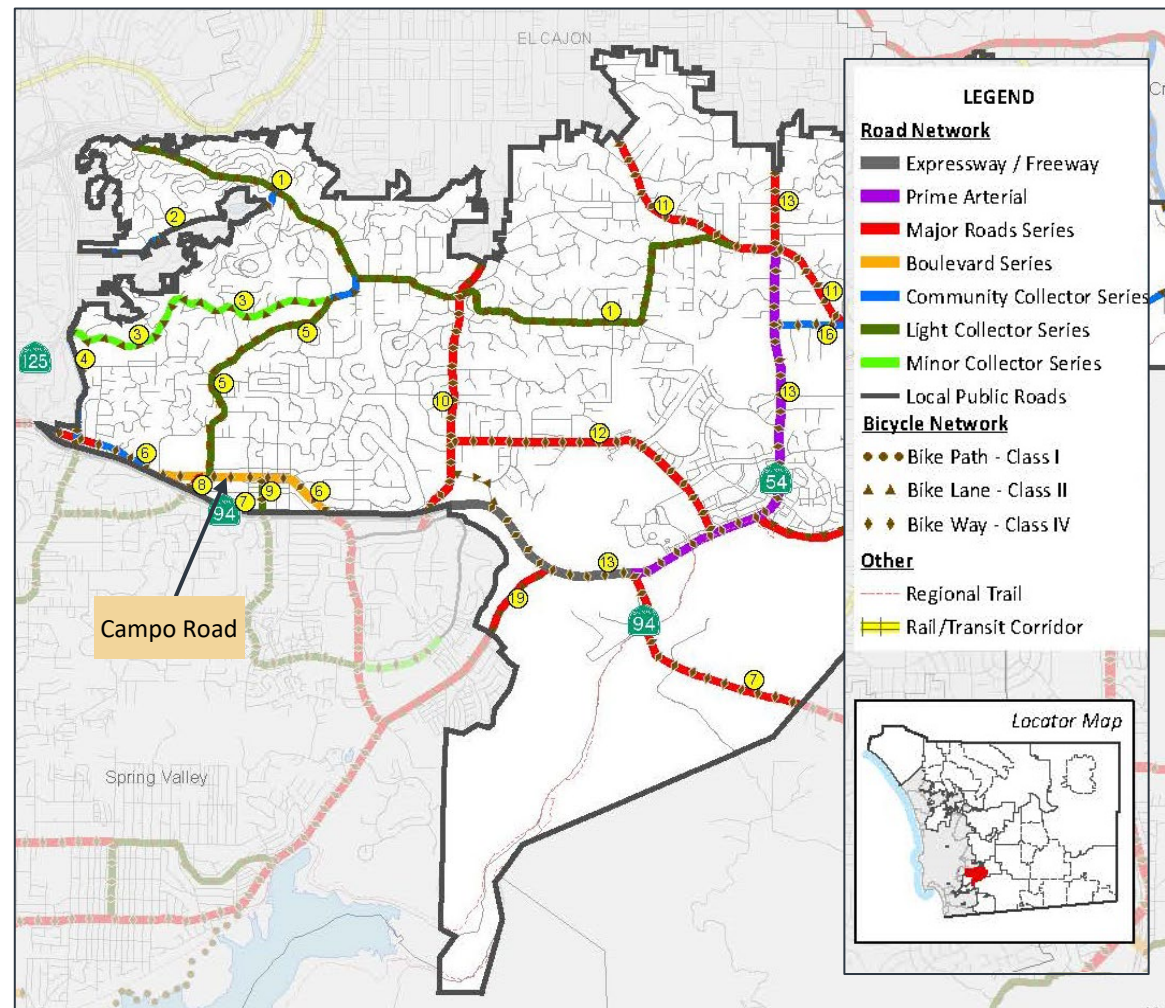
- Encourage the development of commercial business in compact configurations and discourage "strip" commercial developments.
- Require neighborhood clustered shopping areas to provide pedestrian orientation and meet strict design controls.

- Require the front yard to be a minimum 10-foot depth from the street right-of-way (ROW) for multi-family developments.

The Specific Plan incorporates the intent of these recommendations for the Corridor and

the overall vision of revitalizing the Corridor as a vibrant commercial area and high-quality and attractive residential uses is consistent with the Community Plan.

Figure 9: Valle de Oro Mobility Element Network



Source: San Diego County General Plan

4.3 County Active Transportation Plan

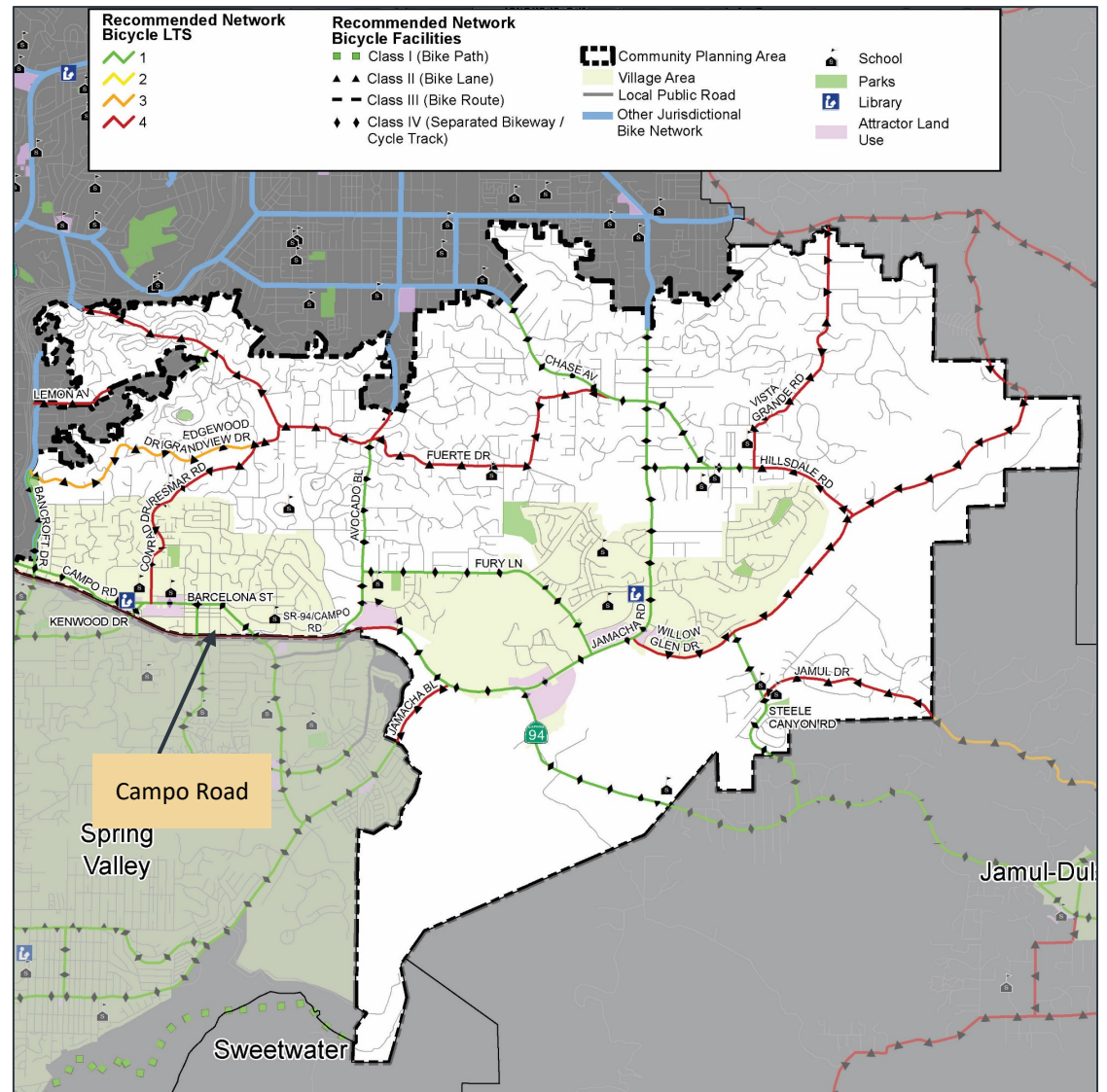
The County's Active Transportation Plan (ATP) designates Campo Road as a General Plan Mobility Element roadway. However, despite its inclusion in the ATP and designation as a Mobility Element road, Campo Road lacks many of the features necessary to travel comfortably and safely by foot, bike, or bus. Existing conditions within the Corridor documented in 2020 include varied sidewalks, pedestrian ramps, and marked crosswalks. However, the ATP identifies the excessive number of curb cuts and driveways along Campo Road (over 70 in a 0.6-mile stretch). Such conditions result in a high level of pedestrian and bicyclist stress for users within the Corridor. Additionally, crosswalks are provided across Campo Road and not the other minor streets.

The study area is actively served by public transit and supports 14 bus stops along Campo Road. Many bus stops have shelters or maps/wayfinding information; however, seating and lighting are varied.

Under current conditions, Class II bike lanes are provided on Kenwood Drive and on Campo Road on both sides of the street. The ATP identifies a Class IV cycle tracks along Campo Road, as shown in **Figure 10**. The inclusion of bicycle facilities on Campo Road in the County's ATP represents conditions at full buildout.

The Specific Plan deviates from the ATP recommendation to provide a Class IV cycle track and instead provides a Class II buffered bike lane. The reasoning for this deviation is provided under Bike Facilities strategy on Chapter 2 of Specific Plan.

Figure 10: County Active Transportation Plan



Source: San Diego County Active Transportation Plan

4.4 SANDAG Smart Growth Opportunity Map

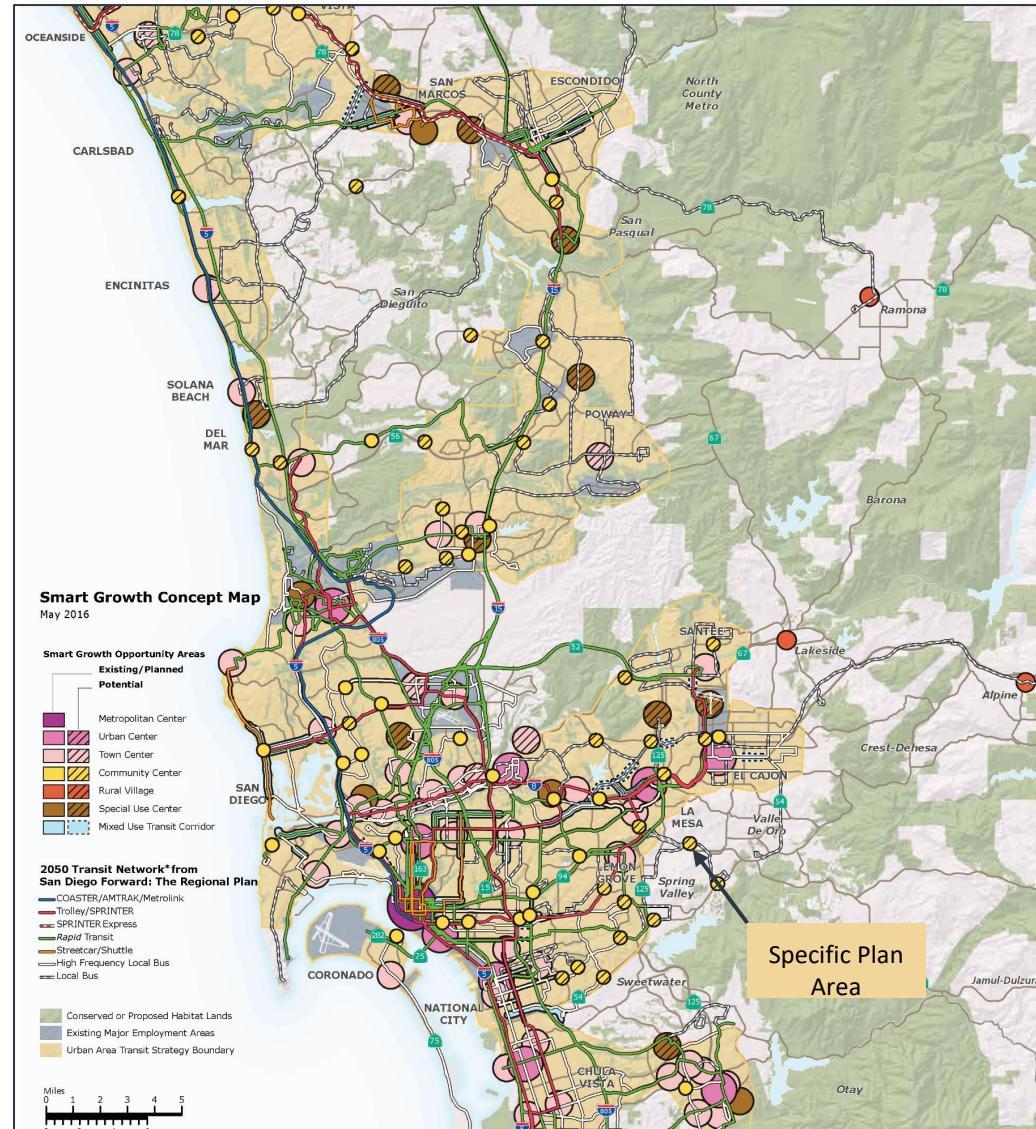
SANDAG's Regional Comprehensive Plan (RCP) for the San Diego region was adopted in 2004. The RCP was incorporated into San Diego Forward: The Regional Plan and provides guidance for future development within the San Diego region, based on smart growth and sustainability concepts. The RCP addresses integrating land use, transportation and infrastructure systems, and public investment strategies within a regional smart growth framework.

The RCP preparation included developing a smart growth concept map identifying existing, planned, and potential smart growth areas. Smart growth is generally characterized by higher-density, more compact development in urbanized areas that are walkable and bike-friendly, is within proximity to public transit, and incorporate good community design principles.

As stated, this specific plan's preparation was funded by a SANDAG Smart Growth Incentive Planning Grant. The SANDAG Concept Map identifies potential Smart Growth Opportunity Areas, including over 200 locations in seven smart growth categories identified in the RCP. SANDAG identifies the Specific Plan Area as a Potential Community Center (CN-11), as shown in **Figure 11**.

The Specific Plan has been prepared in accordance with such smart growth principles and is intended to create a vibrant and accessible community center in the heart of East County.

Figure 11: SANDAG Smart Growth Opportunity Map



Source: San Diego County Regional Comprehensive Plan (RCP)

4.5 SANDAG Regional Transportation Plan (RTP)

The 2030 San Diego Regional Transportation Plan: Pathways for the Future (RTP) was adopted by the SANDAG Board of Directors in 2007. The RTP provides a growth forecast for the San Diego region and aims to achieve a transportation system that enhances the quality of life and meets the region's mobility needs now and in the future. The 2030 RTP represents the transportation component of the RCP.

The Specific Plan intends to provide guidance to achieve smart growth principles acknowledged in the RTP, strengthening the land use—transportation connection and recognizing the need to coordinate transportation infrastructure and services with land use planning to reduce traffic congestion, improve mobility, and enhance the quality of life. The Specific Plan provides a means for connecting transit and roadway improvements to existing and future land uses in the Corridor, such as additional residential and commercial uses within proximity to schools, work, shopping, and other activities, as development occurs over time.

4.6 County of San Diego Zoning Ordinance

The Specific Plan would take precedence over design requirements identified in the County Zoning Ordinance unless otherwise specified in the Specific Plan. The development standards and design guidelines will provide key objectives related to desired types of business and business development, permitted land uses, development regulations, and design guidance. Except where superseded by this Specific Plan, requirements of the County Zoning Ordinance apply.

The Specific Plan will be adopted by the County Board of Supervisors, in concurrence with General Plan and Zoning Amendment.

4.7 CEQA Compliance

A CEQA analysis was conducted according to the County's Environmental Review Update Checklist Form for Projects with Previously Approved Environmental Documents (15162/15164 Checklist) to evaluate potential impacts resulting from the implementation of the Specific Plan. It was determined that the certified Final Environmental Impact Report

(EIR) previously prepared to evaluate the General Plan Update (GPU) adequately covers the Specific Plan's potential impacts. Therefore, an Addendum to the Final EIR was determined to be the appropriate CEQA document to analyze the Specific Plan. The Addendum concluded that, since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more significant effects.

The Specific Plan is intended for planning purposes and does not itself require discretionary permits (i.e., building or grading permits) or improvement plans (i.e., Site Plan) for implementation. However, future individual development projects proposed within the Corridor would be subject to further discretionary review and approval by the County, as applicable, to evaluate potential short- and/or long-term impacts. Such future development would be evaluated for conformance with applicable local, state, and federal requirements, as appropriate at the time of consideration, to assess the potential for any new impacts outside the scope of the GPU EIR not previously considered.