

EXHIBIT 31

CHAPTER S.0 SUMMARY

This Environmental Impact Report (EIR) is an informational document intended for use by the County of San Diego (County), other public agencies, and the general public in evaluating the potential environmental effects of implementing the proposed Newland Sierra Project (project) and alternatives, and the mitigation measures recommended to avoid or minimize the identified significant environmental effects. Summary tables are used to describe the significant environmental effects resulting from the project and alternatives, and to summarize the recommended mitigation measures. Figures are also provided throughout the EIR to depict key aspects of the project and alternatives.

The objective of this Summary is to provide a brief but comprehensive description of the project, the required project approvals, the impacts, alternatives, areas of controversy, issues to be resolved, impacts, and recommended mitigation measures. The Summary is not intended to replace the EIR text or the important information presented in technical appendices; rather, the EIR and appendices contain this more detailed information.

The County is the lead agency under the California Environmental Quality Act (CEQA) for preparation and certification of this EIR for the requested discretionary project approvals. The County has exercised, and will continue to exercise, its independent judgment and discretion in evaluating the project, the impacts, the alternatives, and the proposed mitigation measures prior to taking any final actions with regard to the project. Based on its evaluation to date, the County has completed the EIR in compliance with CEQA, the State CEQA Guidelines, and the County's CEQA Guidelines and other published guidelines for implementing CEQA. The project applicant is Newland Sierra LLC.

S.1 Description

Project Description

The proposed project is a planned community of residential, commercial, educational, park, and open space uses on 1,985 acres with associated improvements to infrastructure and public facilities and other amenities. Approximately 1,209 acres, or 61 percent of the project, would be dedicated as onsite open space and another 212 acres would be dedicated as offsite open space, for a total of approximately 1,421 acres of dedicated, permanent, and managed open space preserve (equivalent to 72 percent of the project acreage). The Community is the first large-scale planned community in San Diego County to achieve a 100 percent reduction in the project's construction and operational GHG emissions. The County General Plan Community Development Model guided the design and development pattern of the seven interrelated neighborhoods (also referred to as planning areas) with 2,135 residential dwelling units, as

shown in Figure 1-1, Specific Plan Map, in Chapter 1. The highest densities and greatest diversity of land uses are located in the project's Town Center neighborhood. The Town Center includes a maximum of 81,000 square feet of neighborhood-serving commercial uses, 95 multi-family housing units, a 6-acre school site, and park uses. The Community's remaining six neighborhoods include the balance of the project's homes along with community open space, parks, scenic overlooks, bike lanes, community gardens and vineyards, and walkable trails and pathways. The framework of the project is informed by the prominent landforms and watershed patterns found within the project boundary. Preservation and integration of the project's unique landscape character and signature boulders set the tone for the two primary access roads and continues as a common theme throughout the project Site.

Project Location

The project is within the North County Metropolitan Subregional Plan area in the unincorporated portion of the San Diego County. Located within the inland area of North San Diego County, the project Site is close to several North County cities. The cities of Escondido and San Marcos are approximately 1 mile south of the project Site, the city of Vista is approximately 3 miles west of the project Site, the city of Oceanside is approximately 5 miles northwest of the project Site, and the city of Carlsbad is approximately 7 miles southwest of the project Site, as shown in Figure 1-35, Regional Location Map., as shown in Figure 1-35, Regional Location Map, in Chapter 1. The Site is also located near Cal State San Marcos and Palomar College, and six Sprinter stations are within 6 miles of the project Site: (1) the Escondido Transit Center, (2) Nordahl Road Station, (3) the Cal State San Marcos Station, (4) the San Marcos Civic Center Station, (5) the Palomar College Station, and (6) the Buena Creek Station.

The North County Metropolitan Subregional Plan area is composed of areas interspersed among the cities of Escondido, San Diego, San Marcos, Vista, and Oceanside, with the most easterly portion adjacent to Valley Center. This Subregional Plan area also includes the communities of Hidden Meadows and Twin Oaks. The Hidden Meadows community is approximately 10,177 acres in size and located east of Interstate 15 (I-15), adjacent to Valley Center to the north and portions of the city of Escondido to the south and east. The Twins Oaks community is approximately 7,835 acres in size and located west of I-15, adjacent to the Bonsall to the north and the cities of Escondido and San Marcos to the south, as well to as a small portion of the city of Vista to the west. The Bonsall community is approximately 21,042 acres in size and bordered by the Fallbrook community to the north, the city of Oceanside to the west, the Valley Center community to the east, and the North County Metropolitan Subregion and city of Vista to the south. The majority of the project area (1,888 acres) is located in the Twin Oaks community, with a small portion (97 acres) situated in the Bonsall community. The project is directly west of I-15, north of State Route 78 (SR-78), and south of State Route 76 (SR-76)-, as shown in Figure 1-36, Vicinity Map, in Chapter 1.

functions and values. Additionally, the project's 212-acre off-site permanent preserve area would not be conserved.

S.5.2 Existing General Plan Alternative

The Existing General Plan Alternative is depicted in Figure 4-2 in Chapter 4 of this EIR. Under this alternative, the project Site would be developed under existing General Plan land use designations. Based on the acreages and the existing General Plan Land Use Element land use designations, the project Site would allow approximately 99 single-family residential dwelling units and 2,008,116 square feet of commercial space with associated roadways and fuel modification zones. The distribution of the 99 single-family residential dwelling units was informed by compliance with the County's Conservation Subdivision Ordinance.

Compared to the proposed project, only 2.4 acres of private parks would be provided; open space would decrease by approximately 273 acres; the disturbed area would increase by approximately 273 acres; and grading would decrease by approximately 9,723,000 cubic yards of cut and would be balanced on-site. Sarver Lane would be required to be improved to the County's Rural Residential Road Standard with a 48-foot-wide right-of-way, and Deer Springs Road would be required to be improved as proposed under the project.

S.5.3 Newland Sierra Parkway Alternative A

During the EIR NOP and public scoping process, Golden Door Properties, LLC requested that the EIR address Newland Sierra Parkway Alternative A. Approximately 1 year later, Golden Door Properties, LLC also submitted a letter addressing this alternative (and other options described below), accompanied by engineering information from Delane Engineering. According to Delane Engineering, the "goal" of this alternative is to "study alternatives to widening Deer Springs Road by instead maximizing the use of Newland-owned property for build-out of a major arterial."

This alternative is depicted in Figure 4-3 in Chapter 4 of this EIR. In this alternative, a four-lane Major Road (referred to as Newland Sierra Parkway, designed as a 4.1A Major Road with Raised Median requiring a maximum right-of-way of 100 feet and maximum curb-to-curb width of 78 feet) would be constructed generally along the southern edge of the project Site, north of and parallel to the existing Deer Springs Road. Newland Sierra Parkway would connect Sarver Lane to the project entrance at Mesa Rock Road in the Town Center planning area and be sized and designed to accommodate the existing traffic along Deer Springs Road, project traffic, and future cumulative traffic that would otherwise use Deer Springs Road. Other road improvements would include an improved intersection at the Sarver Lane/Deer Springs Road intersection.