FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

PROJECT EIR
CAMPUS PARK PROJECT

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL7,
S 07-030, S 07-031, LOG No. 03-02-059
State Clearinghouse No. 2005011092

LEAD AGENCY:

COUNTY OF SAN DIEGO
DEPARTMENT OF PLANNING AND LAND USE
5201 RUFFIN ROAD, SUITE B
SAN DIEGO, CA 92123

MAY 11, 2011

This Environmental Impact Report was Certified by the

County of San Diego Board of Supervisors (Decision-Making Body) on May 11, 2011 (Date)

J. ERIC GIBSON, Director

County of San Diego Department of Planning and Land Use

Errata #1

This Errata contains revisions/edits to the following two documents associated with the Campus Park Project, Item #1 - the Final Campus Park EIR and the Vesting Tentative Map Conditions of Approval (TM5338 RPL[7]).

Final Campus Park EIR

SUMMARY OF CAMPUS PARK EIR MODIFICATIONS TO BE INCORPORATED INTO THE FINAL EIR FOLLOWING BOARD CONSIDERATION

Following public review, in late January 2011, just prior to Palomar College's site preparation for road grading work, a private citizen removed a tree and unearthed bone fragments within Horse Ranch Creek Road right of way. The County Coroner determined that it is probable that the fragments are Native American human remains. Based on this determination, the California Native American Heritage Commission (NAHC) has identified the San Luis Rey Band of Mission Indians as the Most Likely Descendent. Furthermore, the NAHC has determined the area to be a "Sacred Site." Given this recent determination, the Tribe has raised concerns over the adequacy of the mitigation and is requesting that the road be relocated and the area avoided.

As a result, the Final EIR has been amended to include the latest information regarding cultural resources as follows:

Subchapter 3.4, Cultural Resources

- Page 3.4-4, Section 3.4.1 Existing Conditions, *Off-site Significant Cultural Resources,* the following text will be added after the last paragraph under this section:

  In late January 2011, just prior to Palomar College's site preparation for the planned Horse Ranch Creek Road grading work, human remains were identified when a private citizen removed a tree. The human remains were located within the road right-of-way (ROW) of the approved Horse Ranch Creek Road (approval under Palomar College L-Grade permit) in the vicinity of SR-76. The County Coroner was contacted and they determined that the human remains are potentially Native American. Based on this determination, the Native American Heritage Commission (NAHC) was contacted and they identified the Most Likely Descendent (MLD) as the San Luis Rey Band of Mission Indians (SLRBMI). In addition, the NAHC determined that the area is a "Sacred Site". The protocols and mitigation that are required in the event that human remains are discovered as specified in the environmental document that was certified by Palomar College and as required under State Law have been followed.

  Horse Ranch Creek Road is to be constructed by Palomar College. An L-Grade permit has been approved by the County of San Diego. L-Grade permits are exempt from the RPO.

- Page 3.4-4, Section 3.4.1 Existing Conditions, *Native American Consultation*, the following text will be added after the last paragraph under this section:

  Since the discovery of human remains in late January 2011, consultation as required under CEQA Section 15064.5(e) has taken place. Protocols and requirements as identified in the environmental document certified by Palomar College and as required under CEQA and State Law have been followed. The Palomar College project anticipated the discovery of cultural resources as part of the development of the project. As such, mitigation for the unforeseen

discovery of buried resources was made a condition of approval. Similarly, Campus Park will be conditioned with the same requirements.

- Page 3.4-6, Section 3.4.3, *Human Remains (Guideline No. 1c),* the impact has been revised to state:

  No human remains were discovered during the site surveys. However, in late January 2011, just prior to Palomar College's site preparation for the planned Horse Ranch Creek Road grading work, remains were identified when a private citizen removed a tree. ~~Although unlikely, if human remains are unearthed during grading activities, a significant impact would occur.~~ As such, the potential for discovery of further human remains is likely, and a **significant impact** would occur from such discovery. **(Impact CR-1d)**

- Page 3.4-12, Section 3.4.7, Conclusion, was revised as follows:

  The Proposed Project may have significant impacts if unknown artifact deposits or human remains are uncovered or unearthed during brushing and initial grading activities (Impacts CR-1a through 1d). Implementation of the above-described monitoring program (M-CR-1a, 1b, and 1d) and temporary fencing plan (M-CR-1c) would ensure that no significant impacts to prehistoric or historic resources would occur as a result of Project development, thereby also ensuring compliance with CEQA, the County of San Diego Report Format and Content Guidelines – Cultural Resources (December 5, 2007), and California Government Code Section 65352.3 (Senate Bill 18). The recent discovery of human remains does not change either the significance or the mitigation regarding unknown artifacts. This is because the protocols and requirements, as required under CEQA and State Law, have been followed and will be in place should further remains and/or artifacts be discovered. Such protocols and requirements set forth the necessary legal steps that are followed in the event of the discovery of artifacts or human remains, ensuring that appropriate mitigation is followed pursuant to State law. As required by the monitoring program (M-CR-1a, 1b, and 1d), in the event that further human remains or artifacts are unearthed during grading activities, the County Coroner and the NAHC would be contacted to ensure the proper steps are taken. Based on assessed significance, the discovered site would be avoided or recovery would be allowed and not destroyed during Project grading. Implementation of these mitigation measures would reduce the potentially significant impacts to less than significant levels, because they would ensure that relevant information contained in the archaeological record, which is important in understanding prehistory and history, is preserved.

Chapter 5.0, Alternatives to the Proposed Project

The following alternatives analyze potential impacts specific to possible realignment and/or reconfiguration of Horse Ranch Creek Road, compared with the currently proposed alignment under the Proposed Project.

(1) Raised Elevation of Horse Ranch Creek Road Alternative

Under this Alternative, the project would be conditioned to elevate the profile of Horse Ranch Creek Road by roughly two to six feet over the area of concern in order to reduce the need for further excavation. All other aspects of the Proposed Project would remain the same.

Comparison of the Effects of the Raised Elevation Alternative to the Proposed Project

The anticipated environmental effects resulting from the Raised Elevation Alternative are described below. A comparison of the impacts resulting from the Raised Elevation Alternative and the Proposed Project is shown in Table 5-2.

Aesthetics

Under the Raised Elevation Alternative, the only deviation from the development of the Proposed Project would be the elevation of Horse Ranch Creek Road by two to six feet in certain locations. While raising the road would make the road slightly more visible to viewers from SR 76 and future on and off-site residents, aesthetic impacts would be similar to the Proposed Project for this issue.

Transportation/Traffic

Under the Raised Elevation Alternative, the only deviation from the development of the Proposed Project would be the elevation of Horse Ranch Creek Road by two to six feet in certain locations. Development of the Raised Elevation Alternative would result in the same land uses under the Proposed Project, and would therefore, generate the same number of ADT (Average Daily Trips). The elevated road would be subject to the same public road design standards as the Proposed Project and would be designed to meet sight distance requirements. Therefore, the implementation of this alternative would not result in an increase in traffic safety standards compared to the Proposed Project. Accordingly, impacts under this alternative would be similar to the Proposed Project for this issue.

Air Quality

Under the Raised Elevation Alternative, the only deviation from the development of the Proposed Project would be the elevation of Horse Ranch Creek Road by two to six feet in certain locations. Development of the Raised Elevation Alternative would result in the same land uses under the Proposed Project and would therefore, generate the same emissions. Accordingly, this alternative would be similar to the Proposed Project for this issue.

Noise

Development of the Raised Elevation Alternative would be expected to result in similar noise impacts compared to the Proposed Project because development of the alternative would result in the same land uses. By elevating the road, noise impacts may increase due to the lack of interruption in the transmission path (e.g. elevated road would be above existing noise attenuation factors such as existing landscaping or topography). While the elevated road might increase noise and vibration impacts to the future adjacent residents off-site, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, impacts associated with this alternative would be similar to those associated with the Proposed Project.

Geology/Paleontology

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative; however, grading and excavation would be reduced in the areas of concern. Therefore, overall impacts associated with this alternative would be less than those associated with the Proposed Project.

Biological Resources

Under the Raised Elevation Alternative, the only deviation from the development of the Proposed Project would be the elevation of Horse Ranch Creek Road by two to six feet in certain locations. The impacted area would remain the same. Therefore, impacts associated with this alternative would be the same as those associated with the Proposed Project.

Cultural Resources

Under this alternative, Horse Ranch Creek Road would be elevated by two to six feet to avoid further grading activities. Elevating the road with fill material would minimize potential impacts to unknown cultural resources identified under the Proposed Project. Therefore, overall impacts associated with this alternative would be less than those associated with the Proposed Project.

Conclusion

The Raised Elevation would lessen unanticipated but possible geological/paleontological and cultural resources impacts associated with the Project. Environmental impacts would be similar for the issues of aesthetics, traffic/transportation, air quality, noise and biological resources. The Raised Elevation Alternative would meet Proposed Project objectives detailed in Subchapter 5.1 above.

(2) Western Alignment for Horse Ranch Creek Road Alternative

Under this Alternative, Horse Ranch Creek Road would be realigned approximately 450 feet west of the current alignment, in order to avoid cultural resources. All other aspects of the Proposed Project would remain the same.

Comparison of the Effects of the Western Alignment Alternative to the Proposed Project

The anticipated environmental effects resulting from Western Alignment Alternative are described below. A comparison of the impacts resulting from the Western Alignment Alternative and the Proposed Project is shown in Table 5-2.

Aesthetics

Under the Western Alignment Alternative, the only deviation from the development of the Proposed Project would be the realignment of Horse Ranch Creek Road west by approximately 450 feet. Viewer response and sensitivity would not change as analyzed under the Proposed Project. Therefore, aesthetic impacts would be similar to the Proposed Project for this issue.

Transportation/Traffic

Under the Western Alignment Alternative, the only deviation from the development of the Proposed Project would be the realignment of Horse Ranch Creek Road west by approximately 450 feet, 1000 feet from Pankey Road. Development of the Western Alignment Alternative would result in the same land uses under the Proposed Project and would therefore, generate the same number of ADT. CALTRANs would require a minimum of a ½ mile separation between intersections. The Western Alignment Alternative would not meet that standard. Therefore, the realignment may result in an increase in traffic safety impacts due to a conflict with minimum separation requirements.

Air Quality

Under the Western Alignment Alternative, the only deviation from the development of the Proposed Project would be the realignment of Horse Ranch Creek Road west by approximately 450 feet. Development of the Western Alignment Alternative would result in the same land uses under the Proposed Project and would therefore, generate the same emissions. Accordingly, this alternative may be similar to the Proposed Project for this issue.

Noise

Development of the Western Alignment Alternative would be expected to result in similar noise impacts compared the Proposed Project because development of the alternative would result in the same land uses. While the realigned road might also result in noise and vibration impacts to the future adjacent residents off-site, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, impacts associated with this alternative would be similar than those associated with the Proposed Project.

Geology/Paleontology

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative. Therefore, overall impacts associated with this alternative would be similar to those associated with the Proposed Project.

Biological Resources

The Western Alignment Alternative would realign Horse Ranch Creek Road 450 feet west, into areas planned for residential development under the adjacent Meadowood Project. An exact alignment has not been chosen and further environmental review would be required. However, preliminary assessment indicates that the realignment 450 feet west would impact similar habitat as the proposed alignment (Final EIR, Figure 3.3-5). Impacted habitats would include orchards, coast live oak woodland, pasture and non-native grassland. Therefore, impacts associated with this alternative would be similar to those associated with the Proposed Project.

Cultural Resources

The Western Alignment Alternative would realign Horse Ranch Creek Road 450 feet west, into areas planned for residential development under the adjacent Meadowood Project. An exact alignment has not been chosen and further environmental review would be required if this alignment is chosen. Earth-moving activities associated with the Western Alignment Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that potentially significant impacts to prehistoric or historic resources occurring as a result of alternative implementation would be mitigated to less than significant levels. Impacts for this issue would be similar to those identified for the Proposed Project.

Conclusion

The Western Alignment Alternative would not significantly reduce any impacts associated with the Proposed Project. Environmental impacts would be similar for the issues of aesthetics, air quality, noise, geology/paleontology, biological resources, and cultural resources. Impact to traffic/transportation would

be increased over the Proposed Project due to conflicts with CALTRANs minimum specification requirements. The Western Alignment Alternative would meet Proposed Project objectives detailed in Subchapter 5.1 above.

(3) Reconfiguration of Horse Ranch Creek Road Alternative

Under this Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR 76), would be eliminated in order to further avoid potential cultural resources and the area of concern. The reconfiguration would direct traffic to Pankey Place and Pankey Road to SR 76 and would cause Pankey Place to be widened from a two-lane road to a four-lane road to accommodate the additional traffic. The intersection of SR 76 and Pankey Road would need significant improvements to accommodate additional traffic not anticipated under the road configuration for the Proposed Project. Land uses for both the Proposed Project and the Meadowood Project would be reduced by approximately 300 to 650 single-family homes or 500 to 1,000 multi-family homes (or a combination of a reduction in commercial and residential).

Comparison of the Effects of the Reconfiguration Alignment Alternative to the Proposed Project

The anticipated environmental effects resulting from Reconfiguration Alignment Alternative are described below. A comparison of the impacts resulting from the Reconfiguration Alignment Alternative and the Proposed Project is shown in Table 5-2.

Aesthetics

Under the Reconfiguration Alignment Alternative, land uses would be reduced by approximately 300 to 650 single-family or 500 to 1,000 multi-family residential units[1] (or a combination of a reduction in commercial and residential). The reduction of residential units may reduce visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape. However, development of this alternative would still change the visual character of the area. Therefore, impacts to aesthetics overall would be similar to the Proposed Project.

Transportation/Traffic

Under the Reconfiguration Alignment Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR 76), would be eliminated. The reconfiguration would direct traffic to Pankey Place and Pankey Road to SR 76 and would cause Pankey Place to be widened from a two-lane road to a four-lane road to accommodate the additional traffic. The intersection of SR 76 and Pankey Road would need significant improvements to accommodate additional traffic not anticipated under the road configuration for the Proposed Project. Due to the funneling of project direct and cumulative traffic towards one intersection (Pankey Road and SR 76) rather than two intersections as analyzed under the Proposed Project, it is possible that road segments operation levels would decline and significant traffic impacts would be greater than those assessed under the Proposed Project.

Air Quality

Under the Reconfiguration Alignment Alternative, land uses would be reduced and the air emissions associated with construction and operation of the proposed project would decrease. Accordingly, this alternative may reduce impacts to air quality compared to the Proposed Project.

[1] The reduction of land uses would be required for both the Proposed Project and the adjacent project Meadowood.

Noise

Under the Reconfiguration Alignment Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR 76), would be eliminated. While the reconfigured road might also result in noise and vibration impacts to the future adjacent residents off-site, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, impacts associated with this alternative would be similar than those associated with the Proposed Project.

Geology/Paleontology

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative. Therefore, overall impacts associated with this alternative would be similar to those associated with the Proposed Project.

Biological Resources

Under this Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR 76), would be eliminated. The reconfiguration would direct traffic to Pankey Place and Pankey Road to SR 76 and would cause Pankey Place to be widened from a two-lane road to a four-lane road to accommodate the additional traffic. The intersection of SR 76 and Pankey Road would need significant improvements to accommodate additional traffic not anticipated under the road configuration for the Proposed Project. The widening of Pankey Place and intersection improvements to SR 76/Pankey Road would both cause an increase in impacts to riparian and wetland vegetation habitat. In addition, there would be an increase in indirect impacts to sensitive species due to the increase in traffic and widening of Pankey Place. Therefore, overall impacts associated with this alternative would be greater than those associated with the Proposed Project.

Cultural Resources

Under this Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR 76), would be eliminated in order to further avoid potential cultural resources and the area of concern. Earth-moving activities associated with the Reconfiguration Alignment Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that potentially significant impacts to prehistoric or historic resources occurring as a result of alternative implementation would be mitigated to less than significant levels. Impacts for this issue may be less than those identified for the Proposed Project.

Conclusion

The Reconfiguration Alignment Alternative may avoid unanticipated but possible cultural resources impacts associated with the Project. In addition, due to the significant reduction in land uses, air quality impacts would also be reduced due to reduced emissions. Traffic/Transportation impacts would be increased under this alternative due to the elimination of the segment and intersection of Horse Ranch Creek Road and SR 76. Project and cumulative traffic would be directed to one intersection along SR 76 and likely cause the segments and intersections to operate at failing levels (with or without the reduction in land uses). Biological impacts would be increased due to road improvements and increased traffic. These improvements would increase direct and indirect impacts to sensitive wetland habitats and species. Environmental impacts would be similar for the issues of aesthetics, noise, and geology/ paleontology.

The Reconfiguration Alternative would meet the majority of the Project objectives. Dependent upon final design, this alternative would result in a reduction of single-family, multi-family and/or commercial uses. Therefore, this alternative would fail to meet Proposed Project objective 3; development of a variety of single- and multi-family housing types and objective 4; provision of convenient, community-serving commercial uses within a Town Center.

Table 5-2
COMPARISON OF HORSE RANCH CREEK ROAD ALTERNATIVE IMPACTS TO PROPOSED PROJECT IMPACTS

Environmental Issue	Proposed Project	Raised Road	Western Alignment	Reconfigured Alignment
Aesthetics	SU[2] Temporary and Cumulative	Similar	Similar	Similar
Transportation/Traffic	SU	Similar	Greater	Greater
Air Quality	SU Temporary	Similar	Similar	Less
Noise	SM[3]	Similar	Similar	Similar
Geology/Paleontology	SM	Less	Similar	Similar
Biological Resources	SM	Similar	Similar	Greater
Cultural Resources	SM	Less	Similar	Less

[2] Significant unmitigated impact.
[3] Significant and mitigated impact.

VTM 5338, RPL[7] Condition 1.f, Page 109 Staff Report:

f. Prior to the approval of the first Final Map (irrespective of the Phase #, Unit #, or ownership of the area covered by that Final Map) for any unit of this project that, together with traffic from prior approved Final Map(s) and other traffic, generates a combined ADT of 16,180 or more as determined by an updated focus traffic study, which shall be prepared by the applicant or its successors and assigns, using SANDAG Trip Generation Rates, based on already recorded lots at that time, improve or agree to improve and provide security for on- and off-site **Horse Ranch Creek Road** from an acceptable Tee intersection with State Route 76 northwesterly to **Baltimore Oriole Road** within the right-of-way easement described in the following documents: 2011-0017036, 2011-0017038, 2011-0017039 and 2011-0017040, all recorded on January 11, 2011. Unless the County Board of Supervisors has previously approved a change to the alignment of Horse Ranch Creek Road, any changes to the road alignment outside the easement identified in the mentioned recorded right-of-way documents shall require processing of a Revised Tentative Map in accordance with Sections 81.315, 81.316 and 81.317 of the Subdivision Ordinance, and the applicant shall process vacation of the unused portion of the existing dedicated right-of-way easements. Horse Ranch Creek shall be improved to the following standard: Public Boulevard Road with Raised Median Standards to a graded width of one hundred six feet (106') with seventy-eight feet (78') of asphalt concrete pavement over approved base with Portland cement concrete curb, gutter and sidewalk with face of curb at thirty-nine feet (39') from centerline. Construct a fourteen foot (14') wide raised median with concrete curbs with face of median curb at seven feet (7') from centerline, including transition northerly to existing Pankey Road improvements. Provide additional grading and paving as required to provide additional left- and right turn lanes, and pathways or trails. Provide traffic signals when traffic warrants are met, and provide transitions on- and off-site. Improvements shall include an all-weather, 100-year flood free roadway along adjoining or crossing portions of Horse Ranch Creek. Please show the proposed access locations for Palomar College North Education Center (which has an approved EIR) and provide intersectional separations and operations with the TM 5338 (and TM 5354) accesses according to the Public Road Standards. Provide transitions to existing Pankey Road to the north. Provide road widenings to accommodate any project related truck traffic northbound on Horse Ranch Creek Road (extending northerly on Pankey Road and westerly on Stewart Canyon Road onto south and northbound Old Highway 395. All of the above shall be to the satisfaction of Caltrans and the Director of Public Works.

VTM 5338, RPL[7] Condition 1.ss, Page 120 Staff Report:

ss. Prior to the approval of the first Final Map (irrespective of the Phase #, Unit #, or ownership of the area covered by that Final Map) improve or agree to improve and provide security for on- and off-site **Horse Ranch Creek Road** from an acceptable Tee intersection with State Route 76 northwesterly to **Baltimore Oriole Road** within the right-of-way easement described in the following documents: 2011-0017036, 2011-0017038, 2011-0017039 and 2011-0017040, all recorded on January 11, 2011.

Unless the County Board of Supervisors has previously approved a change to the alignment of Horse Ranch Creek Road, any changes to the road alignment outside the easement identified in the mentioned recorded right-of-way documents shall require processing of a Revised Tentative Map in accordance with Sections 81.315, 81.316 and 81.317 of the Subdivision Ordinance, and the applicant shall process vacation of the unused portion of the existing dedicated right-of-way easements. Horse Ranch Creek Road shall be improved to the following standard: Interim Public Roads Boulevard Standard to a graded width of one hundred and six feet (106') and sixteen foot (16') wide trail easement with thirty two feet (32') of asphalt concrete pavement over approved base with Portland cement concrete curb, gutter, meandering trail easement, adjacent to the public road easement, on the west side of the centerline with face of curb at thirty nine feet (39') from the centerline and asphalt concrete berm and walkway on the east side of the centerline. The ten-foot (10') wide meandering trail shall be constructed with decomposed granite (DG). Provide additional grading and paving as required to provide additional left- and right turn lanes, and pathways or trails. Provide traffic signals when traffic warrants are met, and provide transitions on- and off-site. Improvements shall include an all-weather, 100-year flood free roadway along adjoining or crossing portions of Horse Ranch Creek. Please show the proposed access locations for Palomar College North Education Center (which has an approved EIR) and provide intersectional separations and operations with the VTM 5338 RPL[7] (and VTM 5354) accesses according to the Public Road Standards. Provide transitions to existing Pankey Road to the north. Provide road widenings to accommodate any project related truck traffic northbound on Horse Ranch Creek Road (extending northerly on Pankey Road and westerly on Stewart Canyon Road onto south and northbound Old Highway 395). All of the above shall be to the satisfaction of Caltrans and the Director of Public Works.

Errata #2

This Errata includes additional pages of the General Plan Amendment Resolution, Attachment B, Exhibit B (pages 89A-89G of staff report).

EXHIBIT B (Cont.)

APPENDIX 1

INTERSTATE 15/HIGHWAY 76/INTERCHANGE MASTER SPECIFIC PLAN

GENERAL DESCRIPTION

The Interstate 15/Highway 76 Master Specific Plan Area (MSPA) contains approximately 1,178 acres of land located within the four quadrants of the I-15/SR 76 interchange area. Because of its location at the intersection of an Interstate Highway and a major State Highway, it is anticipated that this area will become a logical node of future development. The principal land use components of the proposed plan include the adopted Campus Park/Hewlett Packard industrial/research park Specific Plan, as modified by the Campus Park Specific Plan Amendment for 416.1 acres. ~~a possible modification of the "Pappas" ownership in that Specific Plan to convert approximately 100 acres of mobilehome park to an industrial/research park use (with a similar type of development as proposed on the Hewlett-Packard Park ownership) or to retain it for residential uses. Also proposed are~~ Land uses in the MSPA include residential areas to meet some of the anticipated housing needs of the community ~~and the industrial park~~, professional office areas, supporting neighborhood commercial areas, parks, trails and open space. The overall residential density of the ~~proposed plan~~ Campus Park Specific Plan Amendment area would be ~~.81~~ 1.9 dwelling unit per acre, based on the total acreage within the ~~Master Plan Specific Plan Area~~ Specific Plan Amendment Area, with a maximum of ~~956~~ 751 dwelling units. ~~Considering only the areas designated for residential uses (and deleting the 270 lots on 98 acres from TM4249-1); see below), the resulting density would be 1.73 dwelling units per acre.~~ Additional residential units may be proposed in other portions of the MSPA, as described below under "Recommended Master Specific Plan Land Uses". No "clustering" of residential uses would be allowed beyond that already authorized in approved maps, permits, or Specific Plans. Additional housing to support anticipated ~~industrial and commercial~~ employment needs would come from the surrounding Fallbrook community and Rancho California to the north in Riverside County. ~~A minimum parcel size of 15,000 sqaure feet would be permitted, on land with less than 15% slope only.~~

Preliminary analysis at the time ~~of~~ the MSPA ~~indicates~~ adoption indicated that the area does not ~~presently~~ have the necessary service, utility and road infrastructure to support the entire proposed plan; therefore, ~~a final land use plan should not be adopted until further studies are carried out to~~ further studies were required to identify the detailed

needs of the plan area and appropriate methods to support those needs. ~~These studies should consider~~ Such studies, made part of the Campus Park Specific Plan Amendment, consider the local as well as regional consequences of the proposed uses. ~~The studies may indicate a need to modify the target land uses. These studies will be carried out by County staff and/or consultants but funded by the land owners within the Master Specific Plan Area.~~ For areas not covered in the Campus Park Specific Plan Amendment, provisional zoning with a 20 acre minimum lot size remains as a holding zone until final zoning and component Specific Plan are adopted by the Board of Supervisors.

The Master Specific Plan process is suggested because: a) it appears to be a logical vehicle for an integrated planning approach where all the necessary facilities and services are not available; b) the Specific Plan process is defined in State law and is often used for planning of large blocks of land where control beyond the General Plan level is appropriate.

IMPLEMENTATION

Additional studies ~~need to be conducted~~ are required for the properties within the Master Specific Plan Area before the recommended land use designations are finalized by the Board of Supervisors. These studies include the following (detailed further on pages 3-5): 1) traffic analysis; 2) facilities financing plan; 3) market analysis; 4) San Luis Rey River Plan; 5) detailed dark sky policy implementation measures; 6) more detailed design guidelines developed in conformance with the I-15 Corridor Scenic Preservation Guidelines; and 7) a park and open space/trails plan. These studies will analyze the proposed plan and determine the necessary infrastructure to support the suggested planned development. In addition, the studies will determine how and when the needed services, utilities and roads can be built, and establish a financing and phasing plan to construct these improvements as needed. The studies may indicate that some of the land uses suggested here have unacceptable impacts on the infrastructure and environment and may recommend that this proposed plan be modified. These modifications would be considered by the Planning Commission and Board of Supervisors in adopting the final Master Specific Plan and its component Specific Plans.

INTERIM ZONING

The Master Specific Plan Area is recommended to be zoned as a Holding Area Use Regulation (S90) until the necessary supporting technical studies are carried out and the Master Specific Plan Area and its implementing zones are adopted by the Board of Supervisors after later public hearings. The County Zoning Ordinance, Section 2900, states that "...this zone (S90) is intended to prevent isolated or premature land uses from occurring on lands for which adequate public services and utilities are unavailable or for which the determination of the appropriate zoning regulations is precluded by contemplated or adopted planning proposals or by a lack of economic, demographic, geographic, or other data. It is intended that the Holding Area Use Regulations will be replaced by other use regulations when the aforementioned conditions no longer exist.

The uses permitted are those which are community services, interim uses, or uses which, with appropriate development designators, will not prematurely commit the land to a particular use or intensity of development."

Until the Master Specific Plan is adopted by the Board of Supervisors, and the land contained therein appropriately zoned to implement the Master Specific Plan land uses, only the land uses allowed in the S90 Use Regulation as defined in Sections 2900-2908 in the Zoning Ordinance shall be allowed, with a minimum lot size of 20 acres.

The entire Master Specific Plan area shall have a Special Study Area Regional Category.

Development shall also be in accordance with all County goals, objectives and policies, including the County General Plan and Board of Supervisor's Policy I-59 (Large Scale Project Review). Except for the pipeline provisions contained in the County General Plan, County Zoning Ordinance (Section 1019), and the Subdivision Ordinance (Section 81.102.13.1), all properties within the proposed Master Specific Plan Area must comply with the conditions contained herein, unless those uses or rights are already vested.

It is anticipated that the detailed studies required to produce the Master Specific Plan will further define the appropriate land uses within the project area, describe and schedule the infrastructure elements and specify the detailed measures needed to support and/or mitigate the potential adverse effects of these uses. Any further implementation beyond the S90 Holding Zone towards the target land uses and suggested residential densities will depend on the completion of the Master Specific Plan. Until its adoption and subsequent rezoning by the Board of Supervisors, no change in land use beyond the 20 acre minimum lot size will be allowed.

NECESSARY SUPPORTING STUDIES

A. River Plan

The Master Specific Plan Area is bisected by the San Luis Rey River which contains valuable riparian vegetation and sand resources, but which also poses potential flood threats to man-made improvements within the river. A Comprehensive River Plan shall be prepared which defines the boundaries of the river and the floodplain. It shall address the preservation of natural resources and identifies measures to protect the river's resources and existing or needed improvements against potential hazards. This planning study shall be integrated to the fullest extent feasible with the least Bell's vireo Comprehensive Species Management Plan and Habitat Conservation Plan for the San Luis Rey River, currently being developed by the San Diego Association of Governments (SANDAG). To the extent possible, the floodplain shall be preserved as permanent open space and the water course shall be kept natural except for ongoing legally permitted uses. No alteration to the floodway or floodplain should be allowed if it is found to have adverse downstream impacts.

B. Traffic Study

A model-based detailed subarea traffic analysis must be completed and approved for the entire Master Specific Plan Area, concentrating on the type and timing for improvements in the State Route 76 and the Interstate 15 Interchange area. This study shall determine the ultimate traffic impact on the affected road network and the needed amendments to the Circulation Element. Such amendments shall be completed and development plans conditioned accordingly as part of the Master Specific Plan implementation.

C. Facilities Financing Plan

A facilities financing plan acceptable to the Department of Planning and Land Use shall be required as part of the preparation of the Master Specific Plan. The plan shall investigate the needed public services and facilities, current and proposed capacities, required annexations, financing methods proposed and appropriate phasing of these improvements. Development agreements, if necessary or appropriate, shall be an integral part of this facilities plan.

D. Phasing Plan

A phasing plan shall be prepared timing all proposed developments to the stipulations of the facilities financing plan.

E. Market Analysis

As part of the Master Specific Plan, a market analysis shall be required for each of the development plans, showing the type, size, period and rate of development that can be expected to occur as justification for each project. This analysis shall evaluate the fiscal impact of each proposed project and the combined Master Specific Plan on the County government and the service agencies.

F. Dark Sky Policy

Due to the area's proximity to the Palomar Observatory, the proposed Master Specific Plan shall develop implementation guidelines in conformance with the Astronomical Dark Sky Policy as contained in the Conservation Element of the County General Plan. The implementing Specific Plans shall be conditioned to require restrictions on lighting design and placement, operating hours for exterior lights, mitigation through landscaping and other measures deemed appropriate at the time the Specific Plans are reviewed.

G. Design Guidelines

All development proposals within the Master Specific Plan Area shall conform to

the I-15 Corridor Scenic Preservation Guidelines. In addition, more detailed design guidelines shall be prepared for this Master Specific Plan Area by the Design Review Board established for the I-15 Corridor Area. This design study should specifically address the appropriate lot sizes, design standards, and potential mitigation measures to areas within the Master Specific Plan Area.

H. Park/Open Space

A Park/Open Space and Trails Study will be requested in conjunction with the other required studies to establish and integrated park, open space, and trails plan for the Master Specific Plan Area. The San Luis Rey River should serve as a primary focus for this plan.

PROPOSED LAND USES

Recommended County General Plan Regional Category

1. Special Study Area (SAA): This category is being applied on an interim basis because development should be restricted pending completion of the detailed studies being required for the Master Specific Plan Area.

Recommended Master Specific Plan Land Uses (Permitted only after necessary studies, environmental review and confirmation by adoption of a Master Specific Plan by the Board of Supervisors. It is anticipated that each ownership would be implemented by individual Specific Plans):

1. Hewlett-Packard "Campus Park": (Areas B and C of Specific Plan 83-01, plus additional area to the north) consists of ~~327~~ 416.1 acres, of which ~~83~~ 11.5 acres are designated ~~industrial research park and associated parking~~ for office professional and ~~10.5~~ 8.1 acres for neighborhood commercial (Town Center). ~~Areas B and C of this adopted Specific Plan are not proposed for any change except that the plan should only be implemented after the required future studies are carried out.~~ A total of 751 dwelling units (521 single family and 230 multi-family) are included in the plan, along with 236.4 acreas of park, sports field and open space preserve. Required studies have been prepared to assess all issues associated with the project.

2. Pappas/Campus Park: 100 acres (Areas A and D of Specific Plan 83-01), is recommended to be studied for two separate uses including the present Mobile Home Park and Variable Residential use designations on the approved Specific Plan and industrial, with specific uses and intensity to be determined through the Master Specific Plan. This location currently has a high ambient noise level, which is expected to increase with increased traffic and development of the Hewlett-Packard site, and other areas along the I-15 Corridor.

If the proposed use is approved after the required studies, the Master Specific Plan would require the amendment of the existing Hewlett-Packard Campus Park Specific Plan.

3. Robert Pankey Property: 92 acres, designated (21) SPA (2.75), potentially allowing as any as 253 dwelling units pending review under the required studies.

4. Edgar Pankey Property: 90 acres designated (21) SPA (2.75), potentially allowing as many as 157 dwelling units (assuming approximately 33 acres are in the floodplain and will not be developed).

5. Lake Rancho Viejo: (Specific Plan 81-02), 469 acres currently designated for 816 mobilehome/manufactured units, open space and agriculture. Within Lake Rancho Viejo, Phase I of TM 4249 (P81-023) has been approved as a Final Map for 270 dwelling units on 98.8 acres, and is considered vested. The Master Specific Plan should consider no change in the total number of dwelling units for the remainder of Lake Rancho Viejo, (370 acres). In addition, in order to onserve the valuable riparian-associated resources west of Interstate 15 on the Lake Rancho Viejo property, it is recommended that the floodplain and immediate uplands be reserved as permanent open space. The resultant project, excluding the 98.8 acre vested Phase I of Tentative Map 4249 for 270 dwelling units, would allow 546 dwelling units on the remaining 370 acres, with a gross residential density of 1.48 dwelling units per acre. For this ownership, a provisional zone is being applied which would allow the approved map to guide the development. If any substantial changes are proposed, or changes which require a new map or permits, the Master Specific Plan controls will apply. If this occurs, traffic and other impacts of a project which may be proposed within an amendment to the Specific Plan or a Rezone should be examined in the facilities study and any necessary future CEQA review.

6. Jenkins Property: 57 acres, is proposed for (21 SPA (RV), with the ultimate land use proposed as a recreational vehicle park. The Master Specific Plan shall particularly address the potential realignment of SR 76. The proposed RV park, if permitted, shall be located completely outside the unaltered floodway. In addition, any development of this property shall be contingent upon adequate mitigation of any hazard associated with the San Diego Aqueduct blow-off valve located onsite, as well as conform to the proposed river plan and other studies required as part of the Master Specific Plan.

7. North American Resorts Property: 37 acres, proposed as (24) Impact Sensitive (allowing one dwelling unit for 4, 8, and 20 acres). No density assumption has been made because this property is located entirely within the floodplain. The development of this property is dependent on the River Plan Element of the proposed Master Specific Plan.

8. Jones Property: 34 acres, proposed as (21) SPA (0). Pending the completion of the Master Specific Plan, it is recommended that this property be developed as follows:

Approximately 3 to 4 acres of the most level area (portion of Parcels 1 and 2) would be developed as General Commercial (freeway-oriented).

The balance of the property (Parcels 3 and 4, portion of Parcels 1 and 2) would be designated open space in order to provide permanent buffers to surrounding existing uses.

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

PROJECT EIR
CAMPUS PARK PROJECT

SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL7,
S 07-030, S 07-031, LOG No. 03-02-059
State Clearinghouse No. 2005011092

LEAD AGENCY:

COUNTY OF SAN DIEGO
CONTACT: DENNIS CAMPBELL
DEPARTMENT OF PLANNING AND LAND USE
5201 RUFFIN ROAD, SUITE B
SAN DIEGO, CA 92123
PHONE: (858) 505-6380

PREPARER:

HELIX ENVIRONMENTAL PLANNING, INC.
CONTACT: LISA CAPPER
7578 EL CAJON BOULEVARD, SUITE 200
LA MESA, CALIFORNIA 91942

PROJECT PROPONENT:

PASSERELLE, LLC.
CONTACT: DAVID DAVIS
402 WEST BROADWAY, SUITE 1320
SAN DIEGO, CALIFORNIA 92101

MAY 11, 2011

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT EIR

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

A draft version of this EIR was circulated for public review from October 1, 2009 to November 16, 2009. The following is a listing of the names and addresses of persons, organizations, and public agencies that commented during this public review period.

LETTER DESIGNATION	NAME	ADDRESS
FEDERAL AGENCY		
A	United States Fish and Wildlife Service	Carlsbad Fish and Wildlife Office 6010 Hidden Valley Road, Suite 101 Carlsbad, CA 92011
STATE AGENCY		
B	Caltrans District 11 Planning Division	4050 Taylor Street San Diego, CA 92110
LOCAL AGENCIES		
C	Fallbrook Union Elementary School District	321 N. Iowa Street Fallbrook, CA 92028-2108
D	San Diego Association of Governments	401 B Street, Suite 800 San Diego, CA 92101-4231
E	San Diego County Water Authority	4677 Overland Avenue San Diego, CA 92123-1233
F	San Diego Local Agency Formation Commission	1600 Pacific Highway Room 452 San Diego, CA 92101
G	Susan M. Trager on behalf of San Luis Rey Municipal Water District	19712 MacArthur Blvd., Suite 120 Irvine, CA 92612
SPECIAL INTEREST/ORGANIZATIONS		
H	Endangered Habitats League	8424 Santa Monica Blvd., Suite A 592 Los Angeles, CA 90069-4267
I	Fallbrook Community Planning Group	205 Calle Linda Fallbrook, CA 92028
J	Fallbrook Land Conservancy	P.O. Box 2701 Fallbrook, CA 92088

SPECIAL INTEREST/ORGANIZATIONS (cont.)

K	San Luis Rey Band of Luiseño Mission Indians	1889 Sunset Drive Vista, CA 92081
L	San Diego County Archaeological Society, Inc.	P.O Box 81106 San Diego, CA 92138-1106

INDIVIDUALS

M	Mark J. Dillion on behalf of Pappas Investments	1525 Faraday Avenue, Suite 150 Carlsbad, CA 92008
N	Genevieve & Robert Jacobson	2168 Santa Margarita Fallbrook, CA 92028
O	Jennifer Jeffries	1145 De Luz Road Fallbrook, CA 92028
P	Sandy Smith	31524 Oak Glen Road Valley Center, CA 92082
Q	Gerald Walson	30545 Via Maria Elena Bonsall, CA 92003

COMMENTS AND RESPONSES

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

In Reply Refer To:
FWS-SDG-10B0045-10TA0088

Mr. Dennis Campbell
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

NOV 16 2009

Subject: Draft Environmental Impact Report for the Campus Park Project, San Diego County, California (SCH # 2005011092)

Dear Mr. Campbell:

A1 The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Impact Report (DEIR) for the above-referenced project, dated October 1, 2009. The comments provided herein are based on the information provided in the DEIR, the Service's knowledge of sensitive and declining vegetative communities, and our participation in regional conservation planning efforts.

A2 The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*).

A3 The proposed project involves a General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Map for a 504.2-acre parcel. The project site is located at the intersection of Interstate 15 (I-15) and State Route 76 (SR 76). Access to the project site will be directly from SR 76. Campus Park Way, a major road, will be constructed from SR 76 in the south to Stewart Canyon Road in the northwest. The project also proposes improvement of the intersection of SR 76 and Horse Ranch Creek Road, the intersection of SR 76 and Pala Mesa Drive, the intersection of Old Highway 395 and Stewart Canyon/Canonita Drive, Pala Mesa Drive from east of the bridge over I-15 to Pankey Place, and Street R/Pankey Place from Pala Mesa Drive to Horse Ranch Creek. Multiple public and private roads with cul-de-sacs provide an internal circulation system.

A4 The proposed project will include approximately 1,076 dwelling units within multiple communities. These communities will include both single and multi-family neighborhoods. Lower density single-family homes will be located in the north and north central portion of the

TAKE PRIDE IN AMERICA

A1. Comment A1 is an introduction to the comment letter. No response is necessary.

A2. Comment A2 states the Service's responsibilities. No response is necessary.

A3. Statements in Comment A3 generally provide an accurate overview of the Project. The County would like to provide some clarification regarding characterization of Project road improvements. The Service refers to "Campus Park Way." The proposed street connecting to SR 76 is "Horse Ranch Creek Road." It does not terminate at Stewart Canyon Road, but at a point with Pankey Road, just north of Baltimore Oriole Road. Also, additional Project intersection improvements would include SR 76 and Interstate 15, Hwy 395 and Pala Mesa Drive, Hwy 395 and Reche Road.

A4 cont.

site. The project will also include commercial uses, professional office uses, parks, a recreation facility, a Town Center, and designated open space and biological open space preserves. Currently, the southern half of the project site is dominated by riparian forest; the center portion supports non-native grassland, and the north half supports non-native grassland and coastal sage scrub. Surrounding lands to the north and east are currently undeveloped.

A5

The applicant has met numerous times with the County and the Service to discuss/negotiate the proposed development/preserve design as part of the planning process for the County's draft North County Multiple Species Conservation Plan (NCMSCP). As a result of these meetings, the County, the applicant, and the Service reached agreement on the "hardline" reserve boundary for the proposed project. One of the major deal points regarding this "hardline" agreement was that in exchange for eliminating the north/south coastal California gnatcatcher (*Polioptila californica californica*; gnatcatcher) corridor along Interstate 15, the project would contribute to providing for a north/south connection for gnatcatchers through Rice Canyon, which is located to the east of the project site. Therefore, we have recommended that any offsite mitigation required for the proposed project be located within Rice Canyon. A second major deal point regarding this "hardline" agreement was that the most northern road of the project would be single-loaded to minimize indirect impacts within the preserve area. The project currently proposed is not consistent with this aspect of the "hardline" agreement. These "hardline" discussions did not include details related to the proposed offsite road improvements or the internal trails plan.

A6

We offer the following recommendations and comments to assist the County of San Diego in minimizing and mitigating project impacts to biological resources, and to assure that the project is consistent with ongoing regional habitat conservation planning efforts:

A7

1. Horse Ranch Creek traverses the project site and serves as an important corridor for the movement of several wildlife species. The DEIR indicates that "to prevent potential for significant road kill impacts on Pankey Place a barrier will be erected on the north side of the road." The DEIR does not indicate what type of crossing will be constructed over Horse Ranch Creek. To facilitate wildlife movement through the project site and minimize effects to on-site wetland function and quality after project construction, we recommend that bridges be used for all proposed riparian crossings. In addition, please clarify why barriers are only necessary on the northern side of the road. If there is potential for wildlife to access the road from the south, we recommend that barriers be placed on both sides of the road.

A8

2. As discussed above, the County, the applicant, and the Service have reached agreement on the "hardline" reserve boundary for the proposed project. A major deal point regarding this "hardline" agreement was that the most northern road of the project would be single-loaded to minimize indirect impacts within the preserve area, but this is not reflected in the project as currently proposed. We recommend that the proposed project be re-designed such that the northern road is single-loaded as agreed to during the previous "hardline" discussions.

A4. Statements in Comment A4 generally provide an accurate overview. Following public circulation however, a refined land plan was prepared as the Proposed Project, which contains only 751 homes. Additional open space has been preserved. The characterization of the central portion of the site should read "pasture" rather than non-native grassland. While similar in some species, this area contains substantially more bare dirt due to grazing animals than a grassland habitat in open space, and also is dominated by tree tobacco and fennel (EIR page 3.3-4).

A5. The County acknowledges that there have been numerous meetings and discussions regarding preserve design. With regard to Rice Canyon, the Service's assertion that a coastal California gnatcatcher corridor would be eliminated is contradictory to page 3.3-25 of the EIR, which states, "The Project site does not have well-protected habitat cover for upland bird species and/or mammals to traverse the Project site between the southern riparian forest and Diegan coastal sage scrub. No current on-site regional wildlife corridor exists." As no impacts to wildlife corridors were identified, no Project mitigation would be required for this issue. It is acknowledged that the Wildlife Agencies have requested an unimpeded/undeveloped north-south connection or linkage from the San Luis Rey River Corridor to Monserate Mountain/Heights at Pala Mesa Area and that Rice Canyon was the recommended mitigation site/route. Within the North County MSCP boundary, Rice Canyon is in a Pre-Approved Mitigation Area (PAMA). Although not related to the Campus Park Project, the Draft North County MSCP (NCMSCP) Subarea Plan notes that federal and state governments would mitigate impacts of public projects that they undertake by conserving habitat in the PAMA. The County supports this effort and does not rule out the possibility that mitigation for upland habitat impacts may occur in Rice Canyon. Although no mitigation parcel has been identified at this time, the NCMSCP will ensure the existence and adequacy of this wildlife corridor. The Director of DPLU will take location of the mitigation parcel into consideration, but will make the decision, based on whether the parcel best fits mitigation needs for the Project and overall County goals.

The Project proposes a single-loaded road located along the northwest and northeast of the Project's development boundaries; however, the Project proposes a double-loaded road at the northern terminus of the development footprint in Planning Area R-5. The proposed design is compatible with County records, dated November 23, 2005, and was presented and discussed during the November 20, 2008, batching meeting, during which time, this was not identified, as an issue. The County has no records of a commitment to single loaded roads located along the northern residential road. The Proposed Project would preserve the agreed-upon hardline boundary; the roadways (single- vs. double-loaded) do not affect the hardline boundary.

A5 (cont.)

The double-loaded road design would not increase potential indirect effects associated with the Proposed Project when compared to the single-loaded road. The Project grading improvements and fuel management requirements would protect the biological open space. To address potential indirect effects, the Project would implement the required Resource Management Plan. The Resource Management Plan would result in long-term management of the open space, including issues related to removal of exotic plant species, removal of trash, monitoring of habitats and sensitive plant and animal species. Monitoring would include mapping of sensitive plant populations, and maintenance of fencing and signs within the open space. Moreover, the Proposed Project would include a 5-foot fence in this area along the backyard property line, adjacent to the open space (Final EIR, Figure 1-19, Signage). That fence line will run along the MSCP boundary, regardless of whether the streets at this location are single- or double-loaded.

Finally, in this particular area, redesign of the street to be single-load could result in people cutting through the intervening open space to access the trail or the larger open space, if no private lots and homes blocked them (i.e., houses would act as a buffer), instead of going to the trailhead at the end of the street. Under the Proposed Project design (double-loaded road), the trailhead for this trail is located at the western extent of the cul-de-sac. Once on the trail, it is anticipated that users would follow its winding path through the open space.

Regarding trails, Appendix E, Hardline Development Projects, of the Draft North County MSCP Plan lists allowable uses. The second bullet (page 3 of Appendix E), of the discussion of uses allowed within the MSCP preserve areas of Campus Park notes that: "Management and maintenance (including construction associated with repair) of public trails. Trails are all located on existing dirt roads." This is consistent with the statement on page 6 of Appendix G (the Framework Resource Management Plan) that "Passive recreational activities (e.g., hiking, bird watching, horse riding…) are anticipated within preserves and are generally compatible with Plan conservation goals." The proposed trail easements are compatible with pre-existing dirt trails/roads.

A6. Comment noted. This comment is introductory in nature to the comments that follow and thus no further response is necessary.

A7. An existing bridge is located on Pankey Road crossing Horse Ranch Creek. That facility would be relocated approximately 100 feet southwest of its existing location and would be approximately the same width as the existing structure. It would also be approximately five feet higher than the existing structure, allowing for a larger passage for wildlife. This is responsive to the Service request for a bridge to be used on riparian crossings. Pankey Place would be constructed at grade between Pankey Road and Horse Ranch Creek Road. The reason that fencing was only required on the north side of the road was because on the previous Project plan, the south side would have abutted fully developed multi-family uses. Open space now extends from Pankey Place to SR 76. Fencing is now proposed on both sides of the road due to the elimination of the multi-family area and in direct response to the Service request. The Pankey Place alignment was shifted from the adopted Circulation Element (CE) crossing of the creek to the present more southerly location in order to minimize effects to riparian open space while still providing a CE road. Wildlife crossings or a bridge are not required in this location due to the smaller amount of open space to the south.

A8. The County respectfully disagrees. The road alignment as proposed would provide protection to the biological open space because of the width of the fuel management area and the fact the area is fenced off from the residential homes. Hardline discussion did include the removal of the residential homes in the northeast area to provide for additional coastal sage habitat. Please also refer to Response to Comment A-5.

A9

3. The DEIR states that proposed project will include a trail system. However, the DEIR did not identify the location of the proposed trails. In addition, we are concerned about the proposed 10 feet of fire clearing on either side of the trails. Depending on the location of the proposed trail system, construction of multiple 28-foot wide (8 feet for the trail and an additional 20 feet of clearing for the fuel modification) trails could result in a highly fragmented open space area. Please clarify the location of all proposed trails and the justification for fuel modification along trails. In addition, please clarify that all clearing associated with the trails (including the fuel modification) has been included in the calculation of impacts. We recommend that no new trails be established.

A10

4. The DEIR indicates that the Wastewater Option 2 requires the use of an off site wastewater treatment plant (WTP). In addition, Wastewater Option 2 would require construction of a storage pond. Please clarify if the WTP and/or storage pond would be constructed as part of this project. If the WTP and/or water storage pond are part of this project, they should be designed to preclude bullfrog use of these areas and impacts associated with these facilities should be included in the project impact acreages.

A11

5. Please clarify the need for fire clearing around parks. It is our understanding that fire clearing is only required around habitable structures and roadways.

A12

6. The DEIR states that permanent impacts to wetland habitats will be off-set through a combination of on and off site creation/restoration/enhancement of wetland habitats within the San Luis Rey Watershed of equal or greater quality to that affected by the project. All offsite mitigation areas should be identified and approved by the Service prior to project implementation. In addition, all offsite areas should be preserved and managed in perpetuity. The applicant should submit final wetland creation/restoration/enhancement plans to the Service for approval at least 30 days prior to initiating project impacts. The final plans should include the following information and conditions:

A13

a. All final specifications and topographic-based grading, planting and irrigation plans (with 0.5-foot wetlands contours and typical cross-sections) for the creation/restoration/enhancement sites. All graded areas should be left in a rough grade state with microtopographic relief (including channels for wetlands) that mimics natural topography, as directed by the Service. Topsoil and plant materials salvaged from the impacted areas (including live herbaceous, shrub and tree species) should be transplanted to, and/or used as a seed/cutting source for, the riparian/wetland creation and enhancement areas to the maximum extent practicable as directed by the Service. Planting and irrigation should not be installed until the Service have approved of the mitigation site grading. All plantings should be installed in a way that mimics natural plant distribution, and not in rows;

A9. Please refer to Response to Comment A5. The statement that the trails generally would be eight feet in width with brush management on either side is correct. The reader should note, however, that in areas of steep slope or particularly sensitive resources, the trail may be narrowed to four feet in width (EIR page 1-9). As depicted in Figure 1-14, Project trails are primarily located within development areas in the southern and central portions of the Project. This is also true of the western-most north-south trail in the northern portion of the Project. That trail is located within slope/brush management areas otherwise managed by the development rather than private homeowners (refer to Figure 1-25, Community Maintenance Responsibility). The 10-foot clearance, to which the Service refers, would be along trail easements and trail fuel management zones. The purpose of such thinning is to provide for protection of the larger open space beyond the trail, where human activity would occur. Fuel management in these areas would be performed by the County and would consist of vegetation thinning, not complete removal. The only place that is not internal to the disturbance footprint where a trail abuts the development tract is in the aforementioned northern area, along the west edge of development. As noted in Response to Comment A5, open space trail locations are aligned along existing dirt roads with a very minor exception in the northern area where a small realignment would be required due to steep topography and safety concerns. This latter area is located just northeast of the Song Sparrow cul-de-sac (see the shaded portion of the trail as it jogs on Figure 1-4). Regardless of location, clearance of vegetation for 10 feet on either side of an eight-foot wide trail was assumed as part of Project design and was accounted for within the fuel management zone impacts along the trail. This total acreage is identified within the vegetation impact acreages presented in the EIR. This is a worst case scenario completed for EIR impact analyses and will be re-evaluated during implementation of final engineering plans.

A10. Impacts associated with wastewater treatment plant options were evaluated in the Draft EIR. Since public circulation, however, the reduction in proposed residential units has resulted in Option 2 being deleted from the Project. No issue remains with regard to the storage pond.

A11. The County agrees that fuel management generally focuses on structures. Where fuel maintenance areas are proposed for park areas, it usually is to provide a buffer between the park and adjacent structure areas. Where fuel management is provided between a park and open space, its purpose is to provide for protection of the open space from an inadvertent fire event on the park site. Further, many of the proposed parks do include structures and parking for vehicles. Additionally, the sewage pump station location provides for fuel management.

A12. The County and Applicant acknowledge that all off-site mitigation areas, if necessary, shall be identified prior to Project implementation, and will be preserved and managed in perpetuity. Mitigation for wetland impacts could be accommodated on site. The Applicant acknowledges that the final plans shall include all of the information and conditions (a through h) noted in this comment, as clarified below.

A13. The Project will comply with this comment, excluding 0.5-foot contours for creation/restoration/enhancement areas. The heavy vegetation in these areas can make this difficult to achieve. A topographic survey would be required for any revegetation plan and will include one-foot contours with spot elevations for flatter portions of the site. Two-foot contours will suffice for steeper areas of the proposed mitigation site.

b. Planting palettes (plant species, size and number/acre) and seed mix (plant species and pounds/acre). The multitude of plant palettes proposed in the draft plans should include native species specifically associated with the habitat type(s). Unless otherwise approved by the Service, only locally native species (no cultivars) available from as close to the project area as possible should be used. The source and proof of local nativeness of all plant material and seed should be provided;

c. Container plant survival should be 80% of the initial plantings for the first 5 years. At the first and second anniversary of plant installation, all dead plants should be replaced unless their function has been replaced by natural recruitment;

d. A final implementation schedule that indicates when all riparian/wetland impacts, as well as riparian/wetland creation grading, planting and irrigation will begin and end. Necessary site preparation and planting should be completed during the concurrent or next planting season (i.e., late fall to early spring) after receiving the Service's approval of grading. In the event that the project applicant is wholly or partly prevented from performing obligations under the final plans (causing temporal losses due to delays) because of unforeseeable circumstances or causes beyond the reasonable control, and without the fault or negligence of the project applicant, including but not limited to natural disasters (e.g., earthquakes etc.), labor disputes, sudden actions of the elements (e.g., further landslide activity), or actions by Federal or State agencies, or other governments, the project applicant will be excused by such unforeseeable cause(s);

e. Success criteria for the first five years for creation/restoration/ enhancement areas including: separate percent cover criteria for herbaceous understory, shrub midstory, and tree overstory; evidence of natural recruitment of multiple species for all habitat types; 0 percent coverage for Cal-IPC List A and B species, and no more than 10 percent coverage for other exotic/weed species;

f. A vegetation monitoring plan with a map of proposed sampling locations. Stratified-random sampling will be used for all quantitative surveys;

g. Contingency measures in the event of mitigation failure;

h. Annual mitigation maintenance and monitoring reports should be submitted to the Sevice after the maintenance and monitoring period and no later than December 1 of each year; and

A14. The Project will comply with this comment, with one clarification. The measure will be incorporated into final plans with the following amendment: the phrase "the source and proof of local nativeness of all plant material and seed" shall be revised to read "the source of plant material and seed shall be from on site or (where inadequate on-site source exists) from a reputable southern California nursery that supplies native plants and seeds." In addition, to result in the best off-site habitat, choice of material source shall also depend upon the location of the off-site mitigation areas chosen for wetland and (potentially) Parry's tetracoccus creation. The specific source of materials shall be verifiable.

A15. The Project will comply with this comment.

A16. The Project will comply with this comment.

A17. The Project will comply with this comment, with the following clarification. Achieving zero percent coverage of Cal-IPC List A and B species in the restoration/enhancement area would require 100 percent removal of arundo and pampas grass. Arundo in particular is notoriously difficult to completely remove and will intermittently re-sprout during the five-year mitigation program. The measure will be incorporated into final plans with the following amendment: "…a goal of zero percent and never in excess of 5 percent coverage for Cal-IPC List A and B species…" Arundo and pampas grass monitoring and removal would be a part of the Final RMP and would be required in perpetuity.

A18. The Project will comply with this comment.

A19. The Project will comply with this comment.

A20. The Project will comply with this comment.

Mr. Dennis Campbell (FWS-SDG-10B0045-10TA0088) 5

A21

7. The DEIR indicates that approximately 6.1 acres of coastal sage scrub (CSS) habitat will be preserved off site as part of the mitigation for impacts to onsite CSS habitat. We recommend that all off site CSS mitigation be located within the Rice Canyon habitat linkage. As described in the Biological Report associated with the DEIR, Rice Canyon contains high quality habitat, is relatively undisturbed, and could be used as a north-south linkage for wildlife movement. In addition, the Rice Canyon linkage is located within the draft Pre-approved Mitigation Area (PAMA) of the draft North County Multiple Species Conservation Plan (NCMSCP).

A22

8. The DEIR indicates that approximately 17.7 acres of non-native grassland (NNG) will be preserved off site as part of the mitigation for impacts to onsite NNG. We recommend that all off site NNG be located within the draft PAMA of the draft NCMSCP.

A23

The Service appreciates the opportunity to comment on this DEIR. If you have any questions, please contact Michelle Moreno of my staff at (760) 431-9440.

Sincerely,

Carol A. Roberts

Karen A. Goebel
Assistant Field Supervisor

A21. The County agrees with the characterization of Rice Canyon as being within the PAMA. Please refer to Response to Comment A5 regarding potential mitigation within Rice Canyon.

A22. Comment noted. Although the location of off-site upland mitigation has not yet been identified, the County agrees that a parcel, within the PAMA of the Draft NCMSCP, would be preferred. This will be one of the areas considered by the Director of DPLU, during final identification of the mitigation parcel.

A23. Comment A23 is a closing comment to the letter. The County appreciates information provided for future contacts on these issues. No additional response is necessary.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
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Planning Division
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Flex your power!
Be energy efficient!

November 10, 2009

11-SD-76
PM 17.70
Campus Park DEIR

Mr. Dennis Campbell
County of San Diego, DPLU
5201 Ruffin Road, Suite B
San Diego, CA 92123-4310

Dear Mr. Campbell:

B1 The California Department of Transportation (Caltrans) appreciates the opportunity to review the Draft Environmental Impact Report (DEIR) for the Campus Park development located near State Route 76 (SR-76) and Interstate 15 (I-15). Our agency has the following comments:

B2
- Caltrans does not recommend the design and construction of loop ramps as identified in the Campus Park DEIR mitigation for the I-15/SR-76 interchange. Caltrans is currently in the process as part of the SR-76 widening project of designing the I-15/SR-76 interchange, with the most likely design recommendation being to maintain the current "diamond" interchange configuration. Given the uncertainty at this time of a preferred design, it is recommended that a fair share be considered in lieu of the actual implementation of loop ramps as is currently identified in the DEIR. The appropriate fair share should be identified in the EIR and made a condition of approval for the Campus Park project.

B3 Several correspondence letters were sent to the County prior to the release of the Campus Park DEIR detailing our agency's concerns with this issue. It is the position of our agency that fair share towards improvements to the I-15/SR-76 interchange is feasible and reasonable under the California Environmental Quality Act (CEQA).

B4 The methodology for calculating fair share can be found in the Caltrans Traffic Impact Study (TIS) Guidelines. Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

B5
- Traffic Volumes identified in the Campus Park DEIR Traffic Impact Study are substantially lower than the volumes identified in Caltrans SR-76 East Traffic Volumes Report. The Campus Park TIS assumes a higher traffic distribution to the north than Caltrans, and therefore less traffic being assigned to SR-76. This results in approximately 10,000 less Average Daily Trips (ADT) using SR-76 in the future buildout years than what is identified by Caltrans as part of our traffic analysis for the SR-76 East Project. The SR-76 East Project environmental document is scheduled to be released for public review later this year. Understated traffic volumes in the Campus Park DEIR may affect potential impacts and mitigation to SR-76.

Caltrans improves mobility across California"

B1. Comment B1 is an introduction to the comment letter. No response is necessary.

B2. Following CEQA public review of the Draft EIR, the County, the Applicant and Caltrans have coordinated to reach a resolution regarding potential design variations for the ultimate I 15/SR 76 interchange configuration. Although the ultimate preferred design is still pending, in compliance with state CEQA law, the County must ensure implementation of specific mitigation to address direct impacts resulting from the Proposed Project. Project plans have previously been shown and discussed with Caltrans that address Project impacts. The Applicant proposes to construct loop on ramps to ensure a physical improvement is in place at the time of building occupancy. It is understood that these designs may be modified once Caltrans has finalized the ultimate designs for the interchange configuration. Alternatively, and also based on coordination with Caltrans staff on this point, the Project also is conditioned to contain a fair share contribution option to mitigate for direct effects in lieu of actual improvements. This mitigation must be complete prior to pulling Project building permits for on-site development. The Project also is required to contribute to mitigation of cumulative effects, which will be paid for through the Traffic Impact Fees (TIF) program.

B3. Please refer to Response to Comment B2.

B4. Please refer to Response to Comment B2.

B5. The County agrees that there are differences between the Project traffic report and the Caltrans "SR-76 East Traffic Volumes Report." Staff does not agree that Campus Park volumes underestimate future SR 76 volumes. Campus Park traffic study volumes for SR 76 are based on the highest traffic volumes between all of the County of San Diego General Plan (GP) Update traffic models (Series 10) and the SANDAG Series 11 traffic model as currently posted on the SANDAG website. The Caltrans volumes are based on a revised traffic model (utilizing Series 11) that is not posted on the SANDAG website and is not available to the public.

B5 (cont.)

The County's GP Update model (Series 10 modified) was used. The GP Update traffic model is considered more accurate in determining traffic volumes and assignments for the following reasons:

1. The model has more detailed land use data (extensive land use information was collected by County staff as part of the GP Update that is more current and complete than that used in the Series 11 model run by Caltrans);

2. The model was extensively calibrated to ground counts by County staff (calibration of the Series 10 model was refined based on an extensive collection of existing traffic volumes to calibrate the baseline conditions in the Series 10 model for more accurate year 2030 model runs – furthermore the Series 10 model has been around longer, thus the Series 10 model is more refined than the Series 11 model), and

3. The model has more recent cumulative project information (as part of the GP Update, the most current cumulative project were included in the Series 10 traffic model while the Caltrans Series 11 model has cumulative project information that is older and outdated when compared to the County's Series 10 model).

Furthermore, as noted in the comment, the Campus Park traffic model used a higher distribution to the north, thereby directing less traffic to SR 76. The Project's distribution to the north is based on the County's/SANDAG's traffic model, which is included in the traffic study appendix and can be easily reviewed. The Caltrans traffic model, upon which lower northerly distribution numbers are based, has not been provided to allow for a comparison of distributions; therefore, the Caltrans model and basis for their comment cannot be evaluated for consistency/reasonableness. (It is also not clear if Caltrans manually adjusted the traffic model.) Staff has determined the modeling assumptions used for the Project are defensible and disagrees that SR 76 traffic volumes are understated.

B6
- Please clarify the timing and scope of improvements to SR-76/Horse Ranch Creek Road and the SR-76/Pankey Road intersections as project mitigation. Based on project and cumulative traffic, the design of these intersections will require channelization and dual left in and right out geometrics, which should be included in the EIR mitigation. Caltrans will not issue a permit for improvements to these intersections without the appropriate traffic analysis and buildout conditions identified in the traffic study and EIR.

B7
- The 30% internal capture rate identified in the traffic study should only be applied in the buildout condition, or the traffic analysis needs to be revised to include a phased analysis with reasonable assumptions as to the timing of other development approvals in the area.

B8
- Grading for this proposed project which would modify existing drainage and increase runoff to State facilities will not be allowed. Caltrans standard drainage details and drainage structures should be provided in the drainage study for work inside Caltrans right-of-way (R/W). For Hydrology related questions, please contact Tim Brownson in Caltrans Hydraulics Engineering Branch at (619) 688-3391.

B9
- Caltrans will not be held responsible for any noise impacts to this development, including from the ultimate configurations of I-15 and SR-76.

B10
- All landscape and irrigation improvements shall conform to Caltrans' policies for design construction and maintenance. The local agency is responsible for requiring any additional highway planting called for by its community standards as part of any development approval. All planting designs are approved by the Caltrans District Landscape Architect. The permitee can obtain from Caltrans District Landscape Architect Caltrans' standard details, plant list, planting and irrigation standard specifications, and special provisions where applicable. Large trees must be located outside the "clear recovery" area, as described in the Highway Design Manual. Additional information regarding landscaping can be found in Caltrans Encroachment Permit Manual, and Project Development Procedures Manual, which are available on Caltrans website.

B11
The local agency will need to enter into an Agreement with Caltrans for the proposed maintenance of the highway planting prior to any work being done within the State R/W. A Maintenance Agreement will only be executed with the local agency. The Maintenance Agreement templates are located at the following website:

http://onramp.dot.ca.gov/hq/maint/ad_bud/budgets/agreements.shtml

B12
It is strongly recommended when local agencies are approving development projects where landscaping is proposed in Caltrans R/W that the process to initiate an Agreement be done as early as possible. The local agency's environmental document and conditions of approval should document that an Agreement between the local agency and Caltrans will be required prior to an encroachment permit being issued by Caltrans for work within the State R/W. Additional

B6. The timing and scope of anticipated Project-related improvements to SR 76 at Project intersections were identified in the Draft EIR. Improvements to SR 76 and Horse Ranch Creek Road are outlined on pages 139, 141, and 146 of the Campus Park traffic study. The timing and scope of improvements to SR 76 and Pankey Road are outlined on pages 140, 142 and 146 of the Campus Park traffic study. These improvements are shown in the EIR and the Vesting Tentative Map being processed along with the Project. The Campus Park traffic study incorporates the latest cumulative traffic to determine the required intersection geometrics for acceptable operations. The appropriate traffic analysis is provided in the Campus Park traffic study (Section 5.0 starting on page 133) with build-out intersection configurations shown in Figure 25b on page 109 of the traffic study. Analogous information regarding modeling results is provided in Subchapter 2.1 of the EIR. As both of these intersections would be improved as part of Project design, they are discussed in Chapter 1.0 of the EIR. Specifics are summarized in text for both intersections on page 1 21 and the locations are depicted on Figure 1-35, Off-site Road Improvements. Timing for Horse Ranch Creek Road intersection improvements is prior to the first building permit and is shown on Figure 2.2-11b, Project Features and Mitigation Measures.

Due to improvements to SR 76 constructed between I-15 and Granite Construction east of the Project, improvements along SR 76 at the Pankey Road/SR 76 intersection are no longer required for Project direct impacts. The cumulative analysis buildout volumes also are shown in the TIA and EIR (and have not changed since Draft EIR circulation); however, actual lane configuration for ultimate buildout is not shown. These improvements will be designed and constructed by future projects.

The Project is not required to build out the ultimate intersection configuration (including left- and right-turn pocket lengths). The Project is required to construct improvements in order to mitigate direct impacts to these intersections. Ultimate intersection improvements not proposed or constructed by the Project will constitute cumulative mitigation for numerous projects via TIF payments, or direct mitigation for other future projects.

B7. The 30 percent internal capture rate is only applied at the point when both the residential and commercial elements are completed in the near-term conditions. Although the internal capture rate will vary based on the level of mixed-use development and will increase as the commercial uses are built, combining the uses and applying the capture rate is a conservative approach in that it requires the model to accommodate more ADT than if only the residential uses are included. As analyzed in the Draft EIR (and assuming 1,076 residential uses), if the near-term scenario is analyzed with only residential uses (9,650 ADT), the scenario would have less traffic than the combined residential and commercial uses (19,941 ADT – with an internal capture rate of 30 percent, totaling 13,959 ADT). This results in over 4,300 ADT being loaded on to area streets that would not be modeled if only residential uses were assumed. (This is shown graphically in Figure 7 on page 31 of the Campus Park TIS.) As a result, the TIS addressed worst-case modeling for the near-term, and no change is required to the analysis or the EIR. In fact, that worst-case analysis was additionally conservative. Using numbers from the refined Project, if the near-term scenario is analyzed with only residential uses (7.050 ADT), the scenario would have less traffic than the combined residential and commercial uses (17,341 ADT – with an internal capture rate of 30 percent, totaling 12,139 ADT). This results in approximately 5,090 ADT being loaded on to area streets that would not be modeled if only residential uses were assumed.

B8. All drainage facilities have been evaluated in the project Hydrology Technical report. The County and Applicant agree that grading and other facilities within Caltrans right-of-way that require modification due to increased run-off will require review by Caltrans during the final engineering evaluation. Staff appreciates the contact information for this future task.

B9. Comment noted. The Project noise analysis evaluated projected ultimate traffic and noise conditions for the area and identified the size and composition of proposed sound barriers. Construction of these barriers is wholly the responsibility of the Applicant. Caltrans will not be held responsible.

B10. Comment noted. This information was utilized during the design of the Project along state rights-of-way. The Applicant has met with and consulted with Caltrans in order to develop the current proposed landscape plans. Final Caltrans review and permits will be obtained during the final engineering process.

B11. Comment noted. This is a standard requirement where improvements are maintained within state right-of-way and the County will comply with it.

B12 cont. information regarding Maintenance Agreements may be obtained by contacting Brent McDonald at Caltrans Maintenance Office at (619) 688-6141.

B13 • This project is located immediately adjacent to SR-76. Preserving needed R/W along major transportation corridors should be considered. Right of way acquisition can be accomplished by the Lead Agency through an Irrevocable Offer of Dedication (IOD) from the project owner / developer. Right of way identified through an IOD should be consistent with the Lead Agency's General Plan Circulation Element and Caltrans design standards.

B14 • Any sign advertising a business not "on premise" will require an Outdoor Advertising Display Permit. Information on outdoor advertising may be obtained by contacting Gerda Holstrom of Caltrans Traffic Operations at (619) 688-3282.

B15 • Any work performed within Caltrans R/W will require discretionary review and approval by the Department. Current policy allows Highway Improvement Projects costing $1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than $1 million but less than $3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permitee that becomes part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

B16 Highway Improvement Projects greater than $3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents, Project Study Reports and Cooperative Agreements). A Caltrans District responsible unit will be notified and a project manager will be assigned to coordinate the project approval.

B17 In order to expedite the process for projects sponsored by a local agency or private developer, it is recommended a PEER be prepared and included in the Lead Agency's CEQA document. This will help expedite the Caltrans Encroachment Permit Review process. The PEER document forms and procedures can be found in the Caltrans Project Development Procedures Manual (PDPM). http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf

B18 Furthermore, the applicant's environmental documentation must include such work in their project description and indicate that an encroachment permit will be needed. As part of the

B19 encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to State Highway R/W. Environmental documentation

B12. Comment noted. The EIR notes on page 1-24 that a State Highway Encroachment Permit will be required and that consultation will be required with Caltrans regarding improvements at I-15 interchanges and along SR 76. No revisions to text are required. Staff appreciates the contact information for this future task.

B13. Comment noted. This is a standard requirement when additional improvements are proposed within state right-of-way and the County will comply with it.

B14. Comment noted. This is a standard requirement when signage is located within state right-of-way and the County will comply with it. Staff appreciates the contact information for this potential future task.

B15. Comment noted. Staff appreciates the information.

B16. Comment noted. Staff appreciates the information.

B17. Comment noted. While appreciating the fact that completion of a PEER at this point may expedite Project permitting after approval, the County does not agree that completion of a PEER would be beneficial to the EIR process. This Project appropriately analyzes footprint impacts of Project features and mitigation measures, and identifies that an encroachment permit is required (refer to Response to Comment B11). The speed of the Applicants' permitting process through other agencies is not a CEQA issue. No modifications to the EIR are required.

B18. Refer to Response to Comment B12.

should include studies or letters from qualified specialists or personnel which address the potential, or lack of potential, for impacts to the following resources in state right-of-way:

B19 cont.

- Biological resources
- Archaeological and historic resources
- Visual quality
- Hazardous waste
- Water quality & stormwater
- Pre-historic resources
- Air quality
- Noise levels

B20

Copies of all project-related environmental documentation and studies which address the above-cited resources should be included with the project proponent's encroachment permit application to Caltrans for work within State R/W. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Encroachment permit submittals that are incomplete can result in significant delays in permit approval. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

B21

When a property owner proposes to dedicate property to a local agency for Caltrans use in conjunction with a permit project, Caltrans will not issue the encroachment permit until the dedication is made and the property has been conveyed to the Department.

B22

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. The Department's Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

B23

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised.

B24

- The California Environmental Quality Act (CEQA) requires, under Public Resources Code (PRC) Section 21081.6, the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with the mitigation adopted during the CEQA review process. According to PRC Section 21081.6, when a project has impacts that are of statewide, regional, or area-wide significance, a reporting or monitoring program shall be submitted to the Department of Transportation (Caltrans). Attached are Caltrans guidelines for the submittal of reporting or monitoring programs. Please submit the attached information to the Caltrans Inter-Governmental Review/Development Review contact following project approval.

B19. Each of the technical areas identified in the comment are addressed in the EIR. With the exception of proprietary information that cannot be publicly released for cultural resources, and air quality information which is evaluated using thresholds for the air basin, graphics within each technical discussion depict resources and their relationship to potential Project impacts. Stand alone technical reports have also been prepared for each of these technical areas (among others), and were circulated with the Draft EIR as appendices. The Project fully complies with this comment.

B20. Comment noted. This is a standard requirement when improvements are made within state right-of-way and the Applicant will comply with it. .

B21. Comment noted.

B22. Comment noted. These are standard requirements for improvements made within state right-of-way and the Applicant will comply with it.

B23. Thank you for providing this information. Staff appreciates the contact information.

B24. Comments noted. Delineation of Project-required mitigation measures is provided in Chapter 8.0 of the EIR. The Applicant understands that the Caltrans portion of the reporting or monitoring program will be excerpted from Chapter 8.0 and that other elements of the Caltrans format will be prepared as necessary. Thank you for providing this information.

Mr. Dennis Campbell
November 10, 2009
Page 5

B25

If you have any questions regarding this project, please contact Trent Clark, Development Review Branch, at (619) 688-3140.

Sincerely,

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

B25. Comment B25 is a closing comment to the letter. The County and Applicant appreciate the contact information provided for these issues. No additional response is needed.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
District 11
Planning Division
4050 Taylor Street, MS 240
San Diego, CA 92110
PHONE (619) 688-6960
FAX (619) 688-3338
TTY 771

Flex your power!
Be energy efficient!

October 25, 2010

11-SD-76
PM 17.70
Campus Park FEIR Response to Comments

Mr. Dennis Campbell
County of San Diego, DPLU
5201 Ruffin Road, Suite B
San Diego, CA 92123-4310

Dear Mr. Campbell:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Final Environmental Impact Report (FEIR) response to comments for the Campus Park development located near State Route 76 (SR-76) and Interstate 15 (I-15). The Response to Comments were provided to us as an attachment in an email from the County received on October 21, 2010 as part of the Final EIR for the Campus Park development, which included the following revised language and fair share amount for the SR-76/I-15 interchange improvements.

B26

Prior to the approval of first final map (irrespective of the Phase number or ownership of the area covered by that Final Map), improve or agree to improve and provide security for the I-15/SR-76 interchange project to widen SR-76 to four lanes, including left- and right-turn lanes, pedestrian walkways, traffic signals, and transitions per the recommendations of the Project Study Report or the improvements shown on the Tentative Map to the satisfaction of Caltrans. If the construction conflicts with the Caltrans' SR-76/I-15 interchange construction schedule contribute a "fair share" towards the cost of an approved project to construct this widening. The Fair Share Contribution shall be equal to an amount proportional to this project's impact to the interchange construction project. The estimated fair share amount for this project is $1,622,142.00. If the I-15/SR-76 interchange project is not constructed, the agreement for its construction shall specify that the improvements shall be operational prior to issuance of the first building permit for any construction within the vesting tentative map. All of the above shall be to the satisfaction of Caltrans and the Director of Public Works.

We appreciate the County's coordination efforts and are satisfied with the responses and revisions. Our agency has no further comments. If you have any questions regarding this project, please contact Trent Clark, Development Review Branch, at (619) 688-3140.

Sincerely,

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

"Caltrans improves mobility across California"

B26. The letter acknowledges successful conclusion of coordination. No response is necessary.

Fallbrook Union Elementary School District
"Excellence Is Our Standard, Not Our Goal"
321 N. Iowa Street, Fallbrook, CA 92028-2108 • (760) 731-5400

Governing Board
Maurice F. Bernier, Ed.D.
Patty de Jong
Lisa Masten
Anne Renshaw
Patrick Russell
District Superintendent
Brian Jacobs, Ed.D.

November 12, 2009

County of San Diego
Department of Planning and Land Use
Attn: Dennis Campbell
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Dear Sir,

This is in response to the public review period for "THE CAMPUS PARK PROJECT GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092."

C1 The Fallbrook Union Elementary School District (FUESD) is requesting the County of San Diego impose on the Developer, of the above referenced project, full mitigation of the impact on the District. FUESD considers full mitigation to mean the building of a complete school on 12 or more acres of usable land. The District would need to have all facilities constructed to house the students generated, along with administrative, parking, hardscape, landscape and other facilities necessary to have a fully functioning school prior to the sale of homes to the public. The imposition of developer fees is not sufficient to fully mitigate the impact of the project on the FUESD.

Sincerely,

Brian Jacobs, Ed.D.
Superintendent

"Excellence Is Our Standard, Not Our Goal"

C1. As stated in the EIR, FUESD indicated that the Proposed Project would result in overcrowding of schools within its district. Pursuant to State law, the Project Applicant would pay its development impact fees to the school district, prior to building permit issuance. These fees are intended to reflect a fair share contribution toward school improvements needed to serve cumulative development. California state law significantly restricts the application of CEQA to school impact issues. Accordingly, impacts to FUESD, as well as the other school districts that would serve the Proposed Project, would be less than significant, and no mitigation would be required.

SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

November 12, 2009 File Number 3330300

Dennis Campbell
County of San Diego, DPLU
5201 Ruffin Road, Suite B
San Diego, CA 92123-4310

Dear Dennis:

SUBJECT: Campus Park–Environmental Impact Report (EIR) and General Plan Amendment/Specific Plan Amendment

Thank you for the opportunity to comment on the Campus Park Draft EIR and General Plan Amendment/Specific Plan Amendment.

Our comments, which are based on policies included in the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), are submitted from a regional perspective emphasizing the need for land use and transportation coordination and implementation of smart growth principles.

Freeway Impacts

- Fair share mitigation for impacts to the Interstate 15 (I-15)/State Route 76 (SR 76) interchange should be identified in the EIR. Timing considerations of the SR 76 East project should not be the basis for overriding considerations. It is the position of the San Diego Association of Governments (SANDAG) that fair share toward improvements to the I-15/SR 76 interchange is feasible and reasonable under the California Environmental Quality Act.

- The recently approved Palomar College EIR includes fair share mitigation toward the I-15/SR 76 interchange improvements. Approval of the Campus Park EIR without fair share for the I-15/SR 76 improvements would be in conflict with the Palomar College EIR.

Multi-Modal Transportation Analysis

The 2030 RTP provides a multi-modal approach to meet the region's transportation needs. As such, it is requested that the traffic analysis for this project also consider balancing the needs of motorists, transit riders, pedestrians, and bicyclists and include the following impact analysis.

Transportation Demand Management (TDM). Please consider providing strategies to ensure implementation of alternatives to driving alone during peak periods such as carpooling, vanpooling, telecommuting, flexible work

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Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego

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San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

D1
D2
D3
D4
D5
D6

D1. This is an introductory statement; no response is necessary.

D2. Comment noted. The County acknowledges and agrees that the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) represent a regional perspective.

D3. Following CEQA public review of the Draft EIR, the County, the Applicant and Caltrans have coordinated to reach a resolution regarding potential design variations for the ultimate I 15/SR 76 interchange configuration. Although the ultimate preferred design is still pending, in compliance with state CEQA law, the County must ensure implementation of specific mitigation to address direct impacts resulting from the Proposed Project. Project plans have previously been shown and discussed with Caltrans that address Project impacts. The Applicant proposes to construct loop on ramps to ensure a physical improvement is in place at the time of building occupancy. It is understood that these designs may be modified once Caltrans has finalized the ultimate designs for the interchange configuration. Alternatively, and also based on coordination with Caltrans staff on this point, the Project also is conditioned to contain a fair share contribution option to mitigate for direct effects in lieu of actual improvements. This mitigation must be complete prior to pulling Project building permits for on-site development. The Project also is required to contribute to mitigation of cumulative effects, which will be paid for through the Traffic Impact Fees (TIF) program.

D4. Please see Response to Comment D3. The Proposed Project would provide actual improvements as mitigation for direct impacts, and cumulative impacts would be mitigated via Applicant participation in the County Transportation Impact Fee (TIF) Program.

The County respectfully disagrees that lack of a fair-share payment by Campus Park would create a conflict with the Palomar College EIR. The Campus Park's direct impacts to the SR 76 and I-15 Interchange would be fully mitigated per the mitigation identified within this Final EIR. The Project has been conditioned to contain an option to pay a fair share contribution in lieu of constructing improvements.

D5. The Campus Park Project Traffic Impact Study discusses these items in Sections 3.12 and 3.14. Therefore, the comment is noted and addressed.

hours for employees, and implementation of a TDM plan as a part of this project to help mitigate regional transportation impacts. We recommend contacting SANDAG's iCommute to explore transit options, the regional vanpool program, ride matching services, a guaranteed ride home program, regional bicycle lockers, and School Pool services. The iCommute program also provides free consulting services to help local businesses implement employee commute programs.

D6 cont.

Bicycle/Pedestrian Access. In general, the project should provide appropriate connectivity and facility integration to nearby local residences and businesses. Improved bicycle and pedestrian access to local destinations can help mitigate the traffic effects of projects and provide mobility options for residents.

D7

Consult With North County Transit District (NCTD) and the California Department of Transportation (Caltrans). It is advised that the project applicant also consult with NCTD, the transit service provider within the project area, and also with Caltrans to coordinate planned transit and/or highway improvements, if any. Additionally, when analyzing future (2030) traffic conditions, SANDAG recommends using the transportation network included in the 2030 RTP Reasonably Expected funding scenario.

D8

Natural Environment. A key RCP objective is to preserve and maintain natural areas in urban neighborhoods such as canyons and creeks and provide access for the enjoyment of the region's residents. Please consider this criteria if applicable to your project.

D9

Conclusion

We appreciate the opportunity to comment on the draft EIR for the Campus Park Project. We encourage the County to evaluate the project based on SANDAG's two design guideline publications: (1) *Designing for Smart Growth, Creating Great Places in the San Diego Region* and (2) *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*. Both publications can be found on our Web site.

D10

If you have any questions or concerns regarding my comments on this project, please contact me at (619) 699-1943 or sba@sandag.org.

D11

Sincerely,

SUSAN BALDWIN
Senior Regional Planner

RSA/ama

2

D6. In accordance with SANDAG's request, and to account for the possibility that transit and other alternative modes of transportation may occur, the Project Applicant will coordinate with NCTD and provide educational materials to potential homebuyers (describing transit, carpool programs, bike routes, etc.). It is also acknowledged that SANDAG coordinates a number of programs that are increasing the number of people who carpool, vanpool, ride the bus, Trolley or COASTER, bike, or walk to work. These activities are coordinated through the iCommute program. Programs and services provided include carpool partner matching, the Regional Vanpool Program, the iCommute Subsidy Program, the iCommute Guaranteed Ride Home Program, the Regional Bike Locker Program, the SchoolPool Program, employer outreach services, and marketing of TDM. Information on all these services and more can be found at http://www.511sd.com/ or by dialing 511 from any phone. Campus Park residents and employees would have access to these services and may choose to use them. The Project Applicant will provide information about these programs to the residents of the Proposed Project.

D7. As shown in the Open Space, Parks, and Trails Plan (Figure 1-14 of the EIR), the Project proposes bicycle/pedestrian trails, as well as some equestrian trails, throughout the Project, which would connect to planned adjacent developments, the on-site commercial area and Palomar College. The trails plan also allows for connectivity to the south of SR 76 via trails along Pala Mesa Drive/Pankey Road and to the north via a trail along Pankey Road. These trails would provide appropriate connectivity and facility integration between the Project residences, businesses, and nearby amenities.

D8. The County and Project Applicant have coordinated with NCTD and Caltrans regarding transit and highway improvements during Project design and environmental review. Please also refer to Response to Comment D6.

The future (2030) traffic analysis in the Traffic Impact Study and EIR for the Proposed Project is based on the County's Series 10 Modified traffic volumes on SANDAG's traffic model that utilized the 2030 RTP Reasonably Expected funding scenario.

D9. The County fully supports this RCP objective. The Proposed Project would preserve approximately 208 acres of habitat within on-site open space (refer to Table 3.3-4 and Figure 3.3-8 of the EIR). The majority of the southern area to be preserved consists of riparian and wetland habitats, while the northern area consists of coastal sage scrub and coast live oak woodland. Both of these preservation areas are located within the proposed hardline preserve outlined in the Multiple Species Conservation Program (MSCP).

D9 (cont.)

Currently existing trails within proposed open space would be improved for use by pedestrians and equestrians (refer to EIR Figure 1-14, Open Space, Parks and Trails Plan, for their location). These trails would be accessible to residents of the proposed development and within the region.

D10. The County acknowledges this comment encouraging consideration of the Proposed Project in terms of SANDAG's publication regarding "Smart Growth" and "Planning and Designing for Pedestrians." The Proposed Project incorporates smart growth concepts and goals, focusing on providing more intensive uses adjacent to existing transportation routes and retention of valuable open space while minimizing development sprawl. The County is in the process of preparing the General Plan Update, which focuses on these goals, and with which the Project would be consistent. Please also refer to Response to Comment D7.

D11. This is a closing statement; no response is necessary.

San Diego County Water Authority
4677 Overland Avenue ▪ San Diego, California 92123-1233
(858) 522-6600 FAX (858) 522-6568 www.sdcwa.org

November 16, 2009

MEMBER AGENCIES
Carlsbad Municipal Water District
City of Del Mar
City of Escondido
City of National City
City of Oceanside
City of Poway
City of San Diego
Fallbrook Public Utility District
Helix Water District
Lakeside Water District
Olivenhain Municipal Water District
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San Dieguito Water District
Santa Fe Irrigation District
South Bay Irrigation District
Vallecitos Water District
Valley Center Municipal Water District
Vista Irrigation District
Yuima Municipal Water District
OTHER REPRESENTATIVE
County of San Diego

Mr. Dennis Campbell
County of San Diego
Department of Planning and Land use
5201 Ruffin Road, Suite B
San Diego, CA 92123

Subject: Comments on the Campus Park Project Draft EIR and Specific Plan Amendment & General Plan Amendment Report (GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092)

Dear Mr. Campbell:

E1 The San Diego County Water Authority (Water Authority) has reviewed a copy of the above-referenced documents provided by the County of San Diego (County) and made available on the County's website. The Water Authority has examined the relevant portions of the documents and offers the following comments and clarifications on the Draft Subsequent Environmental Impact Report (DEIR):

Draft Chapter 4.0, Environmental Effects Found Not to be Significant:
Section 4.6.4 Analysis of Project Effects and Determination as to Significance

Existing Conditions
Water Supply

E2 Page 4-54, second paragraph, states that the Metropolitan Water District of Southern California (Metropolitan) 2005 Urban Water Management Plan (UWMP) concludes that reduced supply under single and multiple dry year drought conditions could be made up from enhanced in-basin storage capacity added to the system since the 1990s.

COMMENT 1
Metropolitan's 2005 UWMP was developed before the regulatory restrictions were placed on the State Water Project (SWP) beginning in 2007. These restrictions on pumping have reduced supply deliveries from the SWP in dry, normal, and wet periods. Metropolitan was counting on full deliveries from the SWP in wet years to fill storage supplies that would then be available in dry years. Under the recent regulatory restrictions, availability of deliveries in wet years has been reduced. The DEIR cannot necessarily rely on Metropolitan's 2005 UWMP,

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E1. This is an introductory statement; no response is necessary.

E2 cont.

because it does not take into account changed conditions associated with SWP deliveries. Metropolitan is in the process of updating its planning documents, as discussed under Comment 4.

E3

Existing Conditions
Water Supply
Page 4-55, first paragraph discusses the Water Authority's seawater desalination efforts within San Diego County.

COMMENT 2
We would like to clarify that the proposed desalination facility at the Encina Power Station in the City of Carlsbad is a private/public project and no longer a regional Water Authority project, as noted in the Water Authority's Updated 2005 UWMP.

E4

Existing Conditions
Water Supply
Page 4-55, second paragraph states, "SDCWA has a Drought Management Plan, which discusses drought response and supply allocation methodology. The Plan defines five phases of drought response, ranging from a normal period (where demand can be met by available water supplies) to drought emergency (more than 40 percent mandatory conservation). As of mid-July 2009, SDCWA is at a drought alert (up to 20 percent mandatory conservation)."

COMMENT 3
This paragraph contains inaccurate information and should be corrected. Sufficient information is also not presented describing the current water supply situation and its impacts on supply reliability.

E5

The Water Authority has both a Drought Management Plan (DMP) and a Model Drought Response Ordinance (model ordinance). The DMP was developed with member agency input and adopted by the Water Authority Board in March 2006. It contains a list of regional water management actions available to the Water Authority during drought conditions to avoid or reduce impacts due to supply shortages. These actions are organized into three progressive stages that include: voluntary supply management, supply enhancement, and mandatory cutbacks including a supply allocation methodology. The model ordinance was approved by the Water Authority Board in March 2008 for use by the member agencies in updating their existing ordinances. It contains four reduction levels that increase in severity to adapt to changing supply conditions.

E6

In late 2007, Metropolitan first notified its member agencies that it expected considerable supply challenges, which would result in insufficient core supplies from the Colorado River and SWP to meet demand over the following 2008 water year. Metropolitan's announcement in 2007 that it would draw from its Water Surplus and Drought Management supplemental storage supplies triggered implementation of the Water Authority's DMP. The Water Authority has implemented a range of drought response measures since activating the DMP including a call for increased

E2. Comment noted. The statement citing Metropolitan's 2005 UWMP conclusions in the EIR is correct. The County agrees that the 2005 UWMP was developed prior to reduce supply deliverables. The first four sentences of Comment 1 have been incorporated into the Final EIR (page 4-54).

As a point of clarification, it is noted that sufficient evidence is available to make Project findings in accordance with Government Code Section 66473.7 regarding sufficiency of water supply. Water Code Section 10910 indicates that the water supply determination should be based on the latest UWMP from the providing agency. The EIR uses the most current UWMP available, which demonstrates that sufficient water supply is available for current and future demands. In addition, a new Project Facility Availability Form was provided by the Rainbow Municipal Water District on October 13, 2010 confirming that water service facilities will be available for the Project within five years.

E3. Comment noted. The reference to Water Authority involvement with the Encina Plant has been deleted from page 4-55 in the Final EIR and the discussion has been reorganized to flow better. Text has also been amended to identify the nine public water agencies anticipated to be supplied by the Plant, as well as the 2007 specific agreement held by Rainbow Municipal Water District for purchase of 7,500 acre-feet per year.

E4. The County does not understand the statement that the cited paragraph contains inaccurate information. The cited information appears consistent with the information provided by the Water Authority in this letter. The County agrees with the Water Authority's request for additional information, however, and has made revisions to the Final EIR, as identified in Responses to Comments E5 through E7, below.

E5. The Final EIR has been revised to include information provided in the second paragraph of Comment 3 in its entirety. The new information is located on pages 4-55 and 4-56.

E6 cont.

voluntary conservation, increased delivery of imported water into local reservoirs for carryover purposes, and water supply transfer opportunities.

E7

On April 14, 2009, Metropolitan announced its intention to cut water deliveries to the San Diego region by 13 percent for fiscal year 2010. As a result, the Water Authority moved to DMP Stage 3 mandatory cutbacks, and announced that it would cut municipal and industrial (M&I) water deliveries to its member agencies by eight percent during fiscal year 2010. The eight percent reduction takes into account additional supplies available due to the diversification efforts of the Water Authority's member agencies. To help achieve the required water use reduction, at its April 23, 2009 meeting, the Water Authority Board declared a Level 2 Drought Alert condition throughout the region under its model ordinance. Declaration of Level 2 under the model ordinance enabled the Water Authority's member agencies to adopt mandatory conservation measures for residents and businesses designed to elicit retail customer water use reductions of up to 20 percent.

E8

Analysis of Project Effects and Determination as to Significance

Water Supply (Guideline No. 1)

Page 4-58 second paragraph through page 4-59 first paragraph, states, "RMWD purchases 100 percent of its potable water from the SDCWA, which anticipates that sufficient supplies will be available through 2030. Completion of the 2005 WSA by RMWD, and identification of adequate water supply, complies with Senate Bills 610 and 221. RMWD's WSA for the Proposed Project concluded that adequate water supply would be made available to the Project. The WSA was completed in 2005, when the proposed uses on site would have required more water than is currently proposed. At that time, the WSA estimated that the Proposed Project would require 1,060 acre feet per year and that such water was available. The current Project only would require approximately 637 acre feet per year. Therefore, adequate water supply to the Project would be obtainable."

E9

COMMENT 4

The Project's Water Supply Assessment and Verification report (WSA&V) was approved by the Rainbow Municipal Water District in May 2005. The WSA&V is included in Appendix 1 of the DEIR. Since the WSA&V was developed in 2005, it does not contain information regarding the regulatory restrictions that were placed on the State Water Project (SWP) beginning in 2007. These regulatory restrictions have resulted in reduced supply deliveries and reliability. There are uncertainties regarding the Water Authority's supplies from Metropolitan due to the changed condition associated with the SWP deliveries.

E10

The changed conditions put into question the sufficiency of the Water Authority's supplies in the short-term. To manage the current short-term supply condition, the Water Authority is implementing its DMP. Metropolitan is also implementing its Water Surplus and Drought Management, 5-Year Action Plan, and Water Supply Allocation Plan. To plan for long-term supply reliability, the Water Authority continues to implement its diversification strategy, will participate in the update of Metropolitan's Integrated Resources Plan, and update its UWMP in 2010 to reflect changed supply conditions.

E6. The Final EIR has been revised to include information provided in the third paragraph of Comment 3 in its entirety. The new information is located on page 4-56.

E7. The Final EIR has been revised to include information provided in the fourth paragraph of Comment 3 in its entirety. The new information is located on page 4-56.

E8. This comment consists of a quote from the Draft EIR; no response is necessary.

E9. The Final EIR has been revised to include information provided in the first paragraph of Comment 4 in its entirety. The new information is located on page 4-56. An October 1, 2010 technical memorandum regarding the Water Supply Assessment and Verification Report for Campus Park identifies the reduction in anticipated water use by the Project since the WSA was completed in 2005. The Project is now projected to use only 40 percent of the 2005 amount (a 60-percent reduction), based in part on the presence of fewer residential units and water conservation measures.

E10. The Final EIR has been revised to include information provided in the second paragraph of Comment 4 in its entirety. The new information is located on pages 4-56 and 4-66.

Mr. Dennis Campbell
County of San Diego
November 16, 2009
Page 4 of 4

E11

We have concerns that the analysis in the DEIR relied on the WSA&V, which does not identify uncertainties due to the changed conditions. The Water Authority requests that the DEIR and the WSA&V be updated to reflect current conditions.

E12

Analysis of Project Effects and Determination as to Significance
Water Supply (Guideline No. 1)
Page 4-59, paragraph 2 states, "RMWD also previously provided a Project Facility Availability Form stating that water could be supplied to the Project within the next five years. It is anticipated that current drought conditions will have returned to "average-year" conditions prior to Project implementation. Impacts associated with water supply to the Project would be **less than significant**."

COMMENT 5
Our understanding is that the Project Facility Availability Form refers to having facilities in place to serve the project, but is not a commitment of water service or guarantee of delivery of supply by the district. Further, it is unknown whether conditions will have returned to "normal" within five years, especially considering the regulatory restrictions imposed on the SWP.

E13

Thank you for this opportunity to comment. Please retain the Water Authority on your mailing list to receive the final EIR and any other information concerning this project. If you have any questions, please contact Ms. Lesley Dobalian at (858) 522-6747.

Sincerely,

Dana Friehauf

Dana Friehauf
Principal Water Resources Specialist

DF:ld

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E11. Refer to Response to Comment E9 and E10.

E12. Comment noted. Please refer to Response to Comment E2. The Final EIR language on page 4-60 has been changed from, "RMWD also previously provided a Project Facility Availability Form stating that water could be supplied to the Project within the next five years," to "RMWD also confirmed their prior (July 2008) Project Facility Availability Form stating that facilities to supply water to the Project would be in place within the next five years." It is correct that the Facility Availability Form is not a commitment to serve. Such a commitment is not required until prior to final map approval.

The County agrees that it is unknown whether conditions will have returned to "normal" with five years. Because of this uncertainty, the Draft EIR stated that is "anticipated" that conditions will return to "average-year" conditions prior to Project implementation. The phrase, "because building permits would not be obtained prior to adequate water availability to the Project," has been added to the end of this sentence in the Final EIR for clarification. This analysis, therefore, assumes a conservative planning approach. Existing uncertainties are documented, and a commitment not to build until drought conditions have eased or an ability to honor obligations to provide residential water supply is otherwise assured.

With regard to the latter, it is noted that a reduction in water use by residential users (currently primarily addressed through requests to moderate landscaping irrigation) is not necessarily synonymous with a lack of water necessary to adequately respond to health, safety and fire concerns. The Water Authority and Rainbow Municipal Water District share the mission to provide "safe and reliable" water supplies for the residents of their service areas. It is understood that the connection between the population and residential structures is not direct, but growth forecasts indicate that new residents also will require housing. It is also understood that the mandate to satisfy health, safety and fire needs under the most extreme (and not yet experienced) future conditions may well result in changes to particular lifestyle choices of California citizens. In other words, the lack of water may result in removal of lawns or large areas of irrigated greensward. These potential changes, however, do not translate into a lack of ability to provide safe and reliable water to serve the population, and that is the focus of this discussion.

E12 (cont.)

As a result, it is understood that loss of some amenities may comprise part of the Water Authority's strategy in order to ensure that safe and reliable supplies necessary to meet health and safety needs of the region's population. The County and Applicant anticipate continued coordination with the Water Authority and RMWD in order to minimize anticipated use. As stated in the EIR, recycled water use would be incorporated as part of Project design if recycled supply is available from RMWD. Additional opportunities for best management practices could be explored as the region settles into response to a prolonged drought cycle. As a result, the County continues to believe that the potable water demand required by the Project could be met with current water storage capacity, as stated on page 4-60 of the EIR.

E13. Comment 13 is a closing comment to the letter. The County and Applicant appreciate the contact information provided for these issues. No additional response is necessary.

LAFCO
San Diego Local Agency Formation Commission
1600 Pacific Highway • Room 452 • San Diego, CA 92101
(619) 531-5400 • FAX (619) 557-4190
Website: www.sdlafco.org

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Councilmember
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Mayor
City of Imperial Beach
Jo MacKenzie
Vista Irrigation District
Harry Mathis
Public Member

Executive Officer
Michael D. Ott

Counsel
William D. Smith

October 26, 2009

TO: Dennis Campbell, Project Manager
Department of Planning and Land Use (0650)

FROM: Chief, Governmental Services
Local Agency Formation Commission (A216)

SUBJECT: Notice of Availability of a Draft Environmental Impact Report: GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092 – Campus Park Project

F1 Thank you for the opportunity to comment on the above-referenced project, which proposes the construction of 521 single-family homes and 555 multi-family homes on approximately 160 acres. In addition, the development plan calls for office professional and commercial uses as well as parks, open space, and an open space preserve.

F2 LAFCO is responsible for encouraging the efficient provision of public services and has purview over changes to local government organization and any associated sphere of influence actions. In addition, LAFCO is a responsible agency for environmental review when jurisdictional changes and/or sphere amendments are proposed. The documents associated with this project do not identify any jurisdictional changes that would be necessary to implement the project.

F3 Research based on the information provided has verified that the entire site already is in the North County Fire Protection District for fire and emergency medical services. Additionally, the project area is in the boundary of the Rainbow Municipal Water District (MWD). Rainbow MWD provides water service throughout its service area, and is authorized to provide sewer services as well. However, provision of sewer currently is not district-wide. Sewer service may be obtained from the District if capacity is available and infrastructure is accessible.

F4 Therefore, at this time, it appears that LAFCO will not be involved with this project since no jurisdictional changes or sphere of influence adjustment are proposed. However, if the existing plan is revised and a change to local government organization and/or spheres of influence is required, LAFCO will be involved in the project and be a responsible agency for environmental review. In that case, jurisdictional changes should be identified and discussed in the project description and listed as discretionary actions in the summary section of the environmental document.

F1. Comment F1 is an introduction to the letter and summarizes project elements. No response is necessary.

F2. Comment F2 clarifies LAFCO's jurisdictional responsibilities. No response is necessary.

F3. Comment F3 states jurisdictional information regarding providers of fire, medical water and sewer services. No response is necessary.

F4. The County agrees that no jurisdictional changes or sphere of influence adjustments are proposed or expected to be required as a part of the Proposed Project. As noted in the comment, if the existing plan is revised and/or a change to local government organization and/or spheres of influence becomes necessary, LAFCO would become a Responsible Agency per CEQA and the associated required discretionary actions would be added to the EIR.

Mr. Campbell
October 26, 2009
Page 2

F5 Should you have any questions, or if LAFCO may be of any further assistance, please contact me at (619) 531-5400.

Ingrid E. Hansen

INGRID E. HANSEN
Chief, Governmental Services

IEH:trl

F5. Comment F5 is a closing comment to the letter. The County appreciates information provided for future contact if necessary on these issues. No additional response is required.

SMITH TRAGER LLP

November 13, 2009

Mr. Dennis Campbell
Project Manager
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-7666

Re: Draft Environmental Impact Report, Campus Park Project
State Clearinghouse No. 2005011092

Dear Mr. Campbell:

G1 We send the following comments as general counsel to the San Luis Rey Municipal Water District.

G2 The San Luis Rey Municipal Water District ("SLRMWD") appreciates the opportunity to comment on the Draft Subsequent Environmental Impact Report ("DEIR") prepared by the County of San Diego Department of Planning and Land Use ("County") for the Campus Park Project ("Project"), pursuant to the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA") and its implementing guidelines, California Code of Regulations, title 14, section 15000 et seq. ("Guidelines").

G3 On July 9, 1984, SLRMWD entered into and agreement entitled, "Agreement Between San Luis Rey Municipal Water District and Hewlett-Packard Relative to Protection of Water Rights Through Conveyance of an Interest in Water Rights Upon Detachment of the Campus Park Project and Grant of Easement for Utility Purposes" (Exhibit "A".) The Agreement included the certified engineer's report of the property and easement, executed Grant Deed which deeds the water rights of the subject property owner to SLRMWD, and executed Easement Grant Deed.

G4 On July 26, 1984, the Grant Deed and Easement Grant Deed were recorded with the San Diego Recorder's Office (Exhibits "B" and "C", Recorded Grant Deeds.)

G5 SLRMWD's Grant Deed and Easement Grant Deed from Hewlett-Packard, conveying interests in groundwater to it, and restricting groundwater exports, do not appear to be reflected

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www.smithtrager.com

G1. This is an introductory statement; no response is required.

G2. This is an introductory statement; no response is required.

G3. The Project Applicant acknowledges that an agreement was signed between Hewlett-Packard and SLRMWD. The statement that the agreement or grant deed deeds the water rights of the subject property to SLRMWD, however, is misleading. The actual phrasing in the agreement conveys a partial interest in certain water rights. The agreement also states "No warranty is expressed or implied as to the validity or extent of the water rights conveyed; and further, any grant of water rights by the property owner, its successors and assigns to a party other than the District is subject to the grant of rights in favor of the district". The grant deed 84-284008 states "an easement and right of way for access and development of waters, well sites, and water works located at areas to be designated, if at all, in writing by the grantor, in the grantor's discretion…." The current property owner (Passerelle LLC) has not exercised any easements or right of way for access and/or the development of water.

G4. Comment noted. Document number 84-284007 and 84-284008 were recorded. Document number 84-284007 is no longer under the ownership of Passerelle LLC. This easement is located south of SR 76.

G5 cont.

in the DEIR, in the mitigation measures for incorporation into the proposed Project. SLRMWD requests the DEIR provide documentation of its interests into the DEIR prior to approval.

Background

G6

The following provides background to the transaction which SLRMWD wishes to have memorialized in the DEIR.

SLRMWD is a special-purpose government agency, organized and existing pursuant to the Municipal Water District Law of 1911, Water Code section 71000, et seq. SLRMWD has the power to:

> "acquire, control, distribute, store, spread, sink, treat, purify, recycle, recapture, and salvage any water, including sewage and storm waters, for the beneficial use or uses of the district, its inhabitants, or the owners of rights to water in the district"

Water Code, section 71610

G7

SLRMWD has implemented a groundwater management plan under the Water Code section 10750 et seq. In addition to its common law rights to store and recover water from beneath private property owners' land, the SLRMWD has an adopted policy of acquiring from deannexing landowners the right to store water beneath their property, to maintain the integrity of the Groundwater Management Plan.

G8

In 1984, Hewlett-Packard, owner of the Project property, deannexed the Project from SLRMWD for annexation to neighboring Rainbow Municipal Water District ("RMWD"). In the process, SLRMWD, in keeping with its policy of maintaining the integrity of its adopted Groundwater Management Plan, acquired the Project's water rights through a Grant Deed and Easement Grant Deed (Exhibits "B" and "C".) The following is the sequence of events concerning the deannexation of the Project from SLRMWD and annexation to RMWD:

Hewlett-Packard's Deannexation from SLRMWD and Annexation to RMWD

G9

On November 14, 1983, following certification of the Project's previous DEIR, RMWD adopted its Resolution No. 914 (Exhibit "D"), which proposed detaching the Project's property, owned by Hewlett-Packard, from the SLRMWD and annexing it to RMWD.

G10

On November 18, 1983, RMWD submitted an application to the San Diego Local Agency Formation Commission ("LAFCO"), proposing a reorganization of the Project's property that was located within the boundaries of SLRMWD. The Application for Reorganization was to be

G5. Please refer to Response to Comment G3. Because the Applicant intends to neither grant access to site groundwater, nor export it, this is a moot point. The CEQA analysis correctly addressed potential Project-related effects to groundwater. No CEQA impact related to this issue was identified, and therefore no mitigation is required. No revision to text is required since this request does not comprise a CEQA issue. Nonetheless, this comment letter, response, and all attachments comprise elements of the Final EIR. As such, SLRMWD's documentation of its interests will be part of the EIR during Project evaluation for approval.

G6. Comment noted. As stated in Response to Comment G5, the comment letter, response, and all attachments comprise elements of the Final EIR. As such, this enumeration of SLRMWD's powers will be included in the Final EIR.

G7. Comment noted.

G8. Comment noted. SLRMWD has not acquired any water rights from the Campus Park Project. Please refer to Response to Comment G3.

G9. Comment noted.

G10 cont. known as Campus Park Reorganization, but was later referred to and adopted as "Hewlett-Packard Reorganization."

G11 On March 14, 1984, SLRMWD's Board of Directors adopted Resolution No. 84-1, incorporating RMWD's Resolution No. 914 and proposing that the reorganization be approved subject to terms and conditions, including provisions for a legal description and maps of the subject property as well as a utility easement and right of way, formed as a result of the proposed detachment should it be approved. The terms and conditions also included compliance with a separate agreement between SLRMWD and Hewlett-Packard.

G12 Also on March 14, 1984, SLRMWD's Board of Directors adopted Resolution No. 84-2, which stated that based on the environmental assessment and an initial study, SLRMWD's acquisition of Hewlett-Packard's water rights would not have a significant impact on the environment because SLRMWD's water use would not change. Resolution 84-2 further declared that SLRMWD would prepare a Negative Declaration ("ND") for the project and file a Notice of Determination with the County Clerk.

G13 On May 4, 1984, SLRMWD filed its Final Negative Declaration, Notice of Determination, and Environmental Impact Assessment with LAFCO.

G14 On June 20, 1984, SLRMWD's Board of Directors adopted Resolution No. 84-6, concurring in the reorganization of Hewlett-Packard's annexation to RMWD.

G15 SLRMWD hereby respectfully requests that the deeds conveying water interests from Hewlett-Packard to SLRMWD be incorporated into the County's Draft Subsequent Environmental Impact Report for the Project.

G16 Please feel free to contact the undersigned with any questions.

Sincerely,

Susan M. Trager
SmithTrager LLP

SMT/rs

G10. Comment noted.

G11. Comment noted.

G12. Comment noted.

G13. Comment noted.

G14. Comment noted.

G15. Please refer to Response to Comment G5.

G16. This is a closing statement; no response is required.

Mr. Dennis Campbell
November 10, 2009
Page 4

Attachments:

G17 Exhibit A: Agreement Between SLRMWD and Hewlett-Packard Relative to Protection of Water Rights Upon Detachment of Water Rights

G18 Exhibit B: Executed Grant Deed

G19 Exhibit C: Executed Easement Grant Deed

G20 Exhibit D: RMWD Resolution No. 914

cc: President Victor Pankey
Robin Steele, District Board Secretary

G17. Exhibit A is acknowledged and attached; no response is required.

G18. Exhibit B is acknowledged and attached; no response is required.

G19. Exhibit C is acknowledged and attached; no response is required.

G20. Exhibit D is acknowledged and attached; no response is required.

EXHIBIT "A"

ATTACHMENTS TO LETTER

AGREEMENT BETWEEN SAN LUIS REY MUNICIPAL WATER DISTRICT AND HEWLETT-PACKARD RELATIVE TO PROTECTION OF WATER RIGHTS THROUGH CONVEYANCE OF AN INTEREST IN WATER RIGHTS UPON DETACHMENT OF THE CAMPUS PARK PROJECT AND GRANT OF EASEMENT FOR UTILITY PURPOSES

THIS AGREEMENT is made and entered into this 9th day of July, 1984, by and between the SAN LUIS REY MUNICIPAL WATER DISTRICT, a Municipal Water District formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the Water Code of the State of California (hereinafter referred to as "the District"), and governed by its Board of Directors, and the Hewlett-Packard Company (hereinafter referred to as the "Property Owner"), with main offices at 3000 Hanover Street, Palo Alto, California 94304, a California corporation, with respect to certain real property referred to as the "Campus Park Project", a portion of which is located within the boundaries of the San Luis Rey Municipal Water District.

W I T N E S S E T H:

WHEREAS, the property owner proposes to annex the real property comprised of approximately 342+ acres plus any land owned by the State of California, as described in Exhibit A to Rainbow Municipal Water District, a Municipal Water District formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the

Water Code of the State of California (hereinafter referred to as "Rainbow"); and

WHEREAS, the property owner proposes to detach its real property composed of approximately [250+] acres, the legal description of which is set forth in Exhibit B from the District; and

WHEREAS, Rainbow has submitted a proposal for the reorganization of certain real property to the San Diego Local Agency Formation Commission; and

WHEREAS, the Board of Directors of the District has determined that said detachment is in the best interest of the District; and

WHEREAS, the property owner has requested that its property be detached from the District and that the District concur in the reorganization proposal; and

WHEREAS, the Board of Directors of the District desires to concur in the reorganization proceedings which have been initiated and to detach the aforesaid real property as set forth in Exhibit B from the District; and

WHEREAS, the proposed detachment will leave a non-continuous parcel of land giving rise to a need for a grant by the property owner to the District of a right of way and easement for utilities; and

ATTACHMENTS TO LETTER

WHEREAS, Rainbow is examining the feasibility of undertaking a groundwater and surface water pumping and storage program using water from the San Luis Rey River. To that end Rainbow has engaged the United States Geological Survey to study water quantity and quality in basins of the San Luis Rey River, and in addition, has filed an Application No. 26281 with the State Water Resources Control Board for the right to appropriate waters from the San Luis Rey River which appropriation would have, in the opinion of the District, a detrimental impact on the pumping and cultivation practices of the landowners within the District. Rainbow, additionally, on several occasions, has expressed an interest in using the annexation of the Campus Park Project as a means of obtaining water rights as part of the conditions of that annexation; and

WHEREAS, these activities constitute, in the opinion of the District, a threat to the status of the vested water rights of the owners of the land within the District, and the desirable groundwater management of the Basin; and

WHEREAS, the Board of Directors of the District has determined that it would be in the best interest of the District to impose certain conditions of detachment to insure preservation of the water rights of the District, and to take whatever further steps are required to preserve

ATTACHMENTS TO LETTER

vested water rights, and flexibility for groundwater management; and

WHEREAS, the Board of Directors of the District has determined that in lieu of requiring as a condition of detachment the conveyance of a water right, it will accept from the property owner a grant deed, a copy of which is attached as Exhibit C;

NOW, THEREFORE, in consideration of the mutual covenants and promises hereinafter set forth, the parties hereto agree as follows:

C O V E N A N T S

Section 1. The property owner agrees to execute, contemporaneously with this Agreement, the deed attached to and incorporated in this Agreement as Exhibit C conveying a partial interest in certain water rights. No warranty is expressed or implied as to the validity or extent of the water rights conveyed; and further, any grant of water rights by the property owner, its successors and assigns to a party other than the District is subject to the grant of rights in favor of the District;

Section 2. The property owner agrees to execute contemporaneously with this Agreement, the easement attached to and incorporated with this Agreement as Exhibit D conveying a 20 foot wide utility easement and right of way to be located roughly parallel to State Highway 76 on the South side of

State Highway 76, connecting the major portion of the District in the general vicinity of the real property now owned by Edgar E. and Elizabeth S. Pankey and Pankey Farms, a limited partnership, with that non-contiguous parcel formed as a result of the property owner's detachment.

Section 3. The District agrees to bear all costs associated with the recordation of the deed and easement, including recordation charges, and documentary transfer tax;

Section 4. In the event that the proposed reorganization is not completed, or is disapproved by the Board of Supervisors of San Diego County, within 30 days notice that Rainbow's proposal for reorganization of certain territory has been rejected, and if the property owner desires to remain in the District, the District agrees to do either of the following, at the option of the property owner: destroy the deed and easement, or reconvey the property rights to the property owner.

Section 5. The District agrees to refrain from imposing as a condition of detachment the requirement that the aforementioned water rights be conveyed.

Section 6. Any notice or instrument required or permitted by this Agreement and attached deed or easement to be given to either party shall be deemed to have been received when personally served or upon depositing the same

ATTACHMENTS TO LETTER

in the United States Mail, registered, or certified, postage prepaid, addressed to:

Property Owner:	3000 Hanover Street Palo Alto, CA 94304 Attn: James G. Law
San Luis Rey Municipal Water District:	5328 Highway 76 Bonsall, CA 92003

Section 7. The property owner represents and warrants that it has all requisite power and authority to execute and deliver, and to perform all of its obligations under, this Agreement, and that this Agreement constitutes a legal, valid and binding obligation and is enforceable against the property owner in accordance with its terms. The District represents and warrants that it is a Municipal Water District formed and existing pursuant to Section 71000 and following of the Water Code of the State of California and has all requisite power and authority to execute and deliver, and to perform all of its obligations under this Agreement and that this Agreement constitutes a legal, valid and binding obligation of the District and is enforceable against the District in accordance with its terms.

Section 8. This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the District and the property owner.

Section 9. The detachment shall not be effective until the execution of the deed attached as Exhibit C between the

property owner and the District.

IN WITNESS WHEREOF, this Agreement has been executed on the date first hereinabove written.

HEWLETT-PACKARD COMPANY

By _____

SAN LUIS REY MUNICIPAL WATER DISTRICT

By _____
Robert H. Pankey, President

APPROVED AS TO FORM:

By _____
Susan M. Trager
General Counsel

ATTACHMENTS TO LETTER

RICH ENGINEERING COMPANY | PLANNING CONSULTANTS AND CIVIL ENGINEERS

8620 FRIARS ROAD • SAN DIEGO, CALIFORNIA 92110

TELEPHONE • AREA CODE 714 • 291-0707

JOB NO.	LEGAL DESCRIPTION FOR:	BY	DATE	SHEET
764	EXHIBIT A-1 ANNEXATION TO RAINBOW MWD	CDS/dws CHK'D.	10-18-83	1 OF

Those portions of Fractional Section 36, Township 9 South, Range 3 West, San Bernardino Meridian, according to Official Plat thereof, and Rancho Monserate, according to Map thereof Recorded in Book 1, Page 108 of Patents, Records of San Diego County, all in the County of San Diego, State of California, described as follows:

Beginning at the Northeasterly corner of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 in deed to the State of California, Recorded July 6, 1973, as File No. 73-186085, of Official Records; thence along the boundary of the land described in deed in Parcel 2 to Robert H. Pankey, et ux, Recorded December 21, 1967, as File No. 201487, of Official Records, South 86°06'42" East 124.27 feet; thence South 01°03'58" West 10.00 feet to Corner No. 20 of said Rancho Monserate; thence along the boundary of said Rancho South 87°27'51" East 1969.63 feet; thence leaving said Rancho boundary South 24°37'32" East 1589.35 feet; thence South 47°45'53" West 221.16 feet; thence South 49°10'58" West 663.73 feet; thence South 14°12'21" West 123.41 feet; thence South 06°09'01" East 239.79 feet; thence South 65°22'28" West 681.37 feet; thence South 00°03'30" West 1327.93 feet; thence South 26°42'12" East 1593.72 feet; thence South 03°49'46" East 2479.80 feet to a point in a non-tangent 3729.02 foot radius curve concave Northwesterly being also a point in the centerline of Pala Road, a radial line to said point bears South 24°35'25" East; thence Westerly along said curve and said centerline, through a central angle of 02°12'31" an arc distance of 143.75 feet; thence tangent to said curve South 67°37'06" West 75.76 feet; thence leaving said centerline South 26°00'27" East 507.05 feet; thence South 65°31'33" West 356.67 feet to the Northeasterly line of County Road Survey No. 1219 according to Plat thereof on file in the Office of the County Surveyor of said County; thence along said Northeasterly line South 23°16'27" East 130.79 feet to the Southeasterly terminus of Course (29) in the boundary of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 to the State of California, Recorded February 19, 1975, as File No. 75-036967, of Official Records; thence South 00°19'09" West 62.46 feet to a point in the centerline of said Road Survey No. 1219; thence along said centerline South 23°16'27" East 229.73 feet to the beginning of a tangent 280.00 foot radius curve concave Westerly; thence Southerly along said curve through a central angle of 19°03'12" an arc distance of 93.11 feet to the beginning of a reverse 100.00 foot radius curve concave Northeasterly; thence Southeasterly along said reverse curve through a central angle of 40°02'34" an arc distance of 69.89 feet; thence tangent to said reverse curve South 44°15'49" East 297.81 feet to the boundary of

LE CO. ERENCE	COMPANY	DESCRIPTION	REVISIONS
	ORDER NO. DATE	EXHIBIT A	BY DATE

RICH ENGINEERING COMPANY | PLANNING CONSULTANTS AND CIVIL ENGINEERS

8620 FRIARS ROAD • SAN DIEGO, CALIFORNIA 92110

TELEPHONE • AREA CODE 714 • 291-0707

JOB NO.	LEGAL DESCRIPTION FOR:	BY	DATE	SHEET
8764	EXHIBIT A-1 ANNEXATION TO RAINBOW MWD	CDS/dws CHK'D.	10-13-83	2 OF 2

land described in deed to Pankey Ranch, Recorded July 3, 1974, as File No. 74-179396, of Official Records, thence along said boundary South 42°53'02" West 11.97 feet, and North 89°29'08" West 359.60 feet, and South 25°58'27" West 347.58 feet to a point in the boundary of land described in deed to Edgar E. Pankey, et ux, Recorded February 6, 1956, in Book 5966, Page 244 of Official Records; thence along said boundary North 26°11'06" West 590.82 feet, and North 45°45'06" West 101.96 feet, and North 57°20'06" West 360.13 feet, and North 32°56'37" West 120.33 feet, and North 03°33'37" West 301.88 feet, and North 21°12'54" East 595.56 feet, and North 04°47'33" East 360.46 feet, and North 34°30'54" East 211.50 feet, and North 02°56'27" West 353.20 feet, and North 36°06'12" West 648.11 feet, and North 35°25'10" West 426.83 feet, and North 63°56'37" West 301.47 feet, and North 26°00'36" West 1655.27 feet, and North 47°16'22" West 110.22 feet, and North 70°02'13" West 329.32 feet, and North 43°23'43" West 171.93 feet; thence North 88°45'10" West 95.10 feet to a point in the boundary of the Rainbow Municipal Water District; thence along said boundary the following courses:

1. North 01°14'50" East, 3186.35 feet
2. Northerly along a tangent 3999.64 foot radius curve concave Westerly through a central angle of 09°38'31" an arc distance of 673.07 feet to the centerline of Road Survey No. 1170 as filed in the Office of said County Surveyor
3. Along said centerline North 81°32'41" East 60.12 feet to the beginning of a non-tangent 199.90 foot radius curve concave Northwesterly, a radial line to said curve bears South 15°15'27" East
4. Northeasterly along said curve through a central angle of 33°31'48" an arc distance of 117.04 feet
5. Tangent to said curve North 41°12'45" East 543.67 feet
6. Easterly along a tangent 119.99 foot radius curve concave Southerly through a central angle of 52°40'33" an arc distance of 110.32 feet
7. Tangent to said curve South 86°06'42" East 55.88 feet to the POINT OF BEGINNING.

LE CO. ERENCE	COMPANY	DESCRIPTION	REVISIONS
	ORDER NO. DATE		BY DATE

ATTACHMENTS TO LETTER

"HEWLETT-PACKARD REORGANIZATION" DETACHMENT FROM SAN LUIS REY MUNICIPAL WATER DISTRICT

All that portion of Rancho Monserate, according to Map thereof Recorded in Book 1, Page 108 of Patents, Records of San Diego County, all in the County of San Diego, State of California, lying within the following described boundaries:

Beginning at Corner No. 20 of said Rancho Monserate; thence along the boundary of said Rancho South 87°27'51" East, 1969.63 feet (Record South 87°27'27" East, 1969.67 feet); thence leaving said boundary South 24°37'32" East, 1589 feet (Record South 24°37'47" East, 1588.77 feet); thence South 47°45'53" West, 221.16 feet (Record South 47°45'38" West, 221.11 feet); thence South 49°10'58" West, 663.73 feet (Record South 49°12'02" West, 663.99 feet); thence South 14°12'21" West, 123.41 feet (Record South 14°06'11" West, 123.38 feet); thence South 06°09'01" East, 239.79 feet (Record South 06°12'09" East, 239.82 feet); thence South 65°22'28" West, 681.37 feet (Record South 65°22'25" West, 681.64 feet) to the East-West center line of theoretical Section 36, Township 9 South, Range 3 West San Bernardino Base and Merdian and the TRUE POINT OF BEGINNING; thence leaving said East-West center line South 00°03'30" West, 1327.93 feet (Record South 00°03'05" West, 1328.06 feet); thence South 26°42'12" East, 1593.72 feet (Record South 26°42'09" East, 1593.82 feet) thence South 03°49'46" East 2479.80 feet to a point in a non-tangent 3729.02 foot radius curve concave Northwesterly being also a point in the center line of Route 8, Division 1 of County Highway Commission (Pala Road) Map on file in the County Engineer's Office of said County, a radial line to said point bears South 24°35'25" East; thence Westerly, 143.75 feet along said curve and said centerline, through a central angle of 02°12'31"; thence tangent to said curve, South 67°37'06" West, 75.76 feet; thence leaving said center line, South 26°00'27" East, 507.05 feet; thence South 65°31'33" West, 356.67 feet to the Northeasterly line of Road Survey No. 1219 (Shearer Crossing) map on file in the County Engineer's Office of said County; thence along said Northeasterly line South 23°16'27" East 130.79 feet to the Southeasterly terminus of Coure (29) in the boundary of that portion of California State Highway 11-SD-15 (Interstate -15) as described in Parcel 1 to the State of California, Recorded February 19, 1975, as File No. 75-036967, of Official Records; thence South 00°19'09" West 62.46 feet to a point in the center line of said Road Survey No. 1219; thence along said center line, South 23°16'27" East, 229.73 feet to a tangent 280.00 foot radius curve concave Westerly; thence Southerly, 93.11 feet along said curve through a central angle of 19°03'12" to the center line of Road Survey No. 837 (Shearer Crossing) Map on file in the County Engineer's Office of said County, being the beginning of a reverse 100.00 foot radius curve concave Northeasterly; thence Southeasterly, 69.89 feet along said reverse curve through a central angle of 40°02'34"; thence tangent to said reverse curve South 44°15'49" East, 297.81 feet (Record South 44°44'51" East 310.27 feet) to the boundary of land described in deed to Pankey Ranch, Recorded July 3, 1974, as File No. 74-179396 of Official

EXHIBIT B

Records, thence along said boundary the following courses and distances: A) South 42°53'02" West, 11.97 feet (Record South 42°24' West); B) North 89°29'08" West, 359.60 feet (Record North 89°58'10" West, North 89°56'11" West); C) South 25°31'24" West, 347.58 feet (Record South 25°30'45" West, 347.42 feet) to a point in the boundary of land described in deed to Edgar E. Pankey, et ux, Recorded February 6, 1956, in Book 5966, Page 244 of Official Records; thence along said boundary the following courses and distances: A) North 26°11'06" West, 590.82 feet (Record North 26°39' West, 591.28 feet); B) North 44°45'06" West, 101.96 feet (Record North 46°13' West, 102.01 feet); C) North 57°20'06" West, 360.13 feet (Record North 57°48' West, 360.41 feet); D) North 32°56'37" West, 120.33 feet (Record North 33°24'30" West, 120.42 feet); E) North 03°33'37" West, 301.88 feet (Record North 04°01'30" West, 302.11 feet); F) North 21°12'54" East 595.56 feet (Record North 20°45' East, 596.17 feet); G) North 04°47'33" East, 360.46 feet (Record North 04°19'40" East, 360.74 feet); H) North 34°30'54" East, 211.50 feet (Record North 34°03' East, 211.66 feet); I) North 02°56'27" West, 353.20 feet (Record North 03°24'20" West, 353.47 feet); J) North 36°06'12" West, 648.11 feet (Record North 36°34'20" West, 648.59 feet); K) North 35°25'10" West, 426.83 feet (Record North 35°53'20" West, 427.15 feet); L) North 63°56'37" West, 301.47 feet (Record North 64°23'30" West, 301.68 feet); M) North 26°00'36" West, 1655.27 feet (Record North 26° 28'30" West, 1656.55 feet); N) North 47°16'22" West, 110.22 feet (Record North 47°07'33" West, 110.55 feet); O) North 79°02'13" West, 329.32 feet (Record North 80°07'30" West, 329.46 feet); P) North 43°23'43" West, 171.93 feet (Record North 49°29' West, 172.00 feet); thence North 88°45'10" West, 95.10 feet to the intersection with the center line of right-of-way for U.S. Highway 395 as located by State of California, Department of Public Works Survey of Road X1-SD-77-G as shown on State Highway Map No. 24, consisting of Sheets 1 to 30, inclusive, on file in the Office of the County Record of San Diego County as File No. 141886, in Book 4, Page 24 of Highway Maps, said center line of said right-of-way for U.S. Highway 395 being the survey line lying within the exterior boundaries for right-of-way for said U.S. Highway 395 as so located by said State of California, Department of Public Works Survey of Road X1-SD-77-G as shown on said State Highway Map No. 24, said survey line being identified upon said Highway Map No. 24 by the designation thereon in numerical sequence of engineers' stations 33-00-G to 753, inclusive, thence Northerly along said centerline to the East-West center line of theorectical Section 35, said Township and range; thence Easterly along said East-West center line and prolongation thereof to the TRUE POINT OF BEGINNING.

EXHIBIT B

WHEN RECORDED MAIL TO:

Susan M. Trager, Esq.
LAW OFFICES OF SUSAN M. TRAGER
2061 Business Center Drive, Suite 201
Irvine, California 92715

MAIL TAX STATEMENTS TO:

SAN LUIS REY MUNICIPAL
WATER DISTRICT
5328 Highway 76
Bonsall, California 92003

DOCUMENTARY TRANSFER TAX $_____
. . . Computed on the consideration or value of property conveyed.

. . . Computed on the consideration or value less liens or encumbrances remaining at time of sale.

Exempt - Rev. & Tax Code Section 11922

_____
Signature of Declarant or Agent determining tax - - - firm name

ASSESSOR'S PARCEL NO.

GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the HEWLETT-PACKARD COMPANY, a California corporation, with main offices at 3000 Hanover Street, Palo Alto, California 94304, as owner of certain real property located within the boundaries of the San Luis Rey Municipal Water District, San Diego County, California does

EXHIBIT C

hereby REMISE, RELEASE AND GRANT to the SAN LUIS REY MUNICIPAL WATER DISTRICT, a Municipal Water District formed and existing pursuant to the Municipal Water District Law of 1911, Section 71000 and following of the Water Code of the State of California, an easement and right of way for access and development of waters, wellsites, and water works located at areas to be designated, if at all, in writing by the grantor, in the grantor's discretion, on the following described real property (the "Property") located in the County of San Diego, State of California, as follows:

Those portions of Fractional Section 36, Township 9 South, Range 3 West, San Bernardino Meridian, according to Official Plat thereof, and Rancho Monserate, according to Map thereof Recorded in Book 1, Page 108 of Patents, Records of San Diego County, all in the County of San Diego, State of California, described as follows:

Beginnning at the Northeasterly corner of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 in deed to the State of California, Recorded July 6, 1973, as File No. 73-186085, of Official Records; thence along the boundary of the land described in deed in Parcel 2 to Robert H. Pankey, et ux, Recorded December 21, 1967, as File No. 201487, of Official Records, South 86°06'42" East 124.27 feet; thence South 01°03'58" West 10.00 feet to Corner No. 20 of said Rancho Monserate; thence along the boundary of said Rancho South 87°21'51" East 1969.63 feet; thence leaving said Rancho boundary South 24°37'32" East 1589.35 feet; thence South 47°45'53" West 221.16 feet; thence South 49°10'58" West 663.73 feet; thence South 14°12'21" West 123.41 feet; thence South 06°09'01" East 239.79 feet; thence South 65°22'28" West 681.37 feet; thence South 00°03'30" West 1327.93 feet; thence South 26°42'12" East 1593.72 feet, thence South 03°49'46" East 2479.80 feet to a point in a non-tangent 3729.02 foot radius curve concave Northwesterly being also a point in the centerline of Pala Road, a radial line to said point bears South 24°35'25" East; thence Westerly along said curve and said centerline, through a central angle of 02°12'31" an arc distance of 143.75 feet; thence tangent to said curve South 67°37'06" West

75.76 feet; thence leaving said centerline South 26°00'27" East 507.05 feet; thence South 65°31'33" West 356.67 feet to the Northeasterly line of County Road Survey No. 1219 according to Plat thereof on file in the Office of the County Surveyor of said County; thence along said Northeasterly line South 23°16'27" East 130.79 feet to the Southeasterly terminus of Course (29) in the boundary of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 to the State of California, Recorded February 19, 1975, as File No. 75-036967, of Official Records; thence South 00°19'09" West 62.46 feet to a point in the centerline of said Road Survey No. 1219; thence along said centerline South 23°16'27" East 229.73 feet to the beginning of a tangent 280.00 foot radius curve concave Westerly; thence Southerly along said curve through a central angle of 19°03'12" an arc distance of 93.11 feet to the beginning of a reverse 100.00 foot radius curve concave Northeasterly; thence Southeasterly along said reverse curve through a central angle of 40°02'34" an arc distance of 69.89 feet; thence tangent to said reverse curve South 44°15'49" East 297.81 feet to the boundary of land described in deed to Pankey Ranch, Recorded July 3, 1974, as File No. 74-179396, of Official Records, thence along said boundary South 42°53'02" West 11.97 feet, and North 89°29'08" West 359.60 feet, and South 25°58'27" West 347.58 feet to a point in the boundary of land described in deed to Edgar E. Pankey, et ux, Recorded February 6, 1956, in Book 5966, Page 244 of Official Records; thence along said boundary North 26°11'06" West 590.82 feet, and North 45°45'06" West 101.96 feet, and North 57°20'06" West 360.13 feet, and North 32°56'37" West 120.33 feet, and North 03°33'37" West 301.88 feet, and North 21°12'54" East 595.56 feet, and North 04°47'33" East 360.46 feet, and North 34°30'54" East 211.50 feet, and North 02°56'27" West 353.20 feet, and North 36°06'12" West 648.11 feet, and North 35°25'10" West 426.83 feet, and North 63°56'37" West 301.47 feet, and North 26°00'36" West 1655.27 feet, and North 47°16'22" West 110.22 feet, and North 70°02'13" West 329.32 feet, and North 43°23'43" West 171.93 feet; thence North 88°45'10" West 95.10 feet to a point in the boundary of the Rainbow Municipal Water District; thence along said boundary the following courses:

1. North 01°14'50" East, 3186.35 feet
2. Northerly along a tangent 3999.64 foot radius curve concave Westerly through a central angle of 09°38'31" an arc distance of 673.07 feet to the centerline of Road Survey No. 1170 as filed in the Office of said County Surveyor
3. Along said centerline North 81°32'41" East 60.12 feet to the beginning of a non-tangent 199.90 foot radius curve concave Northwesterly, a radial line to said curve bears South 15°15'27" East
4. Northeasterly along said curve through a central angle of 33°31'48" an arc distance of 117.04 feet
5. Tangent to said curve North 41°12'45" East 543.67 feet
6. Easterly along a tangent 119.99 foot radius curve concave Southerly through a central angle of 52°40'33" an arc distance of 110.32 feet
7. Tangent to said curve South 86°06'42" East 55.88 feet to the POINT OF BEGINNING.

together with the right to exercise equally with the grantor, if the grantor in its sole discretion elects to export water from the Property, the grantor's right to produce and store water for export and to export water to areas outside the boundaries of the Property, which grant shall be applicable to any and all water rights which are or may become vested in the grantor, except that grantor reserves for itself all riparian, appropriative, overlying and other rights to produce water for use on the Property. The provisions of this grant are intended to affect grantor's right to extract and to store water for export and become effective only if, as and when grantor, its successors and assigns, including

condemnors, commences pumping, diversion, or storage of water for use on real property outside of the boundaries of the Property, and are not intended to restrict grantor's use of water on the Property. Nothing contained herein shall be deemed to grant grantee any right to require any production, pumping or diversion of water for export.

IN WITNESS WHEREOF, this instrument has been executed this 9th day of July, 1984.

HEWLETT-PACKARD COMPANY,
A California Corporation

By _____

By _____

ATTACHMENTS TO LETTER

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On July 9, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared E. S. EDMONDSON, known to me to be the person who executed the within instrument and acknowledged to me that he executed the same.

WITNESS my hand and official seal.

OFFICIAL SEAL
LINDA A WYGREN
NOTARY PUBLIC - CALIFORNIA
SANTA CLARA COUNTY
My comm. expires MAY 7, 1987

3000 Hanover Street, Palo Alto CA 94304

(SEAL)

_____
Notary Public in and for said
County and State

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On _____, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person who executed the within instrument and acknowledged to me that _____ executed the same.

WITNESS my hand and official seal.

_____
Notary Public in and for said
County and State

(SEAL)

CERTIFICATE OF ACCEPTANCE
Government Code §27281

This is to certify that the interest in real property conveyed by the deed as set forth above to the SAN LUIS REY MUNICIPAL WATER DISTRICT a municipal water district formed and existing pursuant to the Municipal Water District Law of 1911, Section 71000 and following of the Water Code of the State of California, is hereby accepted by the undersigned

officer or agent on behalf of the Board of Directors of such District pursuant to authority conferred by adopted resolutions by the Board dated _____ and _____ _____ and the Grantee consents to recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this ____ day of _____, 1984.

_____
Susan M. Trager
Assistant Secretary, San Luis Rey Municipal Water District

WHEN RECORDED MAIL TO:

Susan M. Trager, Esq.
LAW OFFICES OF SUSAN M. TRAGER
2061 Business Center Drive, Suite 201
Irvine, California 92715

MAIL TAX STATEMENTS TO:

SAN LUIS REY MUNICIPAL WATER DISTRICT
5328 Highway 76
Bonsall, California 92003

DOCUMENTARY TRANSFER TAX $_____
. . . Computed on the consideration or value of property conveyed.

. . . Computed on the consideration or value less liens or encumbrances remaining at time of sale.

Exempt - Rev. & Tax Code Section 11922

_____
Signature of Declarant or Agent determining tax - - - firm name

ASSESSOR'S PARCEL NO.

EASEMENT GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the HEWLETT-PACKARD COMPANY, a California corporation, with main offices at 3000 Hanover Street, Palo Alto, California 94304, as owner of certain real property located within the boundaries of the San Luis Rey Municipal Water District, San Diego County, California hereby GRANT(S)

EXHIBIT D

and conveys to the San Luis Rey Municipal Water District, a Municipal Water District formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the Water Code of the State of California, and its successors and assigns, a utility easement and right of way for easements, including but not limited to the right to install, construct, reconstruct, remove and replace, inspect, maintain, operate, repair, improve and relocate the utility along with incidental appurtenances and connections, in, on, over, across and under the real property hereinafter described. Said easement shall lie in, under, over and across that certain real property situated in the County of San Diego, State of California, more specifically described as follows:

A strip of land, 20.00 feet in width, lying within a portion of Rancho Monserate, in the County of San Diego, California, according to Map thereof recorded in Book 1, Page 108 of Patents, Records of San Diego County, described as follows:

PARCEL A

Beginning at the Westerly terminus of that course shown on State of California, Department of Transportation, District 11, Right-of-Way Map No. 18086 (SD-15, PM 46.5), said course designated as "North 67°30'00" East 315.64 feet"; thence along said course and its Easterly prolongation North 67°30'00" East 343.47 feet; thence South 25°59'57" East 20.04 feet; thence South 67°30'00" West 327.14 feet to a point in a non-tangent 762.00 foot radius curve concave Westerly, a radial line to said point bears North 75°36'57" East; thence Southerly along said curve through a central angle of 10°53'10" an arc distance of 144.78 feet; thence along a non-tangent line South 62°15'00" West 22.00 feet to a point in a concentric 742.00 foot radius curve, a radial line to said point bears North 87°11'58" East; thence Northerly along said curve through a central angle of 12°55'17" an arc distance of 167.34 feet to the Point of Beginning.

PARCEL B

Beginning at the Easterly terminus of that course designated as "North 62°15'00" East 801.13 feet" as shown on said Right-of-Way Map No. 18086; thence along said course South 62°15'00" West 667.94 feet; thence South 03°33'37" East 21.92 feet; thence North 62°15'00" East 666.78 feet to a point in a non-tangent 670.00 foot radius curve concave Westerly, a radial line to said point bears South 89°54'02" East; thence Northerly along said curve through a central angle of 01°55'04" an arc distance of 22.43 to the Point of Beginning.

The rights being granted herein include the right to enter upon and to pass and repass over and along said land, and to deposit tools, implements and other materials thereon by said San Luis Rey Municipal Water District or its successors and assigns, its officers, agents and employees, whenever and wherever necessary for the purpose of laying, constructing, reconstructing, renewing, inspecting, maintaining, repairing, enlarging, using and operating said utility.

It is understood that the permanent easement and rights of way above-described shall be acquired subject to the rights of the Grantors, their successors and assigns, to use the surface of the land within the boundary lines of such easements and rights of way to the extent compatible with the full and free exercise of said easements and rights of way. No buildings of any kind shall be placed, erected, or maintained on the easement area.

Grantor agrees that no other easement or easements shall be granted on, under or over said strip of land by Grantor without the previous written consent of Grantee, which consent will not unreasonably be withheld.

ATTACHMENTS TO LETTER

This easement and the provisions contained therein shall be binding upon the heirs, successors, administrators, personal representatives and assigns of the parties hereto.

IN WITNESS WHEREOF, this instrument has been executed this 7th day of July, 1984.

HEWLETT-PACKARD COMPANY
A California Corporation

By _____

By _____

STATE OF CALIFORNIA)
) ss.
COUNTY OF ~~ORANGE~~ SANTA CLARA)

On July 9, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared L. E. EDMONDSON, known to me to be the person who executed the within instrument and acknowledged to me that he executed the same.

WITNESS my hand and official seal.

OFFICIAL SEAL
LINDA A WYGREN
NOTARY PUBLIC - CALIFORNIA
SANTA CLARA COUNTY
My comm. expires MAY 7, 1987

3000 Hanover Street, Palo Alto, CA 94304
(SEAL)

Linda A. Wygren
Notary Public in and for said
County and State

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On _____, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person who executed the within instrument and acknowledged to me that _____ executed the same.

WITNESS my hand and official seal.

_____
Notary Public in and for said
County and State

(SEAL)

CERTIFICATE OF ACCEPTANCE
Government Code §27281

This is to certify that the interest in real property conveyed by the deed as set forth above to the SAN LUIS REY MUNICIPAL WATER DISTRICT a municipal water district formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the Water Code of the State of California, is hereby accepted by the undersigned

ATTACHMENTS TO LETTER

officer or agent on behalf of the Board of Directors of such District pursuant to authority conferred by adopted resolutions by the Board dated _____ and _____ _____ and the Grantee consents to recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this ____ day of _____, 1984.

_____
Susan M. Trager
Assistant Secretary, San Luis Rey Municipal Water District

EXHIBIT "B"

ATTACHMENTS TO LETTER

THE ORIGINAL OF THIS DOCUMENT WAS RECORDED
ON 1-26-84 AT 8 A.M. 84-25408
VERA L. LYLE, COUNTY RECORDER

WHEN RECORDED MAIL TO:

Susan M. Trager, Esq.
LAW OFFICES OF SUSAN M. TRAGER
2061 Business Center Drive, Suite 201
Irvine, California 92715

MAIL TAX STATEMENTS TO:

SAN LUIS REY MUNICIPAL
WATER DISTRICT
5328 Highway 76
Bonsall, California 92003

DOCUMENTARY TRANSFER TAX $ 0

. . . Computed on the consideration or value of property conveyed.

. . . Computed on the consideration or value less liens or encumbrances remaining at time of sale.

Exempt - Rev. & Tax Code Section 11922

Rebecca J. Fox
Signature of Declarant or Agent determining tax - - - firm name

ASSESSOR'S PARCEL NO.	180-120-51	125-061-02	125-063-04
	180-121-13	125-061-03	
	180-121-12	125-062-01	
	180-120-49	125-063-01	

GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the HEWLETT-PACKARD COMPANY, a California corporation, with main offices at 3000 Hanover Street, Palo Alto, California 94304, as owner of certain real property located within the boundaries of the San Luis Rey Municipal Water District, San Diego County, California does

hereby REMISE, RELEASE AND GRANT to the SAN LUIS REY MUNICIPAL WATER DISTRICT, a Municipal Water District formed and existing pursuant to the Municipal Water District Law of 1911, Section 71000 and following of the Water Code of the State of California, an easement and right of way for access and development of waters, wellsites, and water works located at areas to be designated, if at all, in writing by the grantor, in the grantor's discretion, on the following described real property (the "Property") located in the County of San Diego, State of California, as follows:

Those portions of Fractional Section 36, Township 9 South, Range 3 West, San Bernardino Meridian, according to Official Plat thereof, and Rancho Monserate, according to Map thereof Recorded in Book 1, Page 108 of Patents, Records of San Diego County, all in the County of San Diego, State of California, described as follows:

Beginnning at the Northeasterly corner of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 in deed to the State of California, Recorded July 6, 1973, as File No. 73-186085, of Official Records; thence along the boundary of the land described in deed in Parcel 2 to Robert H. Pankey, et ux, Recorded December 21, 1967, as File No. 201487, of Official Records, South 86°06'42" East 124.27 feet; thence South 01°03'58" West 10.00 feet to Corner No. 20 of said Rancho Monserate; thence along the boundary of said Rancho South 87°21'51" East 1969.63 feet; thence leaving said Rancho boundary South 24°37'32" East 1589.35 feet; thence South 47°45'53" West 221.16 feet; thence South 49°10'58" West 663.73 feet; thence South 14°12'21" West 123.41 feet; thence South 06°09'01" East 239.79 feet; thence South 65°22'28" West 681.37 feet; thence South 00°03'30" West 1327.93 feet; thence South 26°42'12" East 1593.72 feet, thence South 03°49'46" East 2479.80 feet to a point in a non-tangent 3729.02 foot radius curve concave Northwesterly being also a point in the centerline of Pala Road, a radial line to said point bears South 24°35'25" East; thence Westerly along said curve and said centerline, through a central angle of 02°12'31" an arc distance of 143.75 feet; thence tangent to said curve South 67°37'06" West

75.76 feet; thence leaving said centerline South 26°00'27" East 507.05 feet; thence South 65°31'33" West 356.67 feet to the Northeasterly line of County Road Survey No. 1219 according to Plat thereof on file in the Office of the County Surveyor of said County; thence along said Northeasterly line South 23°16'27" East 130.79 feet to the Southeasterly terminus of Course (29) in the boundary of that portion of California State Highway 11-SD-15 (Interstate - 15) as described in Parcel 1 to the State of California, Recorded February 19, 1975, as File No. 75-036967, of Official Records; thence South 00°19'09" West 62.46 feet to a point in the centerline of said Road Survey No. 1219; thence along said centerline South 23°16'27" East 229.73 feet to the beginning of a tangent 280.00 foot radius curve concave Westerly; thence Southerly along said curve through a central angle of 19°03'12" an arc distance of 93.11 feet to the beginning of a reverse 100.00 foot radius curve concave Northeasterly; thence Southeasterly along said reverse curve through a central angle of 40°02'34" an arc distance of 69.89 feet; thence tangent to said reverse curve South 44°15'49" East 297.81 feet to the boundary of land described in deed to Pankey Ranch, Recorded July 3, 1974, as File No. 74-179396, of Official Records, thence along said boundary South 42°53'02" West 11.97 feet, and North 89°29'08" West 359.60 feet, and South 25°58'27" West 347.58 feet to a point in the boundary of land described in deed to Edgar E. Pankey, et ux, Recorded February 6, 1956, in Book 5966, Page 244 of Official Records; thence along said boundary North 26°11'06" West 590.82 feet, and North 45°45'06" West 101.96 feet, and North 57°20'06" West 360.13 feet, and North 32°56'37" West 120.33 feet, and North 03°33'37" West 301.88 feet, and North 21°12'54" East 595.56 feet, and North 04°47'33" East 360.46 feet, and North 34°30'54" East 211.50 feet, and North 02°56'27" West 353.20 feet, and North 36°06'12" West 648.11 feet, and North 35°25'10" West 426.83 feet, and North 63°56'37" West 301.47 feet, and North 26°00'36" West 1655.27 feet, and North 47°16'22" West 110.22 feet, and North 70°02'13" West 329.32 feet, and North 43°23'43" West 171.93 feet; thence North 88°45'10" West 95.10 feet to a point in the boundary of the Rainbow Municipal Water District; thence along said boundary the following courses:

1. North 01°14'50" East, 3186.35 feet

2. Northerly along a tangent 3999.64 foot radius curve concave Westerly through a central angle of 09°38'31" an arc distance of 673.07 feet to the centerline of Road Survey No. 1170 as filed in the Office of said County Surveyor

3. Along said centerline North 81°32'41" East 60.12 feet to the beginning of a non-tangent 199.90 foot radius curve concave Northwesterly, a radial line to said curve bears South 15°15'27" East

4. Northeasterly along said curve through a central angle of 33°31'48" an arc distance of 117.04 feet

5. Tangent to said curve North 41°12'45" East 543.67 feet

6. Easterly along a tangent 119.99 foot radius curve concave Southerly through a central angle of 52°40'33" an arc distance of 110.32 feet

7. Tangent to said curve South 86°06'42" East 55.88 feet to the POINT OF BEGINNING.

together with the right to exercise equally with the grantor, if the grantor in its sole discretion elects to export water from the Property, the grantor's right to produce and store water for export and to export water to areas outside the boundaries of the Property, which grant shall be applicable to any and all water rights which are or may become vested in the grantor, except that grantor reserves for itself all riparian, appropriative, overlying and other rights to produce water for use on the Property. The provisions of this grant are intended to affect grantor's right to extract and to store water for export and become effective only if, as and when grantor, its successors and assigns, including

condemnors, commences pumping, diversion, or storage of water for use on real property outside of the boundaries of the Property, and are not intended to restrict grantor's use of water on the Property. Nothing contained herein shall be deemed to grant grantee any right to require any production, pumping or diversion of water for export.

IN WITNESS WHEREOF, this instrument has been executed this 9th day of July, 1984.

HEWLETT-PACKARD COMPANY,
A California Corporation

By _____

By _____

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On [illegible], 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared [illegible], known to me to be the person who executed the within instrument and acknowledged to me that [illegible] executed the same.

WITNESS my hand and official seal.

OFFICIAL SEAL
LINDA A WYGREN
NOTARY PUBLIC - CALIFORNIA
SANTA CLARA COUNTY
My comm. expires MAY 7, 1987

3000 Hanover Street, Palo Alto, CA 94304

(SEAL)

Linda A. Wygren
Notary Public in and for said
County and State

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On _____, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person who executed the within instrument and acknowledged to me that _____ executed the same.

WITNESS my hand and official seal.

_____
Notary Public in and for said
County and State

(SEAL)

CERTIFICATE OF ACCEPTANCE
Government Code §27281

This is to certify that the interest in real property conveyed by the deed as set forth above to the SAN LUIS REY MUNICIPAL WATER DISTRICT a municipal water district formed and existing pursuant to the Municipal Water District Law of 1911, Section 71000 and following of the Water Code of the State of California, is hereby accepted by the undersigned

officer or agent on behalf of the Board of Directors of such District pursuant to authority conferred by adopted resolutions by the Board dated June 20, 1984 and July 18, 1984 and the Grantee consents to recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 11 day of July, 1984.

Susan M. Trager
Susan M. Trager
Assistant Secretary, San Luis
Rey Municipal Water District

EXHIBIT "C"

ATTACHMENTS TO LETTER

THE ORIGINAL OF THIS DOCUMENT WAS RECORDED
ON 7-26-84 FI. T/PAGE NO. 84-7371
VERA L. LYLE, COUNTY RECORDER

WHEN RECORDED MAIL TO:

Susan M. Trager, Esq.
LAW OFFICES OF SUSAN M. TRAGER
2061 Business Center Drive, Suite 201
Irvine, California 92715

MAIL TAX STATEMENTS TO:

SAN LUIS REY MUNICIPAL
WATER DISTRICT
5328 Highway 76
Bonsall, California 92003

DOCUMENTARY TRANSFER TAX $ 0
. . . Computed on the consideration or value of property conveyed.

. . . Computed on the consideration or value less liens or encumbrances remaining at time of sale.

Exempt -- Rev. & Tax Code Section 11922

Deborah J. Fox
Signature of Declarant or Agent determining tax - - - firm name

ASSESSOR'S PARCEL NO.	180-120-51	125-061-02	125-063-04
	180-121-13	125-061-03	
	180-121-12	125-062-01	
	180-120-49	125-063-01	

EASEMENT GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the HEWLETT-PACKARD COMPANY, a California corporation, with main offices at 3000 Hanover Street, Palo Alto, California 94304, as owner of certain real property located within the boundaries of the San Luis Rey Municipal Water District, San Diego County, California hereby GRANT(S)

and conveys to the San Luis Rey Municipal Water District, a Municipal Water District formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the Water Code of the State of California, and its successors and assigns, a utility easement and right of way for easements, including but not limited to the right to install, construct, reconstruct, remove and replace, inspect, maintain, operate, repair, improve and relocate the utility along with incidental appurtenances and connections, in, on, over, across and under the real property hereinafter described. Said easement shall lie in, under, over and across that certain real property situated in the County of San Diego, State of California, more specifically described as follows:

A strip of land, 20.00 feet in width, lying within a portion of Rancho Monserate, in the County of San Diego, California, according to Map thereof recorded in Book 1, Page 108 of Patents, Records of San Diego County, described as follows:

PARCEL A

Beginning at the Westerly terminus of that course shown on State of California, Department of Transportation, District 11, Right-of-Way Map No. 18086 (SD-15, PM 46.5), said course designated as "North 67°30'00" East 315.64 feet"; thence along said course and its Easterly prolongation North 67°30'00" East 343.47 feet; thence South 25°59'57" East 20.04 feet; thence South 67°30'00" West 327.14 feet to a point in a non-tangent 762.00 foot radius curve concave Westerly, a radial line to said point bears North 75°36'57" East; thence Southerly along said curve through a central angle of 10°53'10" an arc distance of 144.78 feet; thence along a non-tangent line South 62°15'00" West 22.00 feet to a point in a concentric 742.00 foot radius curve, a radial line to said point bears North 87°11'58" East; thence Northerly along said curve through a central angle of 12°55'17" an arc distance of 167.34 feet to the Point of Beginning.

PARCEL B

Beginning at the Easterly terminus of that course designated as "North 62°15'00" East 801.13 feet" as shown on said Right-of-Way Map No. 18086; thence along said course South 62°15'00" West 667.94 feet; thence South 03°33'37" East 21.92 feet; thence North 62°15'00" East 666.78 feet to a point in a non-tangent 670.00 foot radius curve concave Westerly, a radial line to said point bears South 89°54'02" East; thence Northerly along said curve through a central angle of 01°55'04" an arc distance of 22.43 to the Point of Beginning.

The rights being granted herein include the right to enter upon and to pass and repass over and along said land, and to deposit tools, implements and other materials thereon by said San Luis Rey Municipal Water District or its successors and assigns, its officers, agents and employees, whenever and wherever necessary for the purpose of laying, constructing, reconstructing, renewing, inspecting, maintaining, repairing, enlarging, using and operating said utility.

It is understood that the permanent easement and rights of way above-described shall be acquired subject to the rights of the Grantors, their successors and assigns, to use the surface of the land within the boundary lines of such easements and rights of way to the extent compatible with the full and free exercise of said easements and rights of way. No buildings of any kind shall be placed, erected, or maintained on the easement area.

Grantor agrees that no other easement or easements shall be granted on, under or over said strip of land by Grantor without the previous written consent of Grantee, which consent will not unreasonably be withheld.

This easement and the provisions contained therein shall be binding upon the heirs, successors, administrators, personal representatives and assigns of the parties hereto.

IN WITNESS WHEREOF, this instrument has been executed this 7th day of July, 1984.

HEWLETT-PACKARD COMPANY
A California Corporation

By _____

By _____

ATTACHMENTS TO LETTER

STATE OF CALIFORNIA)
) ss.
COUNTY OF ~~ORANGE~~)

On _____, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person who executed the within instrument and acknowledged to me that _____ executed the same.

WITNESS my hand and official seal.

OFFICIAL SEAL
LINDA A WYGREN
NOTARY PUBLIC - CALIFORNIA
SANTA CLARA COUNTY
My comm. expires MAY 7, 1987

3000 Hanover Street, Palo Alto, CA 94304

(SEAL)

_____
Notary Public in and for said
County and State

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On _____, 1984 before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person who executed the within instrument and acknowledged to me that _____ executed the same.

WITNESS my hand and official seal.

_____
Notary Public in and for said
County and State

(SEAL)

CERTIFICATE OF ACCEPTANCE
Government Code §27281

This is to certify that the interest in real property conveyed by the deed as set forth above to the SAN LUIS REY MUNICIPAL WATER DISTRICT a municipal water district formed and existing pursuant to the Municipal Water District Act of 1911, Section 71000 and following of the Water Code of the State of California, is hereby accepted by the undersigned

officer or agent on behalf of the Board of Directors of such District pursuant to authority conferred by adopted resolutions by the Board dated June 20, 1984 and _____ July 18, 1984 and the Grantee consents to recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 19th day of July, 1984.

Susan M. Trager
Assistant Secretary, San Luis Rey Municipal Water District

-6-

ATTACHMENTS TO LETTER

EXHIBIT "D"

ATTACHMENTS TO LETTER

RESOLUTION NO. 914

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE RAINBOW MUNICIPAL WATER DISTRICT
MAKING APPLICATION TO THE LOCAL AGENCY
FORMATION COMMISSION TO REORGANIZE THE
BOUNDARIES OF CERTAIN AGENCIES

The BOARD OF DIRECTORS of the RAINBOW MUNICIPAL WATER DISTRICT hereby orders, determines and resolves as follows:

Part 1. This proposal is made pursuant to Division 1, Title 6 (commencing with Section 56000, et seq.) of the Government Code.

Part 2. The nature of this proposal is a reorganization consisting of the following changes or organization:

2.1 The annexation of territory to the Rainbow Municipal Water District, which Territory is described in Exhibit "A", Parcel 1, attached hereto and made part hereof; and

2.2 The annexation of Territory to the Fallbrook Fire Protection District, which Territory is described in Exhibit "A", Parcel 1; and

2.3 The detachment of Territory from the San Luis Rey Municipal Water District, which Territory is described in Exhibit "A", Parcel 2.

Part 3. The reasons for the proposal are as follows:

The Territory described in Exhibit "A" is subject to development for industrial, commercial and residential uses; the proposed reorganization represents boundary changes that will allow the extension of water, sewer and fire protection services to the Territory upon development, and will eliminate the potential overlapping of jurisdiction between the two municipal water districts which are the subjects of the proposal.

Part 4. The proposed reorganization will be subject to the following terms and conditions:

ATTACHMENTS TO LETTER

[illegible] described in Exhibit "B" will be concurrently annexed to the San Diego County Water Authority and the Metropolitan Water District and subject to whatever annexation fees those agencies may apply.

[illegible] of the Territory shall pay for all costs of [illegible] by the Local Agency Formation Commission [illegible] and for all other administrative, legal, engineering and consultant fees or charges incurred by the District in connection with the reorganization.

4.3 Water service shall be provided to the Territory [illegible] Exhibit "A", Parcel 1, substantially in the form of that agreement entitled "Application to and Agreement with Rainbow Municipal Water District for Extension of Water Service and Annexation of Excess Costs (Starlett Packard)", approved as to general form by the Board of Directors of said District on November 14, 1983. Such agreement is subject to such technical and other changes as may be approved by the District's general counsel and the Board, the President's execution of such document to constitute conclusive evidence of such approval.

5. Sewer service shall be provided to the Territory described in Exhibit "A", Parcel 1, substantially in the form of that agreement entitled "Application to and Agreement with Rainbow Municipal Water District for Construction and Extension of Sewer Facilities and Reimbursement of Excess Costs (Starlett Packard)" approved as to general form by the Board of Directors of said District on November 14, 1983. Such agreement is subject to such technical and other changes as may be approved by the District's general counsel and the Board, the President's execution of such document to constitute conclusive evidence of such approval.

6. The owners of the Territory shall pay to the District the amount of $630.00, this amount and the charges or fees described in 4.2 above shall be paid prior to the adoption of a resolution ordering the reorganization by the Board of Supervisors.

Part 5. The Board of Directors has reviewed and considered the Campus Park Impact Report certified by the San Diego County Board of Supervisors under the provisions of the California Environmental Quality Act.

Part 6. It is hereby requested that proceedings be taken for the reorganization proposed herein.

Part 7. The Secretary of the Rainbow Municipal Water District is hereby authorized and directed to file a certified copy of this Resolution with the Executive Officer of the Local Agency Formation Commission.

PASSED, APPROVED and ADOPTED this 14th day of November, 1983, by the following vote:

AYES:	Director(s)	FOX, ORTON, PASCOE AND INGOLD
NOES:	Director(s)	NONE
ABSTAIN:	Director(s)	NONE
ABSENT:	Director(s)	JENSEN

/s/ Robert Ingold
President, Board of Directors of
Rainbow Municipal Water District

ATTEST:

/s/ John H. Fox
Secretary to the Board of
Directors of Rainbow Municipal
Water District

ATTACHMENTS TO LETTER

I HEREBY CERTIFY that the above and foregoing is a full, true and correct copy of RESOLUTION NO. 914 passed and adopted by the Board of Directors of the RAINBOW MUNICIPAL WATER DISTRICT on the 14th day of November, 1983.

Patricia A. Sellock

Assistant Secretary of the Board of
Directors of Rainbow Municipal Water District

From: Dan Silver [dsilverla@me.com]
Sent: Friday, October 09, 2009 3:18 PM
To: Campbell, Dennis
Subject: Campus Park Project
October 9, 2009

Dennis Campbell
Dept Planning and Land Use
5201 Ruffin Rd, Suite B
San Diego, CA 92123

RE: Campus Park, GPA 03-004, SPA 03-008

Dear Mr. Campbell:

H1 The Endangered Habitats League (EHL) appreciates the opportunity to comment on this project. As noted in Section 3.3-15 of the DEIR, Campus Park is the subject of a hard line agreement with the state and federal wildlife agencies for North County MSCP consistency. *DPLU should ensure that all aspects of this agreement are faithfully transposed to the project.* Otherwise, determinations of insignificant impact to biological resources under CEQA could not be made.

H2 In addition, according to Section 3.3-13 of the DEIR, "Both the Rice Canyon corridor and the 'stepping stones' to the west provide a more suitable regional corridor than on-site resources." However, how will Rice Canyon and the western "stepping stones" be protected? Is Campus Park contributing to these linkages in its off-site mitigation?

Confirmation of receipt would be appreciated, thank you.

Sincerely,

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
dsilverla@me.com
http://www.ehleague.org/

H1. The County agrees that Campus Park is the subject of a hardline agreement for the North County Multiple Species Conservation Program (MSCP). Accordingly, the County would condition the Project to ensure "all aspects of the agreement are faithfully transposed to the proposed project," as requested by this comment."

H2. As stated in the EIR, Rice Canyon is located less than one mile east of the Project site. The Proposed Project would not result in any impacts (direct or indirect) to Rice Canyon or the western "stepping stones." The EIR also states that the Rice Canyon corridor and the western "stepping stones" provide more suitable regional corridors than on-site resources, and the Project would result in less than significant direct impacts to the wildlife corridors. Accordingly, no Project mitigation (or protection) would be required. Regardless, within the North County MSCP boundary, Rice Canyon is in a Pre-Approved Mitigation Area (PAMA). Although not related to the Campus Park Project, the Draft North County MSCP Subarea Plan notes that federal and state governments would mitigate impacts of public projects that they undertake by conserving habitat in the PAMA. The County supports this effort and does not rule out the possibility that mitigation for upland habitats impacts may occur in Rice Canyon. At this time, however, no mitigation parcel has been identified. The Director of DPLU will take location of the mitigation parcel into consideration, but will make the decision based on whether the parcel best fits mitigation needs for the Project and overall County goals.

FALLBROOK COMMUNITY PLANNING GROUP
205 Calle Linda
Fallbrook, California 92028
(760) 728-8081

Dennis Campbell DPLU Project Manager
San Diego County
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

29 October 2009

Re: The Campus Park Project: SPA03-008/TPM5338RPL4/GPA03-04/SP03-004/R03-014. review of the Draft Subsequent Environmental Impact Report (DSEIR).

Dennis,

Attached are the comments of the Fallbrook Community Planning Group on the DSEIR for the Campus Park Project.

Sincerely,

Jim Russell
Chairman

COMMENTS ON THE CAMPUS PARK DRAFT SUBSEQUENT EIR
Fallbrook Community Planning Group
October 19, 2009

Review of the Draft Subsequent Environmental Impact Report (DSEIR) for the Campus Park Project. SPA03-008/TPM5338RPL4/GPA03-04/SP03-004/R03-014.
Comments on the DSEIR are due by 16 November 2009 to County planner Dennis Campbell, 858-505-8380, Dennis.Campbell@sdcounty.ca.gov.

Land Use Committee

I1 Traffic - **Comment:** The 10,000 daily trips reported in the traffic impact study did not come close to addressing the 70,000 daily trips estimated to be generated when the area is built out.
I2 School - **Comment:** A school site should be established in the Campus Park project within the Fallbrook Union Elementary School District.
I3 Grading - **Comment:** Grading is excessive, leaving steep slopes and changing the topography drastically.
I4 Density - **Comment**: Density is too great with lots as small as 4,000 SF, 15' setbacks, 5' side yards.
I5 Parking - **Comment**: Parking is inadequate.
I6 Biological Reduced Footprint, Alternative #4 - **Comment:** While the study did not present any real alternatives, the Biological reduced footprint was the only close alternative

Circulation Committee

Traffic
I7 **Comment:** The studies do not consider the volume of traffic going north nor do they consider the need for a northern egress from the quadrant.
I8 **Comment:** The DEIR should include a study of the effects on traffic if an interchange at Stewart Canyon were to be constructed.
I9 **Comment:** The County should consider applying the TIF fees from all the projects in the quadrant to a future I-15 Interchange in addition to other local area improvements.
I10 **Comment:** The DEIR's assessment of the cumulative impact does not satisfactorily address the full impact of all the proposed developments in the quadrant. These developments, once completed, will be the equivalent of an entire new town which will have a cumulative impact far beyond anything described by this DEIR.

Public Facilities Committee

FLOODING
Potential Impacts with Flooding and Storm Drain Capacity
(4-16 & 17) "…residential lots, roadway/utility corridors and other appropriate sites/facilities would be elevated above the 100-year storm flood water elevations."
I11 **Comments:** No information is included about heights of elevation and visual impacts.
No information is included on effects of dwelling units being in the flood plain.
How are homeowners going to be impacted? What is the effect on insurance rates?

"Project development will constrict flood plain in southern portion of the site, raising water surface by 4.4' and extending flood plain further within Campus Park West."
I12 **Comment:** What is Campus Park West planning for that area - and how will those floodwaters be handled? Why would Campus Park agree to these conditions?

I1. The Project as proposed in the circulated Draft EIR would generate 19,941 ADT. The Project also has a projected 30 percent capture rate due to incorporated office professional and commercial Project elements. This was projected to reduce Project ADTs to just under 14,000. The refined Project would generate fewer ADT (17,341 trips), and with the internal capture rate or 30 percent, the refined Project would result in 12,139 ADT.

The comment implies that the Campus Park cumulative impact analysis underestimated the Campus Park West (CPW) project land use and associated trip generation potential by 10,921 ADT. However, the comment is comparing gross ADT (43,081), as opposed to the fact that all three projects in the quadrant (Campus Park, CPW and Meadowood) have incorporated are allowed a 30 percent internal capture rate in the cumulative scenario. CPW has previously supplied the County with trip generation information that confirms that project's net trip assumption/estimates, and which indicated that the project would generate a total of 29,906 external trips. Therefore the CPW external ADT estimation is more accurately projected to be around 30,000, which compensates for the 10,921 ADT difference. The Campus Park Project used the accurate CPW project description information available at the time of the preparation of the traffic study and as incorporated into the SANDAG regional traffic model. The cumulative analysis has subsequently been approved (with coordination) by the County and Caltrans, and thus does not require reevaluation.

I2. The requirement for a new elementary school is beyond the parameters for this Project. Based on the Fallbrook Union Elementary School District (FUESD) generation rates, the Project would generate approximately 236 elementary school students to attend school(s) within this district. An average sized kindergarten through eighth grade school would serve approximately 800 students. The Project is required to pay approximately $3,394,000 in school fees to FUESD upon issuance of building permits for residential and commercial development on site. These fees are intended to reflect a cumulative fair-share contribution toward school improvements needed to serve the development. These fees provide funds to the District commensurate with the additional student enrollment. California state law significantly restricts the application of CEQA to school impact issues. Under current regulations (Government Code Section 65996), payment of school fees is adequate mitigation for the Project.

I3. The Proposed Project has been designed to follow the natural terrain of the site. The "landform grading" techniques respect the existing steep hillsides while modifying the less steep, gentle sloping areas. Grading would be consolidated in the flatter portions of the site, thus minimizing impacts to slopes that exceed 25 percent gradient. The objective of landform grading is to mimic natural hillsides and include landscaping to minimize erosion, and also provide for slope undulation. The result is a Project design that would conform with the existing topography. The Project also would place development in topographically flatter areas, thereby preserving rock outcroppings and the steep slopes at the Project's eastern edge.

I4. The Proposed Project residential density is in conformity with future plans and objectives for the area. The County's General Plan (GP) Update refers to this area as a transit node due to its location along major thoroughfares (I-15 and SR 76). The concept of the transit node is to consolidate development in this area and reduce densities to the east of the Project site. The residential densities that would be provided by the Project would help meet future growth projections for the Fallbrook community. (In their 2030 Regional Growth Forecast Update for the Fallbrook Planning Area, SANDAG projects population totals for the planning area for 2010, 2020 and 2030. SANDAG projects an additional 14,000 residents by 2020 over the number of residents in the planning area in 2010, and over 12,000 more residents in 2030 than are assumed for the planning area in 2020.) In addition, the commentor should note that the Proposed Project density would actually bring fewer residential uses to the parcel than are currently proposed in the GP Update Draft Land Use Map Alternative, as described in Chapter 5.0 of the EIR. To achieve the required number of dwelling units outlined for future growth, a variety of lots sizes and multi-family developments are being proposed by the Project. As a point of clarification, the minimum lot size within the R-1 area would be 4,000 square feet with 20-foot minimum front yard setbacks, 15-foot minimum rear yard setbacks and 5-foot minimum side yard setbacks. The average lot size in the R-1 area is 5,600 sf. Setbacks would be varied for each lot, providing for variation in size and shape of lots and homes.

I5. The Proposed Project has been designed to provide appropriate parking for all proposed land uses per the County of San Diego Parking Schedules (Sections 6758 and 6762 of the Zoning Ordinance).

I6. The alternatives presented in the EIR provided for a reasonable range of alternatives per Section 15126.6(a) of the State CEQA Guidelines, in that they were designed to both minimize impacts and attain the majority of Project objectives. It is not clear what the commentor means by "only close alternative." If it means that the Biological Reduced Footprint Alternative is the preferred alternative of the Planning Group, then the comment is noted and will be before the decision makers during project deliberations. The refined Project has incorporated elements of the Biological Reduced Footprint Alternative.

I7. The County disagrees that the volume of traffic going north and a northern egress from the quadrant is not considered. The Campus Park traffic model distributes traffic to the north based on the County's/SANDAG's traffic model, which is included in the Project TIS appendix. The TIS also analyzes the addition of a new north-south roadway (Horse Ranch Creek Road) that would provide a connection from SR 76 to Stewart Canyon Road. From Stewart Canyon Road, vehicles may use Old Highway 395 and Mission Road to access I-15. Horse Ranch Creek Road would therefore provide a northern ingress/egress route for the quadrant. The segments of Stewart Canyon Road and Old Highway 395 along with all intersections leading up to and including the interchange of Mission Road at I-15 were analyzed in the TIS.

I8. The County's position on an I-15/Stewart Canyon Road interchange is documented in Appendix Q of the TIS. In summary, an interchange at Stewart Canyon Road and I-15 is not being proposed by the County, California Department of Transportation (Caltrans), or the Project. As demonstrated in the TIS, roadways would operate at acceptable levels of service without construction of this interchange.. The potential for this interchange is therefore speculative and not required to be analyzed in the TIS or EIR.

I9. The Project would mitigate for significant cumulative impacts via participation in the Transportation Impact Fee (TIF) Program, as would other proposed projects in the area contributing to cumulative traffic impacts. The Proposed Project would pay into the TIF Program during the building permit process. With regard to the concern that funds be used at a new future interchange and/or other local improvements, these monies would be used for the improvements in the area. A requirement of the TIF Program is that all fees collected for a particular planning area are used within that planning area.

I10. The County disagrees that the analysis in the EIR did not address the full impact of proposed development within the quadrant. Please refer to Response to Comment I1. Cumulative traffic impacts were addressed within the TIS and Subchapter 2.2 of the EIR. Cumulative ADT came from SANDAG's Series 10 modified model. The analysis within the TIS determined that significant cumulative impacts would occur, and the Project provides the required mitigation (participation in the TIF Program). Refer also to Response to Comment I9.

I11. The grading plan provides an illustration of all the proposed elevations for roadways and proposed residential areas. The grading plan was analyzed in the Visual Impact Assessment (Appendix B of the EIR) and EIR, as required by CEQA. Cross-sections of the Project are provided on Figures 2.1-7, 2.1-10 and 2.1-13. These cross-sections identify specific lots relative to proposed and existing terrain. The cross-sections are also located in the general areas of Key View 2 and 4.

All residential lots would be located outside of and above the 100-year storm flood water elevation. The 100-year elevations were calculated in the Preliminary Hydrology and Hydraulics Study. As proposed homes would not be located within the floodplain, insurance rates would not be affected.

I12. As stated on page 4-16 of the EIR, the portion of the Campus Park West property that would be within the extended 100-year floodplain boundary "is currently vacant, and is not proposed for uses under TM 5424 that would be adversely affected by the described flooding (refer to Section 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L)." In most cases, Campus Park West is proposing open space in the areas where the floodplain would be affected, although there are small isolated areas where the increased floodplain could reach fill slopes under the current Campus Park West design. If it is determined that 100-year flood waters would result in erosive velocities during a flood event, then those slopes would be protected with an appropriate erosion control method (e.g., rip rap). As stated on page 4-17 of the EIR, "a letter will be obtained from the Campus Park West property owners stating that they do not object to the described alteration of floodplain conditions within their property." Campus Park will agree to conditions for slope protection as required by ordinance.

Raised embankments functioning as levees. Letter included in Appendix L (immediately prior to Stormwater Management Plan) from US Department of Transportation indicates that embankments should not act as a flood control structure.

I13 **Comment:** Why is this letter included? Did Campus Park request certification by the DOT that the embankments could be part of their flood management plan? More information is needed.

Lake Henshaw Dam Inundation Map - (Figure 4.2.3-1)
Shows severe flooding of Multi-Family areas 1 & 4.

I14 **Comment:** No information is included with this map. What is the likelihood of this inundation? What steps can be taken to protect again this?

Detention Basin for storm flows (4-17)

I15 **Comment:** Few details are included - how constructed? how deep? volumes? visual impact?

Runoff from the Hydrological Basins. (Appendix L, p. 8)
All runoff "exits project site at Node 348"

I16 **Comment:** No map shows Node 348.

I17 **Comment:** A single map that clearly shows all flows, including Horse Ranch Creek, should be included.

WATER

I18 **Comment:** Water and Wastewater issues need to be considered for ALL projects in the I-15/76 area before selecting any single project for approval.

I19 **Comment:** Proponent should demonstrate that adequate water is available on a sustainable basis and that project approval does not have a negative impact on existing water users, both for imported supplies and current groundwater supply. (FCPG commented in November 2008 that water and sewer issues were not adequately addressed.)

Outdated data on water supply.

I20 **Comment:** All data on water supply included in the EIR is outdated. The delta smelt decision (2007) IS mentioned, and a long discussion is included on state and county water conditions as a result of that, but no analysis is included of current conditions in Fallbrook or at the Rainbow MWD.

Desalination is mentioned (4-55) as an option for additional water (because of the new Carlsbad plant).

I21 **Comment:** Project needs to realistically assess how likely that availability is. How much of that water is already allocated to other areas?

Proponent anticipates that drought will be over before they begin construction (4-59)

I22 **Comment:** Since they do not address the water issues if the drought is NOT over, may we then assume that the Project will not proceed until the drought is over?

Water availability letter dated 7/21/08 indicates that water is "reasonably expected" to be available.

I23 **Comment:** This information is based on a 2002 study by the SDCWA which is clearly outdated. EIR needs to include more current information - Rainbow is currently under a moratorium for both water and sewer.

Appendix I - Waster Supply Assessment prepared by Rainbow MWD is based on 2005 data.

I24 **Comment:** Project needs to conduct a new Water Supply Assessment which would consider the continuation of current drought conditions, conditions once the drought eases and/or conditions once the drought ends.

I13. The letter included in Appendix L is relevant to an issue raised by the County Department of Public Works (DPW) staff during a recent plan check. A query was made regarding the interim conditions of Pankey Place (i.e., prior to build out of proposed Meadowood) and the potential for the off-site conditions to act as an embankment or levee until grading is completed for that project. This issue was further evaluated and it was determined that an embankment or levee would not be created because storm waters would be allowed to flow out of the area via Horse Ranch Creek even in the temporary condition. Ultimately, the condition would be eliminated with the construction of the Meadowood project.

The FHWA letter is presented in the technical report in response to the DPW concern regarding potential use of roadways as levees. As stated in the letter, proposed Pankey Place would not meet the criteria of a levee. In fact, the FHWA discourages the use or classification of any roadway embankment as a levee.

I14. A discussion of impacts associated with Lake Henshaw was included as part of the EIR per County requirements to identify the potential for "unique institutions" within the inundation zone. Page 4-77 of the EIR states:

> The southern portion of the Project site is located within the Dam Inundation Zone for Lake Henshaw, as shown on Figure 4.2.3-1. Pursuant to the criteria identified in the County of San Diego Guidelines for Determining Significance – Emergency Response Plans (July 30, 2007), significant impacts related to development within dam inundation zones are associated with "unique institutions" and the related potential for "significant loss of life in the event of a dam failure…"

The only "unique institutions" proposed for the Project include the sports complex and possibly childcare facilities within the office professional or Town Center. These facilities would be located outside of the dam inundation zone, as shown on Figure 4.2.3 1 of the EIR.

The Vista Irrigation District (VID) was contacted and had the following response: "The Henshaw inundation maps assume a sudden catastrophic dam failure while Henshaw dam is full at its present capacity of 52,000 a.f. Since 1952, the dam has only been at that capacity three times – in 1980, 1983 and 1993. Since the seismic retrofit of Henshaw Dam that was completed in 1983, there is no credible mechanism that would produce the type of catastrophic failure that is assumed in the inundation study. Hence, the flood that is depicted in the inundation maps must be viewed as an extremely remote or unlikely event." No steps need to be taken to guard against this unlikely event. Regardless, both MF-1 and MF-4 have been deleted from the refined Proposed Project.

I15. Page 1-8 of the EIR states, "The detention basin would be soft-bottomed, with grass lining and planted slopes. It would be periodically maintained to remove weeds and silt deposits." Total volume of the detention basin would be 11.9 acre-feet. Construction of the detention basin would consist of contouring the area with grading equipment, followed by vegetation of the basin. The earthern berm on the western side of the basin would be above grade. On the eastern side, it would be elevated to match future elevations of the proposed Meadowood Project. The top of the detention basin would be below the adjacent roadway. The westerly earthen berm of the detention basin would blend into the proposed open space, and would appear to be a continuous fill slope when viewed from the west. The berms would be landscaped with the Riparian Transition Zone palette detailed in Table 1-4 of the EIR. As stated on page 2.1-30 of the EIR, "Containing trees, shrubs and groundcovers, this palette contains species appropriate to transition to the natural riparian habitat as well as conceal the landform modification and any related fencing associated with [the detention basin]."

I16. Sections 4, 5 and 6 of the Hydrology and Hydraulics Study all include hydrology maps which identify the node numbers referenced in the rest of the report and in the hydrology calculations. Nodes are used with the software utilized in the rational method hydrology calculations. This method was used for on-site hydrology calculations. There are several different node numbers that identify locations where on-site basins would discharge beyond the Project boundary. Reference to one discharge node number (i.e., Node 348) in Section 2 (the Introduction) is in error and should be considered removed. This minor change is addressed in errata to the report as part of the Final EIR.

I17. The best "single map" to look at would be the Pre- and Post-Development Project Discharge Point Summary Exhibits in Section 11A. This map depicts all flows leaving the Project boundary (including Horse Ranch Creek).

I18. The Proposed Project is being processed as a stand-alone project. It would have its own conditions and mitigation measures to assure all project impacts are mitigated to the maximum extent practicable.

Water and sewer service for the Project would be provided by Rainbow Municipal Water District (RMWD). The Project would be required to construct infrastructure to connect water and sewer services to the site. An existing sewer agreement with RMWD allows for sewer connections for the entire Project (i.e., 850 equivalent dwelling units [EDUs]).

If RMWD is under a water moratorium at the time of obtaining a building permit, the Project would not be able to proceed until the condition is resolved. Additional information regarding water supply is provided in the Final EIR on pages 4.1-54 through 4.1 56 in accordance with comments provided by the San Diego County Water Authority (SDCWA; refer to Letter E).

I19. Refer to Response to Comment I18. The project would have no impact on existing water users with regard to groundwater supplies. No groundwater use is anticipated. The Project would rely completely on imported water from RMWD, supplied by the SDCWA.

I20. The information provided in the EIR is based on the latest information available at the time of publication. Water supply and drought management for RMWD are discussed on page 4-56. Pursuant to comments made on the Draft EIR by SDCWA, the EIR has been revised to reflect more current conditions with regard to water supply (refer to pages 4-54 through 4-56 of the EIR).

All of the water supplied by RMWD is purchased from SDCWA, which, in turn, is working with Metropolitan Water District of Southern California to obtain adequate water supply for San Diego County, including RMWD customers. California is currently working on a bond measure to continue reliable water supply to southern California. In addition, Senate Bill 221 requires that the legislative body of a city or county which is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. As stated in Response to Comment I18, the Project would only be able to obtain building permits if adequate water supply is available.

I21. The information in the EIR was provided as part of a general discussion on actions being undertaken by water providers to address potential future short-falls. Because the EIR is not relying upon the plant as a specific source of water, and was simply discussing it as one alternative source of supply, no additional analysis of this facility is required in the EIR. As noted in the EIR, the Carlsbad Desalination Plant was recently approved and is scheduled to be operational by 2012. RMWD would be one of the municipalities to receive treated water from this supply. This plant would generate 56,000 acre-feet of potable water per year. RMWD has an agreement dated July 2007 to purchase 7,500 acre-feet per year.

I22. The statement that the Applicant assumes the current drought would be over prior to construction is correct. Please refer to Responses to Comments I18 and I20. As noted in those responses, the project would be subject to water availability at the time of pulling a building permit.

I23. SDCWA's Updated 2005 Urban Water Master Plan (last updated in April 2007) is the document being used by SDCWA and RMWD for the Water Assessment Report. Updated information has been included in the EIR. The County acknowledges that RMWD is currently under a moratorium for both water and sewer. The moratorium is a temporary condition until sewer and water concerns are resolved by the Board of Directors. Refer to Responses to Comments I18 and I20.

I24. The existing Water Supply Assessment will continue to be utilized along with additional information as it becomes available. Water supply in California is an ongoing concern and will be monitored by staff relative to all projects undergoing environmental processing. Refer to Responses to Comments I18 and I20.

WASTEWATER

Availability of EDU's

I25 **Comment:** Need current information on availability of EDU's because of current moratorium at RMWD. Sewer Availability letter, July 2008, indicates that wastewater facilities for the Project are NOT available.

Campus Park's Wastewater Treatment Option 2 - the additional 328 EDU's beyond the 850 supplied by Rainbow will be sent to the proposed Meadowood WWTP. This option calls for a storage pond. (Appendix I, p. 5-7, describes it as a "percolation pond to dispose of all treated effluent.")

I26 **Comment:** Details need to be added: what are the characteristics of the water quality in that pond? How long will it be full? Will it be covered? How will it impact the adjoining areas?

I27 **Comment:** New County rules prohibit percolation ponds that would affect groundwater, stormwater runoff, or waterways. Since the proposed percolation pond is next to Horse Ranch Creek and the San Luis Rey River, the percolation pond is likely to be prohibited. Project needs to obtain something in writing that indicates a percolation pond would be permitted.

I28 **Comment:** What alternative is planned for the additional EDU's in the event Meadowood does not obtain a wastewater treatment plant?

I29

SCHOOL

I30 The cumulative impact on Fallbrook schools is enormous. (4-64)
2,167 elementary /middle school students and 1,015 high school students.

I31 **Comment:** How will the Fallbrook and Bonsall school districts accommodate this huge increase in the student population? Paying a fee to cover only a portion of the cost doesn't seem sufficient mitigation for the disastrous effects on our schools.

I32 **Comment:** Elementary school enrollment data is based on 2005 numbers, therefore it is not currently valid. (4-71)

I33 Campus Park's Contribution: 367 elementary students and 189 high school students.

I34 **Comment:** Campus Park's contribution alone will put the area schools over capacity, (even based on the outdated 2005 numbers) not to mention the cumulative impact of all the projects planned in the NE quadrant. (4-71 and 4-72)

I35 **Comment:** Campus Park should establish a school site within the Fallbrook Elementary School boundary for grades K through 8, to be located in the Professional Office 2 area, (8.8 acres) plus additional acreage from Professional Office 1 to bring the total acreage to at least 10 acres.

I36 **Comment:** Campus Park must provide a school since it is the only residential project in the quadrant to currently be eligible for water and sewer services, and is therefore likely to be the first project completed. We support the Fallbrook Elementary School District in its request for full mitigation.

FIRE PROTECTION

I37 Response time goal is 5 minutes once roads are improved. App J indicates that "travel time is found to be 5.13 minutes which is… generally consistent with General Plan Public Facilities Element requirements."
Comment: This language should be included in the body of the EIR.

I38 A Ladder truck is only available at Pala Reservation, but not if it is needed elsewhere. The estimated response time to a structure fire (with ladder truck) is 15 minutes. (Same for a vegetation fire.)
Comment: The following items from Appendix J should be added to the Fire section:
"Response to a structure fire *requires* (not "would include") two engine companies, a ladder truck, and a Battalion Chief." (per Hunt Research Study – Appendix J)
"The Ladder truck comes from the Pala Reservation. This is not a guaranteed response, if there is a fire at the Reservation or if the apparatus is in use elsewhere. The NCFPD does not have an Aerial Ladder truck…..that can access a roof or window over 30 feet high."

I25. The information provided in the EIR is the most current information available. The Proposed Project has an existing sewer agreement with RMWD to convey, treat, and dispose of 850 EDUs of sewage from the site, which is not affected by the current moratorium. That commitment would serve the entire refined Proposed Project.

I26. Wastewater Management Option 2 has been deleted from the refined Project. Therefore, all sewer would be treated through RMWD's system and the percolation pond associated with the deleted service scenario is no longer proposed.

I27. See Response to Comment I-26.

I28. See Response to Comment I-26.

I29. The Project has been modified to require only the 850 EDUs that are under the current sewer agreement with RMWD.

I30. The Project impacts on the Fallbrook schools were calculated using student generation rates associated with single- and multi-family housing for the particular grade levels. The following two tables outline the Project's student generation and anticipated school district fees to be paid at the time of obtaining a building permit:

Table I-1
CAMPUS PARK PROJECT STUDENT GENERATION

School District	Single-family	Multi-family	TOTAL
Fallbrook Union Elementary (K-8)	136	100	**236**
Fallbrook Union High (9-12)	79	46	**125**
TOTAL	**215**	**146**	**361**

Table I-2
CAMPUS PARK SCHOOL FEES

School District	Single-family	Multi-family	Commercial	TOTAL
Fallbrook Union Elementary (K-8)	$2,888,424	$418,425	$87,280	**$3,394,129**
Fallbrook Union High	$1,444,212	$209,238	$102,554	**$1,756,004**
TOTAL	**$4,332,636**	**$627,663**	**$189,834**	**$5,150,133**

Note: Fees are approximated based on projected square footage.

I30 (cont.)

The cumulative number of students is estimated based on the cumulative projects list provided in Chapter 1.0 of the EIR. School districts prepare Master Plans in order to anticipate growth in a given area. Fees are paid by each development to the districts for improvements to existing schools and construction of future schools. State funding also is available to assist in school expansion. Schools can also pass bond measures to fund construction of various schools.

I31. Refer to Responses to Comments I2 and I30. With proper planning by the school district future growth can be accommodated. The school boards have the responsibility to provide for the expansion of schools in order to utilize the funds collected at building permit. The Proposed Project and cumulative projects would pay fees according to the proposed total square footage of dwelling units and commercial facilities. Pursuant to State law, the Project Applicant would pay its development impact fees to the school district, prior to building permit issuance. These fees are intended to reflect a fair share contribution toward school improvements needed to serve cumulative development. The Project would generate 236 students within FUESD and pay over $3,394,000 in school fees. (The refined Project would not affect Bonsall Unified School District.) This is approximately $12,000 per student. These fees can be utilized to calculate the total cumulative student generation fee, which is estimated at $20,000,000. The districts also can obtain matching funds from the State in order to construct or expand schools. All of the above considerations reduce Project effects to less than significant levels.

I32. As stated on page 4-74, updated enrollment information for the elementary schools was requested from FUESD and BUSD was requested in 2008; however, none could be provided. Regardless of the current capacity of the schools, because the Project Applicant would pay the state mandated development impact fees to the school districts, impacts to schools would be less than significant.

I33. These totals have been reduced under the refined Project (236 elementary/middle school students and 125 high school students). Refer to Response to Comment I30.

I34. This comment will be before the decision makers during Project deliberations. Please also refer to Responses to Comments I30, I31 and I32.

I35. The acreage required for a new FUESD school is approximately 20 acres. This new school would accommodate approximately 800 students, which is far beyond the student generation of the Proposed Project within the FUESD. The FUESD can purchase land for the construction a new school if it is ultimately determined that the Project site is the most logical location for the school.

I36. The County respectfully disagrees that the Campus Park Project must provide a school for FUESD. Please refer to Responses to Comments I30, I31, I32, and I35. In addition, please note that California state law significantly restricts the application of CEQA to school impact issues. Pursuant to State law, the Project Applicant would pay its development impact fees to the school district, prior to building permit issuance. These fees are intended to reflect a fair share contribution toward school improvements needed to serve cumulative development and other additional needed facilities.

I37. This information was provided in the Draft EIR and can be found on page 4-64.

I38. The County agrees that these are important points. Each of the statements requested to be included in the EIR (that the ladder truck comes from the Pala Reservation, that response is not guaranteed, and that the North County Fire Protection District does not have an aerial ladder truck) was included within the Draft EIR (see page 4-62). Conditional rather than mandatory wording was used because the discussion addresses potential future conditions which would pertain if the Project is approved and built.

I39

Appendix J also states that "…the Fire District may be required to upgrade….to include an Aerial Ladder Truck….. The upgrades should be done in conjunction with several other projects…. Several developments in the area will be required to upgrade various improvements with the Fire District. Prior to final map an agreement to provide these facilities and equipment shall be in place for required improvements. (pp 3-4)
Comment: This information needs to be included in the body of the DEIR.

I40

The letter in Appendix J from Fire Marshall Paul Dawson (DPLU) also indicates that "all roads serving the project from NCFPD Station 4 and *within* must be completed *prior* to building permit issuance."
Comment: This should also be included in the body of the EIR

I41

With no mention of resolving the ladder truck issue,
Comment: How can the Project conclude that impacts to fire protection services would be less than significant (4-72) if they have buildings over 30 feet?

I42

POLICE PROTECTION
Response times: Current minimally acceptable response time is 8 minutes for priority calls and 16 minutes for non-priority calls. Current average response time to the Project site is 23 minutes and 35 minutes.
Adequate response time cannot be guaranteed.
The DSEIR concludes that "A new station would mitigate these effects…..therefore no impact."
Comment: What proposals are being considered in the event that a new station is not available?

I43

PROJECT ALTERNATIVES
Biological Reduced Footprint Alternative. Total of 645 dwelling units. 390 SF, 255 MF

Comments: The Biological Reduced Footprint Alternative has a number of positive features:
It would eliminate all residential units in the flood plain (and also the utilities and roads?)
The total dwelling units in this Alternative would more closely match the Project's sewer availability.
This Alternative would place less demand on the water supply.
This Alternative would have less impact on school overcrowding:
Multi-Family 1 = 192 DUs would be eliminated
Multi-Family 4 = 108 DUs would be eliminated
This would eliminate approximately 125 elementary students (34% less than the Proposed Project) and 60 high school students (32% less than the Proposed Project).

Design Review Committee

I44

Comment: The projects scheduled for the I-15/Highway 76 corridor including the Campus Park Project are high density urban projects which completely ignore the character of Fallbrook or the sensibilities of its residents. The projects impose small lot residential areas along with industrial looking rectangular commercial buildings on an area that has a long agricultural history and a uniqueness which has been ignored by the developers. The size and design of these projects mirror the same exact size and design that can be seen throughout Irvine and Temecula. The developers have not addressed the fact that this is Fallbrook.

I45

I46

I47

Grading: Grading and manufactured slopes of 65 ft, using 1.6 mill cf of cut and fill.
Comment: This will have an adverse visual impact and change the contour of the land.

Design:

I39. The lack of the ladder truck is noted in the EIR (please refer to Response to Comment I38). The Appendix J text cited by the commentor is accurate, but it is focused on a potential future action by the NCFPD. The Proposed Project has proposed an alternative to the potential need for a new ladder truck. As stated on pages 38 and 39 in Section 8 of Appendix J, because "the Fire District cannot reach the roof of a building over 30 feet high…buildings over 30 feet high shall provide approved access to roofs for firefighters." The EIR text explicitly states that "the Project would comply with all conditions and recommendations regarding access, water supply, fire sprinklers and other fire protections systems,…described in…Sections 5 through 8 of the Conceptual FPP/FMP (Hunt 2009; EIR Appendix J)." An environmental design consideration assumed during Project evaluation also included "Multi-family and office professional buildings exceeding 30 feet in height will have an approved stairway access to roofs for fire fighters." (See Table 1-13, page 1-59 of the EIR.) These references adequately address the cited concerns.

Should the District choose to upgrade their apparatus, the payment of fees by this Applicant is noted on page 4-64, and the participation by others is noted in text on page 4-67. No change to wording in the EIR is required.

I40. The comment is consistent with Project phasing commitment in the EIR (page 1-20). "Infrastructure necessary to serve the proposed development would be implemented….prior to construction of housing or other land uses." Since the commitment is already made, no change to wording in the EIR is required.

I41. The NCFPD can serve a building for fire above 30 feet if the building has roof access at 30 feet or less. Please refer to Response to Comment I39.

I42. The Project Applicant offered the Sheriff's Department a space for a substation within the Project site; however, the Sheriff's Department declined the offer. The Sheriff's Department prefers a location west of the Proposed Project, and currently is evaluating space within Campus Park West (a proposed project located west of Campus Park and east of I-15). Regardless of ultimate location, the Project would be required to pay a fair share toward the construction of a new station. This requirement is noted as a Project design consideration on Table 1-13, page 1-59 of the EIR.

I43. The refined Project has largely incorporated the cited elements of the Biological Reduced Footprint Alternative. The multi-family units in MF-1 and MF-4 have been deleted, and an additional 25 multi-family units from other areas on site also have been deleted. The reductions mentioned exceed those requested in the comment, and allow for the requested reduction in student population as well as lowering the demand on water supply.

I44. The County respectfully disagrees that the Proposed Project and other projects in this immediate vicinity would "completely ignore the character of Fallbrook or the sensibilities of its residents." The General Goal of the Fallbrook Community Plan states: "It is the goal of the County of San Diego to perpetuate the existing rural charm and village atmosphere while accommodating growth in such a manner that it will complement the environment of Fallbrook." The Fallbrook Community Plan and the Fallbrook Design Guidelines are detailed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park Specific Plan Amendment (SPA) and General Plan Amendment (GPA) Report, and summarized in Section 4.1.5, Land Use and Planning, in the EIR. These documents detail the standards for development and goals of the community. As discussed in that appendix and the EIR, the Proposed Project does vary in type from the use anticipated in these documents, which assume that an industrial park would be located on the property. The Proposed Project, however, is less intensive than the earlier project in terms of traffic generation, industrial uses, etc. and is consistent with each of the individual goals or thresholds related to structures, landscaping, lighting, etc.

The issue of community character is specifically addressed in the EIR as planned for in the Fallbrook Community Plan documents on pages 4-49 through 4-51. As excerpted:

> The existing community within the Project vicinity generally is comprised of large-lot residential development and agricultural activities, although higher-density residential development, particularly Lake Rancho Viejo, is located in the vicinity….The area serves as an interface between the more urban freeway areas and the less populated, rural areas to the east….
>
> The Proposed Project would provide a higher residential density, as well as localized commercial and office professional uses, in a suburban setting. Such development would constitute an intensification of land uses that could be perceived as detracting from the rural community character of the Community Plan area. While the Project would construct a consolidated residential development with commercial and office professional uses in a generally rural setting, large areas of open space would be preserved to retain the rural character. The Project also would provide 12.4 acres of parks and recreational facilities, and an integrated multi-purpose trail system to accommodate active and passive recreation areas, as well as access to hiking, bicycling, and horseback riding. Provision of these features within a consolidated development would maintain rural pursuits.

I44 (cont.)

> The Proposed Project has been designed in a "village" format, whereby the natural character of the site and surroundings provided both constraints and opportunities for the Proposed Project design. Higher density housing has been sited adjacent to the Town Center. Lower density residential housing would be sited in the northern and central portions of the Project site, further from the core and adjacent to existing off-site residential development….
>
> In addition, while the Project site is located in rural Fallbrook Community Plan area, this portion of the Community Plan area along the I-15 corridor is transitioning to more intense uses by design. This is clearly expected and planned for by the community through the incorporation of the I-15 development plans into the Fallbrook Community Plan. Several existing and planned consolidated small-lot residential developments are located within the Project vicinity. Existing small-lot residential developments include the Lake Rancho Viejo development to the south and two other residential developments on the west side of the I-15….
>
> Given that the Proposed Project development would not be located along a ridgeline (skylined), would retain large areas of natural habitat, would provide substantial vegetative screening, and is consistent with location and development intensity proposed in the area Community Plan, less than significant impacts to community character are identified….

I45. Refer to Response to Comment I44.

I46. The County respectfully disagrees. The Proposed Project has been designed to respond to current County planning objectives for the interchange area, while being responsive to on-site topographic and sensitive resource issues. Please also refer to Response to Comment I44.

I47. The County does not agree that changes in specific contours would result in an adverse visual impact. The extremely limited incursion into steep slopes by the Project is depicted on Figure 2.1-1 of the EIR. The general consistency of the post-Project site elevations with pre-construction conditions are indicated on Project cross-sections (Figures 2.1-7, 2.1-10 and 2.1-13) of the EIR. The design method of the proposed type of grading for the Project site is called contour grading or landform grading. Steep slopes and existing contours are respected so that the design reflects the natural terrain. Contour grading mimics the natural terrain in order to minimize earth movement and retain a largely natural appearance once development structures and landscaping overlay the modified landform. The majority of the proposed cut and fill slopes on the Project site would be less than 30 feet, which is the goal of this type of grading. There are a few slopes, however, that would be close to 40 feet and one slope that would be 65 feet. This proposed 65-foot slope would be located off site along the existing right-of-way leading to Rice Canyon Road and would provide emergency access to the Meadowood property. The road must be constructed in its currently proposed location because of an existing easement and therefore would require extensive grading. The slope's height would be minimized by creating a 1.5:1 slope; this also minimizes the quantity of soil to be moved. With regard to the visual effect of this slope, page 2.1-29 of the EIR states:

> The resulting slope would be a maximum of 65 feet higher than the roadway. The modification of this small area of steep slope in an area dominated by the notable forms of Monserate, Rosemary's and Lancaster Mountains would not substantially degrade the visual quality of that resource. The physical constraints associated with the steep slopes would remain, and their overall visual importance would not be diminished by this focused encroachment. Revegetation for slope stabilization would provide both erosion/water quality and aesthetic benefits. This is consistent with the Hillside Policy goal of preserving natural terrain to the extent possible while still providing home sites.

Accordingly, visual impacts from this slope, as well as the other proposed slopes would be less than significant, in large part due to lack of extent and visibility.

I48 **Comment:** All of the structures should use architectural elements such as rock, wood and other features that reflect the rural character of Fallbrook.

I49 Town Center Commercial: Single Story stucco buildings with maximum heights of 40 with limited architectural designs.
Comment: This style of buildings is found in Temecula and Orange County. Buildings should incorporate more elements to reflect the rural character of Fallbrook.

I50 Town Center Office: These are modern looking two story buildings with long windowed expanses and very limited architectural details.
Comment: They are out of character with the rural atmosphere. More wood, stone or other rural features should be used.

I51 Residential Single Family R-1: These appear to be non-descript tract homes.
Comment: Much more architectural detail should be used. Deeper setbacks are needed to accommodate vehicles in driveways and front yards. Lots are completely out of character for Fallbrook.

I52 Residential Single Family R-2 & R4:
Comment: Much more architectural detail should be used. These homes appear to be typical tract homes that lack aesthetics and architectural detail. Architectural elements should be used on the long expanses of walls.

I53 Multi Family Tupelo MF-41:
Comment: These are long plain buildings that need much more architectural detail.

I54 Sound Walls and Fence Concepts:
Comment: These features reflect the rural character of Fallbrook and the region but don't appear to match many of the architectural designs of the buildings.

I55 Biological Reduced Footprint Alternative
Comment: The recommended Project should be the Biological Reduced Footprint for all the reasons stated in the DEIR.

Parks and Recreation Committee

I56 Phasing:
Comment: Change development phasing by constructing parks during the first building phase rather than the sixth phase.

I57 Size of Neighborhood Parks:
Comment: Although the space allocated for parks meets County requirements, the requirement is being met by including the Palomar College recreation area which is to be shared by written agreement. The result is that the neighborhood parks as now planned are too small to serve the number of residential units in each area. The total net acreage of the six neighborhood parks is 8.0 acres. With 1076 dwelling units, the County standard calls for 9.894 acres of neighborhood parks, leaving a deficit of 1.894 acres.

I58 Staging Area:
Comment: The staging area only shows five horse trailer spaces and needs to be able to accommodate at least ten because it connects to the proposed San Luis Rey River Park. The design of the staging area should also feature a drive-through to facilitate horse trailers entrance and exit.

I48. Several natural and manufactured design elements would be used to enhance the visual quality of the proposed buildings, as discussed on pages 1-5, 1-6 and 2.1-31 of the EIR. These elements would include stone (natural and natural appearing), wood and tile and would reflect those found in the Fallbrook area, as well as encouraged in the Fallbrook Design Guidelines. Project consistency with these guidelines, as well as the Fallbrook Community Plan, is detailed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report.

I49. Refer to Response to Comment I48. Page 1-6 of the EIR states:

> Town Center structures currently are planned to be generally 35 feet or lower in height with architectural projections to approximately 40 feet. Stone veneer, plaster finishes, tile roofs (with some domed elements) decorative metal, wood trellis, fabric awnings, and decorative recesses all would be incorporated into the structures.

In addition, the EIR states on page 2.1-31:

> Although some Town Center commercial buildings would be up to 40 feet in height, including roof heights and architectural projections, pedestrian-scale design elements, per the Specific Plan for the Proposed Project, would be included to minimize the buildings' visual scale and mass. Proposed architecture would include "village style" features such as porches, columns, arcades, retail window displays, overhangs, seating areas, and shade trees, as appropriate to the building use, thereby visually reducing structural scale of the buildings. Continuity between buildings would be provided through the use of common material and landscaping.

Potential locations of the stone trim, wood awnings, etc. for the Town Center retail buildings are depicted on Figure 1-10 of the EIR.

I50. Refer to Response to Comment I48. As stated on page 1-6 of the EIR, "The two office professional PAs [Planning Areas] would incorporate structures with non-reflective glass surfaces and substantial 'trim' areas in other materials (e.g., stone, tile)." In addition, page 2.1-31 states:

> County community design guidelines discourage the use of large areas of glass. The Proposed Project would restrict use of expanses of glass to the office-professional buildings. These structures generally would consist of non-glare glass façades accented by two-by-two stone (or stone-like) tiles. The proposed glass material would be non-reflective and therefore would not attract a viewer's eye due to reflection/glare, or otherwise be visually intrusive. Additionally, the north and west elevations of the buildings that face I-15 and generally would have the highest visibility to westerly viewers would include more stone-tile detailing than the internally facing façades.

I51. Refer to Response to Comment I48. The County disagrees that the development is out of character with this section of Fallbrook. Projects such as Lake Rancho Viejo, and two other residential developments on the west side of I-15, with smaller single family lots are located in the immediate vicinity of the interchange and comprise part of the existing setting.

Architectural guidelines for the Proposed Project have been prepared and are presented in the Campus Park SPA and GPA Report. Figure 1-7a depicts "typical minimum architecture" (emphasis added) for R-1 housing. The minimum level of articulation, and stone, tile and wood trim is apparent and quite notable on street-facing façades. As stated on page 1-5 of the EIR:

> Façades visible from public view areas (open spaces, streets, parks, etc.) would be articulated to vary visual elements using façade treatments such as undulating building mass and roof planes, vertical and horizontal stepped massing, as well as use of varied garage door patterns (including use of deeply recessed doors, use of two small doors instead of one large door, integration of door windows, etc.).

In addition, environmental design considerations are included as part of the Project to "avoid a monotonous pattern." These are can be found on page 1-50 of the EIR and include:

- Single-family detached residential lots and setbacks will encourage variety in the design, orientation, and placement of homes.
- Minimum front yard building setbacks to houses are 15 feet. Minimum front yard building setbacks to garages facing the street are 20 feet. Setbacks will be varied, where possible, to avoid a monotonous pattern.
- Where slopes in the side yards allow for varied side yard setbacks, more useful private open space in side yards will be provided to avoid a monotonous pattern of houses.

Driveways would be long enough to accommodate vehicles. Front yards also would be provided at single-family residences within the Project.

I52. Refer to Responses to Comments I48 and I51. Figure 1-7b depicts "typical minimum architecture" (emphasis added) for R-2 and R-4 housing. The minimum level of articulation, and stone, tile and wood trim is apparent and quite notable on street-facing façades.

I53. MF-4 housing has been deleted from the refined Proposed Project. Tupelo design elements are no longer proposed for use.

I54. The County agrees the proposed sound walls and fences "reflect the rural character of Fallbrook and the region." The County respectfully disagrees, however, that the proposed walls and fences do not match the architectural designs of the proposed buildings. Please refer to Responses to Comments I48 through I51 for discussion as to how the similar design elements track into proposed structures.

I55. This comment will be before the decision makers during Project deliberations. The refined Project closely resembles the Biological Reduced Footprint Alternative._ All residential development has been deleted west of future Horse Ranch Creek Road and north of SR 76 and substantial additional open space has been retained.

I56. The County expects that the goal of this comment is to ensure that recreational opportunities would be available to residential users as they move into the proposed development. Consistent with this, the individual parks located with each single-family neighborhood, as well as the private recreation areas in multi-family areas, would be constructed at the same time the homes are developed. The commentor is referred to Table 1-12 on page 1-48 of the EIR for proposed phasing. As shown in the table, four of the proposed parks, in addition to the trail staging area, would be constructed during the first phase of the Project. The sports complex is scheduled to be constructed during the third phase of the Project, but could be built sooner. The private homeowners' association facility would be constructed during the fourth phase to ensure that enough residents are present to enjoy the facility and also to pay for the ongoing operation and maintenance of this private facility.

I57. The total park acreage needed for the Project is approximately six acres. Previous plans for the Proposed Project included only two parks within the residential areas. The Fallbrook Community Planning Group, however, requested that parks be placed within each residential neighborhood. The Project Applicant responded to the Planning Group's request and four additional parks were added. (This includes two parks within PA R-1.) Although the neighborhood parks within the proposed development would total 1.9 acres, the Project also would construct a 0.8-acre trail staging area, an 8.5-acre sports complex, and a 1.2-acre private community recreation facility, as well as a community/nature trail system. Combined, this totals 12.4 acres of recreational area specific to the Project. Even with partial credit for private recreational facilities (i.e., the private community recreation facility and neighborhood parks the total assessed acreage the required park acreage.. The Project would additionally exceed the requirements of the Park Lands Dedication Ordinance (PLDO) through use of recreational amenities provided by Palomar College; the college would provide an additional 13 acres of recreational facilities.

I58. According to the San Luis Rey River Park Master Plan, several parking and staging areas are planned along that park. Consistent with County Department of Parks and Recreation (DPR) clarification (pers. comm., Vando and Waters, December 9, 2009), a total of five spaces is required by DPR and would be provided in the Project staging area. The commentor should note, however, that the Campus Park trail staging area concept plan is conceptual and would require final design approval from DPR. This final review and approval of the staging area design will be made a condition of approval for the Project, and would be completed during final improvement plan review. The Project trail staging area is intended to be a more localized staging area for access of on-site trails and bicycle facilities. As a point of clarification, the current trail staging area design includes a drive through for vehicles with horse trailers and would accommodate more than five trailer spaces.

I59

Artificial Turf:
Comment: Artificial turf is not suitable for dog and other pet traffic (cleanliness). There are also issues with maintenance and longevity, and for these reasons should not be used.

I60

Biological Reduced Footprint:
The Parks & Recreation Committee strongly supports the Biological Reduced Footprint, Alternative 4, in lieu of the project now proposed. .

Comments from the Public

I61

Comment: While the four million dollars the project will contribute to school development seems like a lot of money, the last school built in the area cost more than 21 million dollars. A complete school should be built on the site as part of the project.

I62

Comment: The report seems to be at least ten years out of date and does not address the current water and sewer-related issues. Fallbrook has already met its density commitment to the County and no additional large developments are appropriate.

I63

Comment: There is no location in Fallbrook other than mobile home parks where single family home lots of less than 6,000 square feet exist. This project should be required to meet the Fallbrook minimum lot size of 6,000SF.

I59. The Project is designed with reclaimed water lines for irrigation of all the common landscape areas, including parks and private recreation areas. As noted on Figures 1-15a through 1-17, synthetic turf would only be considered if reclaimed water is not available. Should such be the case, the County respectfully disagrees that "artificial turf is not suitable for dog and other pet traffic." The bottom of artificial turf is porous, which allows for the drainage of liquids, such as rain and pet waste; therefore, it is just as clean and safe as real grass. Artificial turf would not require any maintenance, and product life expectancy is approximately 20 years.

I60. Refer to Response to Comment I55.

I61. Refer to Responses to Comments I30, I31 and I32.

I62. This comment is not fully understood. This EIR is a subsequent document, based on two EIRs dated 1981 and 1983. Although the Campus Park EIR incorporates and relies upon the 1981 and 1983 EIRs to the extent appropriate/reasonable/feasible, new information is provided throughout this Subsequent EIR where warranted. The beginning of each technical analysis in Chapters 2.0, 3.0 and 4.0 of this EIR provides a complete discussion of how the earlier certified EIRs apply to this document. Depending on the technical area, existing site conditions were evaluated over a period of time, up to and including 2008. Each of the technical areas was evaluated within a time frame adequate to provide defensible evaluation under CEQA. For instance, cultural resources technical efforts took place in 2003. For a parcel on which existing activities (cattle grazing) have remained constant over that time period, no change would be expected (especially as the 2003 survey results were consistent with results of surveys completed in 1979 and 1982). For local roadway traffic, however, existing conditions data were gathered in 2007 through 2009.

Specifically related to water availability, information as recent as summer 2009 was presented (pages 4-53 through 4-56). Please also refer to Responses to Comments I18 and I20 with regard to sewer and water services.

The commentor notes the community having met a "density commitment" to the County. SANDAG has made the following projections for the Fallbrook Community Planning Area in terms of new residents: 43,148 in 2010, 57,446 in 2020 and 69,833 in 2030. The 2020 numbers assume that over 2,600 more dwelling units will need to be in place than are assumed for 2010. In planning terms, these dates are "just around the corner," and planning must occur now in order to meet the anticipated need.

I63. Please refer to Response to Comment I44.

From: w tucker [wktucker@znet.com]
Sent: Monday, November 16, 2009 12:18 PM
To: Campbell, Dennis; Blackson, Kristin
Subject: comments on Campus Park DSEIR

November 16, 2009

Dennis Campbell DPLU Project Manager
San Diego County
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 02123

Re: The Campus Park Project: SPA03-008/TPM5338RPL4/GPA03-04/SP03-004/R03-014. Review of the Draft Subsequent Environmental Impact Report (DSEIR)

J1 The Fallbrook Land Conservancy respectfully submits the following comments on the above-referenced Draft Subsequent Environmental Impact Report. These comments cover three areas of concern: (1) the discussion of realistic project alternatives, (2) the discussion of cumulative impacts of the other projects planned for the immediate area, and (3) the discussion of issues related to public facilities, especially water, wastewater issues, and stormwater and flooding.

J2 Apart from the No Project/No Development Alternative, all of the proposed alternatives have significant and unmitigable impacts in the areas of aesthetics, transportation/traffic and air quality. There is no discussion of an alternative that incorporates rural design techniques to create an economically feasible development that would fit into the rural character of Fallbrook. The Biological

J3 Reduced Footprint Alternative preserves slightly more open space, but still has 645 homes on 4000-5000 s.f. lots, below the minimum in the Fallbrook Community Plan. Given the valuable biological resources onsite, e.g., coastal sage scrub, etc., and the location next to an existing mitigation bank, it should be possible to design a project that creates a mitigation bank that would generate

J4 funds to offset the loss of funds for a project that drastically reduces the number of houses and commercial office space. Such a design should have the goal of reducing the impacts to aesthetics, transportation/traffic and air quality below the significant/unmitigable level, so that the project could go forward without overriding considerations, which as it now stands, do not exist.

J5 It is difficult to see how any realistic conclusion concerning the environmental impacts of this or any of the projects in the area I15/SR76 (Campus Park, Campus Park West, Meadowood, Palomar College) can be carried out in isolation. The cumulative effects will be huge and interrelated. For example, the aesthetic or community character impacts and traffic impacts cannot be solved

J1. This is an introductory statement; no response is necessary.

J2. The County concurs that all of the alternatives, except for the No Project/No Development Alternative, would result in significant and unmitigable impacts to aesthetics, traffic and air quality. Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In other words, a "reasonable" alternative must consider the following: (1) how to reduce unmitigated/unmitigable impacts related to the Proposed Project and/or (2) how to minimize mitigated impacts relative to the Proposed Project. The commentor should note that it is not a requirement under CEQA to have an alternative that eliminates all significant impacts. Table 5-1 in the EIR identifies the technical areas in which the alternatives would lower significant impacts of the Proposed Project.

The County respectfully disagrees that the EIR does not discuss "an alternative that incorporates rural design techniques… that would fit into the rural character of Fallbrook." The Proposed Project, as well as the Single-family Alternative and Biological Reduced Footprint Alternative, would incorporate rural elements. The General Goal of the Fallbrook Community Plan states: "It is the goal of the County of San Diego to perpetuate the existing rural charm and village atmosphere while accommodating growth in such a manner that it will complement the environment of Fallbrook." Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report confirms the Project's compliance with this goal, as:

The Proposed Project would create a distinctive community through development of a Town Center surrounded by residential homes of varying densities and housing types. Office professional areas designed in a campus park setting would add to the distinctive community by providing employment opportunities in the immediate area for existing and future residents. A system of pedestrian paths and nature trails would provide access to on-site recreational areas, as well as into surrounding open spaces. These features would result in a pedestrian-oriented development that would foster a sense of rural charm and a village atmosphere.

The Proposed Project would therefore "fit in" with the goal to retain a village atmosphere while accommodating growth.

J3. The County agrees that proposed residential lot sizes in the northern portion of the Project site would not meet the applicable policy within the Fallbrook Community Plan, which states, "No lot created by means of clustering in the EDA shall be less than one gross acre in size." As stated in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report, the Proposed Project would be rendered consistent with this policy upon approval of the Project:

The northern area of the Project site is currently designated with a regional land use category of EDA. The Project would consolidate residential development on smaller lots to provide larger areas of open space. Proposed lot sizes would be less than one acre. The Proposed Project includes an application for a GPA, however, which would change the designation from EDA to CUDA. With adoption of the GPA and Project approval, this policy would no longer apply, as the Project site would be designated CUDA.

In addition, the Fallbrook Community Plan is not the only plan providing guidance for the Project site. The Campus Park Specific Plan and I-15/Highway 76 Interchange Master Specific Plan (MSP) also propose site uses and densities, both of which assumed the Hewlett-Packard technological park. The existing Campus Park Specific Plan would allow development of 2.5 million square feet of industrial research park (including 1.975 million square feet of light industrial and professional office uses), which would create substantially more average daily trips (ADT) on roadways, resulting in more traffic, noise and air quality impacts than the Proposed Project.

Although the lot sizes of proposed homes would be smaller than anticipated for strictly residential areas within the Fallbrook Community Plan, environmental impacts would generally be less under the Proposed Project than under currently approved and adopted plans for the property. In addition, by reducing the sizes of residential lots, along with the consolidation of the lots, the Proposed Project is able to provide more open space, which is an important amenity in the Fallbrook area, as well as the rest of the County. The Project would improve trails within the proposed open space to be used by pedestrians and equestrians within the region. If lots sizes were bigger, much less preserved open space would be provided on site.

J4. On-site sensitive habitat could be available for placement into a mitigation bank. All sensitive habitats on site would be preserved either as mitigation for significant biological resources impacts or as part of Project design. Although excess habitat would remain on site after mitigation using conventional mitigation ratios (refer to Table 3.3-4 on Page 3.3-45 of the EIR), the Project Applicant has committed to placing this excess acreage into open space as part of Project design. There is no plan to generate funds from on-site undeveloped lands.

J4 (cont.)

The commentor should note that it is not a requirement under CEQA to reduce all impacts to below a level of significance, but rather to disclose the impacts and mitigate impacts as appropriate or prepare a Statement of Overriding Considerations. Furthermore, CEQA does not require implementation of mitigation measures that are not feasible. In each of the noted cases, mitigation to lower impacts to less than significant levels would be infeasible due to the required mitigation being either: (1) beyond the ability of the Project being considered to change cumulative effects related to regional development or under the jurisdiction of a state agency, or (2) because the mitigation would potentially result in greater environmental effect (e.g., stretching construction out for a longer period. Because identified mitigation would not lower all aesthetics, traffic and air quality impacts to less than significant levels, the Project Applicant has prepared a Statement of Overriding Considerations which addresses these issues. This will be considered by the decision makers during Project deliberations regarding whether or not to approve the Project and certify the EIR.

The commentor should also note that these overrides are required for various reasons, often completely beyond the ability of the Applicant to mitigate. For instance, significant and unmitigated impacts related to traffic were identified as such because the mitigation is being completed by others, and is not within the sole ability of the County or Applicant to ensure its implementation. A conservative approach was therefore taken to its characterization. Caltrans is the agency responsible for these improvements, and upon completion, the residual impacts would be less than significant. With regard to aesthetics, the significant and unmitigable impacts identified relate to the sum total of change to viewshed in this area based on overall existing and planned changes in the interchange vicinity, and not dependent solely upon the Proposed Project. Even if Campus Park is not approved or is not built, the visual impacts to this area would be the same based on surrounding existing and planned development, including Palomar College, etc. The other significant and unmitigated impacts are temporary, in that they would only be present during the construction period. Substantial redesign of the Project adequate to reduce these temporary effects to less than significant levels is neither reasonable nor required.

J5 cont. for one development without considering the other ones. The cumulative effects of the development in this area and east along SR 76 on storm water flows is another area that needs updating.

J6 The discussion in the DSEIR is inadequate and outdated in the critical area of water-related issues. In view of the current countywide water shortage and moratorium imposed by Rainbow Municipal Water District, a much more thorough discussion is needed than a statement that water is "reasonably expected" to be available based on a 2002 study by the San Diego County Water Authority. Similarly it is not at clear that the required EDU's for waste water are currently available.

Sincerely,

Wallace Tucker
Chairman
Fallbrook Land Conservancy

J5. The County agrees that cumulative analysis is a critical element of environmental review and that cumulative effects are interrelated. Consistent with this comment, cumulative effects of all of the analyzed environmental issues are included in Chapters 2.0, 3.0 and 4.0 of the EIR. Tables 1-14 and 1-15 of the EIR list 168 projects considered during cumulative analysis, including Campus Park West, Meadowood and Palomar College. The County also agrees that the nature of cumulative effects is that they can almost never be addressed through modifications to one project alone. The examples noted in the comment (aesthetics, traffic and water quality) are directly addressed in the EIR.

With regard to aesthetics, the cumulative analysis took into consideration each cumulative project within Tables 1-14 and 1-15 that was in the Project's viewshed. Figure 2.1-16 and Table 2.1-1 show these 34 specific projects, and the EIR reviews each project regarding cumulative effect on the visual environment. Please also refer to Response to Comment J4. The visual environment of the I-15 corridor would be adversely affected by the major change in composition introduced by the cumulative projects.

The EIR also acknowledges that significant traffic impacts would occur. Tables 2.2-7 through 2.2-18 show specific average daily trips (ADT), level of service (LOS), delays, volumes, and volume-to-capacity ratios (V/C) for all 26 roadway segments, 15 state route segments, 3 freeway segments and 37 intersections evaluated in the traffic study for both near-term and 2030 cumulative analyses. The projects on Tables 1-14 and 1-15 were considered, as were all projects incorporated into SANDAG 2030 analyses for this portion of the north County. The EIR is very specific regarding which of the analyzed segments and intersections would operate at acceptable and unacceptable levels of service given loading by all the projects combined. All Project contributions to significant cumulative traffic impacts would be mitigated below a level of significance.

Cumulative hydrology/water quality impacts would be less than significant, as discussed on Page 4-24 of the EIR. This is because all cumulative projects, as well as the Proposed Project would be required to conform with all applicable state and local regulatory standards and requirements.

J6. The County agrees that additional information is required in the area of water supply and potential future shortage. Please refer to pages 4-54 through 56, 4-60, 4-61 and 4-66 of the Final EIR. Rainbow Municipal Water District's moratorium ("An Ordinance of RMWD Adopting a Drought Response Conservation Program" [Ordinance No. 08-01]) is discussed in the EIR on page 4-56.

An existing sewer agreement with Rainbow Municipal Water District allows for the sewer connections for the entire Project (i.e., 850 EDUs, consisting of a combination of residences, commercial uses, and/or offices).

SAN LUIS REY BAND OF LUISEÑO MISSION INDIANS

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November 16, 2009

Dennis Campbell
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County of San Diego
5201 Ruffin Rd., Ste. B
San Diego, CA 92123-1668

VIA ELECTRONIC MAIL
Dennis.Campbell@sdcounty.ca.gov

RE: Comment on Draft Environmental Impact Report and General Plan Amendment/Specific Plan Amendment for The Campus Park Project; GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092

Dear Mr. Campbell:

K1 We, the San Luis Rey Band of Luiseño Mission Indians ("Tribe"), have received and reviewed the County of San Diego's ("County's") Draft Environmental Impact Report ("DEIR") and all of its supporting documentation as it pertains specifically to the protection and preservation of cultural resources located within the parameters of the Campus Park Project's ("Project's") property boundaries. After our review, the Tribe is still very concerned about the preservation and protection of cultural, archaeological and historical sites within the area affected by the proposed Project.

K2 As you are aware, we are a San Diego County Tribe whose traditional territory includes the current cities of Oceanside, Carlsbad, Vista, Fallbrook, Bonsall and Escondido, among others. As you also know, we are always concerned about the preservation and protection of cultural, archaeological and historical sites within all these jurisdictions. And as stated above, we are concerned about the protection of unique and irreplaceable cultural resources and sacred sites which may be damaged or destroyed by the proposed Project given the current statements of mitigation in Chapter 8 of the DEIR.

K3 Although we appreciate the current language of the DEIR including the presence of a Luiseño Native American monitor in several key aspects of the development, we were not pleased to find just as many instances of a Luiseño Native American monitor being absent from the mitigated measures. The Tribe therefore formally requests that several additions of language and/or phrases be added and that additional conditions of approval be integrated into the Final EIR to ensure that this Project is handled in a manner

K1. Comment K1 is an introduction to the comment letter. The County acknowledges the Band's concern regarding preservation and protection of cultural, archaeological and historical sites within the Proposed Project. These issues are also of importance to the County and Applicant.

K2. Comment K2 states the Band's traditional territories and reiterates their general area of concern. Comment noted.

K3 cont.

consistent with the requirements of the law and which respects the Tribe's religious and cultural beliefs and practices.

1. *Chapter 8 of the DEIR, Mitigation for Cultural Resources Impacts, Use of the Term "Archeologist" Must Be Used In A More Unified and Consistent Manner.*

K4

Currently, M-CR-1 purports the term "archaeologist" in several different ways. First, it asserts the archaeologist to be a "County-approved archaeologist" (M-CR-1), then in a proceeding paragraph as a "consulting archaeologist" (M-CR-1(a)), and then as a "project archaeologist" (M-CR-1c, (1)(a)(ii)). We request that the language be amended to state, "a qualified, County-approved archeologist." We believe that with a more unified use of the term/and or position there will be less chance of manipulation with this very important delineation.

2. *M-CR-1(f) Must Be Amended to Include Language Stating That "Clearly Non-Significant Deposits" Must Be Determined As Such By the Qualified, County-Approved Archaeologist and the Luiseño Native American Monitor.*

K5

At present, the DEIR states that "Isolates and clearly non-significant deposits shall be minimally documented in the field, and the monitored grading can proceed." (M-CR-1(f)) We agree that if isolates or non-significant deposits are found, that the grading process should not be halted, thereby preventing any undue financial hardship on the Developer. We, however, believe adamantly that such determination as to whether the deposits are "clearly non-significant" should be left to the qualified, County-approved archaeologist and the Luiseño Native American monitor and that both should agree on the deposits insignificance. We believe the two entities should agree due to the fact that each professional weighs the deposits differently. For instance, the archaeologist looks at the deposits value for research purposes and its scientific worth. Whereas, the Native American monitor looks at the deposits importance as it relates to religious significance and cultural relevance. Therefore we request that the following language be amended to M-CR-1(f) as follows, "Isolates and clearly non-significant deposits, *as determined by the qualified, County-approved archeologist and the Luiseño Native American monitor(s),* shall be minimally documented in the field, and the monitored grading can proceed."

3. *M-CR-1(g) Must Be Amended to Provide the Luiseño Native American Monitor the Power to Divert or Halt Ground Disturbance Operations.*

K6

M-CR-1(g) states that, "In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in

K3. Comment K2 introduces the concept of adding provision relative to Luiseño Native American monitors (Luiseño monitors) to specific conditions of approval. Comment noted; these items are specifically addressed below.

K4. The County agrees that the terminology should be standardized. The text in the second paragraph under M-CR-1a, 1b, and 1d has been revised to say "County-approved archaeologist (consulting archaeologist)." Subsequent references to the "County-approved archaeologist" or "project archaeologist" have been changed to "consulting archaeologist" throughout the mitigation measures identified in both Subchapter 3.4 and Chapter 8.0 of the Final EIR. The County does not agree that the word "qualified" needs to precede the term. The fact that the archaeologist has met the requirements necessary to be identified as "County-approved" means that they meet the threshold qualifications.

K5. The County respectfully disagrees, and does not believe that the wording in M-CR-1(f) requires amendment. M-CR-1(f) follows M-CR-1(d), which states (EIR page 3.4-9) that "an adequate number of monitors (archaeological/historical/Native American) shall be present to ensure that all earthmoving activities are observed and shall be on site during all grading activities." Under this measure, the Luiseño monitor is already present.

The County agrees that different monitors attach different values to the same resource. That is why the Project calls for the range of monitors identified in M-CR-1(d) rather than a single archaeological monitor. Nonetheless, the wording cited by the Band refers to "Clearly Non significant Deposits." This category embraces a restricted range of possibilities, such as isolated artifacts of routine material, a single milling station, etc. Because the Luiseño monitor will be working in conjunction with the archaeological monitor, these two individuals will have an opportunity to confer about potential significance of any observed resource while in the field. If items of significance are observed (e.g., hearths, midden or other discolored soils, feathers, etc.) this would already fall outside the category of "clearly non-significant" and grading would be halted for evaluation. No change is required to the EIR.

the area of discovery to allow evaluation of potentially significant cultural resources." The Tribe respectfully requests that the Luiseño Native American monitor also be given the authority "to divert or temporarily halt ground disturbance operations" in the areas where potentially significant cultural resources are discovered. As mentioned above, Native American Monitors and archaeologist approach culturally sensitive finds very differently. Neither process of evaluation is more significant than the other and each must be given the same amount of respect from the County and State. We therefore ask that M-CR-1(g) be amended and that the following change be reflected in the Final EIR, "In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor(s) *and the Luiseño Native American monitor(s)* shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources."

K6 cont.

4. *M-CR-1(j) Should Be Amended to Reflect That Any and All Uncovered Artifacts of Luiseño Cultural Importance Should Be Returned to the Most Likely Descendent and NOT BE CURATED.*

Under the current DEIR the County has once again taken the position that if any previously unidentified cultural resources are discovered, all material collected shall be processed and curated at a San Diego facility. This however goes against the Tribes beliefs and wishes. Just as when Native American human remains are uncovered during the course of a Project's progress and those remains are returned to the Native American Tribe of the Most Likely Descendants, we believe that to ensure the proper treatment of any cultural resource that item or items must be returned to the Native American Tribe of the Most Likely Descendant as well and not curated by the County. Any plans to curate any such items would blatantly disregard the respect due to these cultural resources. Instead, any such items should be returned to the Most Likely Descendent ("MLD") as determined by the Native American Heritage Commission. This Project is located within the traditional and aboriginal territory of our Tribe and our sister tribes. The Tribe considers all cultural items found in this area to belong to their ancestors, and the ancestors of their sister tribes, rather than to the County or the Developers. This request should be included in the Final EIR.

K7

5. *M-CR-1(k) and M-CR-1(l) Should Be Amended to Add the Luiseño Native American Tribe of MLD's as a Recipient of Any Field and Analysis Reports and Interpretation of Finds and/or Any Letters Stating That No Cultural Resources Were Discovered.*

As currently written, the DEIR states in Chapter 8, Section M-CR-1(k) that, "In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director. . ." The Tribe requests that the Luiseño Native

K8

K6. The County does not agree that the Luiseno monitor(s) have the power to divert or halt ground disturbance operations. However, the County has revised M-CR-1(g) to read: "In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor(s), in consultation with the Luiseño Native American Monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources" (page 3.4-9 of the Final EIR). Also please refer to Response to Comment K5 above.

K7. The County acknowledges and appreciates this comment, but must respectfully decline to approve this request. In compliance with CEQA, the County has an independent legal obligation to curate and preserve recovered artifacts (excluding human remains and associated grave goods), for their informational and educational potential. Curation must be at a San Diego facility that meets federal standards per 36 CFR Part 79, which allows for professional curation of the artifacts, as well as ensuring their availability to other archaeologists/ researchers for further study. If human remains or associated grave goods are identified, the MLD may make recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. The landowner or his authorized representative may rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. In most cases when human remains are found, they, along with any associated grave goods that may be identified are not curated but reburied on site or returned to the MLD for reburial. No change is required to the EIR.

K8 cont.

American monitor also receive a copy of said report as a courtesy of the County given our obvious position of relevance. Moreover, the Tribe additionally requests a copy of the letter required to be sent to the Director when no cultural resources are discovered, as stated in M-CR-1(l). For the same stated reasons as above. These requests should be included in the Final EIR.

6. M-CR-1c Must Be Amended to Include Language Requiring a Native American Monitor Be Present During the Preparation and Implementation of the Temporary Fencing of CA-SDI-682.

K9

At present, the DEIR states that in order to protect CA-SDI-682[1]/Rancho Monserate Adobe the Developer must prepare and implement a temporary fencing plan during "any grading activities with[in] 100 feet." M-CR-1c (1)(a) states that the "temporary fencing plan shall be prepared in consultation with a County-approved archaeologist." The Tribe respectfully requests the County to immediately amend this language to require, in addition to a County-approved archaeologist, a Luiseño Native American monitor be consulted and provide additional supervision of the erection of the proposed fence prior to commencement of any grading or brushing.

K10

Therefore we ask that "*and the Luiseño Native American monitor*" be inserted in the following locations: M-CR-1c (1) after the phrase "County-approved archeologist;" M-CR-1c (1)(a), second sentence, after the phrase "County-approved archeologist;" and at M-CR-1c (1)(a), fourth sentence, after the phrase "County-approved archeologist." In addition, the above-stated language should be inserted at M-CR-1c (1)(a), in the subparagraph of notes that must be placed on the grading plan, after the phrase "County-approved archeologist," and at the following paragraph M-CR-1c (1)(a)(iii) after the phrase "County-approved archeologist."

K11

The Tribe strongly believes that a Luiseño Native American monitor's presence is mandatory at the site of such an important cultural resource. We believe we should be there for the planning stages of the fencing, as well as the installation of the fencing around this site. We do not need to be present during the removal of said fence.

K12

As the County is now aware through our *Comment Letter for the Meadowood Project (GPA 04-002; SP 04-001; REZ 04-004; TM 5354; S 04-005; S 04-006; S 04-007; MUP 08-023; LOG NO. 04-02-004; SCH NO. 2004051028), dated October 12, 2009*, a situation has arisen recently whereby sacred items of our Tribe have been unintentionally destroyed during the installation of fencing around known sacred areas. It is now the Tribe's position that in this Project and all future projects, that whenever a fence is to be implemented and/or erected around a sacred or known culturally sensitive area, that a Native American monitor be present to observe and ensure that no cultural resources be negatively impacted. Therefore, we request that the Final EIR include language requiring a

[1] According to the Tribe's records, CA-SDI-682 references the Luiseño Village of Tom-Kav, also known as the Pankey Site, not the Rancho Monserate Adobe site.

K8. The County respectfully disagrees. While acknowledging that the Band and the Luiseño monitor have special interest in cultural resources that may be uncovered during earth-disturbing activities, a positive report may also contain proprietary information about other cultural resources (e.g., historic) such that a blanket commitment at this time is inappropriate. Following submittal and approval of the reports cited in CR-M-1(k) and CR-M-1(l), however, the Director of DPLU can be contacted by the Band at any time to discuss release of relevant documents for copy. No change is required to the EIR.

K9. The County agrees that M-CR-1c should be amended to include language requiring a Luiseño monitor be present during preparation and implementation of temporary fencing at CA-SDI-682 by Campus Park. The entirety of M-CR-1c has been amended to specifically note the inclusion of a Luiseño monitor in conjunction with activities undertaken by the consulting archaeologist for Campus Park. This is documented in the final EIR in Subchapter 3.4 and Chapter 8.0. Note, however, that temporary fencing may have been installed and the site capped during grading for the Meadowood project adjacent to Campus Park.

K10. Language in the Final EIR referring to the "County-approved archaeologist" has been amended to incorporate the phrase "and Luiseno Native American monitor" in each of the relevant mitigation elements, including: M-CR-1c.1., M-CR-1c.1.a, M-CR-1c.1.a.i, M-CR-1c.1.a.ii and M CR 1c.1.a.iii.

K11. The County agrees with this comment. Please refer to Response to Comment K10.

K12 cont.

Luiseño Native American monitor be present during the preparation and implementation of the temporary fencing around the CA-SDI-682 site.

K13

7. Moreover, the Final EIR Should State that a Pre-Excavation Agreement Shall Be Entered Into as a Requirement in Order to Obtain the Grading Permit from the County.

The Tribe requests that the Developer be required to enter into a Pre-Excavation Agreement with the Tribe prior to obtaining a grading permit. This agreement will contain provisions to address the proper treatment of any cultural resources or Native American human remains inadvertently uncovered during the course of the Project. The Pre-Excavation Agreement should be entered into prior to any ground-disturbing activities for this Project. The agreement will outline, to the satisfaction of the Tribe, the roles and powers of the Native American monitors and the archaeologist. Such an agreement is necessary, as the County is aware, to guarantee the proper treatment of cultural resources or Native American human remains displaced during a project development. The Tribe requests that the Pre-Excavation Agreement be added as a requirement to obtain the Grading Permit from the County and be included in the Final EIR.

K14

The San Luis Rey Band of Luiseño Mission Indians appreciates this opportunity to provide comments on the Campus Park Project. The Tribe hopes the County will adopt and amend the mitigation measures as herein requested and that they will appear in the Final EIR.

K15

As always, we look forward to working with the County to guarantee that the requirements of the CEQA are rigorously applied to this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,

Merri Lopez-Keifer

Merri Lopez-Keifer
Tribal Legal Counsel

cc: Melvin Vernon, Tribal Captain
Carmen Mojado, Secretary of Government Relations and President of Saving Sacred Sites

K12. The County agrees with this comment as it relates to the Campus Park and Meadowood projects. Please refer to Response to Comment K10. However, this request will be reviewed on a case-by-case basis for future projects.

K13. The County does not agree that a pre-excavation agreement is required between the Developer and the Tribe for this Project. The EIR, as revised in Response to Comment K10, provides appropriate direction regarding roles of the archaeological and Luiseño monitors, as well as disposition of artifacts, in M-CR-1a, 1b, 1c and 1d. In addition, monitoring of grading by both a County-qualified archaeologist and Luiseño Native American representative will ensure that significant artifacts or features are uncovered at any time during grading (including the unlikely discovery of Native American human remains) will be appropriately handled. Therefore, County staff cannot support the request for a pre-excavation agreement between the Developer and the Tribe for the Proposed Project.

K14. Comment K14 generally provides closing wording. The potential for adoption and amendment of mitigation measures proposed in the letter is addressed in Responses to Comments K5, K7, K8, K9 and K10.

K15. Comment K15 is a closing comment. No response is necessary.

San Diego County Archaeological Society, Inc.

Environmental Review Committee

14 November 2009

Mr. Dennis Campbell
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Subject: Draft Environmental Impact Report
The Campus Park Project
GPA 03-004, SPA 03-008, R03-014, TM 5338, S07-030, S07-031,
Log No. 03-02-059

Dear Mr. Campbell:

L1 I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

L2 Based on the information contained in the DEIR and its Appendix H, we agree with the impact analysis and mitigation measures for cultural resources. We would emphasize the need for coordination of the mitigation for this project with the immediately-adjacent Meadowood project

L3 Thank you for providing this project's environmental documents to SDCAS for our review and comment.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

Heritage Resources
SDCAS President
File

P.O. Box 81106 ▪ San Diego, CA 92138-1106 ▪ (858) 538-0935

L1. Comment L1 is an introduction to the letter. No response is necessary.

L2. The comment indicates agreement with the cultural resources impact analysis and mitigation measures for the Proposed Project. The Project Applicant will coordinate with Meadowood Applicant with regard to mitigation for the Proposed Project. No further response is required. The comment will be before the decision makers during project deliberations.

L3. Comment L3 is a closing comment to the letter. No response is necessary.

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OF COUNSEL
MICHAEL SCOTT GATZKE
ANTHONY T. DITTY

November 12, 2009

By E-mail and U.S. Mail

Dennis Campbell
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

Re: *Comments on the Draft Environmental Impact Report for the Campus Park Project (GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092)*

Dear Mr. Campbell:

M1 On behalf of Pappas Investments ("Pappas"), we submit this letter commenting on the adequacy and accuracy of the Draft EIR for Campus Park Project (SCH NO. 2005011092). As you know, Pappas, the owner of record of the property located west of the Campus Park project site, is currently processing development applications through the County of San Diego ("County") for its Campus Park West project. As lead agency for the Campus Park project, we request that the County make this letter part of the County's administrative record for the proposed Campus Park project and its associated environmental review process.

Pankey Road and Pala Mesa Road Alignment

M2 The Draft EIR, Specific Plan and other technical studies for Campus Park include an incorrect alignment of Pankey Road from State Route 76 ("SR-76") northerly to Pala Mesa Drive through the Campus Park West property (see, e.g., Campus Park DEIR, Figure 1-21). The alignment shown in the Campus Park DEIR and other technical studies does not conform to the alignment shown on the Campus Park West Tentative Map and Specific Plan submitted to the County on November 12, 2008:

M3 The Campus Park West digital files of the Pankey Road alignment were transmitted to the project applicant in November of 2008. The County's Department of Planning and Land Use also was apprised of the proposed Pankey Road alignment shown on the Campus Park West project. To be consistent with the Campus Park West proposed alignment of Pankey Road, the Draft EIR, Tentative Map, Specific Plan, and other technical studies must be revised to reflect the current alignment provided to the applicant.

M1. Comment M1 in an introductory statement; no response is necessary.

M2. The County acknowledges this comment. The final EIR identifies and analyzes the new proposed alignment of Pankey Road from SR 76 northerly to Pala Mesa Drive through the Campus Park West property and provided by Campus Park West.

M3. Please refer to Response to Comment M2.

Preliminary Hydrology and Hydraulics Study – Horse Ranch Creek

M4 The Campus Park DEIR Preliminary Hydrology and Hydraulics Study needs to be revised to incorporate an adequate bridge cross-section for Horse Ranch Creek at Pankey Road. The Campus Park DEIR and Preliminary Hydrology and Hydraulics Study (Campus Park DEIR, Appendix L) proposes to raise the bridge deck of the existing Pankey Road Bridge, north of SR-76 ("Pankey Road North Bridge"). (See Campus Park DEIR, pages 1.57, 4.16 - 4.17.) This results in a post-development water surface elevation greater than one foot higher than what is proposed by Campus Park West, approximately 200-feet upstream of the Pankey Road North Bridge. The Campus Park DEIR and floodplain analysis must be revised to incorporate a larger bridge (approximately 1,000 square feet of open conveyance) to be located on the correct Pankey Road Alignment. (See Campus Park DEIR, Appendix L, Section 9B and page 80.)

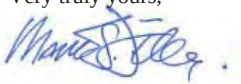
M5 The Campus Park West study also needs to incorporate the survey stream cross-sections for the existing Pankey Road North Bridge, SR-76 Bridge, and Pankey Road South Bridge (south of SR-76). (See Campus Park DEIR, Appendix L, Section 9C: HEC-RAS Sections and Flood Limits, Post-Development Capacity Conditions, for bridge locations.) This information was transmitted to Landmark Engineering on November 3, 2009.

Wastewater Treatment Plant

M6 The Campus Park project has an existing entitlement for 850 equivalent dwelling units (EDUs) in the Rainbow system. However, the Campus Park project requires a total of 1,178 EDUs, or 328 more than their allocation. We understand that one option is to send the un-entitled EDUs to the proposed Meadowood wastewater treatment plant, with a wet weather storage pond to be located on the Campus Park property. We support the approach of having a single wastewater treatment plant serving the Campus Park, Meadowood, and Campus Park West projects.

M7 We appreciate the opportunity to submit the above comments and look forward to detailed responses from the County.

Very truly yours,



Mark J. Dillon
of
Gatzke Dillon & Ballance LLP

cc: Thad Johnson, Pappas Investments

M4. This comment is based on an old alignment proposed by Campus Park West and analyzed in the Draft EIR. . The current alignment matches the current Campus Park West proposal.

Due to the fact that the Campus Park West project area is significantly higher in elevation than the Horse Ranch Creek floodplain, any minor differences in the WSEL upstream of the Pankey Road Bridge have very little impact on development of the Campus Park West project. In the worst case scenario, there would be about one foot of additional rip rap slope protection along the toe of slope supporting the Campus Park West project.

M5. The County agrees that as part of their EIR, Campus Park West will provide all Hydrology and Hydraulic reports for evaluation and approval. The topographical information (for Pankey Road Bridge, north and south of SR 76, and for the SR 76 Bridge) transmitted to Landmark Consulting in November 2009 was requested by the Applicant during public review as a follow-up and was used to verify existing topographical information in these areas.

M6. The County agrees that Campus Park has an existing entitlement for 850 EDUs with Rainbow Municipal Water District for sewage treatment. This includes all of the Project requirements. Campus Park West's preference for a single wastewater treatment plant for Campus Park West and Meadowood is noted.

M7. Comment M7 is a closing statement; no response is necessary.

2168 Santa Margarita Dr.
Fallbrook, CA 92028

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

November 13,2009

Topic: Campus Park Project
GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092

To Whom It May Concern:

N1 We have been residents of Fallbrook for the past 19 years and were attracted to this community by its small town atmosphere and rural environment. Yes, it has grown as anticipated, but the proposed Campus Park EIR becomes a troublesome project and its size is far larger than previous growth. The information contained in Chapter 2, if the Proposed Project is implemented, will have a negative effect on the rural nature of our community.

N2 Some needs can be handled by large funds, e.g. roads, sewers etc, but the issue that most concerns us is the increased water demand. The demand for water in California, San Diego County and locally cannot be easily overlooked. The number of projected homes is far larger than any new community in the North County . If anything a cap should be placed on new development as has been done in Santa Barbara. How can more housing be considered when the current residents are on water rationing?

N3 The proposed "project features" included in the EIR to address these issues fall significantly short of an acceptable level. This lack of significant mitigation is a reflection on the continued pattern of the developer to ignore the input of the Fallbrook Community Planning Group and the input the developer requested from residents about the project. In short, this project would be an assault on the rural character of our Community. We understand that the housing is not necessary to meet state objectives.

N4 After considering this proposed project it appears that there are major problems associated with air quality, traffic, and Fallbrook characteristics. We request that the County render a decision that the EIR for this project is an unacceptable response to the legally mandated CEQA requirements and, therefore, approval of the project should be denied.

Sincerely,
Genevieve & Robert Jacobson

N1. The comment will be before the decision makers during Project deliberations. No response is necessary.

N2. The Proposed Project would use approximately 2.0 to 2.5 million gallons of water per day. Water demand associated with cumulative development in the Project vicinity is expected to be within the demand anticipated for the region by 2010 of about 35.5 million gallons of water per day (refer to page 4-66 of the EIR). It is true that water rationing (currently applied to irrigation uses) is in place. Should the existing drought end this may be a moot point. Nonetheless, the County agrees that the current water situation and increased demand requires additional discussion. As a result, the following pages in the Final EIR have been amended to include additional information regarding water availability (pages 4-54 through 56, 4-60, 4-61 and 4-66.). Please also refer to Responses to Comment Letter E, regarding information requested by the San Diego County Water Authority.

The County does not agree that the number of houses within the Proposed Project is "far larger than any new community in the North County." The refined Project would include 751 dwelling units. The Proposed Project is "in the ballpark" with two other nearby projects--Meadowood (immediately east of Campus Park, which proposes 844 to 886 dwelling units), as well as Warner Ranch (off of SR 76 to the east, which proposes 900 dwelling units).

The comment regarding putting a cap on future development is noted. This is not a CEQA issue related to this EIR. While beyond the scope of the Proposed Project, the comment will be before the decision makers during Project deliberations.

Regarding the issue of residential planning during periods of water rationing, it is understandable that planning for additional future residents when existing residents are constrained with regard to watering of yards may seem contradictory. As a land use planning agency, however, the County must be proactive about addressing the needs of the County population. The County is the planning agency responsible for processing of development applications ensuring that adequate housing, park and recreational facilities, commercial locations, etc. are available within unincorporated areas of the County. Because of the long lead time required to complete application processing, environmental analysis and (for those projects that are approved) construction; the County cannot wait until population pressure is acute to plan.

N2 (cont.)

One of the tools used to project future populations is the regional forecasting developed by the San Diego Association of Governments (SANDAG). These data are specifically developed for distribution and use for planning and other studies. The unincorporated portion of the County is projected to have 504,719 residents in 2010. By 2020, the same area is projected to have a population of 627,142; which assumes an additional 122,000 residents. The number is projected to grow by almost another 100,000 by 2030. For the Fallbrook Community Planning Area, SANDAG shows the following numbers: 43,148 in 2010, 57,446 in 2020 and 69,833 in 2030. The 2020 numbers assume that over 2,600 more dwelling units will need to be in place than are assumed for 2010. In planning terms, these dates are "just around the corner," and planning must occur now in order to meet the anticipated need.

N3. Please refer to Response to Comment N1. The Fallbrook Community Plan and the Fallbrook Design Guidelines are detailed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report, and summarized in Section 4.1.5, Land Use and Planning, in the EIR. These documents detail the standards for development and goals of the community. The Proposed Project provides for alternative uses from those anticipated in these documents, which assume that an industrial park would be located on the property. The Proposed Project, however, is less intensive than the currently approved project in terms of traffic generation, industrial uses, etc. and is consistent with each of the individual goals or thresholds related to site layout, structures, landscaping, lighting, etc.

The comment related to housing and state objectives is not understood. Perhaps the intent is to say that there is plenty of housing in California overall, and no more is needed. As stated in Response to Comment N2, the County's obligation is to provide housing and amenities for its citizens on a local level. Therefore, state objectives are not relevant.

N4. The comment is correct with regard to impacts detailed in the EIR (significant impacts were identified for the issues of visual character, traffic, and air quality, among others). The Project would incorporate environmental design considerations, as detailed in Table 1-13 of the EIR, as well as appropriate mitigation measures, to reduce impacts associated with these environmental issues to the maximum extent practicable. It is not a requirement under CEQA to reduce all impacts to below a level of significance, but rather to disclose the impacts and mitigate impacts as appropriate or prepare a Statement of Overriding Considerations. Because the Proposed Project cannot fully mitigate all impacts to visual character, traffic and air quality, the Project Applicant has prepared a Statement of Overriding Considerations. This will be considered by the decision makers during Project deliberations regarding whether or not to approve the Project and certify the EIR.

Jennifer Jeffries
1145 De Luz Road
Fallbrook, CA
92028

November 16, 2009

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road
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92123-1666

Topic: Campus Park Project
GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092

To Whom It May Concern:

O1 I am commenting on the Draft Subsequent EIR for the Campus Park Project. I believe the EIR reveals a flawed analysis of the impact of this project for the following reasons:

O2 1. The current land use designation, in which the Campus Park Project is located, allows for approximately 654 units per the DPLU Density study, which is attached. The proposed Campus Park Project alone includes 1054 homes and a 61,000 SF business park.

O3 Any effort to change the existing plan must present a compelling rationale that would offset the increased density, increased trips per day, increased air pollution, and immense demands on available water. The objectives and specifications of this project do not present a compelling rationale for the requested massive upzone.

O4 To illustrate the degree to which the Campus Park Project collides with the community character, the current minimum lot size in Fallbrook is 6,000 SF. This project shoe horns 521 single family homes on to lot sizes of 4,000-5,000 SF. As noted at a recent planning group meeting, there is NO location in Fallbrook, other than mobile home parks, where single family home lots of less than 6,000 square feet exist. This project should be required to meet the Fallbrook minimum lot size of 6,000 SF.

O5 2. The data upon which the analyses contained in the EIR are based is from 2002 and 2005.Conditions associated with the impact of this project on the surrounding community have significantly changed in the last seven and four years. It would be inappropriate to use stale information for such

O1. This is an introductory statement; no response is necessary.

O2. As a point of clarification, the County disagrees that the current land designations allow for 654 residential units. As discussed on Page 4-46 of the EIR, the current land use designations for the Project site allow for a total of 739 dwelling units (670 units within the southern portion of the property and 69 units in the north).

In addition, the general text of the Fallbrook Community Plan is not the only plan providing guidance for the Project site. The Campus Park Specific Plan and the conditions referenced in Appendix B, of the Community Plan (the I-15 Corridor Subregional Plan; Appendix 1, Interstate 15/Highway 76/Interchange Master Specific Plan, recommend site uses and residential densities, both of which assumed the Hewlett-Packard technological park. The existing Campus Park Specific Plan would allow development of 2.5 million square feet of industrial research park (including 1.975 million square feet of light industrial and professional office uses). These uses would create substantially more average daily trips (ADT) on roadways, resulting in more traffic, noise and air quality impacts than the Proposed Project.

The EIR analyzes the potential impacts of this alternative, and concludes on Page 5-8:

> The No Project/Existing Plan Alternative potentially could incrementally reduce adverse noise impacts due to siting residential and other site uses in more separated locales than would occur under the Proposed Project where such uses are intermixed. Off-site traffic and noise effects related to an increased number of peak hour trips, as well as the associated air quality effects would be expected to be somewhat worse than the Proposed Project.

All other impacts would be similar to those under the Proposed Project. Therefore, the No Project/Existing Plan Alternative would overall result in greater impacts than the currently Proposed Project.

O3. Please refer to Response to Comment O2. The current approved plan for the property, the No Project/Existing Plan Alternative, would result in additional traffic impacts due to more ADT. The existing plan would generate 23,858 ADT, or 6,517 more ADT than the refined Project. Due to the Proposed Project's mixed uses (e.g., residential, commercial, and office professional), an internal capture rate of 30 percent was assumed, thus reducing the amount of vehicles on off-site roadways (12,139 ADT under the refined Project). (Internal capture rate refers to the amount of vehicles that would travel merely within the Project site, and would not use off-site roadways). Because the existing plan would not include mixed uses, the internal capture rate would be minimal, perhaps two percent. This would result in 23,381 ADT traveling on area roads as opposed to the anticipated 12,139 vehicles.

O3 (cont.)

In addition, because more traffic would result from the No Project/Existing Plan Alternative, additional impacts to air quality and noise would occur.

The County agrees that the approved industrial park would result in lower water usage (about half the demand of the Proposed Project). Additional information regarding water supply is provided on pages 4-54 through 4-56, 4-60 and 4-65 of the EIR.

O4. The County agrees that the Project does not provide 6,000-s.f. lot sizes. Although located within the Fallbrook community planning area, this parcel is notably different from most of the community. It is located at an identified transportation node created by the junction of I-15 and SR 76, and, as noted in Response to Comment O2, also has more than one planning document that applies to it. Please refer to Response to Comment O2. Overall, therefore, although the lot sizes of proposed homes would be smaller than anticipated for strictly residential areas within the Fallbrook Community Plan, environmental impacts generally would be less under the Proposed Project than under currently approved and adopted plans for the property. In addition, by reducing the sizes of residential lots, along with the consolidation of the lots, the Proposed Project is able to provide more open space, which is an important amenity in the Fallbrook area, as well as the rest of the County. The Project would improve trails within the proposed open space to be used by pedestrians and equestrians within the region. These considerations balance the concern over specific lot sizing.

O5 cont. an important analysis of a significant development that will impact this area for decades to come.

O6 For instance, the 10,000 daily trips reported in the traffic impact study did not come close to addressing the 70,000 daily trips estimated to be generated when the area is built out.

O7 3. Rainbow Water District and Fallbrook Public Utilities District have informed residents with buildable lots in those districts that there is strong possibility that, if they don't have an existing meter, they will not be able to get one. Small local developers have stopped their projects because they have been informed that no meters will be made available. In the face of the dire local, regional and state wide water crisis, how can an enormous increase in destiny be rationalized, especially when this project is not necessary to satisfy the state mandates for additional housing?

O8 All data on water supply included in the EIR is outdated, taken from a 2002 study by the SDCWA and a 2005 Rainbow Water District study. Although the delta smelt decision (2007) is mentioned, the discussion is on state and county water conditions; no analysis is included regarding current conditions in Fallbrook or at the Rainbow MWD, which is presently under a moratorium for sewer and water. The absence of an accounting for the local water conditions is a glaring omission and renders the discussion of the proposed project's impact on water and sewer incomplete and insufficient.

O9 4. The Project Alternatives section of the EIR includes two alternatives - *General Plan Update Draft Land Use Map Alternative and General Plan Update Board Referral Map Alternative* - which the proponents state are "not considered a standard CEQA alternative in terms of identification of lower or fewer significant impacts." That brings to four the number of alternatives offered. The *No Development/No Project* is a required alternative.

O10 The proponent is required to include multiple, reasonable alternatives that are neither "poison pills" nor "straw men." Once one accounts for the alternatives that are not considered standard by CEQA, the required alternative, and the "straw men" prohibition, only one - *Biological Reduced Footprint Alternative* - approximates the spirit and the letter of the purposes of alternatives of an EIR. This violates the requirement for multiple and reasonable alternatives.

O11 5. The impact on aesthetics and community character are unmitigable. The project features offered as mitigating the impact are inadequate in terms of density, impact on natural terrain, destruction of native vegetation,

O5. This comment is not fully understood. As relevant, dates of field work or existing conditions checks are specified throughout the EIR. Depending on the technical area evaluated, existing site conditions were evaluated over a period of time, up to and including 2008. Each of the technical areas was evaluated within a time frame adequate to provide defensible evaluation under CEQA. For instance, cultural resources technical efforts took place in 2003. For a parcel on which existing activities (cattle grazing) have remained constant over that time period, no change would be expected (especially as the 2003 survey results were consistent with results of surveys completed in 1979 and 1982). For this discipline, the 2003 data are adequate. For local roadway traffic, however, existing conditions data were gathered in 2007 through 2009.

O6. The refined Project would generate 17,341 ADT. With regard to 2030 (buildout year) ADT, the commentor is referred to Figures 2.2-9a and 2.2-10a, which show the ADT per analyzed roadway segment. As seen on Figure 2.2-10a, no roadway analyzed roadway segment would carry 70,000 ADT; 25,200 ADT is the maximum for local roads (along Old Highway 395 between Reche Road and Stewart Canyon Road), although both SR 76 and I-15 would carry substantially higher numbers. For SR 76, build out numbers total from 32,500 to 48,000 depending on the segment, while I-15 segments would carry between 231,000 and 275,000 ADT. These are the numbers assumed in modeling and upon which Project cumulative impacts and mitigation requirements are based.

O7. Water service for the Project would be provided by Rainbow Municipal Water District (RMWD). The Project would be required to construct infrastructure to connect water services to the site. As stated in the EIR on Page 4-60:

> It is anticipated that current drought conditions will have returned to "average-year" conditions prior to Project implementation because building permits would not be obtained prior to adequate water availability to the Project. Impacts associated with water supply to the Project would be less than significant.

If RMWD has a moratorium in effect at the time of obtaining a building permit, the Project would not be able to proceed until the condition is resolved. In addition, as noted in Response to Comment O3, additional information has been added to the Final EIR regarding water supply.

Despite the current drought situation, the County must continue to proactively plan for its citizens' needs. The County is the planning agency responsible for processing of development applications ensuring that adequate housing, park and recreational facilities, commercial locations, etc. are available within unincorporated areas of the County. Because of the long lead time required to complete application processing, environmental analysis and (for those projects that are approved) construction; the County cannot wait until population pressure is acute to plan. This need is not related to state mandates, but to local needs within the Fallbrook community.

O7 (cont.)

One of the tools used to project future populations is the regional forecasting developed by the San Diego Association of Governments (SANDAG). These data are specifically developed for distribution and use for planning and other studies. For the Fallbrook Community Planning Area, SANDAG shows the following numbers of future residents: 43,148 in 2010, 57,446 in 2020 and 69,833 in 2030. The 2020 numbers assume that over 2,600 more dwelling units will need to be in place than are assumed for 2010. In planning terms, these dates are "just around the corner," and planning must occur now in order to meet the anticipated need.

O8. The County agrees that additional information is required in the area of water supply. Please refer to pages 4-54 through4-56, 4-60, 4-61 and 4-66 of the Final EIR. Rainbow Municipal Water District's moratorium ("An Ordinance of RMWD Adopting a Drought Response Conservation Program" [Ordinance No. 08-01]) is discussed in the EIR on page 4-56. The final EIR includes the following information in response to the comment as well as reductions in anticipated water use under the refined Project (strike-out/underline indicates changes from the Draft EIR text):

> The Water System Analysis (Dexter Wilson Engineering, Inc. 2010a) is included in Appendix I of this EIR and is summarized below. The Project Facility Availability Form completed by RMWD indicates that facilities to serve the Project would be available based on the capital facility plans of the district.
>
> It is estimated that the Proposed Project would utilize approximately 441,500 gpd or 307 gpm of water (Table 4.1.6-2). The maximum day demand is expected to be 883 gpd (613 gpm), and the peak hour demand is estimated at 1,986,750 gpd or 1,380 gpm. RMWD purchases 100 percent of its potable water from the SDCWA, which anticipates that sufficient water supplies will be available through 2030. Completion of the 2005 WSA by RMWD, and identification of adequate water supply, complies with Senate Bills 610 and 221. RMWD's WSA for the Proposed Project concluded that adequate water supply would be made available to the Project. Since completion of the WSA, SDCWA completed its DMP and Model Drought Response Ordinance, as discussed under Existing Conditions, above. SDCWA's DMP was implemented in 2007 following MWD's announcement that it would draw from its Water Surplus and Drought Management supplement storage supplies. SDCWA has since implemented a range of drought response measures, including voluntary conservation. In April 2009, the SDCWA Board declared a Level 2 Drought Alert, which requires up to 20 percent of mandatory conservation. Conservation measures under a drought alert include restrictions on amount and time of landscaping irrigation, restrictions on washing vehicles at home, repairing water leaks, serving and refilling water only upon request at businesses, etc.

O8 (cont.)

The WSA was completed in 2005, when the proposed uses on site would have required more water than is currently proposed. At that time, the WSA estimated that the Proposed Project would require 1,060 acre feet per year and that such water was available. The current Project only would require approximately 421 acre feet per year (due to fewer units currently proposed, and water conservation features committed to as Project design considerations [Dexter Wilson 2010], as well as the transfer of part of the Specific Plan property to Palomar College). This represents a 60-percent reduction from what was proposed in 2005. This 60 percent reduction is more than the current 20-percent reduction mandated by SDCWA and RMWD. Building permits would not be obtained prior to adequate water availability to the Project. In addition, proposed houses would be under the same water restrictions as other residences in the region. Therefore, adequate water supply to the Project would be obtainable.

In addition, a new Project Facility Availability Form was provided by the Rainbow Municipal Water District on October 13, 2010 confirming that water service facilities will be available for the Project within five years. It is anticipated that current drought conditions will have returned to "average-year" conditions prior to Project implementation because building permits would not be obtained prior to adequate water availability to the Project. Impacts associated with water supply to the Project would be **less than significant**.

O9. The County agrees with these statements, with the caveat that the two General Plan (GP) Update alternatives, though not standard CEQA alternatives, still comprise realistic development options for the site given current planning goals for this parcel because the Project still meets most of the Project objectives.

O10. The County agrees that a reasonable range of alternatives must be discussed and analyzed in the EIR. Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In other words, a "reasonable" alternative must consider the following: (1) how to reduce unmitigated/unmitigable impacts related to the Proposed Project and (2) how to further reduce mitigated impacts relative to the Proposed Project. Section 15126(d)(5) states that "the range of alternatives in an EIR is governed by the 'rule of reason' and only requires the EIR to set forth those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide several factors that should be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control or otherwise have access to the alternative site (if an off-site alternative is evaluated).

O10 (cont.)

CEQA does not call out specifically for "multiple" alternatives as the commentor notes, but rather, a "reasonable range," as defined above.

The County respectfully disagrees, however, that a reasonable range of alternatives is not provided in the EIR. The Reduced Density and Uniform Density alternatives from the prior certified Sycamore Springs EIR on this property were considered relevant to the Proposed Project. Specifics as to single-family residential density under those alternatives were applied to all residential areas under the current Project. In addition, the Draft Subsequent EIR analyzed five new build alternatives in detail, along with the No Project/ No Development Alternative. The No Project/No Development Alternative would eliminate impacts associated with any development. The No Project Existing Specific Plan Alternative would result in greater impacts, as discussed in Response to Comment O3, but is a mandatory alternative. The General Plan Update Land Use Map Alternative and the General Plan Update Board Referral Map Alternative provide likely development scenarios based on the GP Update. In addition, there are the Single-family Alternative and the Biological Reduced Footprint Alternative. Elements taken from these less impactive alternatives were incorporated into the refined Project. The Biological Reduced Footprint Alternative would still result in fewer significant or minimized impacts overall (refer to Table 5-1). These alternatives combine to address the CEQA requirement of a discussion of a "reasonable range of alternatives."

O11 cont. said for all four of the significant environmental effects that cannot be avoided if this project is implemented. Therefore, in the absence of overriding considerations, which have not been identified in this EIR, CEQA **requires** that the project should be denied.

O12 Over the last five years our community has spoken clearly through our representatives on the Fallbrook Planning Group, in community input sessions and during interactions with DPLU that the Campus Park Project, under various names, poses a threat to our community character, our quality of life and the environmental issues posed by the location of this proposed project. This was reinforced at the most recent Fallbrook Planning Group meeting when the developer's representative again brought a plan that was unresponsive to community input. The Planning Group resoundingly rejected the plan.

O13 The contents of this Draft Subsequent EIR confirm these ongoing and significant objections to this proposed project.

O14 For these reasons, I am registering my grave concerns about the content of the Draft Subsequent EIR for the Campus Park Project

Jennifer Jeffries

O11. The County acknowledges that significant and unmitigable impacts would occur during construction and operation of the Proposed Project. The County respectfully disagrees with the characterization of impacts on terrain, vegetation, traffic loading and degradation of air quality as inadequately mitigated with regard to the Proposed Project.

For those elements for which provided "built in" mitigation of adverse visual effects was provided via project design, the standards used were the Fallbrook Community Plan/ I-15 Scenic Corridor Plan and the Fallbrook Design Guidelines, as detailed in Appendix B of the EIR (Visual Impact Assessment). The significant and unmitigable impacts identified relate to the sum total of cumulative changes to viewshed in this area based on overall existing and planned changes in the interchange vicinity, and are not dependent solely upon the Proposed Project. Even if Campus Park is not approved and is not built, the visual impacts to this area would be the same based on surrounding existing and planned development, including Palomar College, etc. No mitigation exists to completely eliminate the change in view from open space to developed uses.

No impacts to biological resources/native vegetation were identified as unmitigable. All vegetation impacts are being addressed through set-aside/ preservation at ratios approved by the wildlife agencies, and additional open space on site is being set aside and preserved by this Applicant that exceeds amounts required for mitigation.

Significant and unmitigated impacts related to traffic were identified as such because the mitigation is being completed by others, and is not within the sole ability of the County to ensure its implementation. A conservative approach was therefore taken with regard to its characterization. (Caltrans is the agency responsible for these few improvements, and upon completion, the residual impacts would be less than significant.)

Remaining significant and unmitigated impacts (including air quality) are temporary, in that they would only be present during the construction period. Identification of a build alternative to avoid a construction-period effect is not required under CEQA.

As a point of clarification, the Statement of Overriding Considerations (SOC) is not required to be circulated with the Draft EIR. Following County EIR Guidelines, the Project SOC has been prepared as part of the Final EIR and will be considered by the decision makers during Project deliberations.

O12. The Applicant agrees that the Planning Group has been forthright about concerns related to community character. Standards for preservation of that character are identified in the Fallbrook Community Plan and Design Guidelines. As stated in Response to Comment O11, the Project meets the relevant design standards. The General Goal of the Fallbrook Community Plan states: "It is the goal of the County of San Diego to perpetuate the existing rural charm and village atmosphere while accommodating growth in such a manner that it will complement the environment of Fallbrook." Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report confirms the Project's compliance with this goal, as:

> The Proposed Project would create a distinctive community through development of a Town Center surrounded by residential homes of varying densities and housing types. Office professional areas designed in a campus park setting would add to the distinctive community by providing employment opportunities in the immediate area for existing and future residents. A system of pedestrian paths and nature trails would provide access to on-site recreational areas, as well as into surrounding open spaces. These features would result in a pedestrian-oriented development that would foster a sense of rural charm and a village atmosphere.

The Proposed Project would therefore "fit in" with the goal to retain a village atmosphere while accommodating growth.

With regard to the Proposed Project affecting the quality of life within the Fallbrook community, the focus of this comment is not understood, as no specifics were provided. Issues potentially related to "quality of life" are analyzed within the EIR. Please refer to Subchapters 2.1, Aesthetics; 2.2, Transportation/Traffic; 2.3, Air Quality; and 3.1, Noise.

The County believes that the environmental issues related to this Project have been adequately and fully addressed in the Project EIR. Thresholds for the evaluation of each sensitive resource are presented, and analyses are supported by data that can be duplicated and (as appropriate) are quantified.

The Fallbrook Community Planning Group submitted a comment letter (Letter I). This Final EIR also provides responses to their comments.

O13. Comment noted.

O14. Comment noted. The comment will be before the decision makers during Project deliberations. No response is necessary.

Fallbrook – Campus Park

Existing General Plan

Designation	Density	Acres	Total Maximum Units
Specific Plan Area	0.81	442	358 units (at 0.81) *Campus Park SPA permits 486 units (150 townhouse + 336 mobile home)** *Also: 2.5 million square feet of office space and 10.5 acre commercial center*
Estate Residential - 1 du/2.4 acre	0.5	176.38	88 units (at 1 du/2 ac – slope would reduce yield further)
Multiple Rural Use - 1 du/4.8.20 acres	0.25	320	80 *(according to Meadowood's analysis, the slope criteria reduces yield to 35 units)*
TOTAL		**916 ac.**	**654 units**

* minimum parcel size (in Community Plan): 15,000 sq. ft

O15

May 2002 – February 2005 GP2020 Maps

Designation	Density	Acres	Total Maximum Units
Limited Impact Industrial	n/a	425.38	at 0.25 FAR: 4,632,388 square feet of light industrial space at 0.16 FAR: 2,964,728 square feet of light industrial space
Village Residential 14.5	14.5	277	4,017
Rural Land 40	0.025	236.6	5
TOTAL		**938 ac.**	**4,022 units**

O16

Population:

Fallbrook 2000 Population:	39,599
July 2004 Residential Baseline Map Buildout:	60,987

O15. The County acknowledges this table; however, staff is unsure of the source of the table. The data on the table are also incorrect or outdated. Refer to Response to Comment O2.

O16. The County acknowledges this table; however, staff is unsure of the source of the table. As a point of clarification, the total number of dwelling units on site was never proposed to be 4,022. The Project site consists of 416.1 acres and the refined Project currently proposes 751 residential units.

County Analysis
of Units

1. Existing Plan Densities:

O17
a. Existing Specific Plan (unchanged) 422 acres @ .81 density = 341 units.
b. Existing Tabb ownership (outside Spec plan) = 176 acres @ 1per 2 = 88 units
c. Existing Pankey/Pardee (outside Spec plan) = 345 @ 1/3 avg = 121 units.

Total Existing Density at HP property = 550 units.

2. Proposed General Plan Densities:

O18
a. Specific Plan (unchanged) = 341 units.
b. Tabb (oustide SP) = 176 acres @ 14.5 = 2557 units (2469unit [redacted] increa
c. Pankey/Pardee (outside SP) = ~~2000~~ 1757 units (1948 unit [redacted] increase).

Total Proposed Density at HP property = 4,967 units (4417 unit [redacted]

FROM [redacted] EARLY GOAL

O17. The County acknowledges this table; however, staff is unsure of the source of the table, and it is incorrect. Refer to Response to Comment O2.

O18. The County acknowledges this table; however, staff is unsure of the source of the table, as it is incorrect. The number of dwelling units proposed within the Project site under the refined Project is only 751, which is far less than (approximately one-sixth of) the 4,967 units stated in this table.

-----Original Message-----
From: Sandy_Smith@casb.uscourts.gov [mailto:Sandy_Smith@casb.uscourts.gov]
Sent: Thursday, November 12, 2009 3:16 PM
To: Blackson, Kristin
Subject: RE: Campus Park DEIR Public Comments

Kirsten
I sent this to Dennis and was referred to you.
Thanks-
Sandy

_____

Dennis
Please except this email as comments on the DEIR for THE CAMPUS PARK PROJECT

GPA 03-004; SPA 03-008; R 03-014; TM 5338; S 07-030; S 07-031; LOG NO. 03-02-059; SCH NO. 2005011092

P1 I would appreciate confirmation that the receipt of this email will be in the official records for this project.

P2 1. This project is included in the I-15/SR-76 Master Specific Plan (MSP). The MSP is the vehicle for planning the development of the I-15/SR-76 interchange. The intent of the BOS was to use the MSP for the four quadrants of the interchange as the 'vehicle for an integrated planning approach where all necessary facilities and services are not available.' This project fits that description and is located contiguously to other projects in the MSP.

P3 2. All of the projects in the MSP should be planned and analyzed together. Three other projects in the northeast quadrant of I-15/76 are active - Meadowood, Campus Park West and Palomar Campus. Other projects in the Pala Mesa area in the northwest quadrant are also active. Planned separately, the impacts caused by each project are not analyzed in a fair, comprehensive manner. The first project through the

P1. The County confirms that the commentor's email will be included in the Project's official records. As part of the comment and response process, this comment letter and responses comprise part of the Final EIR, which will be before the decision makers during Project deliberations.

P2. The County concurs that the southern portion of the Project site (the area previously addressed within the Hewlett-Packard plan) is located within the I-15/SR 76 quadrant, which is located within the I-15 Corridor Subregional Plan's Master Specific Plan Area (MSPA). This MSPA is identified in Appendix B of that Corrridor Subregional Plan. Appendix B outlines the conditions, to which such a Master Specific Plan (MSP) should adhere (see Land Use Policy Five of the I-15 Corridor Subregional Plan).

P3 cont. process will use more of the underutilized infrastructure causing later projects to have more conditions. The BOS intended for this area to be planned in a comprehensive manner as the MSP outlines.

P4 3. If the MSP is going to be amended, where is it? The MSP in the updated draft Fallbrook plan is the same as the original.

P5 4. The unit counts for this project are too high. This project is asking for 1076 units. Add in the 2 other residential projects and over 2315 units are planned to be added in the northeast quadrant of MSP. The original MSP limited housing to 956 units. Why is this not be adhered to? Even the most intense GPU map- the Draft Land Use map allows 1892 units for the 3 projects, while the Referral Map allows 1400.

P6 5. Urban densities are not justified for this project. The MSP limited parcel sizes to 15000 square feet, on land with slope with than 15%, no clustering. They may be exempt from the RPO, but why should they not follow the MSP?

P7 6. There is little commercial planned for this project, so it is a pure bedroom community. All residents would be working somewhere outside of the project. This does not meet the definition of a rural village. In fact, the Smart Growth designation is Special Use, intended for the Palomar Campus, where by definition 'non-residential land uses dominate'. Residential uses should not dominate, yet that is exactly what it will be once all the projects are built.

P8 7. The impacts to the I-15 corridor should be studied comprehensively. Other large scale projects to the south such as Merriam Mountain are not on the Comprehensive list although all of these projects will add volume to I-15. Where is the realistic plan for mass transit, such as an extension of the commuter bus system?

P3. The County concurs that all projects proposed within the MSPA should be planned comprehensively and according to the provisions of Appendix B of the I-15 Corridor Subregional Plan (hereinafter referred to as "Appendix B"). In order to meet this goal, the County has worked with the applicants for each of the three projects to ensure that consistent thresholds have been applied to the environmental analyses and that the projects have coordinated directly regarding their respective project elements, as well as regional infrastructure issues such as roadways, wastewater, trails, and drainage. As a result, the documents interrelate in terms of trail and road connections, identification of public transit stops, timing of internal roadway improvements, etc. The provisions of Appendix B allow for the property owners proposing applicable projects, to prepare, process and implement subsequent Specific Plans and the required further studies, such as traffic, facilities/infrastructure, dark skies, design guidelines, etc., prior to the Board of Supervisors adopting a final MSP and setting land uses within the MSPA (pp. 31 - 32 – Appendix B) (e.g., Meadowood, Campus Park, and Campus Park West). The EIRs associated with each project include both project direct and cumulative environmental analysis. The cumulative impacts addressed in the Campus Park EIR are associated with projects in the northwest quadrant of 1-15/SR 76 as well as other projects within the cumulative analysis impact area (Tables 1-14 and 1-15, as well as Figure 1-36 of the EIR).

The County does not agree that the "first project through the process will use more of the underutilized infrastructure causing later projects to have more conditions." Each of the three projects has different objectives and each would affect resources/require infrastructure in different ways. Nonetheless, the projects are all being processed within the same general timeframe, and staff monitors each project relative to the others. Each project will be individually required to mitigate for its direct impacts and/or pay its fair share of regional infrastructure improvements. Staff believes this process is meeting the comprehensive planning intended in the MSP.

P4. The MSP does not require amendment. The 1988 MSP required that the area covered by the MSP be designated an interim S90 Holding Area until supporting studies were completed and alternative zoning would be implemented. These studies have now been completed and the zoning reclassification will occur as part of the current Project upon approval. This is consistent with the intent of the MSP, and no modification to that document is required.

P5. It is agreed that Appendix B anticipated 956 residential units. It should be noted that within the MSPA, a host of potential uses (including an industrial park on Campus Park) were anticipated. However, Appendix B, requires the property owners to prepare a specific plan to guide specific development. As discussed in Response to Comment P4 above, the function of Appendix B was to identify properties within the I-15/SR 76 quadrant that should not be developed, until comprehensive planning was undertaken. Appendix B required the property owners to prepare specific studies to that would be used to determine the appropriate land use designations, and by extension, residential densities. Also, in their 2030 Regional Growth Forecast Update for the Fallbrook Planning Area, SANDAG projects population totals for the planning area for 2010, 2020 and 2030. SANDAG projects an additional 14,000 residents by 2020 over the number of residents in the planning area in 2010, and over 12,000 more residents in 2030 than are assumed for the planning area in 2020. The anticipated 956 dwelling units within the MSPA was suggested in 1988, and circumstances within the County have changed since that time.

Over the past 20 years, the goals and objectives of the County have shifted, as economic conditions have changed and "smart growth" planning efforts have been implemented. At this point, more intensive development at this critical transportation node is desirable, in order to provide more livable communities, minimize required travel times by area residents, and curtail suburban sprawl.

The EIR addresses impacts of development consistent with the Draft Land Use Map in comparison to the Proposed Project. As discussed on page 5-14, that plan would allow a total of 1,307 residential units on Campus Park, or approximately 556 more units than currently proposed by the Project.

P6. Please refer to Responses to Comments P4 and P5. Appendix B The MSP is not the only (or most recent) guiding plan for this area. Increased density for this area is anticipated by SANDAG, Caltrans and in the County General Plan Update. Regardless, the project is proposing a general plan amendment (GPA) in order to address Project changes that would meet these more recent goals.

P7. The County respectfully disagrees that the Project would be a pure bedroom community. The Project would provide for 218,200 square feet (sf) of town center (eight acres of commercial alone) and office professional space. Taking into consideration adjacent existing and proposed uses, the Project has been designed to provide a mix of uses for both Project and area residents. Some residents would work within the Project. In fact, it is expected that up to 30 percent of the daily trips usually made by residential users would be captured within the Project due to employment or shopping opportunities provided. Ball fields would be available, as well as connections to regional trails. In addition, the Project is connected to educational opportunities at the Palomar College Campus (abutting the western boundary of Campus Park). The Project has planned a street network, as well as bus turnout and pedestrian and bicycle paths, for residents to access these off-site areas. The Town Center, office professional and residential uses are designed to provide a small community where people can live, work and play.

P8. The County agrees that impacts to area roadways, including the I-15 corridor, must be studied comprehensively. Adopted County thresholds (50 average daily trips [ADT] for inclusion of the roadway into direct analyses and 25 ADT for inclusion of the roadway into cumulative analyses) were used in the Project Traffic Impact Study (TIS). Specific roadway segments included in the TIS are shown on EIR Figure 2.2-4a, Existing Plus Project Average Daily Traffic – Roadway Segments. As shown on that figure, I-15 segments, including to the north of Mission Road and south of Dulin Road were addressed as part of direct Project impacts. Similarly, the projects included within the cumulative impacts analysis were developed in consultation with staff, and include those projects most likely to load onto I-15 in the areas affected by the Project. The buildout, or 2030 analysis, was based on the SANDAG Series 10 model for 2030, which incorporates planning efforts by all cities, as well as unincorporated County areas, and results in truly regional comprehensive planning.

The North County Transit District (NCTD) evaluates commuter bus service and would determine when the demand for various routes are needed and would make adjustments to schedules and routes.

P9

8. The waste-water treatment service provider is not clear. Is it Rainbow or Valley Center Water District? The reference to Meadowood's waste-water solution just proves that the projects' infrastructure needs should be planned together. These are critical obstacles that should be resolved prior to the project approval.

Thanks-
Sandy Smith
31524 Oak Glen Rd
Valley Center, CA 92082

P9. The Project currently has an agreement for 850 sewer equivalent dwelling units (EDUs) with RMWD, which would serve the entire Project. No coordination is required with regard to Meadowood or Campus Park West planning at this point because the entirety of Campus Park sewer needs is addressed under the existing agreement.

From: Campbell, Dennis
Sent: Monday, November 16, 2009 5:43 PM
To: Blackson, Kristin
Subject: FW: CAMPUS PARK PROJECT

From: gerald WALSON [mailto:rhbcal@sbcglobal.net]
Sent: Mon 11/16/2009 3:22 PM
To: Campbell, Dennis
Subject: Fw: CAMPUS PARK PROJECT

----- Forwarded Message ----
From: gerald WALSON <rhbcal@sbcglobal.net>
To: Gerald Walson <rhbcal@sbcglobal.net>
Sent: Mon, November 16, 2009 3:15:27 PM
Subject: CAMPUS PARK PROJECT

To San Diego County DPLU c/o Dennis Campbell
16 November 2009
at (858) 505-6380 or by e-mail at Dennis.Campbell@sdcounty.ca.gov.

Subject **THE CAMPUS PARK PROJECT; GPA 03-004; SPA 03-008;**

Summary section

Q1 S.1 The 1981 and 1983 EIR's are irrelevant. These EIR's are 28 and 26 years old respectively. Any and all existing conditions have changed substantially rendering these prior approvals invalid and inappropriate references and a subsequent EIR is not justifiable.

Q2 1. The proposed project dwelling unit numbers excessively exceed those allowed by the existing general plan and community Plans. These units do not provide minimum lot sizes consistent with the Fallbrook committee plan and the planned parking is grossly inadequate. The yard area provided for the home's can't even qualify as adequate dog runs. The

Q1. The County respectfully disagrees that the 1981 and 1983 EIRs are irrelevant. CEQA Guidelines Section 15162 states that when an EIR has been certified for a project a subsequent EIR shall only be prepared if the lead agency determines that (1) substantial changes are proposed in the project that would require major changes in the EIR, (2) substantial changes have occurred in project circumstances that would result in major changes to the EIR, and/or that, (3) new information, not previously known, could result in new significant impacts being identified for the project. In this case, the County as Lead Agency has determined that each of these has occurred. For example: (1) the Project contains different elements than the approved industrial park, (2) planning goals for the area have changed, and (3) certain on-site sensitive species have been identified as threatened or endangered under federal law since certification of the prior EIRs.

Where appropriate, the EIR incorporates and relies upon the 1981 and 1983 EIRs. The beginning of each issue analysis in Chapters 2.0, 3.0 and 4.0 of this EIR, however, provides discussion on prior analysis and identifies what is still relevant from the earlier certified EIRs and where new analysis was warranted.

Q2 cont. project proposes dropping an urban development into a rural community. The project grossly violates the Fallbrook community plan in all categories.

Q3 2. The project does not consider senior housing which is sorely needed in this area nor employment and is designed as a bedroom community.

3. The project is proposing 1071 homes along with recreational and office facilities. The project has no viable sewage facilities to support this development.

Q4 Neither sewage option will be provided by the rainbow municipal water District. Any private sewage facilities must be maintained by a public entity. No public agency has offered to maintain any proposed private sewer facilities. County policy requires that water and sewage services be available before any EIR can be processed. Why is this EIR being processed when these support services don't exist?

Q5 4. This area has been designated a transportation node whose sole purpose is to allow high density housing. The only transportation available is a proposed bus stop and the existing roadways. The County's definition of a transportation node applies to over a hundred locations in the County so why have only six transportation nodes been identified?

Q6 Table S-1 summary of significant effects --- the conclusions noted by the developer obviously reflect their interpretation of the situation. Significant mitigation can be obtained through a redesign which the developer refuses to consider. Significant

Q2. The County agrees that the Proposed Project would result in more residential development than is allowed by current land use designations on site. The County also acknowledges, however, that the noted land use designations are out-of-date as they reflect potential uses and residential densities that pre-date even the approved Hewlett-Packard adopted Specific Plan from the early 1980s. Newer goals are represented by the Proposed Project, as well as the General Plan Update Draft Land Use Map Alternative and the General Plan Update Board Referral Map Alternative discussed in the EIR. The General Plan Update Draft Land Use Map Alternative would allow for 248 single-family residences (on lots ranging from 4,500 to 5,000 square feet), 1,059 multi family residences, as well as 188,000 square feet of Town Center and highway commercial and 40,000 square feet of office professional. The General Plan Update Board Referral Map Alternative would allow for 404 single-family residences (on lots ranging from 4,500 to 8,000 square feet), 258 multi-family residences, as well as 188,000 square feet of Town Center and highway commercial and 40,000 square feet of office professional. Regardless of which of these development scenarios is approved, a General Plan Amendment (GPA) would need to be approved as well, in order to allow the ultimate precise mix of uses. The commentor should note that impacts to traffic, air quality and noise would be greater under the two General Plan Update alternatives than under the Proposed Project, and impacts to aesthetics, geology/paleontology and cultural resources would be similar to the Proposed Project (refer to Table 5-1 in the EIR).

The County also agrees that proposed residential lot sizes in the northern portion of the Project site would not meet the applicable policy within the Fallbrook Community Plan, which states, "No lot created by means of clustering in the EDA shall be less than one gross acre in size." As stated in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park Specific Plan Amendment (SPA) and General Plan Amendment (GPA) Report, however, the Proposed Project would be rendered consistent with land use policies upon approval of the Project:

> The northern area of the Project site is currently designated with a regional land use category of EDA. The Project would consolidate residential development on smaller lots to provide larger areas of open space. Proposed lot sizes would be less than one acre. The Proposed Project includes an application for a GPA, however, which would change the designation from EDA to CUDA. With adoption of the GPA and Project approval, this policy would no longer apply, as the Project site would be designated CUDA.

Q2 (cont.)

In addition, the initial text of the Fallbrook Community Plan is not the only plan providing guidance for the Project site. The Campus Park Specific Plan and the conditions referenced in the Community Plan (Appendix B of the I-15 Corridor Subregional Plan), recommend site uses and residential densities, both of which assumed the Hewlett-Packard technological park. The adopted Campus Park Specific Plan would allow development of 2.5 million square feet of industrial research park (including 1.975 million square feet of light industrial and professional office uses), which would create substantially more average daily trips (ADT) on roadways, resulting in more traffic, noise and air quality impacts than the Proposed Project.

Overall, therefore, although the lot sizes of proposed homes would be smaller than anticipated for strictly residential areas within the Fallbrook Community Plan, environmental impacts would generally be less under the Proposed Project than under currently approved and adopted plans for the property. In addition, by reducing the sizes of residential lots, along with the consolidation of the lots, the Proposed Project is able to provide more open space, which is an important amenity in the Fallbrook area, as well as the rest of the County. The Project would improve trails within the proposed open space to be used by pedestrians and equestrians within the region.

The County disagrees with the statement that parking would be inadequate. Proposed Project has been designed to provide appropriate parking for all proposed land uses per the County Parking Schedules (Sections 6758 and 6762 of the Zoning Ordinance).

With regard to the rural community, the General Goal of the Fallbrook Community Plan states: "It is the goal of the County of San Diego to perpetuate the existing rural charm and village atmosphere while accommodating growth in such a manner that it will complement the environment of Fallbrook." Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Campus Park SPA and GPA Report confirms the Project's compliance with this goal, as:

> The Proposed Project would create a distinctive community through development of a Town Center surrounded by residential homes of varying densities and housing types. Office professional areas designed in a campus park setting would add to the distinctive community by providing employment opportunities in the immediate area for existing and future residents. A system of pedestrian paths and nature trails would provide access to on-site recreational areas, as well as into surrounding open spaces. These features would result in a pedestrian-oriented development that would foster a sense of rural charm and a village atmosphere.

Q2 (cont.)

The Proposed Project would therefore not conflict with the rural elements and visual atmospheres while accommodating growth, in accordance with the Fallbrook Community Plan.

Q3. A total of 230 of the 751 residential units proposed under the refined Project would be multi-family (MF) units. These units are often considered desirable by senior members of the community due to relative affordability, the lack of large outdoor areas requiring individual maintenance and the provision of community amenities. Elderly residents choosing to live in MF-1 or MF-2 also would be located adjacent to the proposed Town Center, which would allow for walking/busing distance to shopping and local services without need of a car.

As noted, the Project would include a 61,200-square foot Town Center (commercial), as well as two office professional planning areas (including 157,000 square feet of office space). Taking into consideration adjacent existing and proposed uses, the Project has been designed to provide a mix of uses for Project residents. Some residents would work within the Project. In fact, it is expected that up to 30 percent of the daily trips usually made by residential users would be captured within the Project due to employment and shopping opportunities provided. Ball fields would be available, as well as connections to regional trails. In addition, the Proposed Project is connected to educational opportunities at the Palomar College Campus (abutting the western boundary of Campus Park). The Proposed Project has planned a street network, as well as bus turnout and pedestrian and bicycle paths, for residents to access these off-site areas. The Town Center, office professional and residential uses are designed to provide a small community where people can live, work and play.

Q4. Refinements to the proposed development have resulted in elimination of need for sewage treatment of approximately 328 EDUs. This has resulted in the following changes: (1) any reference to Wastewater Management Option 1 is now simply a reference to the Project wastewater management, and no additional service commitment is required beyond that already obtained by the Applicant from RMWD; (2) all references to Wastewater Management 2 have been deleted, and (3) the need for the wet weather storage pond has been deleted.

The Rainbow Municipal Water District (RMWD) has already committed to serving the Project.

The Project Facility Availability Form completed by RMWD in October 2010 indicates that facilities to serve the Project would be available within the next five years based on the capital facility plans of the district.

Q4 (cont.)

The commentor is correct that sewage treatment must be provided by a public entity. The issue does not arise under the refined Project, however, as RMWD is a public agency, and has committed to treatment of Project sewage.

The County must respectfully disagree with the commentor regarding the need for water and sewer services to be available prior to allowing processing of an EIR. The EIR provides a vehicle for information regarding a project. So long as constraints and impacts are accurately identified, the Lead Agency may consider the EIR for certification and a project for approval or denial Building permits for the Project's residences, commercial uses, and/or offices would not be issued until water service is obtained/provided.

Q5. The purpose of a transit node is not to solely allow for high-density residential uses, but also to allow for commercial, as well as professional/office uses and colleges. Pages 48 and 49 of the Campus Park SPA and GPA Report states:

> …[T]his area of the County has been designated, by SANDAG, as a location that should include a Transit Node. This Transit Node should include parking for buses, bus stops, parking for private vehicles, transfer station, etc. The exact location for a Transit Node has not been identified, at this time. However, it is most likely to fall within the I-15/SR 76 Interchange area.
>
> Resolutions prepared for the Campus Park Project will include a condition that requires the project proponent to participate, along with the other projects located in and around this Interchange, by contributing appropriate funds for the acquisition, design and construction of this Transit Node.

The issue of identification of additional transportation nodes does not bear on the adequacy of this EIR under CEQA. No response is required.

Q6 cont. impacts appear to be justifiable if they interfere with development.

Q7 Growth inducing impacts of development not provided.

Q8 Impact of conversion of agriculture resources not discussed. EIR notes that "Despite the presence of Prime Soils, the proposed project will not impact the preservation of agricultural land in San Diego County .--- When will it ???

Q9 The impact of of urbanization of the area on wildlife is not addressed.

Q10 **Section 2 Cumulative Impact Analysis speak in generalities and are inadequate and lacking in specifics.**

Q11 **The impact section generally dismisses the impact by assuming a solution to the real impacts rather than viable solutions.**

Q12 **Aesthetics** The Proposed Project generally would not significantly change the composition of the visual environment in terms of dominance, scale, diversity, and continuity ; would not result in physical changes that would substantially degrade the quality of an identified visual resource would not result in physical changes adversely affecting the view shed of a scenic highway. **The view shed will be substantially changed forever.**

Q13 **Section 4** As described the Proposed Project would be inconsistent with the 1983 Campus Park Specific Plan and the General Plan land use categories, both of which are incorporated into the Fallbrook Community Plan. Since the Project is inconsistent with the GP and Community plans the Project proposes changing and County policy that conflicts with the projects applications to resolve this inconsistency. Then the Land use impacts would be avoided and therefore **less than Significant. In other words make the County policy match the projects objectives.**

Q14 While the Project site is located in the rural Fallbrook Community Plan area, this portion of the Community Plan area along the I-15 corridor is transitioning to more intense uses by design. This is clearly expected and planned for by the community through the incorporation of the I-15 development plans into the Fallbrook Community Plan.

THIS is a false assumption by developers.

Q15 Approval of the Proposed Project, Campus Park West, and Meadowood) would result in a significant cumulative impact to the existing land use densities and character of the area. These cumulative projects would result in significant changes in the community character of the areas east of I-15.

Q16 The Project would be consistent with all applicable land use and planning requirements and would not significantly contribute to impacts in association with the projects listed in Table 1-14.

Any potential changes in community character also would be consistent with planning documents for the area. This is PURE nonsense.

Q17 **4.1.6** .The proposed project does not have necessary sewerage facilities to support the project nor is adequate water currently available. RMWD currently has a water hook up moratorium in effect. The project refers to SDCWA and MET reports that allude to having adequate water supplies to serve the project. These reports are not accurate and our quite out dated, The UWMP and Drought Management (WSDM) Plan, Concluded that MWD can cover supply obligations to its member

Q6. The County respectfully disagrees. The preparers of this EIR were chosen from County-listed technical specialists who followed County guidelines for report preparation, and objectively evaluated potential impacts in compliance with County-provided significance guidelines. Ongoing staff review ensured that the document reflects the independent judgment of the County.

The County has worked with the Project Applicant to minimize significant impacts. Temporary construction-period air quality effects have not been reduced to less than significant levels because extending construction for a long enough period to reduce two pollutants to less than significant levels would require extension of the construction period by four and a half times. This would result in potentially greater impacts to traffic, aesthetics and biological resources. Cumulative visual impacts (based on changes to the interchange area over a number of years and based on a number of projects) cannot be mitigated by the Project alone. Even if the Project was not built, the overall change to character in the I-15/SR 76 interchange eastern area would be significant based on the existing Lake Rancho Viejo development, the Palomar College project and other proposed projects such as Meadowood and Campus Park West. Finally, the County cannot ensure that some direct traffic impacts are mitigated to below a level of significance because the projects addressing those impacts are beyond their purview (are Caltrans projects on state right-of-way). In each of these instances, a significant and unmitigated impact is being identified. It is not expected that any of these significant impacts would be eliminated through redesign. As noted above, the cumulative visual impacts would occur absent any development on the property. Any reasonable use (i.e., consistent with County plans for this area) would be similarly constrained by air quality considerations and the fact that another Lead Agency, beyond the control of the County, is responsible for SR 76 improvements.

Q7. Growth-inducing impacts are discussed in Subchapter 1.7 of the EIR (pages 1-28 through 1-33).

Q8. Impacts to conversion of agricultural resources are discussed in Section 4.1.4 of the EIR (pages 4-31 through 4-38). Agricultural resources in the southern portion of the Project site were analyzed in the 1983-certified EIR for the Campus Park Specific Planning Area. With regard to this southern area, it was "'determined that, due to environmental factors, such as winter frosts and alkali buildup, combined with economic factors, which limit continued agricultural production on the site, development of the subject property would not have a significant impact on agricultural resources' (as cited in the Hewlett-Packard Draft EIR 1983:83)." This Subsequent EIR addresses the northern portion of the site, which was not part of the 1983 EIR analysis. The Subsequent EIR concludes on page 4-36:

Q8 (cont.)

Because the northern property does not currently include agricultural uses, and is no longer regarded as prime agricultural land by the County's Department of Agriculture, it is not considered a parcel with high agricultural potential and non-agricultural use of the property would be consistent with the Conservation Element; impacts would be less than significant.

Potential impacts to other properties containing prime soils in the County are beyond the scope of this EIR. No additional response is necessary.

Q9. Impacts to biological resources are analyzed in Subchapter 3.3 of the EIR, with impacts to wildlife addressed on pages 3.3-23 through 3.3-29. A number of elements described and evaluated for impacts relate to "urbanization." Grading, clearing and construction activities would result in potentially adverse effects to several species of birds; based on direct impact, loss of habitat/loss of foraging area. Nuisance or domesticated animal species (e.g., cats and dogs) roaming within open space, and the potential to continue the spread of invasive species, such as Argentine ants and plant species, would be potentially significant as well. In addition, road kill along Pankey Place would be potentially significant. These significant impacts are all evaluated relative to the Project. Appropriate actions resulting in mitigation of each of these impacts to below a level of significance, is detailed in Section 3.3.6 (pages 3.3-34 through 3.3-40) of the EIR.

Q10. The County concurs that cumulative analyses tend to be a bit more generalized than direct impact discussions, but respectfully disagrees that the cumulative analyses in Chapter 2.0 of the EIR are inadequate. Throughout the EIR, each environmental issue is analyzed for cumulative impacts. Each cumulative analysis identifies the cumulative study area evaluated, the rationale for its boundaries, and which projects on Tables 1-14 and 1-15 are relevant to it. The commentor questioned the cumulative analyses in Chapter 2.0 as lacking in specifics/being too general. These analyses include those for aesthetics, transportation/traffic and air quality.

The cumulative impact analysis for aesthetics took into consideration each cumulative project within Tables 1-14 and 1-15 that was in the Project's viewshed. Figure 2.1-16 and Table 2.1-1 identifies these 34 specific projects. The analysis then reviews each type of project and discusses whether or not it, in conjunction with the Proposed Project, would contribute to cumulative effects on the visual environment. Types of uses are specified, and the additional number of homes proposed by each type of the projects is specified. Four of the largest proposed cumulative projects, including Meadowood, Campus Park West and Palomar College, as well as Pala Mesa Highlands, are discussed in some additional detail. The cumulative impacts analysis for aesthetics concludes that visual environment of the I-15 corridor viewshed has been and would continue to be adversely affected and significant cumulative impacts were identified.

Q10 (cont.)

The cumulative impact analysis for traffic also is specific. Tables 2.2-7 through 2.2-18 show specific ADT, level of service (LOS), delays, volumes and volume-to-capacity ratios (V/C) for all 26 roadway segments, 15 state route segments, 3 freeway segments and 37 intersections evaluated in the traffic analysis for cumulative analyses. The EIR is very specific regarding which of these analyzed segments and intersections would operate at acceptable and unacceptable levels of service both in the near-term and 2030 scenarios, and depicts the affected areas on 14 figures (Figures 2.2-5a through 2.2-10b). Specific mitigation also is identified in the EIR to address significant cumulative impacts.

Finally, the cumulative air quality analysis is similarly detailed. The cumulative study area for air quality is the entire air basin. Two tables (Tables 2.3-5 and 2.3-6) are dedicated to cumulative air quality impacts. These tables include the cumulative projects' effects on carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NOX), sulfur oxides (SOX) and particulate matter (PM2.5 and PM10). Significant cumulative impacts associated with NOX, PM2.5 and PM10 would occur; this is documented in the text of the EIR.

Q11. The intent of this comment is unclear. The analyses in the EIR are based on technical reports prepared by County-approved specialists, and the EIR itself was prepared by a County-approved EIR preparer. Significant impacts are identified for aesthetics, transportation/traffic, air quality, noise, geology/paleontology, biological resources and cultural resources. Specific mitigation is identified and required by the County for all impacts that can be feasibly mitigated and that are within the purview of the County to ensure. For impacts which cannot be mitigated to below a level of significance, Findings have been prepared which detail each impact and the mitigation cannot be implemented. A Statement of Overriding Considerations also has been prepared, identifying for the decision makers the reasons staff believes the Project should be approved despite the few unmitigated (or temporary) impacts. Please refer to Response to Comment Q6. The Project Findings, and the Statement of Overriding Considerations, will be considered during Project evaluation. Your comment also will be before the decision makers during consideration of the Project for approval.

Q12. The EIR acknowledges that there would be significant short- and long-term visual impacts associated with the Proposed Project. The short-term impacts would be due to temporary construction, which would cause the site character to temporarily conflict with the surrounding characteristics. Long-term impacts would be cumulative, not direct (i.e., from the Project itself). The visual environment of the I-15 corridor viewshed in the Project area would be adversely affected by the major change in composition introduced by the cumulative project that would be incompatible with the existing visual character. In addition, the cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with less open space is considered significant.

Q12 (cont.)

No mitigation beyond Project design features already incorporated is available for the cumulative impacts. While the Project would contribute to the cumulative effect, significant cumulative change would still result without the Project. Accordingly, a Statement of Overriding Considerations has been prepared for the Project.

Q13. CEQA Guidelines Appendix G, Environmental Checklist, focuses land use discussions on (1) division of an existing community (not relevant to the Proposed Project) and (2) consistency with planning documents. Land use impacts deal directly with planning documents. (Footprint, or "real world," effects associated with the changes in land use designation are addressed in the analyses of physical changes related to a proposed project; i.e., in the technical analyses related to aesthetics, traffic, biology, etc.) The land use analysis specifically addresses the procedural issue of inconsistency with a planning document. Similar to other impacts identified in a CEQA document, these process (i.e., paper) conflicts also require mitigation. Mitigation for document inconsistency is amendment of the document. This can take the form of either a traditional mitigation measure, or be a matter of project design (i.e., assumed as part of the project itself). In this case, since an existing adopted specific plan exists, part of the original Project description includes amendment of the general and specific plans.

The Applicant has worked with County staff to make the Project match current planning objectives for the interchange area. The Project conforms to current goals as refined by the Applicant and County in consideration of additional ongoing planning efforts in the quadrant; the goals have not been revised to match the Project.

Q14. This comment is not understood. The 1974 (amended 1988) Fallbrook Community Plan includes the Interstate 15/Highway 76/Interchange Master Specific Plan Area (Appendix B of the I-15 Corridor Subregional Plan). Addressing properties under eight different ownerships in 1988, the plan proposed industrial research park, neighborhood commercial, general commercial (freeway oriented), mobile home park and other residential uses, and recreational vehicle park. These uses are more intensive than low-density residential uses alone.

Q15. The EIR acknowledges that there would be significant long-term visual character impacts associated with the Proposed Project. Refer to Response to Comment Q12. With regard to land use densities, as discussed in Response to Comment Q13, the ramifications of increases in density are addressed in technical analyses located in Chapters 2.0, 3.0 and 4.0 of the EIR.

Q16. The quote chosen by the commentor does not fairly represent the intent of the EIR. This is because the phrase immediately preceding the quote was omitted, as well as the context. The context is projects undergoing planning that would require GPAs in order to resolve land use inconsistencies with existing planning documents. The preceding phrase is:

> With regard to land use consistency, approval of the Project and the other two GPA projects under the jurisdiction of the County, in conjunction with their related amendments would resolve any inconsistencies and achieve conformity with land use designations, goals and policies of the General Plan, Community Plan, Zoning Ordinance, and Subdivision Ordinance. As discussed above, the Project also would be consistent with all other relevant land use plans and policies.

When the whole paragraph is read as written, it is apparent that the document does not discount the need for change to planning documents. The land use inconsistencies are acknowledged and mitigation by Project design is included. Please also refer to Response to Comment Q13.

Q17 cont. agencies through 2030, even under conditions existing in past droughts. These reports stated that there would be no shortages thru 2030, can one explain that if these documents are relevant WHY are we in a situation of mandatory water rationing ??? These reports only consider "paper water" not confirmed water.

Q18 The project needs to demonstrate that adequate water supply and sewage facilities are available.

Q19 SCHOOL--- the three P's require that a new K-6 school will be required. In lieu of building the necessary school the 3P's will pays impact fees. The 3p's say they will pay $7.8M in impact fees in lieu of building a school. Bonsall recently built two K-6 schools at a cost of about $24M each. Where is the additional money for schools coming from ?

Q20 The same case can be made for roads, impact fees will not pay for the impacts --- who is going to provide the necessary funds to fund these impacts ?

Q17. Please refer to Response to Comment Q4 regarding sewer service. The RMWD moratorium ("An Ordinance of RMWD Adopting a Drought Response Conservation Program" [Ordinance No. 08-01]) is discussed in the EIR on page 4-56. The County agrees that an update to the existing water supply conditions within the Final EIR is needed. Text has been amended on pages 4-54 through 57, 4-60, 4-61, and 4-66 regarding adequate water supply. Particularly relevant is the following information, included in the Final EIR on page 4-60:

> It is estimated that the Proposed Project would utilize approximately 441,500 gpd or 307 gpm of water…. The maximum day demand is expected to be 883,000 gpd (613 gpm), and the peak hour demand is estimated at 1,986,750 gpd or 1,382 gpm. RMWD purchases 100 percent of its potable water from the SDCWA, which anticipates that sufficient water supplies will be available through 2030. Completion of the 2005 WSA by RMWD, and identification of adequate water supply, complies with Senate Bills 610 and 221. RMWD's WSA for the Proposed Project concluded that adequate water supply would be made available to the Project. Since completion of the WSA, SDCWA completed its DMP and Model Drought Response Ordinance, as discussed under Existing Conditions, above. SDCWA's DMP was implemented in 2007 following MWD's announcement that it would draw from its Water Surplus and Drought Management supplement storage supplies. SDCWA has since implemented a range of drought response measures, including voluntary conservation. In April 2009, the SDCWA Board declared a Level 2 Drought Alert, which requires up to 20 percent of mandatory conservation. Conservation measures under a drought alert include restrictions on amount and time of landscaping irrigation, restrictions on washing vehicles at home, repairing water leaks, serving and refilling water only upon request at businesses, etc.
>
> The WSA was completed in 2005, when the proposed uses on site would have required more water than is currently proposed. At that time, the WSA estimated that the Proposed Project would require 1,060 acre feet per year and that such water was available. The current Project only would require approximately 421 acre feet per year (due to fewer units currently proposed, and water conservation features committed to as Project design considerations [Dexter Wilson 2010], as well as the transfer of part of the Specific Plan property to Palomar College). This represents a 60-percent reduction from what was proposed in 2005. This 60-percent reduction is more than the current 20-percent reduction mandated by SDCWA and RMWD. Building permits would not be obtained prior to adequate water availability to the Project. In addition, proposed houses would be under the same water restrictions as other residences in the region. Therefore, adequate water supply to the Project would be obtainable.

Q17 (cont.)

With regard to the relationship between the potential for adequate water supply and current rationing, the answer is two-fold. First, the rationing is responsive to a current drought situation. As meteorological conditions change, the drought may ease. Second, the provision of water does not assume unfettered use. Users currently are constrained in terms of water use, but supplies adequate to serve health and safety requirements of the population are ensured through these restrictions.

Q18. Refer to Responses to Comments Q4 and Q17.

Q19. The Project would contribute only a portion of students needed to support a new school facility. The overall planning and budgeting of such facilities is the responsibility of the school districts, and beyond the purview of the County, or the scope of this EIR. The commentor should also note that California state law significantly restricts the application of CEQA to school impact issues. Nonetheless, and pursuant to State law, the Project Applicant would pay its development impact fees to the school district, prior to building permit issuance. These fees are intended to reflect a fair share contribution toward school improvements needed to serve cumulative development.

Q20. The Project is required to mitigate its direct impacts to a less than significant level. Feasible mitigation for direct impacts is provided on page 2.2-26 of the EIR. Cumulative impacts are paid through the County Transportation Impact Fee (TIF) Program. As stated on page 2.2-25 of the EIR, all cumulative impacts are mitigated by the Project Applicant paying into the County TIF Program. This:

> Program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is a fee that… facilitates compliance with the CEQA mandate that development projects mitigate their cumulative traffic impacts. The County TIF Program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts.
>
> As part of the TIF Program process, the transportation infrastructure needs are characterized as existing deficiencies, direct impacts of future development, or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies and cannot be financed with impact fees.

STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENTS

STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENTS OR OTHER MATERIALS THAT CONSTITUTE A RECORD OF PROCEEDINGS

May 11, 2011

Project Name: **Campus Park**

Reference Case Numbers: **SPA 03-008, GPA 03-004, R03-014, VTM 5338 RPL7, S 07-030, S 07-031, LOG No. 03-02-059 , SCH No. 2005011092**

The CEQA [Section 21081.6(a)(2)] requires that the lead agency (in this case the County of San Diego) specify the location and custodian of the documents or other material that constitute the record of proceedings upon which it decision is based. It is the purpose of this statement to satisfy this requirement.

Location of Documents and Other Materials That Constitute the Record of Proceedings:

County of San Diego, Department of Planning and Land Use
Project Processing Center
5201 Ruffin Road, Suite B
San Diego, California 92123

If this project was subject to a hearing by the County of San Diego Board of Supervisors the following is also a location of documents and other materials that constitute the record of proceedings:

County of San Diego, Clerk of the Board of Supervisors
1600 Pacific Highway, Room 402
San Diego, California 92101

Custodian:

County of San Diego, Department of Planning and Land Use
Project Processing Center
5201 Ruffin Road, Suite B
San Diego, California 92123

If this project was subject to a hearing by the County of San Diego Board of Supervisors the following is also a custodian of the record of proceedings:

County of San Diego, Clerk of the Board of Supervisors
1600 Pacific Highway, Room 402
San Diego, California 92101

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FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS

Page

SUMMARY S-1

S.1 Project Synopsis S-1
S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects S-8
S.3 Areas of Controversy S-9
S.4 Issues to be Resolved by the Decision-making Body S-9
S.5 Project Alternatives S-10

CHAPTER 1.0 – PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING 1-1

1.1 Project Description and Location 1-1
1.1.1 Project Documentation History 1-1
1.1.2 Precise Location/Boundary 1-3
1.1.3 Project's Component Parts 1-4
1.1.4 Technical, Economic, and Environmental Characteristics 1-21
1.1.5 Background Information 1-21
1.2 Project Objectives 1-23
1.3 Intended Uses of the EIR 1-23
1.3.1 Matrix of Project Approvals and Permits 1-23
1.3.2 List of Related Environmental Review and Consultation Requirements 1-24
1.4 Environmental Setting 1-25
1.4.1 Project Vicinity Characteristics 1-25
1.4.2 Site Characteristics 1-26
1.4.3 Surrounding Land Use Designations 1-26
1.5 Inconsistency with Applicable Regional and General Plans 1-27
1.6 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area 1-27
1.7 Growth-inducing Impacts 1-28

CHAPTER 2.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED 2.1-1

2.1 Aesthetics 2.1-1
2.1.1 Existing Conditions 2.1-1
2.1.2 Guidelines for the Determination of Significance 2.1-11
2.1.3 Analysis of Project Effects and Determination as to Significance 2.1-12
2.1.4 Cumulative Impact Analysis 2.1-31
2.1.5 Significance Prior to Mitigation 2.1-34
2.1.6 Mitigation 2.1-34
2.1.7 Conclusion 2.1-35

TABLE OF CONTENTS (cont.)

Page

CHAPTER 2.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED (cont.)

2.2 Transportation/Traffic 2.2-1
- 2.2.1 Existing Conditions 2.2-1
- 2.2.2 Guidelines for the Determination of Significance 2.2-7
- 2.2.3 Analysis of Project Effects and Determination as to Significance 2.2-11
- 2.2.4 Cumulative Impact Analysis 2.2-16
- 2.2.5 Significance Prior to Mitigation 2.2-23
- 2.2.6 Mitigation 2.2-24
- 2.2.7 Conclusion 2.2-28

2.3 Air Quality 2.3-1
- 2.3.1 Existing Conditions 2.3-1
- 2.3.2 Guidelines for the Determination of Significance 2.3-9
- 2.3.3 Analysis of Project Effects and Determination as to Significance 2.3-10
- 2.3.4 Cumulative Impact Analysis 2.3-23
- 2.3.5 Significance Prior to Mitigation 2.3-25
- 2.3.6 Mitigation 2.3-25
- 2.3.7 Conclusion 2.3-25

CHAPTER 3.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED 3.1-1

3.1 Noise 3.1-1
- 3.1.1 Existing Conditions 3.1-2
- 3.1.2 Guidelines for the Determination of Significance 3.1-4
- 3.1.3 Analysis of Project Effects and Determination as to Significance 3.1-5
- 3.1.4 Cumulative Impact Analysis 3.1-10
- 3.1.5 Significance Prior to Mitigation 3.1-10
- 3.1.6 Mitigation 3.1-11
- 3.1.7 Conclusion 3.1-13

3.2 Geology/Paleontology 3.2-1
- 3.2.1 Existing Conditions 3.2-1
- 3.2.2 Guidelines for the Determination of Significance 3.2-6
- 3.2.3 Analysis of Project Effects and Determination as to Significance 3.2-7
- 3.2.4 Cumulative Impact Analysis 3.2-13
- 3.2.5 Significance Prior to Mitigation 3.2-14
- 3.2.6 Mitigation 3.2-15
- 3.2.7 Conclusion 3.2-18

3.3 Biological Resources 3.3-1
- 3.3.1 Existing Conditions 3.3-1
- 3.3.2 Guidelines for the Determination of Significance 3.3-16
- 3.3.3 Analysis of Project Effects and Determination as to Significance 3.3-21
- 3.3.4 Cumulative Impact Analysis 3.3-29
- 3.3.5 Significance Prior to Mitigation 3.3-31
- 3.3.6 Mitigation 3.3-33
- 3.3.7 Conclusion 3.3-39

TABLE OF CONTENTS (cont.)

Page

CHAPTER 3.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED (cont.)

3.4 Cultural Resources 3.4-1
- 3.4.1 Existing Conditions 3.4-1
- 3.4.2 Guidelines for the Determination of Significance 3.4-4
- 3.4.3 Analysis of Project Effects and Determination as to Significance 3.4-5
- 3.4.4 Cumulative Impact Analysis 3.4-7
- 3.4.5 Significance Prior to Mitigation 3.4-8
- 3.4.6 Mitigation 3.4-9
- 3.4.7 Conclusion 3.4-12

CHAPTER 4.0 - ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT 4-1

4.1 Effects Found Not to be Significant as Part of the EIR Process 4-1
- 4.1.1 Mineral Resources 4-1
- 4.1.2 Hydrology and Water Quality 4-7
- 4.1.3 Hazards and Hazardous Materials 4-24
- 4.1.4 Agricultural Resources 4-31
- 4.1.5 Land Use and Planning 4-38
- 4.1.6 Utilities and Service Systems/Public Services 4-52

4.2 Effects Found Not to be Significant During Initial Study 4-75
- 4.2.1 Aesthetics – Light and Glare 4-75
- 4.2.2 Geology and Soils – Septic Systems 4-75
- 4.2.3 Hazards – Airports, Emergency Response Plans and Vectors 4-75
- 4.2.4 Hydrology and Water Quality – Groundwater and Surface Water Bodies 4-76
- 4.2.5 Noise – Aircraft 4-77
- 4.2.6 Population and Housing – Displacement 4-77
- 4.2.7 Recreation – Local and Regional Parks 4-77
- 4.2.8 Transportation/Traffic – Air Traffic and Parking 4-77
- 4.2.9 Utilities and Service Systems – Solid Waste 4-77

CHAPTER 5.0 –ALTERNATIVES TO THE PROPOSED PROJECT 5-1

5.1 Rationale for Alternative Selection 5-1

5.2 Analysis of the No Project/No Development Alternative 5-3
- 5.2.1 No Project/No Development Alternative Description and Setting 5-3
- 5.2.2 Comparison of the Effects of the No Project/No Development Alternative to the Proposed Project 5-4
- 5.2.3 Conclusion 5-5

5.3 Analysis of the No Project/Existing Plan Alternative 5-5
- 5.3.1 No Project/Existing Plan Alternative Description and Setting 5-5
- 5.3.2 Comparison of the Effects of the No Project/Existing Plan Alternative to the Proposed Project 5-6
- 5.3.3 Conclusion 5-9

TABLE OF CONTENTS (cont.)

Page

CHAPTER 5.0 –ALTERNATIVES TO THE PROPOSED PROJECT (cont.)

5.4 Analysis of the Single-family Alternative 5-9
5.4.1 Single-family Alternative Description and Setting 5-9
5.4.2 Comparison of the Effects of the Single-family Alternative to the Proposed Project 5-9
5.4.3 Conclusion 5-12

5.5 Analysis of the Biological Reduced Footprint Alternative 5-12
5.5.1 Biological Reduced Footprint Alternative Description and Setting 5-12
5.5.2 Comparison of the Effects of the Biological Reduced Footprint Alternative to the Proposed Project 5-12
5.5.3 Conclusion 5-15

5.6 Analysis of the General Plan Update Draft Land Use Map Alternative 5-15
5.6.1 General Plan Update Draft Land Use Map Alternative Description and Setting 5-15
5.6.2 Comparison of the Effects of the General Plan Update Draft Land Use Map Alternative to the Proposed Project 5-15
5.6.3 Conclusion 5-18

5.7 Analysis of the General Plan Update Board Referral Map Alternative 5-19
5.7.1 General Plan Update Board Referral Map Alternative Description and Setting 5-19
5.7.2 Comparison of the Effects of the General Plan Update Board Referral Map Alternative to the Proposed Project 5-19
5.7.3 Conclusion 5-22

5.8 Environmentally Superior Alternative 5-22

CHAPTER 6.0 – LIST OF REFERENCES 6-1

CHAPTER 7.0 – LIST OF EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED 7-1

CHAPTER 8.0 – LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS 8-1

TABLE OF CONTENTS (cont.)

TECHNICAL APPENDICES - Bound in Separate Volumes

A Notice of Preparation (NOP) and Comments on the NOP
B Visual Impact Analysis
C Traffic Impact Study
D Air Quality Technical Report
Global Climate Change Evaluation
E Preliminary Noise Analysis
F Geotechnical Assessment
Paleontological Resource Assessment
G Biological Technical Report
Resource Management Plan
Conceptual Enhancement Plan
Conceptual Revegetation Plan
H Cultural Resource Surveys
I Water System Analysis
Sewer Service Analysis
Water Supply Assessment and Verification Report
Ten Percent Design Report for Lift Station
Project Facility Availability Forms
Contact Information
J Conceptual Fire Protection Plan/Fuel Modification Plan
K Mineral Resource Technical Report
L Preliminary Hydrology and Hydraulics Study
Storm Water Management Plan
Preliminary Hydromodification Management Plan
Nitrate Report
M Phase I Environmental Site Assessment and Limited Chemical Residue Survey
Well Destruction Permit
Hazardous Materials Questionnaire

TABLE OF CONTENTS (cont.)

LIST OF FIGURES

		Follows Page
1-1	Regional Location Map	1-90
1-2	Aerial Photograph	1-90
1-3	Land Use Plan	1-90
1-4	Project Streets	1-90
1-5a	PAs R-1, R-2, and R-3 Concept Plans	1-90
1-5b	PAs R-4 and R-5 Concept Plans	1-90
1-6	PAs MF-1 and MF-2 Concept Plans	1-90
1-7a	Typical 4,000 S.F. Minimum Architecture (R-1)	1-90
1-7b	Typical 4,500 S.F. Minimum Architecture (R-2 & R-4)	1-90
1-7c	Typical 5,000 S.F. Minimum Architecture (R-3 & R-5)	1-90
1-8	Canterbury Elevations - Typical (MF-1 and MF-2)	1-90
1-9	Town Center Concept Plan	1-90
1-10	Town Center Typical Architecture	1-90
1-11	Office Professional Concept Plan	1-90
1-12a	Office Professional Conceptual 2-Story Architecture (Typical)	1-90
1-12b	Office Professional Conceptual 1-Story Architecture	1-90
1-13	Sewer Lift Station Site Plan	1-90
1-14	Open Space, Parks, and Trails Plan	1-90
1-15a	HOA Park Concept Plans	1-90
1-15b	HOA Park Concept Plans	1-90
1-16	Active Sports Park Concept Plan	1-90
1-17	HOA Recreational Facility Concept Plan	1-90
1-18	Trail Cross-sections	1-90
1-19	Signage Plan	1-90
1-20	Existing Circulation Element Plan	1-90
1-21	Proposed Amendments to Circulation Element Plan	1-90
1-22	Project Street Classifications	1-90
1-23a	Streetscape Sections	1-90
1-23b	Streetscape Sections	1-90
1-23c	Streetscape Sections	1-90
1-23d	Streetscape Sections	1-90
1-24	Landscape Concept Plan	1-90
1-25	Community Maintenance Responsibility	1-90
1-26	Conceptual Fuel Management	1-90
1-27	Entry Monuments	1-90
1-28	Fencing and Walls Plan	1-90
1-29	Community Sound Walls/Barriers	1-90
1-30	Community Wall and Fence Concepts	1-90
1-31	Conceptual Water Plan	1-90
1-32	Conceptual Sewer Plan	1-90

TABLE OF CONTENTS (cont.)

LIST OF FIGURES (cont.)

		Follows Page
1-33	Grading Concept	1-90
1-34	Phasing Plan	1-90
1-35	Off-site Improvements	1-90
1-36	Cumulative Projects	1-90
1-37	Palomar College Conceptual Site Plan	1-90
2.1-1	Steep Slope Map	2.1-38
2.1-2	Photograph Location Map	2.1-38
2.1-3a	Typical Views	2.1-38
2.1-3b	Typical Views	2.1-38
2.1-3c	Typical Views	2.1-38
2.1-3d	Typical Views	2.1-38
2.1-3e	Typical Views	2.1-38
2.1-3f	Typical Views	2.1-38
2.1-4	Viewshed Map	2.1-38
2.1-5	Cross-section Locations	2.1-38
2.1-6	Photo Simulation Viewpoint 1	2.1-38
2.1-7	Cross-section A	2.1-38
2.1-8	Photo Simulation Viewpoint 2	2.1-38
2.1-9	Photo Simulation Viewpoint 3	2.1-38
2.1-10	Cross-section B	2.1-38
2.1-11	Photo Simulation Viewpoint 4	2.1-38
2.1-12	Key Views 6 and 7	2.1-38
2.1-13	Cross-section C	2.1-38
2.1-14	Key View 8	2.1-38
2.1-15	County Cumulative Projects	2.1-38
2.1-16	Cumulative View	2.1-38
2.2-1a	Existing Roadway Segment Conditions	2.2-70
2.2-1b	Existing Intersection Conditions	2.2-70
2.2-1c	Existing Intersection Conditions	2.2-70
2.2-2a	Existing Average Daily Traffic - Roadway Segments	2.2-70
2.2-2b	Existing Average Daily Traffic - Intersections	2.2-70
2.2-2c	Existing Average Daily Traffic - Intersections	2.2-70
2.2-3a	Existing Plus Project Roadway Segment Conditions	2.2-70
2.2-3b	Existing Plus Project Intersection Conditions	2.2-70
2.2-3c	Existing Plus Project Intersection Conditions	2.2-70
2.2-4a	Existing Plus Project Average Daily Traffic - Roadway Segments	2.2-70
2.2-4b	Existing Plus Project Average Daily Traffic - Intersections	2.2-70

TABLE OF CONTENTS (cont.)

LIST OF FIGURES (cont.)

		Follows Page
2.2-4c	Existing Plus Project Average Daily Traffic - Intersections	2.2-70
2.2-5a	Existing Plus Cumulative Roadway Segment Conditions	2.2-70
2.2-5b	Existing Plus Cumulative Intersection Conditions	2.2-70
2.2-6a	Existing Plus Cumulative Average Daily Traffic - Roadway Segments	2.2-70
2.2-6b	Existing Plus Cumulative Average Daily Traffic - Intersections	2.2-70
2.2-6c	Existing Plus Cumulative Average Daily Traffic - Intersections	2.2-70
2.2-7a	Existing Plus Cumulative Plus Project Average Daily Traffic – Roadway Segments	2.2-70
2.2-7b	Existing Plus Cumulative Plus Project Average Daily Traffic – Intersections	2.2-70
2.2-7c	Existing Plus Cumulative Plus Project Average Daily Traffic – Intersections	2.2-70
2.2-8a	Buildout (Year 2030) Roadway Segment Conditions	2.2-70
2.2-8b	Buildout (Year 2030) Intersection Conditions	2.2-70
2.2-9a	Buildout (Year 2030) Without Project Average Daily Traffic – Roadway Segments	2.2-70
2.2-9b	Buildout (Year 2030) Without Project Average Daily Traffic – Intersections	2.2-70
2.2-10a	Buildout (Year 2030) Plus Project Average Daily Traffic – Roadway Segments	2.2-70
2.2-10b	Buildout (Year 2030) Plus Project Average Daily Traffic – Intersections	2.2-70
2.2-11a	Key Map – Project Features and Mitigation Measures	2.2-70
2.2-11b	Project Features and Mitigation Measures	2.2-70
2.2-11c	Project Features and Mitigation Measures	2.2-70
2.2-11d	Project Features and Mitigation Measures	2.2-70
3.1-1	Noise Monitoring Locations	3.1-22
3.1-2	Year 2030 Unmitigated Noise Contours	3.1-22
3.1-3	Modeled Receptor Locations for Northern Single-family Residential Area	3.1-22
3.1-4	Modeled Receptor Locations for Southern Single-family Residential Area	3.1-22
3.1-5	Modeled Receptor Locations for PA MF-1	3.1-22
3.1-6	Modeled Receptor Locations for PA MF-2	3.1-22
3.1-7	Modeled Receptor Locations for Other Sensitive Uses	3.1-22
3.1-8	Locations of Noise Attenuation Barriers	3.1-22
3.3-1	On-site Biological Resources	3.3-44
3.3-2a	Off-site Biological Resources and Project Impacts	3.3-44
3.3-2b	Off-site Intersection Resources and Impacts	3.3-44
3.3-2c	Off-site Intersection Resources and Impacts	3.3-44
3.3-2d	Off-site Intersection Resources and Impacts	3.3-44
3.3-3	Jurisdictional Wetlands and Waters	3.3-44
3.3-4	Wildlife Corridors	3.3-44
3.3-5	On-site and Off-site Biological Resources/Impacts	3.3-44
3.3-6	Impacts to Jurisdictional Wetlands and Waters	3.3-44
3.3-7	Cumulative Projects for Biological Resources	3.3-44
3.3-8	Proposed Open Space	3.3-44
3.4-1	Cultural Resources Cumulative Study Area	3.4-12

TABLE OF CONTENTS (cont.)

LIST OF FIGURES (cont.)

		Follows Page
4.1.2-1	Project Location within Local Hydrologic Designations	4-74
4.1.5-1	Existing Land Uses	4-74
4.1.5-2	Existing Community Plan Designations	4-74
4.1.5-3	Existing Specific Plan Land Use	4-74
4.1.6-1	School District Boundaries	4-74
4.2.3-1	Lake Henshaw Dam Inundation Map	4-78
5-1	No Project/Existing Plan Alternative	5-24
5-2	Single-family Alternative	5-24
5-3a	Biological Reduced Footprint Alternative	5-24
5-3b	Biological Resources Impacts of the Biological Reduced Footprint Alternative	5-24
5-4	General Plan Update Draft Land Use Map Alternative	5-24
5-4a	Proposed Project and General Plan Alternative Update Draft Land Use Map Traffic Study Areas	5-24
5-5	General Plan Update Board Referral Map Alternative	5-24

TABLE OF CONTENTS (cont.)

LIST OF TABLES

Page

S-1	Summary of Significant Effects	S-14
1-1	Proposed Land Uses	1-33
1-2	Summary of Proposed Roadway Widths	1-34
1-3	Nature/Naturalizing Landscape Zone Acceptable Plant Species	1-35
1-4	Riparian Transition Zone Acceptable Plant Species	1-37
1-5	Pala Road (SR 76) Landscape Zone Acceptable Plant Species	1-38
1-6	Community Entry Road Landscape Acceptable Plant Species	1-39
1-7	Community Promenade Roads and Interior Slopes Acceptable Plant Species	1-41
1-8	Single-family Residential Areas Acceptable Plant Species	1-42
1-9	Multi-family Residential Areas Acceptable Plant Species	1-43
1-10	Special Use Landscape Zone Acceptable Plant Species	1-44
1-11	Community Entries Acceptable Plant Species	1-46
1-12	Product Phasing	1-47
1-13	Additional Environmental Design Considerations During Construction and Operation	1-48
1-14	Cumulative Projects in the Vicinity of Campus Park	1-60
1-15	Summary of Environmental Impacts of Related Projects	1-73
2.1-1	Projects in the Campus Park Cumulative Viewshed	2.1-36
2.2-1a	Level of Service Thresholds for Roadway Segments	2.2-30
2.2-1b	Level of Service Thresholds for State Routes	2.2-30
2.2-1c	Level of Service Thresholds for Freeways	2.2-30
2.2-1d	Level of Service Thresholds for Intersections	2.2-30
2.2-2	Road Segment Operations Under Existing and Existing Plus Project Conditions	2.2-31
2.2-3	SR 76 Operations Under Existing and Existing Plus Project Conditions	2.2-33
2.2-4	I-15 Operations Under Existing and Existing Plus Project Conditions	2.2-35
2.2-5	Intersection Operations Under Existing and Existing Plus Project Conditions	2.2-36
2.2-6	Proposed Project Trip Generation	2.2-39
2.2-7	Roadway Segment Operations Under Existing Plus Cumulative Conditions	2.2-40
2.2-8	Roadway Segment Operations Under Existing and Existing Plus Cumulative Plus Project Conditions	2.2-42
2.2-9	SR 76 Operations Under Existing Plus Cumulative Conditions	2.2-44
2.2-10	SR 76 Operations Under Existing and Existing Plus Cumulative Plus Project Conditions	2.2-46
2.2-11	I-15 Operations Under Existing Plus Cumulative Conditions	2.2-49
2.2-12	I-15 Operations Under Existing, Cumulative Plus Project, and Existing Plus Cumulative Plus Project Conditions	2.2-50
2.2-13	Intersection Operations Under Existing Plus Cumulative Conditions	2.2-51
2.2-14	Intersection Operations Under Existing and Existing Plus Cumulative Plus Project Conditions	2.2-53
2.2-15	Roadway Segment Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions	2.2-57
2.2-16	SR 76 Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions	2.2-59
2.2-17	I-15 Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions	2.2-61
2.2-18	Intersection Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions	2.2-62
2.19	Summary of Traffic Impacts and Mitigation	2.2-64
2.2-20	Mitigation for Direct Impacts to Intersections	2.2-68

TABLE OF CONTENTS (cont.)

LIST OF TABLES (cont.)

Page

2.2-21 Mitigation for Direct Impacts to SR 76 to be Completed by Other Responsible Parties 2.2-69
2.3-1 Ambient Air Quality Standards 2.3-27
2.3-2 State Ambient Air Quality Standards with No Federal Counterpart 2.3-28
2.3-3 Ambient Background Concentrations 2.3-28
2.3-4 Global Warming Potentials and Atmospheric Lifetimes 2.3-29
2.3-5 Total Operational Emissions Year 2015 ..... 2.3-30
2.3-6 Total Operational Emissions Year 2040 ..... 2.3-31
2.3-7 Construction Phases and Equipment/Crew Requirements 2.3-32
2.3-8 Maximum Daily Estimated Construction Emissions 2.3-33
2.3-9 Diesel Exhaust Particulate Emissions 2.3-34
2.3-10 Summary of Estimated Operational GHG Emissions Associated with the Proposed Project 2.3-34
2.3-11 Summary of Transportation Emission Reductions with Implementation of GHG Reduction Measures 2.3-35
2.3-12 Proposed Project Design Features to Reduce GHG Emissions 2.3-36
3.1-1 PAs R-4 and R-5 Buildout Conditions – Exterior Noise Levels 3.1-14
3.1-2 PAs R-1, R-2, and R-3 Buildout Conditions – Exterior Noise Levels 3.1-15
3.1-3 PA MF-2 Buildout Conditions – Exterior Noise Levels 3.1-16
3.1-4 PA MF-1 Buildout Conditions – Exterior Noise Levels 3.1-17
3.1-5 Other Sensitive Use Areas Buildout Conditions – Exterior Noise Levels 3.1-18
3.1-6 Off-site Traffic-related Project Noise Impacts 3.1-19
3.1-7 Off-site Traffic-related Cumulative Noise Impacts 3.1-20
3.1-8 Property Line Noise Levels with Sound Enclosure 3.1-21
3.2-1 Regional Fault Locations and Seismicity Data 3.2-19
3.3-1 Vegetation Communities/Habitats and Proposed Impacts 3.3-41
3.3-2 Potential Off-site Impacts to Vegetation Communities/Habitats if Off-site Improvements are Implemented for Cumulative Traffic Mitigation Rather than Payment of TIF 3.3-42
3.3-3 Existing and Impacted On- and Off-site Jurisdictional Areas 3.3-42
3.3-4 Summary of Required Mitigation for On-site Impacts Associated with the Proposed Project 3.3-43
4.1.2-1 Summary of Typical Contaminant Sources for Urban Storm Water Runoff 4-67
4.1.2-2 Typical Loadings for Selected Contaminants in Runoff from Various Land Uses 4-67
4.1.2-3 Surface and Groundwater Quality Objectives for the Lower San Luis Hydrologic Area and the Bonsall Hydrologic Subarea 4-68
4.1.3-1 Summary of Regulations Potentially Applicable to Campus Park Commercial/Office Professional Uses 4-68
4.1.3-2 Prohibited Plant Material 4-70
4.1.6-1 Existing Schools in the Project Vicinity 4-72
4.1.6-2 Water Demand Projections 4-72
4.1.6-3 Sewer Flow Projections 4-73
4.1.6-4 Anticipated Numbers of New Students from the Project 4-73
5-1 Comparison of Project Alternative Impacts to Proposed Project Impacts 5-23

LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
a.f.	acre-feet
ADA	Americans with Disabilities Act of 1990
ADT	average daily trips
AEP	Association of Environmental Professionals
AGR	agricultural supply
amsl	above mean sea level
ANFO	ammonium nitrate/fuel oil
APCD	San Diego County Air Pollution Control District
ARB	California Air Resources Board
ASM	ASM Affiliates, Inc.
ASTM	ASTM International, formerly known as the American Society for Testing of Materials
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAU	business as usual
BAT	best available technology economically achievable
BCT	best conventional pollutant control technology
BMI	benthic macroinvertebrate(s)
BMO	Biological Mitigation Ordinance
BMPs	Best Management Practices
BOD	biochemical oxygen demand
BUSD	Bonsall Union School District
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCAR	California Climate Action Registry
CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
cfs	cubic feet per second
c.y.	cubic yards
CGS	California Geological Survey
CAFE	Corporate Average Fuel Economy
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COLD	cold freshwater habitat
Community Plan	Fallbrook Community Plan
Construction Permit	National Pollutant Discharge Elimination System General Construction Activity Storm Water Permit
Corps	United States Army Corps of Engineers
County	County of San Diego
CUDA	Current Urban Development Area

LIST OF ACRONYMS AND ABBREVIATIONS (cont.)

CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibel(s)
DDS/GA	Development Design Services and GraphicAccess Inc.
DEH	County of San Diego Department of Environmental Health
DMP	Drought Management Plan
DPLU	County of San Diego Department of Planning and Land Use
DPW	County of San Diego Department of Public Works
DU	dwelling unit(s)
DWR	California Department of Water Resources
EB	eastbound
EDA	Estate Development Area
EDUs	equivalent dwelling units
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ERB	Environmental Review Board
ESA	Endangered Species Act
FAHJ	Fire Agency Having Jurisdiction
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPP/FMP	Fire Protection Plan/Fuel Modification Plan
FUESD	Fallbrook Union Elementary School District
FUHSD	Fallbrook Union High School District
g	acceleration due to gravity
General Plan	San Diego County General Plan
GHG	greenhouse gas
GP Update	San Diego County General Plan Update
gpd	gallons per day
gpm	gallons per minute
GPA	General Plan Amendment
Greenbook	Greenbook Standard Specifications for Public Works Construction
Groundwater Permit	National Pollutant Discharge Elimination System General Groundwater Extraction Permit
GWP	global warming potential
HA	Hydrologic Area
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HEC-RAS	Hydrologic Engineering Center – River Analysis System
HLP	Habitat Loss Permit
HOA	homeowners' association
HSA	Hydrologic Subarea
HU	Hydrologic Unit
Hunt	Hunt Research Corporation

LIST OF ACRONYMS AND ABBREVIATIONS (cont.)

I-15	Interstate 15
IBC	International Building Code
ICC	International Code Council
IND	industrial service supply
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
JPA	Joint Powers Agreement (between the City and County of San Diego)
kWh	kilowatt hours
LCFS	Low Carbon Fuel Standard
L_{eq}	equilvalent sound level
LID	Low Impact Development
LMD	Landscape Maintenance District
LOS	level of service
LPC	County of San Diego Light Pollution Code
Manual	Stormwater Standards Manual
MAR	marine habitat
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
MEP	maximum extent practicable
mg/kg	milligrams per kilogram
mg/l	milligrams per liter
mg/m^3	milligrams per cubic meter
MIGR	migration of aquatic organisms
min.	minute(s)
MLD	Most Likely Descendant
MLS	mass loading station
MMT	million metric tons
mph	miles per hour
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
MSP	Master Specific Plan (I-15/SR 76 Interchange Master Specific Plan)
MSPA	Master Specific Plan Area
MUN	municipal and domestic supply
Municipal Permit	National Pollutant Discharge Elimination System Municipal Storm Water Permit
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NB	northbound
NCCP	Natural Community Conservation Program
NCFPD	North County Fire Protection District
NCTD	North County Transit District
NOP	Notice of Preparation
NO_X	nitrogen oxides

LIST OF ACRONYMS AND ABBREVIATIONS (cont.)

NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NSA	noise sensitive area
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment (USEPA)
OPR	California Office of Planning and Research
PA	planning area
PCBs	polychlorinated biphenyls
PCC	Portland cement concrete
$PM_{2.5}$	particulate matter smaller than 2.5 microns in diameter
PM_{10}	particulate matter smaller than 10 microns in diameter
PRG	Preliminary Remedial Goal
Project	Campus Park Specific Plan Amendment and General Plan Amendment
Proposed Project	Campus Park Specific Plan Amendment and General Plan Amendment
Protocol	Caltrans Intelligent Transportation Systems Transportation Project-Level Carbon Monoxide Protocol
PSE	Pacific Soils Engineering
RAQS	Regional Air Quality Strategy
RARE	rare, threatened, or endangered species
RCA	Resource Conservation Areas
RCP	Regional Comprehensive Plan
REC	REC Consultants, Inc.
REC 1	contact water recreation
REC 2	non-contact water recreation
RMP	Resource Management Plan
RMWD	Rainbow Municipal Water District
ROW	right-of-way
RPO	Resource Protection Ordinance
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan, or MOBILITY2030
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SANGIS	San Diego Geographic Information Systems
SANTEC	San Diego Traffic Engineers' Council
SB	Senate Bill, southbound
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric
sec.	second(s)
s.f.	square feet
Shepardson	Shepardson Engineering Associates, Inc.
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
SPA	Specific Plan Amendment
SR	State Route

LIST OF ACRONYMS AND ABBREVIATIONS (cont.)

SRA	Scientific Resources Associated
SSA	Special Study Area
STIP	State Transportation Improvement Plan
Stormwater Ordinance	County Watershed Protection, Stormwater Management and Discharge Control Ordinance
SUSMP	Standard Urban Storm Water Mitigation Plan
SWMP	Storm Water Management Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWSAS	Storm Water Sampling and Analysis Strategy
SZA	select zone assignment
T-BACT	Toxics Best Available Control Technology
TACs	toxic air contaminants
TAZ	Traffic Analysis Zone
TCP	Traffic Control Plan
TDS	total dissolved solids
Tg CO_2e	teragram carbon dioxide quivalent
TIF	Transportation Impact Fee
TIS	Traffic Impact Study
TSS	total suspended solids
TV	typical view
UNFCCC	United Nations Framework Convention of Climate Change
URMP	urban runoff management plan
USEPA	United States Environmental Protection Agency
USFWS	united States Fish and Wildlife Service
V/C	volume-to-capacity ratio
VCMWD	Valley Center Municipal Water District
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WARM	warm freshwater habitat
WB	westbound
WESTON	WESTON Solutions, Inc.
WILD	wildlife habitat
Woodward-Clyde	Woodward-Clyde Consultants
WSDM	Water Surplus and Drought Management
WTP	wastewater treatment plant

SUMMARY

SUMMARY

S.1 Project Synopsis

Relevant Prior Documents

This document is an Environmental Impact Report (EIR) for the Campus Park Project (hereafter referred to as "Proposed Project" or "Project"). 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 of San Diego (County) decision makers is both adequate and available. 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 Campus Park Project is implemented.

This EIR is a "subsequent" EIR, as defined in CEQA Guidelines Section 15162. A subsequent EIR is prepared when a prior EIR has been certified as complete and adequate under CEQA by the CEQA lead agency; here the County of San Diego. (Details as to regulatory guidelines relating to determination of subsequent EIR applicability are provided in Chapter 1.0 of this EIR.)

In this instance, two previous certified EIRs from 1981 and 1983 evaluated the Project site. The 1981 Sycamore Springs Specific Plan EIR (EAD Log No. 79-2-197) addressed a 442-acre site adjacent to and east of Interstate 15 (I-15) and both north and south of State Route (SR 76) in the Fallbrook Community Planning area. The project proposed a total of 1,160 mobile homes as well as an 18-hole golf course and 7.5 acres of commercial and professional uses. The 1983 Campus Park Specific Plan EIR (EAD Log No. 82-2-95) addressed the same geographic location, but changed proposed uses to the Specific Plan site to accommodate a Hewlett-Packard research and development facility (including manufacturing uses). That plan included uses considered more intensive than the Proposed Project.

The current Campus Park Project addresses a 416.1-acre site. Detail as to the current Proposed Project is presented in Section 1.2.3 of this EIR. In brief, the refined Project proposes 751 single- and multi-family homes, a Town Center with village commercial and support facilities, neighborhood parks, an active sports park, office professional uses, an equestrian/trail staging area, infrastructure adequate to support all of these uses, and biological preservation.

In addition to the changes in Project design, substantial portions of the earlier Specific Plan area have been severed to accommodate development proposals by others (the Palomar College District and Campus Park West). In addition, a parcel north of the original Sycamore Springs/Campus Park Specific Plan boundaries has been added to the current Campus Park area.

In the time since the 1981 and 1983 EIRs were certified, there has been virtually no change at all to the state of the property parcels. There have, however, been changes in: (1) required analyses due to changes in regulations; and/or (2) changes to surrounding conditions that would potentially affect the previously identified impacts.

For these reasons, the current Proposed Project cannot simply rely on the earlier certified EIRs for accurate and complete disclosure with regard to potential impact type, impact magnitude (i.e., significance) and appropriate mitigation. Although the document incorporates and relies upon the certified 1981/1983 EIRs to the extent appropriate/reasonable/feasible, new information is provided where warranted. Introductions to each topical discussion within Chapters 2.0, 3.0, and 4.0 of this EIR

provide information regarding how the earlier certified EIRs apply to the current subsequent document and environmental analyses within it.

Project Location/Boundary

The Project site is located in the unincorporated portion of San Diego County in the community of Fallbrook, approximately 6 miles southeast of downtown Fallbrook and 46 miles north of downtown San Diego. The Project site consists of two contiguous properties totaling 416.1 acres. SR 76 (also called Pala Road), borders the southern boundary of the 416.1-acre Project site, and I-15, an eight-lane regional transportation corridor, borders the property along a portion of the northwestern edge.

Project's Component Parts

Since circulation of the Project Draft EIR, refinements in Project description have been implemented in response to comments received. The Campus Park Project circulated for public review contained 1,076 residential units and residential components were located throughout the Project property, along with related supporting infrastructure. Following completion of public review and receipt of comments, the Project was refined to consist of substantially fewer units (751), and several portions of the Project property that were initially proposed for development are now proposed for open space. Overall, primary design changes result in 325 fewer multi-family homes, or a reduction of 41 percent, and an increase in biological open space preserve by 20.7 acres, or 11 percent.

The majority of Project developed uses and their construction footprints (residential, office professional, recreational, and commercial) remain the same as previously described and analyzed in the circulated EIR. Project refinements largely occur west of future Horse Ranch Creek Road and all of them would be south of proposed Harvest Glen Lane, where the Proposed Project has been refined to: (1) eliminate some development areas, (2) modify specifics of development detail in some areas, and (3) eliminate the potential for connection to an off-site future wastewater treatment plant (WTP) to be constructed by others. Specifics of road design improvements also vary. Each of these changes is addressed below.

The Draft EIR included two multi-family residential areas (MF-1 and MF-4) west of future Horse Ranch Creek Road and north of SR 76. These areas were proposed to contain a total of 300 residential units sited on a total of 21.1 acres. Both have been eliminated and now would largely be in open space. Within the MF area east of future Horse Ranch Creek Road and north of future Harvest Glen Lane, Draft EIR MF-3 has been renamed MF-1. MF-2 has been reconfigured to include a different product and a lower number of homes overall.

In the Draft EIR, two wastewater treatment options were proposed. Under Wastewater Management Option 1, all Project sewage would have flowed to infrastructure owned and operated by Rainbow Municipal Water District (RMWD), and then to the San Luis Rey Wastewater Treatment Plant (WTP) in Oceanside. Under Wastewater Management Option 2, sewage from 850 equivalent dwelling units (EDUs) would have been sent to RMWD (the Oceanside WTP) for treatment, with the remainder to be treated at a new WTP proposed by the adjacent Meadowood Project. Under Option 2, a storage pond was required within the Project site. At this point, refinements to the proposed development have resulted in elimination of need for sewage treatment of approximately 328 EDUs. This has resulted in the following changes: (1) any reference to Wastewater Management Option 1 is now simply a reference to the Project wastewater management, and no additional service commitment is required beyond that already obtained by the Applicant from RMWD; (2) all references to Wastewater Management 2 have been deleted, and (3) the need for the wet weather storage pond has been deleted.

A 2.4-acre detention basin was previously located south of MF-1 west of future Horse Ranch Creek Road. With the elimination of MF-1, this basin has been relocated to the north, and the basin size and shape have been modified to encompass a surface area of approximately 5.2 acres (although the detention capacity has not changed as the current basin is shallower). As noted, a 2.6-acre potential wet weather storage pond associated with old Wastewater Management Option 2 would be eliminated (along with any associated impacts) as would any utility lines required to tie into the proposed Meadowood WTP.

With regard to Project road improvements, changes have been made to specific design of an off-site portion of future Pala Mesa Drive, Pankey Road, and on-site Pankey Place. With regard to Pala Mesa Drive/Pankey Road, modifications resulted from a request by the abutting Campus Park West Project to shift a portion of the alignment, and this shift has been worked out in coordination with the Department of Public Works. For on-site Pankey Place, modifications are related to deletion of MF-4 multi-family residential area on the south side of the road, and the retention of open space.

A sewer lift or pump station and trail staging area would be moved from an isolated small Project parcel west of future Pankey Road and north of SR 76 to east of future Pankey Road, in the old area of MF-4. The trail staging area is now located immediately north of the lift station, and would be 0.2 acre larger than originally planned (for a total of 0.8 acre in size).

This lower impact development scenario is evaluated throughout the environmental analysis chapters (2.0, 3.0, and 4.0) of this EIR.

On-site Improvements

The Proposed Project is a mixed-use community including 521 single-family and 230 multi-family homes, as well as a public active sports park, six neighborhood parks, homeowner's association (HOA) recreational facilities, office professional use, Town Center, common area open space, and biological open space preserves. The infrastructure necessary to support the development would include on- and off-site roadways, sewer and water facilities, storm drains, and support for non-vehicular modes of transportation via bikeways and pedestrian paths. Discretionary Project approvals being sought from the County include a General Plan Amendment (GPA), Specific Plan Amendment (SPA), zone reclassification, Vesting Tentative Map, "V" Setback Site Plan, and "B" Special Area Designator Site Plan. Project development would occur over a five- to six-year period to ensure a logical and orderly expansion of roadways, public utilities, and infrastructure.

Single-family residences on lots ranging from 4,000 to 5,000 square feet (s.f.) are proposed in the central and northern portions of the site within five planning areas (PAs R-1 to R-5), while multi-family residences are proposed in the central portion of the site within two planning areas (PAs MF-1 and MF-2). Single-family residential development densities within each planning area would range between 3.8 and 5.8 dwelling units per gross acre (DU/gross ac). Development densities for the multi-family residential areas would range between 7.7 and 9.9 DU/gross ac. A maximum building height of 35 feet would be allowed in the single-family detached portions of the Project site. Sound barriers to attenuate I-15 and Project-generated traffic noise comprise important elements of Project design and are addressed in Project streetscape specifications (see detailed discussion in Chapter 1.0 and Sections 2.1.3 through 2.1.6 of this subsequent EIR).

A 61,200-s.f. Town Center would be constructed on 8.1 gross acres within PA TC-1 in the central portion of the Project site. The Town Center is proposed to consist of single-story 35-foot high (or lower) structures, with architectural projections to approximately 40 feet.

Two office professional planning areas (PAs PO-1 and PO-2) are proposed for the development, 2.7 and 8.8 gross acres in size. The office professional uses would be located in the northwestern portion of the Project site near I-15. Total office professional building area on these lots would be 157,000 s.f. Office professional structures would be up to 35 feet in height.

Architectural guidelines prepared for the development outlined in the Specific Plan and General Plan Amendment Report (Development Design Services and GraphicAccess [DDS/GA] 2010) for this Project promote levels of both visual compatibility and variety in a community setting. To encourage individual identity and neighborhood interest, residential building façades would be designed with pedestrian-oriented treatments to facilitate connections between the proposed homes and the public streets, sidewalks, and community trails. Homes and public spaces within each neighborhood would express individual character while maintaining a consistent California Heritage theme. Façades visible from public view areas (trails, streets, parks, etc.) would be articulated to avoid visual monotony using façade treatments such as undulating building mass and roof planes, and vertical and horizontal stepped massing. Specifics of the façades, together with the walls and fences discussed below, would set the overall "tone" of the development.

Campus Park is designed to be a "walkable" community served by a network of pedestrian and equestrian community and nature trails. Primary streetscapes have been designed to be pedestrian oriented, with tree-shaded walkways, pedestrian-scaled lighting, and shortened or enhanced crosswalks. Village multi-purpose trails would extend along the west side of Horse Ranch Creek Road from SR 76 to Baltimore Oriole Road, the east side of Horse Ranch Creek Road from Baltimore Oriole Road to the nature trail within Open Space 3 (OS-3), the north side of Baltimore Oriole Road, and the south side of Harvest Glen Road. Multi-purpose trails would be meandering eight-foot-wide, decomposed granite, stabilized walkways with rail fencing provided for safety and directional needs. These trails would allow pedestrian, equestrian, and bicycle travel. An eight-foot trail would extend along the east side of Pankey Road from SR 76 to the bridge crossing for Horse Ranch Creek and along the south side of Pankey Place. North of the bridge, a six-foot trail would be located on the east side of Pankey Road and north side of Pala Mesa Drive. A village "promenade" would be located along the east and south sides of Longspur Road. This village would provide connection between residential neighborhoods, the Town Center, and the active sports park. The (non-equestrian) promenade also would have an eight-foot-wide decomposed granite meandering walkway. Village pathways (five feet in width) are proposed along: the east side of Horse Ranch Creek Road from SR 76 to Baltimore Oriole Road, the south side of Baltimore Oriole Road, the west and north sides of Longspur Road, and the north side of Harvest Glen Road. Finally, open space ("nature") trails generally would be eight feet wide and would be located within open space and fuel management area surrounding the northern development area, connecting to the off-site Monserate Mountain trail to the north and east.

Related to some of these facilities, a trail staging area (PA P-4) is proposed to be located immediately east of Pankey Road, immediately north of the pump station and south of Pankey Place. This staging area would provide parking for recreational users intending to use the region's existing and proposed trail network. It would include an asphalt parking area; parking lot trees and landscaping; and perimeter landscaping, including a landscaped berm to screen asphalt portions of the parking area from view.

In addition to six private neighborhood parks (PAs P-1, P-2, and P-5 through P-8, ranging between 0.2 and 0.5 acre) within single-family residential areas, the Project would provide an 8.5-gross-acre (with 5.8 net usable acres) public active sports complex in the central portion of the Project site. The sports complex would include two baseball fields, a multi-purpose sports field, restrooms/maintenance facility, and a parking lot. An additional 1.2 acres of private development use including a swimming pool, community meeting room, restrooms, outdoor seating areas, and a parking area would be provided within an HOA recreational facility (PA P-3).

A total of 197 gross acres (approximately 47 percent of the Project site) of biological open space preserves would be provided by the Project (refer to Figure 3.3-8, Proposed Open Space, in the EIR). In addition to the biological open space preserves provided by the Project, 27 acres of HOA-maintained open space would be designated, for a total of 224 gross acres (54 percent) of the Project site proposed for open space. HOA-maintained open space would encompass fuel modification zones, as well as manufactured slopes.

A 0.2-acre sewer lift station would be constructed in PA I-1, north of SR 76 and south of the trail staging area. The sewer lift station, with a minimum firm pumping capacity of 685 gallons per minute (gpm), would pump all wastewater generated by the Project to an existing force main in SR 76.

Landscape/Hardscape

The natural setting of Campus Park includes broad pastures, riparian corridors, oak woodlands, and rock outcroppings on hillsides. Groves are visible on surrounding hillsides. This setting provides the inspiration for a Mediterranean landscape theme. Grove plantings and pastures are planned along major streetscapes and adjoining slopes. Trees that complement the native landscape and traditionally are associated with San Diego County rural settings such as oak, sycamore, and Brisbane box, would be used either in small grove settings or in linear streetscape settings (30 feet on center). Traditional materials that complement the natural landscaping, such as stone/stone product and wood, would be used in hardscape elements.

Landscaping of lots would be in accordance with the requirements set forth in the Landscape Concept and Design Guidelines section of the Specific Plan and General Plan Amendment Report and the Conceptual Fire Protection Plan/Fuel Modification Plan (FPP/FMP) for the Proposed Project (Hunt Research Corporation 2009, as amended). The master Campus Park HOA and individual HOAs would be responsible for private roads, signage, common area landscaping and irrigation, streetscape maintenance and irrigation, community entries and gates, the neighborhood parks, fire protection zones, and other responsibilities, as deemed necessary.

Major landscape zones (e.g., Nature/Naturalizing, Riparian Transition, Community Entry, etc.) have been identified, each of which contains specific and detailed landscape palettes described in Chapter 1.0 and Tables 1-3 through 1-11 of this EIR. These tables list the proposed trees, shrubs, groundcover, succulents, and hydroseed mix appropriate for each zone. California pepper trees are expressly excluded, as are other non-native invasives or plants listed as unacceptable in the Project Conceptual FPP/FMP.

Off-site Project Elements

Project Development Improvements

Proposed off-site improvements include access roads, water lines, and sewer lines that would be connected to existing facilities. Access would be provided northwest (connection from existing Pankey Road to proposed Horse Ranch Creek Road), southwest (Pala Mesa Drive, Pankey Road and Pankey Place), and southeast (Pankey Place, and southern segment of Horse Ranch Creek Road) of the Project site. Pankey Road would extend from the Project site onto the adjacent Campus Park West property, where it would connect to Pala Mesa Drive and then an existing bridge over I-15. The southern portion of Horse Ranch Creek Road would extend through the adjacent Meadowood property to SR 76. Pankey Place (Street R of the adjacent Meadowood proposal) would provide a connection from Pankey Road to Horse Ranch Creek Road. Pankey Road would be improved to intersect with SR 76. The new Horse

Ranch Creek Road/SR 76 and Old Highway 395/Pala Mesa Drive intersections also would be constructed.

A proposed off-site water line would be located within Pala Mesa Drive, Pankey Road, Pankey Place, and Horse Ranch Creek Road. Two proposed pressure-reducing stations would be constructed at the connections to the existing water mains that would serve the Project; one within Horse Ranch Creek Road, north of Baltimore Oriole Road at Stewart Canyon Road and the other within Pala Mesa Drive, just east of I-15. The stations would be installed in above-grade vaults.

Proposed off-site sewer improvements would include a gravity sewer main generally within a segment of Horse Ranch Creek Road from the eastern property boundary to Pankey Place. At that point the main would extend southwesterly through the Meadowood property and Campus Park to the proposed sewer lift station located just south of the proposed trail staging area. Wastewater then would be pumped from the lift station in a force main line to SR 76, and then to the west for a brief distance to connect to an existing line.

Approximately 25.6 acres would be impacted by the above-described proposed off-site improvements as well as relatively minor grading associated with construction of Pala Mesa Drive, as well as Song Sparrow Drive along the eastern property boundary, single-family residential lots to the south of PA R-2, multi-family residential lot adjacent to Harvest Glen Road, and Horse Ranch Creek Road adjacent to the Palomar College site and through the proposed Meadowood project.

Potential Mitigation-related Improvements

Cumulative traffic impacts are routinely addressed through Transportation Impact Fee (TIF) payment required by the County to address cumulative impacts. Although not part of Project design, after coordination with the Fallbrook Planning Group, a potential alternative scenario is possible to provide specific improvements to several additional off-site intersections to mitigate for regional cumulative projected traffic impacts. The mitigation would consist of adding lanes and/or installing traffic signals (refer to Subchapter 2.2, Transportation/Traffic, and Figure 1-35), and would take place in conjunction with TIF payment. Actual construction of these improvements would provide immediate benefit to area residents at these specified locations. Potential secondary impacts associated with these off-site mitigation areas are discussed throughout the environmental analyses in this subsequent EIR, as appropriate.

Potential Improvements by Others

Active proposals for development in the immediate vicinity include a Palomar College campus immediately abutting the west side of proposed Horse Ranch Creek Road; Campus Park West on either side of Pankey Road/Pala Mesa Drive in the south; and Meadowood, north of SR 76 on either side of future Horse Ranch Creek Road and then generally east of the Proposed Project boundary to the vicinity of Pala Mesa Heights Road.

Project Objectives

The overall objective of the Project is to provide a mixed-use planned community with a strong sense of presence and identity. Specific objectives of the Project include:

- Create a walkable and public transportation-friendly mixed-use community with on-site work, live, shop, and play opportunities.
- Design and develop common areas to establish a Project theme.

- Provide a variety of lot sizes and high-quality housing types, including single-family and multi-family homes, to accommodate forecasted population increase.
- Provide convenient, community-serving commercial uses within a Town Center.
- Provide public services, roadways, and utilities infrastructure to support the Proposed Project in a timely and efficient manner that is concurrent with need.
- Provide for a variety of recreational uses, including parks and a comprehensive network of regional and local trails to link the office professional area, Town Center, residential areas, and nature trails.

Environmental Setting

Surrounding Conditions

The Project site is located in a valley generally referred to as the I-15 corridor (see Figures 1-1 and 1-2 in Chapter 1.0 of this EIR). The area surrounding the site is topographically varied. Monserate Mountain and its foothills border the Project site on the north and northeast. Some of this area, including the area immediately adjacent to the northern and northeastern property boundary, is located within a Resource Conservation Area owned and managed by the Fallbrook Land Conservancy. Rosemary's Mountain, a rocky peak, is east of the southern boundary of the Project site (just north of the San Luis Rey River and SR 76). Citrus and avocado groves, non-irrigated agriculture, and large-lot residential are the main land uses east of the Project site.

Lancaster Mountain and an open space corridor exist south of the Project site, associated with the San Luis Rey River. The San Luis Rey River trends from the east toward the west within one-quarter mile of the southern boundary of the Project site. The river also is identified as a Resource Conservation Area in the County General Plan and includes large patches of riparian woodland vegetation. South of the river is the Lake Rancho Viejo residential subdivision, a master-planned development of approximately 450 single-family homes and associated community amenities. A new phase of the Lake Rancho Viejo development, including approximately 100 residences, is being constructed between the existing houses and I-15. Farther to the south the hills rise to 1,485 feet above mean sea level (amsl), creating the southeastern boundary of the valley through which I-15 extends.

Another north/south trending series of peaks creates the valley's western boundary (west of the Project site). The highest among these peaks rises to approximately 929 feet amsl. Pala Mesa Resort, a private resort with a public golf course, numerous guest rooms, and a restaurant, is located at the bottom of the hills to the west of Old Highway 395, directly across I-15 from the Project site. This area also includes small housing developments, a hotel/restaurant, and commercial uses near Old Highway 395, and single-family residences located among the hills, as well as small-scale agricultural facilities (e.g., nurseries, and citrus or avocado groves). Some native vegetation and undeveloped areas are scattered among these hills. The Beck Reservoir, owned by RMWD, and the Engel Family Preserve, owned by Fallbrook Land Conservancy, are also in this area.

A number of proposed projects (described on Tables 1-14 and 1-15 of Chapter 1.0 of this EIR) abut the Project site and are expected to become important aspects of the Project setting. The Meadowood Specific Plan Area, currently containing cultivated citrus and avocado groves, is located to the east. Campus Park West abuts the Project on the southwest, and the proposed Palomar College site is located immediately west of the central portion of the Project site.

On-site Conditions

The central and southern area of the Project site is relatively flat, with pasture covering most of the central area, and southern riparian forest covering much of the southern portion of the site. Other on-site habitats south of the existing Pala Mesa Heights Drive include southern willow scrub, freshwater marsh, coast live oak woodland, Diegan coastal sage scrub (including disturbed habitat), non-native grassland, and pasture. In the northern area of the site, the land slopes up, with drainages trending to the northeast. The northern area is covered primarily with coastal sage scrub (including disturbed) habitat, but also has areas of non-native grassland, oak woodland, and rock outcroppings. On-site elevations range from approximately 260 feet amsl in the southernmost area of the site to 850 feet amsl in the northeastern corner of the property.

The majority of the Project site is currently being used for non-commercial grazing. Historically, the flatter portion of the site was used for farming. Containment and drainage channels were constructed to allow for irrigation and cultivation of crops. When I-15 and SR 76 were constructed, drainage from the property into the San Luis Rey River was restricted. Horse Ranch Creek, which is currently located along the Proposed Project's western boundary adjacent the southern biological open space preserve, was originally altered during the construction of Old Highway 395 and SR 76. More recently, the creek was realigned during construction of I-15.

The southern extension of existing Pankey Road, which intersects with SR 76, divides the southwestern-most portion of the Campus Park property. Several dirt roads also trend through the site, including Pala Mesa Heights Road, which bisects the northern and southern portions of the Project site. The private road provides access to properties east of the Project site and Rice Canyon.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, Summary of Significant Effects, located at the end of this chapter, provides a summary of significant environmental impacts resulting from Project implementation. A subchapter reference is provided in the table, referring to the detailed EIR analysis for each significant impact. Table S-1 also includes mitigation measures to reduce and/or avoid the environmental effects, with a conclusion as to whether the impact would be mitigated to below a level of significance. Detailed analyses of significant environmental effects are provided in Chapters 2.0 and 3.0 of this EIR. Chapter 2.0 provides analyses of significant environmental effects that cannot be avoided. Chapter 3.0 discusses significant impacts that can be mitigated if the Project is implemented. Explanations of those effects found not to be significant during preparation of the Initial Study and this EIR are provided in Chapter 4.0, with the full Initial Study provided in Appendix A.

In addition to mitigation measures (post-design and enhanced Project elements), standard environmental measures have been incorporated into grading and construction design to reduce adverse environmental effects related to the issues of transportation/traffic, air quality, noise, erosion, hazards and water quality. Additional measures are proposed as a matter of specific Project design to minimize potential long-term adverse effects associated with the issues of aesthetics and landform alteration, transportation/traffic, air quality, noise, geology/paleontology, biological resources, hydrology and water quality, hazards, fire protection, and land use and planning. These environmental design considerations are proposed as part of the Project description and are delineated in Subchapter 1.1 (Table 1-13) of this EIR, as well as in each of the relevant topical areas.

The mitigation measures listed in Table S-1 also are discussed within each of the relevant topical areas. Both design considerations and mitigation measures are included as Chapter 8.0 of the EIR, List of Mitigation Measures and Environmental Design Considerations.

S.3 Areas of Controversy

A Notice of Preparation (NOP) was distributed on January 20, 2005 for a 30-day public review and comment period. Public comments were received on the NOP for this EIR and reflect concern or controversy over a number of environmental issues. (Refer to Appendix A for the NOP and NOP comment letters.) Environmental issues were raised in nine letters commenting on the NOP, as listed below:

- U.S. Fish and Wildlife Service and California Department of Fish and Game
- California Department of Transportation
- California Department of Health Services
- California Native American Heritage Commission
- San Diego Association of Governments
- San Diego Local Agency Formation Commission
- North County Fire Protection District
- Fallbrook Union Elementary School District
- Endangered Habitats League

Issues raised in the NOP comment letters include concerns regarding the following issue areas:

- Biological Resources (e.g., the design/size and maintenance of open space, impacts to sensitive species, use of a biological monitor, no creation of new trails, Project landscaping and lighting, appropriate mitigation for impacts)
- Traffic (e.g., preparation of a comprehensive Traffic Impact Study that identifies impacts and required mitigation)
- Water Availability (e.g., completion of a water study to determine if water would be available to the Project)
- Cultural Resources (e.g., probability of cultural resources to occur on site, inclusion of mitigation for impacts to unknown resources, consideration of avoidance of archaeological resources)
- Fire Service (e.g., negotiation of tax exchange rates for the Project, provision/upgrading of fire suppression facilities/equipment, provision of adequate access to Project property, installation of sufficient fire hydrants and sprinklers, proper clearance of vegetation from structures)
- School Facilities (e.g., overcrowding of schools)
- Land Use (e.g., consistency with the General Plan Update and the North County Multiple Species Conservation Program Subarea Plan)

Issues raised within these letters are evaluated in this EIR in Chapters 2.0 through 4.0.

S.4 Issues to be Resolved by the Decision-making Body

An EIR is an informational document intended to inform the public agency decision makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The lead agency (in this case the County) must respond to each significant effect identified in this EIR by making "Findings" for each significant effect. The issues to be resolved include whether or how to mitigate the associated significant effects, including whether to implement a project alternative, the determination of which is to be made by the decision makers. Preparation of a Statement of Overriding Considerations (explaining the overriding value of the Project despite adverse effects) would be required for any remaining significant and unmitigated impacts (i.e., those likely to be associated with aesthetics, traffic, and air quality).

Issues to be resolved that are directly related to the Proposed Project include the choice among alternatives and whether or how to mitigate the significant effects. In particular, the County must decide if the significant and unmitigated effects identified for the issues of aesthetics, traffic, and air quality can be reduced further, and determine if the significant impacts associated with noise, geology/paleontology, biological resources, cultural resources, and public services/utilities have been fully mitigated to below a level of significance. In addition, the County must determine whether any of the Project alternatives would substantially reduce significant aesthetics, traffic, air quality, noise, and biological resources effects while still meeting key Project objectives.

S.5 Project Alternatives

Six project alternatives were identified for further analysis in this Subsequent EIR, the: No Project/No Development Alternative, No Project/Existing Plan Alternative, Single-family Alternative, Biological Reduced Footprint Alternative, General Plan Update Draft Land Use Map Alternative, and General Plan Update Board Referral Map Alternative. These additional alternatives are evaluated in Chapter 5.0 of this EIR, where environmental effects are compared to those of the Draft EIR Proposed Project and are assessed relative to their ability to meet the basic objectives of the Project (also refer to Table 5-1). Impact-reducing elements of the Biological Reduced Footprint Alternative and the Single-family Alternative have been incorporated into the refined Project currently proposed for approval.

Biological Reduced Footprint Alternative

This alternative (refer to Subchapter 5.5 of the EIR) would preserve a greater amount of biological resources by decreasing the development footprint, as shown in Figure 5-3a, Biological Reduced Footprint Alternative, and Figure 5-3b, Biological Resources Impacts of the Reduced Footprint Alternative, which depicts biological resources affected by this alternative. Development would be greatly reduced in the northern portion of the site, and no development would occur in the southern portion of the site except infrastructure such as the detention basin and sewer lift station. This alternative would include 390 single family units on lot sizes ranging from 40 by 100 feet to 50 by 100 feet, 255 multi-family units, 61,200 s.f. of Town Center, and 157,000 s.f. of office professional use. Approximately 64 percent of the site (267 acres) would be open space or parks as opposed to 57 percent (236 acres) for the Proposed Project. This alternative would generate 16,384 ADT.

The Biological Reduced Footprint Alternative would be preferred over the Proposed Project for the issues of aesthetics, biological resources, traffic, air quality, and noise. It would be equivalent to the Proposed Project for the issues of geology/paleontology and cultural resources. This alternative would be environmentally superior to the Proposed Project.

No Project/No Development Alternative

The No Project/No Development Alternative (refer to Subchapter 5.2 of the EIR) assumes that the Project site would continue in its current state over the long term; the Project site would retain its current mix of native and non-native habitats (including pasture), together with disturbed/developed areas. The approximately 409 acres of native and naturalized habitat throughout the site would remain, as would the existing dirt roads and one single-family residence. The non-commercial grazing of 40 to 80 head of cattle would continue.

The proposed mixed-use Project with single- and multi-family residential, office professional uses, a Town Center, and supporting infrastructure (i.e., roadways and utilities connections), would not be constructed, nor would the multi-use community and hiking trails be created. The active sports complex,

neighborhood parks, and HOA recreation facilities would not be provided. There would be no off-site improvements.

Aesthetic, transportation/traffic, short-term air quality, biological resources, and noise adverse impacts identified for the Proposed Project, as well as potential (currently unknown) paleontological and cultural resources impacts related to disturbance of resources during grading, would not occur under this alternative. A land use plan conformity issue would remain. This alternative would be environmentally superior to the Proposed Project.

Single-family Alternative

This alternative (refer to Subchapter 5.4 of the EIR) would have the same development footprint as the Proposed Project in the northern half of the Project and east of future Horse Ranch Creek Road. It also would be similar to the Proposed Project in that it would have the same uses and number of residential lots except it would not include multi-family residential units (see Figure 5-2, Single-family Alternative). Single-family lots would replace the multi-family lots of the Proposed Project and additionally would be located west of Horse Ranch Creek Road in areas proposed for detention basins, trail staging area, pump station, and open space under the refined Project. This alternative would include 751 single-family homes on lots ranging from 40 by 100 feet to 50 by 100 feet, and similar to the Proposed Project would include 61,200 s.f. of Town Center, and 157,000 s.f. of professional office use. This alternative would have 214.4 acres of park and open space. Traffic generated by this alternative would total 17,973 ADT.

Although balanced by development in areas preserved as open space by the refined Project, the Single-family Alternative could result in slightly reduced effects associated with aesthetics due to the lack of multi-family homes and the replacement of those homes with single-family dwellings on individual lots, resulting in a development format more consistent with surrounding uses. The incremental reduction in adverse effects would not lower the CEQA impact to a less than significant level—impacts would remain significant and unmitigable with regard to aesthetics (temporary and cumulative effects), transportation/traffic (project direct effects) and air quality (temporary effects). In addition, the construction of homes in areas anticipated to be largely open space under the refined Project, as well as associated sound walls, could result in this alternative being considered more impactive than the refined Project for aesthetics. The sound walls would be addressed, however, through alternative-mandated screening similar to sound walls proposed for the refined Project. Environmental impacts would be similar for the issues of geology/paleontology and cultural resources and would be incrementally worse for biology and noise (and potentially aesthetics) due to increased development area. This alternative would be environmentally superior to the Proposed Project.

No Project/Existing Plan Alternative

The No Project/Existing Plan Alternative (refer to Subchapter 5.3 of the EIR) addresses the land uses and densities that would be permitted under the current County General Plan (northern approximately 175 acres of the site) and the approved Campus Park Specific Plan (southern approximately 241 acres of the site).

In the northern area, the existing General Plan designation is EDA, which would allow low-density residential and agricultural uses with lot sizes of 2 to 20 acres, depending on the slope gradient, or a maximum of 90 dwelling units. In consideration of the steep slopes near the western, northern, and eastern sides of the property and the consequential increase in lot sizes, however, this alternative would yield 63 dwelling units.

In the southern area of the current Project site, the existing (1983) Campus Park Specific Plan would allow development of 2.5 million s.f. of industrial research park in buildings up to 50 feet in height, parking for 5,500 cars, a pond, community trails, and a variety of recreational amenities for use by employees. Palomar College purchased a portion of the specific planning area, thus reducing the parcel considered under the current Campus Park plan. This alternative would include 1,975,000 s.f. of light industrial and professional office uses. Some riparian habitat in the southern portion of the site would be preserved; however, portions of the southern riparian forest would be impacted by the development of recreational facilities. Primary internal access would be along Horse Ranch Creek Road. Overall average daily traffic (ADT) generated by this alternative would total 23,858. Although some residential uses were proposed for the adjacent Campus Park West property under the 1983 Hewlett-Packard Specific Plan, this alternative would not involve the construction of multi-family residential, commercial, and park uses associated with the Proposed Project. Given the approximately 27 percent increase in ADT over the Proposed Project, off-site road improvements assumed as part of the Project (and perhaps even additional improvements) would be required for this alternative.

The No Project/Existing Plan Alternative would avoid land use impacts and could potentially incrementally reduce adverse noise impacts due to siting residential and other uses in more separated locales than would occur under the Proposed Project, where such uses are intermixed. Off-site traffic and noise effects related to an increased number of peak hour trips, as well as the associated air quality effects would be increased compared to the Proposed Project. Although schools impacts would be somewhat lesser, aesthetics, geology/paleontology, and cultural resources impacts would be similar to those identified for the Proposed Project. Biological resources impacts also generally would be the same, but open space set aside would be less than is proposed under the refined Project. This alternative would not be environmentally superior to the Proposed Project.

It should also be noted that the 1983 Specific Plan proposed a company-specific (Hewlett-Packard) research and technology campus. Such a use may not be feasible, as Hewlett-Packard is no longer interested in developing such a facility at this site, and an alternate large company would have to be found to own/occupy the entire development.

General Plan Update Draft Land Use Map Alternative

This alternative (refer to Subchapter 5.6 of the EIR) would result in development in accordance with the proposed General Plan Update draft land use map (Figure 5-4, General Plan Update Draft Land Use Map Alternative). This alternative generally would have the same development footprint as the Proposed Project in the northern half of the property, except it would have a small amount of open space on the eastern edge of the central portion of the project site. Single-family dwelling units would be located only in the northernmost portion of the site. This alternative would replace refined Project open space, pump station and trail staging area south of Pankey Place with highway commercial uses, which are not included in the Proposed Project. Implementation of this alternative would result in 248 single-family dwelling units ranging from 45 by 100 feet to 50 by 100 feet, 1,059 multi-family dwelling units, 188,000 square feet of Town Center and highway commercial (120,000 s.f. of Town Center and 68,000 s.f. of highway commercial), 40,000 s.f. of office professional, and 234.4 acres of open space and parks. The General Plan Update Draft Land Use Map Alternative would generate 34,748 ADT.

This alternative is not considered a standard CEQA alternative in terms of identification of lower or fewer significant impacts. It is, however, a viable planning alternative based on County goals for increased densification/intensity of development next to existing service nodes and primary transportation routes. It has therefore been included in this EIR for the information and consideration of the Planning Commission and Board of Supervisors during hearings on Project approval.

This alternative would result in roughly equivalent impacts to geology/paleontology and biological and cultural resources. The additional development areas west of future Horse Ranch Creek Road would result in increased development over areas that would retain open space in the refined Proposed Project. It would result in substantial increases in impacts to off-site traffic congestion and associated adverse noise and air quality effects. In addition, the larger amount of traffic associated with this alternative may require a larger study area for analysis, with additional identified impacts. This alternative would not be environmentally superior to the Proposed Project.

General Plan Update Board Referral Map Alternative

This alternative (refer to Subchapter 5.7 of the EIR) would result in development in accordance with a draft General Plan update land use map proposed by the Board of Supervisors (Figure 5-5, General Plan Update Board Referral Map Alternative). This alternative would generally have the same development footprint as the Proposed Project, except it would have a small amount of open space on the eastern edge of the central portion of the project site. There would be two multi-family areas with this alternative, one in the central portion and one in the southern portion of the site. Implementation of this design would replace the southernmost multi-family area with highway commercial, which is not included in the Proposed Project. The alternative would result in 404 single-family dwelling units ranging from 45 by 100 feet to 80 by 100 feet, 258 multi-family dwelling units, 188,000 s.f. of commercial (120,000 s.f. of Town Center and 68,000 s.f. highway commercial), 40,000 s.f. of office professional, and 234.9 acres of open space and parks. The General Plan Update Board Referral Map Alternative would generate 29,902 ADT.

This alternative is not considered a standard CEQA alternative in terms of identification of lower or fewer significant impacts. It is, however, a viable planning alternative based on County goals for increased densification/intensity of development next to existing service nodes and primary transportation routes. It has therefore been included in this EIR for the information and consideration of the Planning Commission and Board of Supervisors during hearings on Project approval.

This alternative would meet Proposed Project objectives and would provide additional commercial services to area residents. It would result in roughly equivalent impacts to geology/paleontology and biological and cultural resources. It would have roughly similar, but incrementally greater, impacts to aesthetics. It would result in substantial increases in impacts to off-site traffic congestion and associated adverse noise and air quality effects. In addition, the larger amount of traffic associated with this alternative may require a larger study area for analysis, with additional identified impacts. This alternative would not be environmentally superior to the Proposed Project.

Environmentally Superior Alternative

The No Project alternatives (Subchapters 5.2 and 5.3 of this EIR) would result in minimal to substantially reduced environmental impacts. Section 15126.6(e)(2) of the State CEQA Guidelines, however, requires identification of an alternative other than the No Project as the environmentally superior alternative.

The Environmentally Superior Alternative for the Campus Park Project is the Reduced Biological Footprint Alternative, which had reduced impacts for the issues of biology based on a smaller impact footprint (approximately 29 percent smaller), a decrease in alternative-related ADT of approximately 18 percent from the circulated EIR Proposed Project (with an associated decrease in noise and air quality impacts), as well as incrementally lower impacts to visual resources.

Table S-1
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Significant and Unmitigable Impacts			
Aesthetics (Subchapter 2.1)			
Project Direct Impacts			
AE-1	The proposed construction would cause the site character to temporarily conflict with the surrounding characteristics. While this impact is temporary, short-term adverse visual impacts would be significant.	No mitigation beyond Project design features already incorporated is available.	Unmitigable
Cumulative Impacts			
AE-2	The visual environment of the I-15 corridor viewshed in the Project area would be affected by the change in composition introduced by the cumulative projects that would be incompatible with the prior visual character of the area.	No mitigation beyond Project design features already incorporated is available.	Unmitigable
AE-3	The cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with sparse open space is considered significant.	No mitigation beyond Project design features already incorporated is available.	Unmitigable

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Significant and Unmitigable Impacts			
Transportation/Traffic (Subchapter 2.2)			
Project Direct Impacts			
TR-1	Under Existing Plus Project conditions, direct impacts would occur at the following segments of SR 76: • South Mission Road to Gird Road • Sage Road to Old Highway 395 • Horse Ranch Creek Road to Couser Canyon Road	• SR 76 from South Mission Road to Gird Road and Sage Road to Old Highway 395: Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements. • SR 76 from Horse Ranch Creek Road to Couser Canyon Road: Under Caltrans, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before Caltrans improvements.	Unmitigated

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Significant and Unmitigable Impacts			
Air Quality (Subchapter 2.3)			
Project Direct Impacts			
AQ-1	Based on the estimates of the emissions associated with Project operations, volatile organic compound (VOC) emissions would exceed the significance criteria established for Year 2015.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address traffic-related emissions.	Unmitigable
AQ-2	Nitrogen oxide (NO_x), fine particulate matter ($PM_{2.5}$), and respirable particulate matter (PM_{10}) criteria pollutants emissions during construction would constitute a temporary but significant impact on the ambient air quality.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address construction-related emissions.	Unmitigable
Cumulative Impacts			
AQ-3	Project construction would result in a cumulatively considerable net increase in NO_x, $PM_{2.5}$, and PM_{10}; impacts would be cumulatively significant.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address construction-related emissions.	Unmitigable

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Impacts Mitigated to Below a Level of Significance			
Transportation/Traffic (Subchapter 2.2)			
Project Direct Impacts			
TR-1	Under Existing Plus Project conditions, direct impacts would occur at the following segment of SR 76: • I-15 southbound (SB) ramps to I-15 northbound (NB) ramps	Construction of a loop on-ramp at the intersection of SR 76/I-15 SB ramps and restripe bridge to four lanes at 344 mixed residential units.	Less than Significant
TR-2	Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following signalized intersection: • SR 76/I-15 NB ramps (PM peak hour)	Construction of an eastbound (EB) to NB loop on-ramp, and addition of a NB to EB off-ramp right-turn lane and a westbound (WB) to NB on-ramp right-turn lane to SR 76 and I-15.	Less than Significant
TR-3	Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following unsignalized intersection: • Old Highway 395/Reche Road (AM and PM peak hours)	Installation of a traffic signal at the intersection of Old Highway 395/Reche Road.	Less than Significant
Cumulative Impacts			
TR-4	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following local roadway segments: • Old Highway 395 from East Mission Road to West Lilac Road • Reche Road from Green Canyon Norte to Gird Road • Pankey Road from SR 76 to Shearer Crossing • Pala Mesa Drive from Wilt Road/Sage Road to Old Highway 395	Participation in the Transportation Impact Fee (TIF) Program.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Impacts Mitigated to Below a Level of Significance			
Transportation/Traffic (Subchapter 2.2) (cont.)			
Cumulative Impacts (cont.)			
TR-5	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following segments of SR 76: • Melrose Drive to Old Highway 395 • I-15 SB ramps to I-15 NB ramps • Horse Ranch Creek Road to Pala Mission Road	Participation in the TIF Program for the following intersections: • Melrose Drive to Old Highway 395 • Horse Ranch Creek Road to Pala Mission Road Significant impacts to SR 76 between I-15 SB ramps to I-15 NB ramps shall be mitigated through implementation of M-TR-1, above.	Less than Significant
TR-6	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following signalized intersections: • SR 76/Gird Road (PM peak hour) • SR 76/Old Highway 395 (AM and PM peak hours) • SR 76/I-15 SB ramps (AM and PM peak hours) • SR 76/I-15 NB ramps (AM and PM peak hours) • Mission Road/Old Highway 395 (PM peak hour) • Mission Road/I-15 SB ramps (AM and PM peak hours) • Mission Road/I-15 NB ramp (PM peak hour) • SR 76/Melrose Drive (AM and PM peak hours) • SR 76/East Vista Way (AM and PM peak hours) • SR 76/North River Road (AM and PM peak hours) • SR 76/Olive Hill Road (AM and PM peak hours) • SR 76/South Mission Road (PM peak hour)	Participation in the TIF Program.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Impacts Mitigated to Below a Level of Significance (cont.)			
Transportation/Traffic (Subchapter 2.2) (cont.)			
Cumulative Impacts (cont.)			
TR-7	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following unsignalized intersections: • SR 76/Via Monserate (AM and PM peak hours) • SR 76/Sage Road (AM and PM peak hours) • SR 76/Pankey Road (AM and PM peak hours) • SR 76/Rice Canyon Road (AM and PM peak hours) • SR 76/Couser Canyon Road (AM and PM peak hours) • Old Highway 395/Pala Mesa Drive (AM and PM peak hours) • Old Highway 395/Stewart Canyon Road (AM and PM peak hours) • Old Highway 395/Reche Road (AM and PM peak hours) • Old Highway 395/Dulin Road (PM peak hour) • Reche Road/Live Oak Park Road (AM peak hour)	Participation in the TIF Program.	Less than Significant
TR-8	Under Year 2030 plus Project conditions, the Proposed Project would significantly contribute to cumulative impacts at the following roadway segment: • Pankey Road from SR 76 to Shearer Crossing	Participation in the TIF Program.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Impacts Mitigated to Below a Level of Significance (cont.)			
Transportation/Traffic (Subchapter 2.2) (cont.)			
Cumulative Impacts (cont.)			
TR-6a to 8a		The following improvements may be constructed by the Project Applicant and credited toward TIF payments: • Old Highway 395/Pala Mesa Drive: Project Applicant shall install a traffic signal, and construct additional NB and SB through lanes and EB to NB and WB to SB left-turn lanes. • Old Highway 395/Stewart Canyon Road: Project Applicant shall install a traffic signal and add a WB to SB left-turn lane. • SR 76/Pankey Road: Project Applicant shall revamp Pankey Road to tie into existing SR 76.	Less than Significant
Noise (Subchapter 3.1)			
Project Direct Impacts			
N-1	Exterior ground-level receptors within PA R-4 would experience noise levels greater than the County standard of 60 dBA CNEL.	Nine-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 285 through 301 within PA R-4 and the HOA recreational facility (PA P-3) (Figure 3.1-8).	Less than Significant
N-2	Exterior ground-level receptors within PA R-1 would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 412 through 445 within PA R-1 (Figure 3.1-8).	Less than Significant
N-3	Exterior ground-level receptors within PA MF-1 would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along portions of MF-1 that front the Town Center and a portion of Longspur Road (Figure 3.1-8).	Less than Significant
N-4	Exterior ground-level receptors within PA MF-2 would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along portions of MF-2 that front Horse Ranch Creek Road and Harvest Glen Lane (Figure 3.1-8).	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Noise (Subchapter 3.1) (cont.)			
Project Direct Impacts (cont.)			
N-5	At receptors where the exterior noise would be significant, interior noise levels also would exceed the County standard of 45 dBA CNEL.	A final noise study for the second floors of all single- and multi-family homes on the Project site shall be prepared prior to obtaining building permits for the Project. The report shall finalize the noise requirements based on actual building design specifications. Noise requirements could include the following: • A "windows closed" condition shall be provided that requires a means of mechanical ventilation for the second floors of all single- and multi-family houses. • The second floors of all single- and multi-family houses shall be provided with weather-stripped solid-core exterior doors. • Exterior wall/roof assembles shall be free of cutouts and openings. • Upgraded windows shall be provided for the second floors of single- and multi-family houses. Preliminary exterior and interior noise requirements for tentative tract map approval shall be presented in the final noise report prior to obtaining building permits.	Less than Significant
N-6	Noise levels at PA P-3 would exceed the County standard of 60 dBA CNEL.	Nine-foot high noise attenuation barriers shall be constructed along the western side of the northern half of PA P-3 (Figure 3.1-8).	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Noise (Subchapter 3.1) (cont.)			
Project Direct Impacts (cont.)			
N-7	Pending post-construction testing, noise levels associated with emergency generators for the proposed sewer lift station in PA I-1 may exceed the County standard at the nearest property line.	The generators shall be equipped with the manufacturer's sound enclosure to decrease noise levels to 70 dBA at 23 feet to comply with adjacent property line standards. Additionally, the proposed generator must be sited within the parcel a minimum of 35 feet from the trail staging area and 100 feet from biological open space. Sound level measurements shall be conducted at the nearest property line once the pump stations are fully operational to ensure compliance with the County's Noise Ordinance.	Less than Significant
N-8a and b	A temporary significant impact associated with construction operations (grading and blasting) may occur to off-site residences or to potential on-site residences of Campus Park.	A specific mitigation plan based upon the location of the construction equipment and/or blasting activities shall be identified by a County-approved acoustical engineer. If construction noise impacts are anticipated, the Project Applicant shall install a temporary noise attenuation barrier along any property line, or at an appropriate location. The mitigation plan shall determine the height and location of any necessary temporary barriers. The barrier shall be constructed of solid non-gapping wood and shall comply with the County's 75 dBA standard and Noise Ordinance criteria for construction operations.	Less than Significant
Cumulative Impacts			
N-9	Because occupied residences may be within 375 feet of construction activities, significant cumulative impacts related to construction noise could occur.	Cumulative impacts associated with construction to future on-site residences would be mitigated by the implementation of Mitigation Measure M-N-8a and b.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Geology/Paleontology (Subchapter 3.2)			
Project Direct Impacts			
GE-1	Potentially significant landslide hazards may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.	If potentially unstable landslide deposits or outcrops are encountered during geotechnical investigation or Project construction, they shall be remediated per direction by the Project Geotechnical Engineer.	Less than Significant
GE-2	Areas subject to significant liquefaction impacts may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.	Potential measures to address impacts from liquefaction and related hazards include the following: a. Deposits subject to potential liquefaction hazards shall be overexcavated and recompacted, per direction by the Project Geotechnical Engineer. b. In-place ground modifications of applicable deposits shall be conducted via methods such as "cement deep soil mixing," placement of vibra-stone columns within wick drains, compaction grouting, or dynamic compaction, per direction by the Project Geotechnical Engineer. c. Surcharge procedures shall be implemented under the raised embankment areas for the proposed Pala Mesa Drive roadway to address potential settlement that otherwise might adversely impact the pavement and infrastructure located within the roadway. d. Subdrains shall be placed in appropriate locations to reduce surficial saturation, per direction by the Project Geotechnical Engineer.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Geology/Paleontology (Subchapter 3.2) (cont.)			
Project Direct Impacts (cont.)			
GE-3	Areas subject to significant settlement/collapse impacts may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.	Potential measures to address impacts from settlement/collapse of surficial materials include the following: a. Implementation of densification measures as described above for potential liquefaction hazards. b. Surcharging of fill and allowance of appropriate time delays shall be implemented in applicable areas, per direction by the Project Geotechnical Engineer. c. Wick and blanket drains shall be installed in applicable locations, per direction by the Project Geotechnical Engineer.	Less than Significant
P-1	Project grading, including shallow excavations and minor grading activities, would have the potential to significantly impact paleontological resources preserved within the described terrace deposits.	Evidence shall be provided to the Director of County of San Diego Department of Planning and Land Use (DPLU) that the following notes have been placed on the grading plan: a. A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Geology/Paleontology (Subchapter 3.2) (cont.)			
Project Direct Impacts (cont.)			
P-1 (cont.)		b. The qualified paleontologist shall conduct or supervise mitigation tasks associated with full-time monitoring during original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits). Refer to M-P-1 in Subchapter 2.3 for the complete mitigation measure.	
Biological Resources (Subchapter 3.3)			
Project Direct Impacts			
BI-1a	The Project would result in significant impacts to 2.1 acres of southern riparian forest (including 1.4 acres on site and 0.7 acre off site).	Mitigate at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. A total of 2.1 acres of riparian forest shall be created on site. A final mitigation plan for wetland creation shall be approved by DPLU. In addition, 4.2 acres of the on-site southern riparian forest shall be enhanced.	Less than Significant
BI-1b	The Project would result in significant impacts to 2.4 acres of southern willow scrub (including 1.6 acres on site and 0.8 acre off site).	Mitigate at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 2.4 acres of southern willow scrub habitat on site. A final mitigation plan for wetland creation shall be approved by DPLU. An additional 4.8 acres of the southern riparian forest on site shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-1c	The Project would result in significant impacts to 0.11 acre of freshwater marsh (including 0.01 acre on site and 0.1 acre off site).	Mitigate at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 0.11 acre of freshwater marsh habitat on site. A final mitigation plan for wetland creation shall be approved by DPLU. In addition, 0.22 acre of the southern riparian forest on site shall be enhanced.	Less than Significant
BI-1d	The Project would result in significant impacts to 1.3 acres of coast live oak woodland (all on site).	Mitigate at 2:1 as it is in the fuel modification zone and 0.3 acre shall be mitigated at 3:1 as it would be impacted due to grading. Therefore, a total of 2.9 acres is required to mitigate this habitat type. This mitigation shall consist of preserving 1.5 acres on site and purchasing 1.4 acres of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU.	Less than Significant
BI-1e	The Project would result in significant impacts to 46.07 acres of Diegan coastal sage scrub (including 42.3 acres on site and 3.77 acres off site).	Mitigate at a 2:1 ratio for a total mitigation requirement of 92.1 acres. This impact shall be mitigated through the preservation of the remaining Diegan coastal sage scrub on site (87.3 acres) and by purchasing 4.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.	Less than Significant
BI-1f	The Project would result in significant impacts to 44.77 acres of non-native grassland (including 38.5 acres on site and 6.27 acres off site).	Mitigate at a ratio of 0.5:1 for a total mitigation requirement of 22.4 acres. Mitigation shall consist of preserving the remaining non-native grassland on site (5.6 acres) and purchasing 16.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-1g	The Project would result in significant impacts to 144.46 acres of pasture (including 135.4 acres on site and 9.06 acres off site).	Mitigate at a ratio of 0.5:1 for a total mitigation requirement of 72.2 acres. Mitigation shall consist of purchasing 72.2 acres off site of mitigation credit at an approved mitigation bank or on land approved by the Director of DPLU.	Less than Significant
BI-1d(1) through g(1)	The Proposed Project may include the improvements of some additional off-site intersections as part of cumulative traffic mitigation in conjunction with payment of TIF: • 0.01 acre of coast live oak woodland • 0.23 acre of Diegan coastal sage scrub • 0.03 acre of non-native grassland • 0.14 acre of pasture	Coast live oak woodland: Mitigation shall consist of purchasing 0.02 acre (2:1 ratio) of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU. Diegan coastal sage scrub: Mitigation shall consist of purchasing 0.46 acre (2:1 ratio) off site in a mitigation bank or other land as approved by the Director of DPLU. Non-native grassland: Mitigation shall consist of purchasing 0.015 acre (0.5:1 ratio) off site in a mitigation bank or other land as approved by the Director of DPLU. Pasture: Mitigation shall consist of purchasing 0.07 acre (0.5:1 ratio) off site of mitigation credit at an approved mitigation bank or on land approved by the Director of DPLU that is equal to or "like functioning" to the impacted pasture.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-2	The Project would significantly impact 4.41 acres of wetlands, as well as 1.6 acres of non-wetland Waters of the U.S., under U.S. Army Corps of Engineers (Corps) jurisdiction on site. Impacts to California Department of Fish and Game (CDFG) jurisdictional areas on site would include 1.41 acres of wetlands and 1.6 acres of non-wetland Waters of U.S. Off-site Project improvements would impact 0.8 acre of Corps wetlands and 0.8 acre of Corps non-wetland Waters of the U.S., as well as 1.6 acres of CDFG wetlands.	Significant impacts to Corps and CDFG jurisdictional wetlands shall be mitigated through habitat-based mitigation, as described in M-BI-1a through 1c, above. Impacts to Waters of the U.S. shall be mitigated at a 1:1 ratio (1.6 acres) through enhancement of on-site southern riparian forest. The Project Applicant shall obtain applicable regulatory permits from other agencies.	Less than Significant
BI-3	The Proposed Project would significantly impact the smaller population of approximately 248 individuals of Parry's tetracoccus (*Tetracoccus dioicus*) on site.	Mitigate through the preservation of the remaining population of this species on site. Minor encroachment into the larger northern population shall be avoided during brushing and clearing. The limits of the population shall be flagged or fenced to demarcate the limits of brush clearing. To mitigate for the loss of the 248 plants in the north central portion of the site, habitat supporting this plant species at a 2:1 ratio shall be purchased or created off site. This may co-occur with other mitigation/habitat needs of the Project. Off-site lands must be within an approved mitigation bank or lands deemed acceptable by the Director of DPLU.	Less than Significant
BI-4	Implementation of the Proposed Project would directly impact one observed location of one pair of coastal California gnatcatchers (*Polioptila californica californica*) on site, as well as habitat for the gnatcatcher (46.07 acres on and off site). This would result in a significant impact.	Mitigate through the habitat preservation on site and habitat purchase off site per M-BI-1e, above.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-5	The Proposed Project would directly impact the location of the yellow warbler (*Dendroica petechia*) observed on site. This would result in a significant impact.	Mitigate through the habitat-based mitigation addressed in M-BI-1a, above. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow warbler.	Less than Significant
BI-6	The Proposed Project would directly impact two of the four locations of the yellow-breasted chats (*Icteria virens*) observed on site. This would result in a significant impact.	Mitigate through the habitat-based mitigation addressed in M-BI-1a, above. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow-breasted chat.	Less than Significant
BI-7	The loss of non-native grassland and pasture on site would result in diminished carrying capacity for raptors on site and in the immediate Project vicinity. This would result in a significant impact.	Mitigate through the habitat-based mitigation addressed in M-BI-1f and M-BI-1g, above.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-8	Grading, clearing, or construction activities within 300 feet of an active coastal California gnatcatcher, southern California rufous crowned sparrow (*Aimophila ruficeps canescens*), least Bell's vireo, yellow warbler, or yellow-breasted chat nest during these species' breeding seasons would have the potential to disrupt nesting behavior. Similarly, any grading, clearing, or construction within 500 feet of an active tree-nesting raptor nest or 800 feet of an active ground-nesting raptor during breeding season would have the potential to disrupt nesting behavior. Impacts to these bird species during the breeding season would be significant.	No grading, clearing, or construction activity shall be initiated within 300 feet of occupied habitat during coastal California gnatcatcher and southern California rufous-crowned sparrow breeding season (February 15 through August 31), 300 feet of occupied habitat during least Bell's vireo, yellow warbler, and yellow breasted-chat breeding season (March 15 through September 15), 500 feet of occupied tree-nesting raptor habitat during breeding season (January 15 through July 15), or within 800 feet of ground nesting raptor habitat during breeding season (February 1 through July 15). All grading permits, grading plans, and improvement plans shall state the same. If grading, clearing, or construction would occur during gnatcatcher and/or raptor nesting seasons, a qualified biologist shall conduct a pre-construction survey to determine if these species occur within impacted areas. If there are no gnatcatchers or raptors nesting (including nest building or other breeding/nesting behavior) within this area, development shall be allowed to proceed. If blasting and associated drilling in the development area are scheduled to occur during sensitive bird breeding seasons in the northern portion of the Project site, the areas shall be surveyed by a qualified biologist to determine if nests occupied by these species are present. Where drilling is required, maximum feasible sound attenuation measures shall be incorporated.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
BI-8 (cont.)		Outside of the nesting season or during the nesting season if pre-construction surveys are negative, no restriction shall be placed on grading, including blasting/drilling activities, clearing, or construction. A report shall be submitted to the Director of DPLU describing the survey results and dates of clearing, grading, and construction activities. This design measure may be modified as necessary with written approval of the Director of DPLU.	

BI-9	The introduction of nuisance or domesticated animals species into open space would be potentially significant.	• Implement a final Resource Management Plan (RMP) for the Proposed Project. The conceptual RMP (within Appendix G of EIR Appendix G) is a draft document that set guidelines. The final RMP will, include, but not be limited to, the following measures:
		  • Participate in a Landscape Maintenance District as the funding mechanism for the long-term management of open space.
		  • Exotic plant species shall be removed.
		  • Sensitive plant population boundaries shall be mapped.
		  • Trash shall be removed from open space.
		  • All habitats and sensitive plant and animal species shall be monitored. Biological surveys shall be conducted.
		  • Fencing and signs within open space shall be maintained.
		• The presence of the Limited Building Zones between development and the remaining habitat shall provide a buffer to minimize edge effects.
			Less than Significant

BI-10	Colonization of non-native plant species in open space areas due to potential use of non-native plant species by residents and the resulting degradation of native habitat would be considered significant should it occur.		Less than Significant
BI-11	Impacts to wetland buffers would be considered significant.		Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Biological Resources (Subchapter 3.3) (cont.)			
Project Direct Impacts (cont.)			
B-9 through B-11 (cont.)		• The final landscape plans will be approved to ensure that no invasives (as identified by the California Invasive Plant Council) are used adjacent to any biological open space areas. • The limits of grading shall be flagged or marked with silt fencing prior to grading to prevent inadvertent impacts to adjacent sensitive habitat. • A qualified biologist shall monitor the limits of grading during clearing, grubbing, and grading. Refer to M-B-9 through 11 in Subchapter 3.3 for the complete mitigation measures.	
B-12	Impacts associated with road kill along Pankey Place have the potential to be significant.	A barrier shall be erected on the north side of the road, adjacent to OS-2.	Less than Significant

Table S-1 (cont.)
SUMMARY OF SIGNIFICANT EFFECTS

Impact No.	Impact	Mitigation	Significance After Mitigation
Cultural Resources (Subchapter 3.4)			
Project Direct Impacts			
CR-1a	On-site brushing and initial grading activities associated with construction of the Proposed Project could result in the discovery of previously unrecorded, potentially significant, archaeological resources. Such impacts to uncovered cultural resources on site could be significant.	Direct impacts to buried, previously unrecorded cultural resources would be mitigated through the implementation of a grading monitoring program for both on-site development and off-site improvements. Prior to approval of grading or improvement plans, the Project Applicant shall implement a grading monitoring and data recovery program to mitigate potential impacts to undiscovered buried archaeological resources to the satisfaction of the Director of DPLU. Refer to M-CR-1a, 1b, and 1d in Subchapter 3.4 for the complete mitigation measure.	Less than Significant
CR-1b	Off-site brushing and initial grading activities associated with construction of the Proposed Project could result in the discovery of previously unrecorded, potentially significant, archaeological resources. Such impacts to uncovered cultural resources off site could be significant.		Less than Significant
CR-1c	Off-site brushing and initial grading activities occurring within 100 feet of CA-SDI-682/ Monserate adobe associated with construction of off-site improvements could impact the site. Such impacts could be significant.	Prior to the start of grading or improvements, the Project applicant shall implement a temporary fencing plan to mitigate potential impacts to site CA-SDI-682/ Monserate adobe to the satisfaction of the Director of DPW. Refer to M-CR-1c in Subchapter 3.4 for the complete mitigation measure.	Less than Significant
CR-1d	A significant impact would occur if human remains are unearthed during grading activities.	Same as mitigation for Impacts CR-1a and CR-1b.	Less than Significant

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CHAPTER 1.0

PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

CHAPTER 1.0 – PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1.1 Project Description and Location

1.1.1 Project Documentation History

This document is an Environmental Impact Report (EIR) for the Campus Park Project. 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 of San Diego (County) decision makers is both adequate and available. 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 Campus Park Project is implemented.

This EIR is a Subsequent EIR, as defined in CEQA Guidelines Section 15162. A Subsequent EIR is prepared when a prior EIR has been prepared and certified as complete and adequate under CEQA by the CEQA lead agency (here the County).

CEQA Guidelines Section 15162 sets forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously certified EIR for the project. A Subsequent EIR shall be prepared for a project when the lead agency determines, on the basis of substantial evidence in light of the whole public record, that one or more of the following has occurred:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR; or

    b. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR; or

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In this instance, two previous certified EIRs from 1981 and 1983 addressed the Project site. The 1981 Sycamore Springs Specific Plan EIR (EAD Log #79-2-197) addressed a 442-acre site adjacent to and east of Interstate 15 (I-15) and both north and south of State Route (SR) 76 in the Fallbrook Community Planning area. The project proposed a total of 1,160 mobile homes as well as an 18-hole golf course and 7.5 acres of commercial and professional uses. The 1983 Campus Park Specific Plan EIR (EAD Log #82-2-95) addressed the same geographic location, but changed proposed uses in the northern portion of the Specific Plan site to accommodate a Hewlett-Packard research and development facility (including manufacturing uses). That plan included uses considered more intensive than the Proposed Project.

The current Campus Park Project addresses a 416.1 acre site. Detail as to the current Proposed Project is presented in Section 1.2.3 of this EIR. In brief, the Project proposes 751 single- and multi-family homes, a Town Center with village commercial and support facilities, neighborhood parks, an active sports park, office professional uses, an equestrian/trail staging area, infrastructure adequate to support all of these uses, and biological open space.

Since circulation of the Project Draft EIR, refinements in Project description have been implemented in response to comments received. The Campus Park Project circulated for public review contained 1,076 residential units and residential components were located throughout the Project property, along with related supporting infrastructure. Following completion of public review and receipt of comments, the Project was refined to consist of substantially fewer units (751), and several portions of the Project property that were initially proposed for development are now proposed for open space. Overall, primary design changes result in 325 fewer multi-family homes, or a reduction of 41 percent, and an increase in biological open space preserve by 20.7 acres, or 11 percent.

The majority of Project developed uses and their construction footprints (residential, office professional, recreational, and commercial) remain the same as previously described and analyzed in the circulated EIR. Project refinements largely occur west of future Horse Ranch Creek Road and all of them would be south of proposed Harvest Glen Lane, where the Proposed Project has been refined to: (1) eliminate some development areas, (2) modify specifics of development detail in some areas, and (3) eliminate the potential for connection to an off-site future wastewater treatment plant (WTP) to be constructed by others. Specifics of road design improvements also vary. Each of these changes is addressed below.

The Draft EIR included two multi-family residential areas (MF-1 and MF-4) west of future Horse Ranch Creek Road and north of SR 76. These areas were proposed to contain a total of 300 residential units sited on a total of 21.1 acres. Both have been eliminated and now would largely be in open space. Within the MF area east of future Horse Ranch Creek Road and north of future Harvest Glen Lane, Draft EIR MF-3 has been renamed MF-1. MF-2 has been reconfigured to include a different product and a lower number of homes overall.

In the Draft EIR, two wastewater treatment options were proposed. Under Wastewater Management Option 1, all Project sewage would have flowed to infrastructure owned and operated by Rainbow Municipal Water District (RMWD), and then to the San Luis Rey Wastewater Treatment Plant (WTP) in Oceanside. Under Wastewater Management Option 2, sewage from 850 equivalent dwelling units (EDUs) would have been sent to RMWD (the Oceanside WTP) for treatment, with the remainder to be treated at a new WTP proposed by the adjacent Meadowood Project. Under Option 2, a storage pond was required within the Project site. At this point, refinements to the proposed development have resulted in elimination of need for sewage treatment of approximately 328 EDUs. This has resulted in the following changes: (1) any reference to Wastewater Management Option 1 is now simply a reference to the Project wastewater management, and no additional service commitment is required beyond that already obtained by the Applicant from RMWD; (2) all references to Wastewater Management 2 have been deleted; and (3) the need for the wet weather storage pond has been deleted.

A 2.4-acre detention basin was previously located south of MF-1 west of future Horse Ranch Creek Road. With the elimination of MF-1, this basin has been relocated to the north, and the basin size and shape have been modified to encompass a surface area of approximately 5.2 acres (although the detention capacity has not changed as the current basin is shallower). As noted, a 2.6-acre potential wet weather storage pond associated with old Wastewater Management Option 2 would be eliminated (along with any associated impacts) as would any utility lines required to tie into the proposed Meadowood WTP.

With regard to Project road improvements, changes have been made to specific design of an off-site portion of future Pala Mesa Drive, Pankey Road, and on-site Pankey Place. With regard to Pala Mesa Drive/Pankey Road, modifications resulted from a request by the abutting Campus Park West Project to shift a portion of the alignment, and this shift has been worked out in coordination with the Department of Public Works. For on-site Pankey Place, modifications are related to deletion of MF-4 multi-family residential area on the south side of the road, and the retention of open space.

A sewer lift or pump station and trail staging area would be moved from an isolated small Project parcel west of future Pankey Road and north of SR 76 to east of future Pankey Road, in the old area of MF-4. The trail staging area is now located immediately north of the lift station, and would be 0.2 acre larger than originally planned (for a total of 0.8 acre in size).

In addition to the changes in Project design, substantial portions of the earlier Specific Plan area have been severed to accommodate development proposals by others (the Palomar College District and Campus Park West). In addition, a parcel north of the original Sycamore Springs/Campus Park Specific Plan boundaries has been added to the current Campus Park application. The reader is referred to Figures 4.1.5-1 and 4.1.5-3 in Land Use Section 4.1.5 of Subchapter 4.1 of this EIR. These figures provide a comparison of current Campus Park Specific Plan boundaries with the 1981 and 1983 boundaries—including the northern parcel included in the current application as well as showing areas to be developed by others (Palomar College, Campus Park West).

Finally, in the time since the 1981 and 1983 EIRs were certified, although there has been virtually no change at all to the state of the property parcels, there have been changes in required analyses due to changes in regulations or known conditions. In other words, elements relating to existing conditions of the site itself (e.g., underlying geological formations, the primarily undeveloped state of the site itself) have remained constant, but the location and level of surrounding development has changed, which would potentially affect the severity of previously identified effects. In other instances, some of the laws and regulation that with which the Project must comply have changed. For instance, some sensitive species have been listed as threatened or endangered within this time period, and some community guidelines have become available which did not previously exist.

These changes are precisely the type of changed circumstances referred to in Criteria 2, and 3a and 3b, above. For these reasons, the current Proposed Project cannot simply rely on the earlier certified EIRs for accurate and complete disclosure with regard to potential impact type, impact magnitude (i.e., significance) and appropriate mitigation. Although the document incorporates and relies upon the certified 1981/1983 EIRs to the extent appropriate/reasonable/feasible, new information is provided where warranted. The reader is referred to Chapters 2.0, 3.0 and 4.0 of this EIR for complete discussion of how the earlier certified EIRs apply to the current subsequent document.

1.1.2 Precise Location/Boundary

The Campus Park Project (hereafter referred to as "Proposed Project" or "Project") site is located in the unincorporated portion of the San Diego County in the community of Fallbrook, approximately 6 miles

southeast of the Fallbrook town center and 46 miles north of downtown San Diego (Figure 1-1, Regional Location Map). The Project site consists of two contiguous properties. SR 76 (also called Pala Road) borders the southern boundary of the total 416.1-acre Project site, and I-15, an eight-lane regional transportation corridor, borders the property along a portion of the western edge (Figure 1-2, Aerial Photograph). The I-15/SR 76 Interchange is located to the southwest of the Project site. A gas station, "take-out" restaurant, and California Department of Transportation (Caltrans) "park and ride" facility are located in the northwest quadrant of the interchange. Development to the west of I-15 includes the Pala Mesa Resort, residential developments, and single-family homes. Uses to the north include single-family residences, nursery facilities, and open space. The Meadowood Specific Plan Area (currently containing cultivated citrus and avocado groves, see Subchapter 1.6 for a description of planned uses) is located to the east. Other uses to the east include undeveloped land and large-lot residences, with scattered avocado groves. A small, rocky hill and quarry site, Rosemary's Mountain, lies east of the southern portion of the Project site. Lancaster Mountain, an undeveloped lot, and the San Luis Rey River are located south of SR 76. Lake Rancho Viejo, a residential development with approximately 450 homes, lies immediately south of the San Luis Rey River (Figure 1-2).

The Project site is approximately 3,000 feet across (east-west) at its widest point and approximately 11,000 feet (two miles) from the northern to southern boundary. The site is divided by Pala Mesa Heights Drive, an east/west-trending unpaved road. The northern approximately 176-acre portion of the site (hereinafter referred to as the "northern area") has a generally square shape and is currently accessed by the north extension of Pankey Road via Stewart Canyon Road, which crosses under I-15 and connects to Old Highway 395 on the west side of I-15. The southern approximately 240-acre area of the site (hereinafter referred to as the "southern area") is an irregularly shaped linear area that is currently accessed by the south extension of Pankey Road via SR 76 (Figure 1-2).

1.1.3 Project's Component Parts

The Proposed Project is a mixed-use community (Figure 1-3, Land Use Plan). The development would include a total of 751 single- and multi-family homes, as well as a public active sports park, six neighborhood parks, homeowner's association (HOA) recreational facilities, office professional use, Town Center, common area open space (fuel modification zones and manufactured slopes), and biological open space preserves. The infrastructure necessary to support the development would include on- and off-site roadways, sewer lines, water lines, an on-site sewer lift station and storm drains, as well as support for non-vehicular modes of transportation via bikeways and pedestrian/equestrian paths. Table 1-1, Proposed Land Uses, provides a summary of the land uses proposed for the Project. Details regarding each Project component follow.

On-site Improvements

Each of the land uses proposed for the Project site is described below; Residential (single-family and multi-family), Town Center, Office Professional, Institutional, Recreational Facilities, Open Space, Trails, and Circulation. Homes and community-serving facilities would be concentrated on more developable portions of the site that would be adjacent to common area open space. A future Palomar College Campus, and additional residential/other uses, including the future Meadowood and Campus Park West projects, also are being planned adjacent to the Proposed Project.

<u>Residential</u>

A total of 751 residential units are proposed for the Project: 521 single-family and 230 multi-family dwelling units (DUs) (Table 1-1). These dwellings would be located in the northern and east-central portions of the Project site (Figure 1-3).

Single-family residential units are proposed within five planning areas (PAs); three (PAs R-1, R-2, and R-3) in the central-eastern portion of the site, south of Baltimore Oriole Road (Figure 1-4, Project Streets), and two (PAs R-4 and R-5) in the northern area, north of Baltimore Oriole Road. Figure 1-5a, PAs R-1, R-2, and R-3 Concept Plan, and Figure 1-5b, PAs R-4 and R-5 Concept Plan, illustrate conceptual site plans for those single-family planning areas. A maximum height of 35 feet is allowed in the single-family areas. One-single-family with loft design (24 feet in height) will be integrated along some street corners.

Single-family residential planning areas south of Baltimore Oriole Road would consist of PA R-1, on 23.4 gross acres, with 136 DUs for a residential density of 5.8 DU/gross ac. The minimum lot size in this area would be 4,000 square feet (s.f.). This area would be adjacent to single-family residential on two sides (north and east), multi-family residential on the south, and office professional and an active sports complex on the west. PAs R-2 and R-3 would be located adjacent to the Project site's eastern boundary and would encompass 14.7 and 16.4 acres, respectively. PA R-2 would have a total of 75 dwelling units with a density of 5.1 DU/gross ac. Lot sizes would be a minimum of 4,500 s.f. PA R-3 would have 64 residential units with a density of 3.9 DU/gross ac. Minimum lot sizes in this planning area would be 5,000 s.f.

The northern area of the Project site, in which PAs R-4 and R-5 would be located, is more topographically varied. PA R-4 would cover 31.8 gross acres. The planning area would contain 122 dwelling units fronting on looped roads (and with a minimum gross area of 4,500 s.f.). The approximate residential density in this planning area would be 3.8 DU/gross ac. Residential lots along the northwestern edge of PA R-4 would front onto common area open space.

The 27.2-gross-acre PA R-5 would be located to the north and east of PA R-4, with 124 single-family residences on lots with a minimum gross area of 5,000 s.f. The planning area would have a gross density of approximately 4.6 DU/gross ac. The majority of the homes would be sited on one neighborhood collector road, Belted Kingfisher Road, which would extend north from Baltimore Oriole Road (Figure 1-4). Residential lots that front on the northern and eastern side of the planning area would be adjacent to a common area open space surrounded by a biological open space preserve.

Multi-family residential units would be located east of Horse Ranch Creek Road near the Town Center (PAs MF-1 and MF-2). Zoning would allow for a maximum building height of 35 feet throughout the multi-family units.

PA MF-1 would have 189 multi-family dwelling units on 19.0 gross acres (16.9 net acres). Figure 1-6a, PA MF-1 Concept Plan, illustrates the conceptual site plan for PA MF-1. The residential density of this PA would be 9.9 DU/gross ac.

PA MF-2 would have 41 multi-family dwelling units, on 5.3 gross acres (4.2 net acres). Figure 1-6b illustrates the conceptual site plan for this multi-family PA. The residential density of PA MF-2 would be 7.7 DU/gross ac.

Architectural guidelines prepared for the development and outlined in the Specific Plan Amendment (SPA)/General Plan Amendment (GPA) Report for this Project (Development Design Services and GraphicAccess, Inc. [DDS/GA] 2010), provide general design criteria. The guidelines do not propose rigid adherence to a single style, but promote levels of both visual compatibility and variety in a community setting. To encourage individual identity and neighborhood interest, residential building façades would be designed with pedestrian-oriented treatments to facilitate connections between the proposed homes and the public streets, sidewalks, and community trails. More specifics are provided for

residential uses (the majority of on-site developed uses) as these homes, together with the walls and fences discussed below, would set the overall "tone" of the development. Façades visible from public view areas (open spaces, streets, parks, etc.) would be articulated to vary visual elements using façade treatments such as undulating building mass and roof planes, vertical and horizontal stepped massing, as well as use of varied garage door patterns (including use of deeply recessed doors, use of two small doors instead of one large door, integration of door windows, etc.).

Homes and public spaces within each neighborhood would express individual character while maintaining a consistent California Heritage theme. California Heritage design is a broad category alluding to styles and design elements present in California historical structures. It is inspired by the architecture and landscapes of southern Europe, as well as styles found in early California such as Prairie and Craftsman. Interpretations of these styles have evolved throughout California neighborhoods since the nineteenth century. Architecture of the Mediterranean region is most commonly interpreted (e.g., balconied structures with tile roofs), but more northern influences (e.g., stone trim and shingles) are noted as well. Proposed residential architecture for Campus Park comprises a current interpretation of these historic forms, proportions, details, and colors.

Figures 1-7a, 1-7b and 1-7c, Typical Minimum Architecture, depict elevations for the single-family uses. Single-family homes (Callington and Wakefield series) would be two-story structures (or incorporate a second story design feature), and would incorporate high barrel "S" tile and/or light-weight concrete tile in blended natural earthtones. Home exteriors would include stucco and trim stone, with stucco colors ranging from light to mid-value colors with contrasting trim. "Random" rustic textured stone in warm earth tones would provide visual accents. Natural wood hue accent colors would be used for entry doors and wood elements, and shutters would provide additional counterpoint in softer natural accent colors. The Nottingham series also would incorporate soft siding/shingle elements as well as occasional sheltered porch areas.

Figure 1-8, Canterbury Elevations-Typical (MF-1 and 2), illustrates typical designs. Consisting of two units each, the Canterbury collection would again incorporate "S" tile roofing, and stucco walls in light values of brown. Awning and shutters would be in softer natural accent colors and black decorative metal would provide a wrought-iron appearance.

Town Center

A Town Center, totaling 8.1 gross acres (6.7 net acres), would be constructed in PA TC-1, located in the central portion of the Project site on the east side of Horse Ranch Creek Road, just south of an active sports complex, and west and north of multi-family residences (Figure 1-3). A total building square footage of 61,200 would be allowed in the planning area. Figure 1-9, Town Center Concept Plan, illustrates the conceptual site plan for the Town Center, which would include numerous structures and a parking area. Community-serving uses in Campus Park would be concentrated in the Town Center area, which would function as the social, commercial, and activity center for the community. Allowable uses within the Town Center would include neighborhood-serving commercial retail shops and services; restaurants; offices; and public uses such as a post office. Town Center structures currently are planned to be generally 35 feet or lower in height with architectural projections to approximately 40 feet. Stone veneer, plaster finishes, tile roofs (with some domed elements) decorative metal, wood trellis, fabric awnings, and decorative recesses all would be incorporated into the structures (see Figure 1-10, Town Center Typical Architecture).

Office Professional

Two office professional PAs are proposed for the development. PAs PO-1 and PO-2 (2.7 and 8.8 gross acres, respectively) would be located on the east side on Horse Ranch Creek Road on either side of Baltimore Oriole Road (Figure 1-3). The PAs would be situated between Horse Ranch Creek Road to the west, single-family residential to the east, and an active sports complex to the south. PA PO-1 would be immediately south of the HOA Recreational Facility (described below). In addition to administrative and professional services, office uses could include financial and real estate services, medical offices, schools, civic uses, day care, and eating establishments. A total building square footage of approximately 157,000 would be allowed on these PAs (40,000 s.f. in PO-1 and 117,000 s.f. in PO-2). Office professional uses would be zoned to not exceed 35 feet. The two office professional PAs would incorporate structures with non-reflective glass surfaces and substantial "trim" areas in other materials (e.g., stone, tile). Parking spaces would be provided at the office professional use areas, including both standard and handicap spaces. (Refer to Figure 1-11, Office Professional Concept Plan, for a conceptual site plan of the area showing building locations and parking areas; and to Figures 1-12a and 1-12b for Office Professional Conceptual Architecture.)

Institutional

A sewer lift station would be constructed in PA I-1, north of SR 76 and east of existing Pankey Road. The 0.2-acre site would be sited south of the proposed trail staging area (described below). The sewer lift station, with a minimum firm pumping capacity of 685 gallons per minute (gpm), would pump all wastewater generated by the Project to an existing 12-inch force main in SR 76. Three structures would be constructed within PA I-1: (1) a lift station wet well for influent sewage and three submersible pumping units, (2) emergency storage to accommodate six hours of average daily sewage flow, and (3) a valve vault. A number of pump station elements would be located below grade. (These would include the pump station wet well, anticipated to be 33 feet deep with the top of the wet well set at finished grade, the emergency storage structure concrete vaults, and vaults with a liquid holding depth of 17 feet and are buried 3 feet so that only the access shafts would be at grade.) Above-grade facilities would include an emergency bypass connection, and an emergency generator (sized to run two pumps in addition to all auxiliary electrical and mechanical systems). The preliminary size of the generator is 60 kilowatts. In addition, the site would include an electrical panel, transformer, meter and main switch board, odor control system, and eye wash station. Access to the sewer lift station would be provided from the trail staging area immediately to the north. The access would be gated and the entire site would be enclosed by a six-foot-high chain-link fence. Exterior lights would be pole mounted and located on the site to provide adequate visibility of all equipment and facilities. Figure 1-13, Sewer Lift Station Site Plan, depicts the proposed site layout.

Recreational Facilities

The Project would provide six private passive neighborhood parks, a public active sports complex, and a private HOA recreational facility (refer to Figure 1-14, Open Space, Parks, and Trails Plan, and Figures 1-15a and b, Neighborhood Park Concept Plans). PA R-1 would contain two neighborhood parks. A 0.5-acre park (PA P-2) would be developed on the west side of Longspur Road (at the east end of Caracara Court [Figure 1-4]) within PA R-1 and adjacent to PA R-3. The park is intended to be passive in character, with an open lawn area; walkway; and a picnic pavilion featuring a picnic shelter, and benches (Figure 1-15a). An additional park (PA P-5) would be constructed within PA R-1 adjacent to the active sports park. This passive park would be 0.2 acre and would provide an open play area with turf, benches, and concrete walkway (Figure 1-15b). PAs R-2 through R-5 would each contain one neighborhood park (Figures 1-15a and b). These parks each would contain open play areas with turf, benches, and four- or five-foot-wide concrete walkways. In addition, the PA R-2 0.3-acre park (PA P-7),

to be located generally in the middle of the development, would contain a play structure. PA R-3 would contain a 0.3-acre park (PA P-8), also to be located generally in the middle of the PA, and also containing a play structure and seating area. PA R-4 would contain a centrally located 0.3-acre passive park (PA P-1), with an open lawn area, walkway, picnic table, and play structure with a soft-surface base. PA R-5 would contain another 0.3-acre park (PA P-6), to be located on the northwest boundary of the development. This park also would contain seating and a play structure.

In addition to the six passive neighborhood parks, the Project would provide a public active sports park in PA SC-1 (8.5 acres) located in the central portion of the Project site on the east side of Horse Ranch Creek Road (Figure 1-3). The sports park would be north of the Town Center to the south, west of single-family residences (PA R-1), and south of office professional (PA PO-2). The sports park would include two baseball fields, a multi-purpose sports field, restrooms/maintenance facility, and a parking lot (Figure 1-16, Active Sports Park Concept Plan).

Also provided for residents of the development would be an HOA recreational facility, PA P-3, located in the northern section of the site between common area open space, single-family residential, and office professional use. The 1.2-acre site would provide recreational facilities including a swimming pool, community meeting room, restrooms, outdoor seating area, and a parking lot (Figure 1-17, HOA Recreational Facility Concept Plan). This facility would be a single-story structure, with a decorative feature/spire detail of approximately 10 feet, for a total facility height of 42 feet.

A County-maintained trail staging area (PA P-4) is proposed to be located immediately east of Pankey Road, north of the sewer pump station described above. This staging area would provide parking for recreational users intending to use the region's existing and proposed trail network. It would include a decomposed granite parking area; parking lot trees and landscaping; and perimeter landscaping to screen asphalt portions of the parking area from view. A landscaped berm on the south, east, and northern sides of the staging area also would largely shield hardscape from view. Access would be provided via two driveways onto Pankey Road.

Open Space

A total of 236.4 gross acres (approximately 57 percent of the Project site) consists of open space/recreational space. Considering only open space preserve and common area open space (Figure 1-3), 224.0 acres (54 percent) of the Project would be in open space, as described below.

Open Space Preserve

Preserved on-site open space, also referred to as biological open space, would include biological resource areas such as wetlands in the southern portion of the Project site, and coastal sage scrub and oak woodlands in the northern portion of the site (see Figures 1-3 and 1-14). On-site biological open space would be maintained in perpetuity through a County Landscape Maintenance District (LMD) or other County and wildlife resource agency approved management entity. The largest biological open space area, approximately 94.1 acres of open space preserve would be provided in PA OS-2 in the southern portion of the Project site north of future Pankey Place and west of future Horse Ranch Creek Road. Another large biological open space area, PA OS-3, encompasses approximately 93.7 acres located in the northern portion of the Project site, on the west, north, and east sides of the proposed residential development. An existing trail would remain within this area. PA OS-4 (7.6 acre) would be south of Pankey Place and east of Pankey Road and the Project pump station and trail staging area. OS-1, would be a 1.6-acre area in the southernmost portion of the site near SR 76 and existing Pankey Road. No development structures would be permitted within designated open space preserves; however, multi-use trails and nature study would be permitted.

Common Area Open Space

In addition to the open space preserve provided by the Project, 27 acres of common area open space would be designed to incorporate slopes and stormwater facilities. PA OS-6 (19.1 acres) would surround development in the northern area of the Project site (Figures 1-3 and 1-14). The common area open space would encompass fuel modification zones (described in detail in the Landscape/Hardscape section of this chapter), as well as maintained manufactured slopes. PA OS-5 would consist of a 5.2-acre detention basin located west of future Horse Ranch Creek Road. The detention basin would be soft-bottomed, with grass lining and planted slopes. It would be periodically maintained to remove weeds and silt deposits. Two smaller open space areas would be sited in the southern portion of the property. PAs OS-7 (0.9 acre) and OS-8 (1.8 acres) would be located north and south of Pankey Place, respectively.

Trails

Campus Park is designed to be a "walkable" community served by a network of pedestrian and equestrian community and nature trails throughout the Project site (Figure 1-14). Primary streetscapes have been designed to be pedestrian-oriented, with tree-shaded walkways, pedestrian-scaled lighting, and shortened or enhanced crosswalks. A variety of trail types are proposed for the Project; these are described below and illustrated on Figure 1-18, Trail Cross-sections. A village multi-purpose trail would extend along the west side of Horse Ranch Creek Road from SR 76 north to Baltimore Oriole Road, where it would cross to the east side of Horse Ranch Creek Road where it would link to a nature trail, as well as extend along the northern side of Baltimore Oriole Road, to link to an additional nature trail. This trail type also would extend along the south side of Harvest Glen Road. Multi-purpose trails would be meandering eight-foot-wide decomposed granite stabilized walkways with rail fencing provided for safety and directional needs. These trails would allow pedestrian, equestrian, and bicycle travel. An eight-foot trail would extend along the east side of Pankey Road from SR 76 to the bridge crossing for Horse Ranch Creek and along the south side of Pankey Place. North of the bridge, a six-foot trail would be located on the east side of Pankey Road and north side of Pala Mesa Drive.

A village "promenade" would be located along the east and south sides of Longspur Road (Figure 1-14). This village promenade would provide connection between residential neighborhoods, the Town Center, and the active sports park, and would also be open to the public. The promenade also would have an eight-foot-wide decomposed granite meandering walkway (Figure 1-18).

Village pathways are proposed along the east side of Horse Ranch Creek Road from the southern end of MF-2 to Baltimore Oriole Road, along the south side of Baltimore Oriole Road, along the west and north sides of Longspur Road, and along the north side of Harvest Glen Lane. (Figure 1-14). The village pathway is characterized by a five-foot-wide meandering or straight sidewalk on one side of the roadway.

Trail connections would be provided between the following residential lots: 20 and 21 (connecting Ostrich Way and Longspur Road), 36 and 37 (connecting the Active Sports Center to Ostrich Way), and 52 and 53 (connecting Ostrich Way and Baltimore Oriole Road). The passage between lots 52 and 53 would be at grade (e.g., no stairways would be required), while the paths between lots 20 and 21, and 36 and 37 would be accomplished via stairways.

Open space ("nature") trails would be provided within open space and fuel management area surrounding the northern development area. Equestrian and pedestrian uses would be permitted along these trails. The trails generally would be eight feet wide with a soft surface (per County standards) and adjacent rail fence where needed for safety, as stated in the Resource Management Plan (RMP). The trail width may be reduced to four feet at locations that are topographically or biologically constrained. Nature trails would extend around the perimeter of the northern area, connecting to the off-site Monserate Mountain trail to the north and east. Appropriate signage would be installed along trails (Figure 1-19, Signage Plan).

Circulation

Vehicular access to the Project site is currently available from the north and south. Southern access is via SR 76. The southern portion of Pankey Road currently extends about 950 feet to the north from SR 76 into the Campus Park site, ending in a cul-de-sac. Northern access is from Pankey Road (northern extension), which extends south to the project site from Stewart Canyon Road and currently ends in a cul-de-sac (Figure 1-2). The existing ROW of the northern extension of Pankey Road would be vacated to facilitate construction of an improved roadway. Several dirt roads currently are located within the property, most notably Pala Mesa Heights Drive, which divides the northern and southern portions of the Project site.

The Project would include a GPA to the County Circulation Element. Figure 1-20, Existing Circulation Element Plan, and Figure 1-21, Proposed Amendments to Circulation Element Plan, depict the existing and proposed roadway network, respectively. Specific changes to the Circulation Element roadway network would be consistent with County plans for this area, and would include:

1. Relocation of SC 2602 (currently Pankey Road) to future Horse Ranch Creek Road.
2. Reclassification of SC 2602 (future Horse Ranch Creek Road) to General Plan Update Circulation Element "Boulevard" standards.
3. Relocation of SC 160 Pala Mesa Drive from a direct east-west connection with SC 2602 (future Horse Ranch Creek Road) to a southern route utilizing Pala Mesa Drive/Pankey Road to Horse Ranch Creek Road via Pankey Place.

Each of these roadways, as well as other proposed on- and off-site upgrades to the roadway network are described below. Proposed major circulation roads on site would cover 22.1 acres. Horse Ranch Creek Road would be the primary thoroughfare through the proposed development. It would extend to the north from SR 76, ultimately connecting to the existing northern extension of Pankey Road. Several cul-de-sacs and collector roads provide circulation through the site to commercial, office professional, and residential areas of the Project. A discussion of streets serving the Project follows and is organized from south to north. Refer to Table 1-2, Summary of Proposed Roadway Widths, for a summary of pavement and ROW widths, Figure 1-22, Project Street Classifications, for an illustration of road types, and Subchapter 2.2, Transportation/Traffic, for further details regarding proposed Project circulation improvements both on and off site. All roads would be built to current County standards, with the exception of Horse Ranch Creek Road, which would be built to County General Plan Update standards.

SR 76 (Pala Road)

As depicted on Figure 1-18, above, the Proposed Project proposes to install an eight-foot-wide trail made of decomposed granite on the north side of the improved roadway outside of the Caltrans ROW and within the Project site boundary. An equestrian rail fence would be installed on the ROW line between the trail and roadway, as required.

Horse Ranch Creek Road

Horse Ranch Creek Road would be the main north-south connector within the Project site, traversing much of the property. The southernmost portion of Horse Ranch Creek Road would be located off site to the east within the future Meadowood development, where it would intersect with a realigned segment of SR 76. To the north, the road would transition into the existing northern segment of Pankey Road past Baltimore Oriole Road.

Horse Ranch Creek Road, designed as a village entry street and classified as a San Diego General Plan Update (GP Update) "Boulevard," generally would be constructed per the Board of Supervisors August 2006 endorsed Mobility Element Road Network and updated Mobility Element Road Framework and as approved by the Planning Commission on April 10, 2009 as part of proposed changes to the Public Road Standards (which will then be incorporated into the GP Update proposed Circulation Element Framework). The street is proposed to have 106 feet of ROW width within the Project site, with two 32-foot-wide roadway beds (each containing one 12-foot-wide travel lane, one 14 foot-wide travel lane, and one 6-foot-wide bike lane) separated by a 14-foot-wide landscaped median, and 14 feet of parkway on either side of the road (Figure 1-23a). Streetlights would be placed within the ROW in the center median. An eight-foot-wide bike lane would be provided on both sides of the road. Roadside parking would be prohibited. Beyond the streetscape, additional 16-foot-wide private landscaped easements would contain meandering trails comprised of an 8-foot-wide decomposed granite trail on the west side and a 5-foot-wide concrete sidewalk on the east side of the roadway. Southeast of the project site, the Horse Ranch Creek Road ROW width would remain at 106 feet until it approaches SR 76, where ROW width would expand to accommodate extra turn lanes. Horse Ranch Creek Road also would create a new intersection with SR 76 at this locale (east of the existing SR 76 and Pankey Road intersection). Caltrans has agreed with the proposed location in a letter dated January 11, 2007 (LOS Engineering, Inc. 2009, as amended).

The northern portion of Horse Ranch Creek Road would connect to and transition from a boulevard to light collector at the intersection of Horse Ranch Creek Road and Baltimore Oriole Road. The transition would work by restricting northbound and southbound travel to one lane in each direction with as-needed turn lanes.

It should be noted that an adjacent planned project, Palomar College (west of Horse Ranch Creek Road) also would need Horse Ranch Creek Road for access. If the college is constructed prior to the Proposed Project, Palomar College would be responsible for grading of the full width, as well as construction (asphalting) of two lanes (one in each direction) of Horse Ranch Creek Road; further improvements of the roadway would be the responsibility of the Proposed Project. Because it is unknown at this time which project would move forward first, this EIR addresses full effects associated with complete roadway widening throughout.

Pankey Road

Pankey Road currently provides access to the Project site. The southern extension is an existing north-south collector that starts south of SR 76 where it intersects with Shearer Crossing. This southern segment of Pankey Road extends north of SR 76 between the two Project parcels and provides access to the (unrelated) Campus Park West Specific Plan Area adjacent to the Project site. Between SR 76 and through the bridge over Horse Ranch Creek, Campus Park would improve Pankey Road to contain 40 feet of pavement within a 60-foot-wide graded area. On Campus Park property, a width of 106 to 118 feet would be dedicated as ROW to allow for future classification as a Boulevard. Roadside parking would be prohibited.

The northern extension of Pankey Road provides access to residences and businesses north of Stewart Canyon Road. Currently, the northern segment of Pankey Road terminates in a cul-de-sac roughly 3,500 feet (approximately 0.7 mile) south of the property's northern boundary along I-15, just south of Pala Mesa Heights Drive and immediately west of the Project boundary. The portion of Pankey Road north of proposed Baltimore Oriole Road (where Horse Ranch Creek Road would transition back to existing roadbed as described above) would retain the existing Pankey name following Proposed Project implementation.

Pala Mesa Drive

Pala Mesa Drive would extend from Old Highway 395 via the existing overpass over I-15 onto the off-site Campus Park West project and provide a fourth means of access to the Project site. North of the bridge, Project-related improvements would include a 28-foot-wide paved road within a 40-foot-wide ROW. This would accommodate two 12-foot-wide travel lanes (including bike lanes within the paved section), as well as a six-foot-wide trail on the east side of the road. Roadside parking would be prohibited. Future expansion of this roadway would be completed by Campus Park West.

Pankey Place

Pankey Place would extend from the existing southern segment of Pankey Road, just south of the Horse Ranch Creek bridge, east to Horse Ranch Creek Road. On-site Pankey Place is proposed as a light collector with a paved width of 40 feet within a 60-foot-wide ROW (Figure 1-23b). It would include two 14-foot-wide travel lanes and two 6-foot-wide bike lanes. An 8-foot-wide decomposed granite trail would extend along the southern side of the road. Roadside parking would be prohibited. Off site, within the proposed Meadowood project, the road would be paved to a 28-foot width within a 40-foot-wide ROW between the Campus Park eastern boundary and Horse Ranch Creek Road. This would accommodate two 12-foot-wide travel lanes (including bike lanes within the paved section) and a 6-foot-wide trail on the south side of the roadway.

Harvest Glen Road

Harvest Glen Road, also a village promenade, would extend to the east from Horse Ranch Creek Road to the eastern property boundary, and would provide additional access to PAs MF-1 and MF-2. The road would also provide access to the Meadowood project. Harvest Glen Road would have a paved width of 40 feet within a 60-foot-wide ROW (Figure 1-23d, Streetscape Sections). The road would contain to 14-foot-wide travel lanes and two 6-foot-wide bike lanes. Within 20-foot-wide shoulders and landscape easements, there would be a meandering 5-foot-wide concrete sidewalk on the north side of the road and an 8-foot-wide meandering decomposed granite trail on the south side of the road. Roadside parking would be prohibited.

Longspur Road

Longspur Road would extend east from Horse Ranch Creek Road, then north to Baltimore Oriole Road, providing access to residential development in PAs R-1, R-2, R-3, and MF-1. Longspur Road is proposed as a village promenade with a paved width of 40 feet within a 60-foot-wide ROW (Figure 1-23c, Streetscape Sections). The road would contain two 14-foot-wide travel lanes and two 6-foot-wide bike lanes. Within 10-foot-wide parkways and 10-foot-wide landscape easements, there would be a meandering 5-foot-wide concrete sidewalk on the south and east sides of the road and an 8-foot-wide meandering decomposed granite multi-use trail on the north and west sides of the road. Roadside parking would be prohibited.

Baltimore Oriole Road

Baltimore Oriole Road, which would intersect with Horse Ranch Creek Road on the west, would be constructed as a village promenade on the location of the existing Pala Mesa Heights Drive to the eastern Project boundary (Figure 1-23c). The roadway would have a 40-foot curb-to-curb width located within a 60-foot ROW. The road would contain two 14-foot-wide travel lanes and two 6-foot-wide bike lanes. On the north side of the road an 8-foot-wide meandering trail made of decomposed granite and edged by an

equestrian-themed fence would be separated from pavement by a minimum of 5 feet. This pathway would be located partly within the 10-foot-wide parkway and partly within an HOA-maintained open space lot abutting the roadway. A 5-foot-wide meandering concrete sidewalk would be located within the 10-foot-wide roadside easement along the south side of the roadway, which again would be abutted by HOA-maintained open space. Roadside parking would be prohibited.

Residential/Neighborhood Streets

All neighborhood streets would be public roadways that would provide access to the single-family residences in the central and northern portion of the Project site. All but one of the roads (Song Sparrow Drive, discussed below) would range between 36 and 40 feet in pavement width within 56- to 60-foot-wide rights-of-way, respectively (Figure 1-23d). Refer to Table 1-2 for the pavement and ROW width of each residential street. Concrete sidewalks (five feet wide) would parallel the roads on both sides. Street lighting would be provided along the sides of the road. Song Sparrow Drive, the easternmost road in the single-family area, would have a 32-foot-wide pavement width within a 52-foot-wide ROW to the north of Baltimore Oriole Road. The roadway would narrow to 24 feet of pavement within an existing 60-foot-wide ROW south of Baltimore Oriole Road, and connect to Phalarope Road.

Public Transit

Several North County Transit District (NCTD) on-site bus turnouts would be provided for the Campus Park Project and adjacent planned developments on both sides of Horse Ranch Creek Road and Pankey Road. The bus route also would include a loop along Baltimore Oriole Road and Longspur Road. NCTD turnouts would be provided in the vicinity of each intersection along Horse Ranch Creek Road and off site on the north side of SR 76 between Horse Ranch Creek Road and the Project site.

Parking

On-site off-street parking would be provided for all on-site uses pursuant to County parking requirements for specific land uses. Parking lots would be provided for the Town Center, office professional, active sports park, and HOA recreational facility, as depicted in Figures 1-9, 1-11, 1-16, and 1-17, respectively. Parking proposed for the multi-family residential uses is illustrated on the Concept Plan for each PA (Figure 1-6). As noted above, parking also would be provided at the trail staging area near the site's southern boundary. The parking lot size, design, location, and number of parking spaces are determined based on ultimate land use and design based on Sections 6750 through 6799 of the Zoning Ordinance. On-street parallel parking would be permitted on most Project streets, subject to County parking standards and Project street design.

Landscape/Hardscape

The natural setting of Campus Park includes pastures, riparian corridors, oak woodlands, and rock outcroppings on the northern hillsides. Groves are visible in surrounding areas. This setting provides the inspiration for a Mediterranean landscape theme that proposes the preservation of elements and integration of development within the existing setting. Landscaping is planned along major streetscapes and adjoining slopes. Trees that complement the native landscape and that traditionally are associated with San Diego County rural settings would be used, such as oak, sycamore, and Brisbane box. Hardscape features would include entry monuments, fencing, lighting, and pedestrian pathways designed to reflect the character of the community, while referencing the rural Mediterranean-themed setting. Traditional materials that complement the natural landscaping, such as stone or stone product and wood, would be used.

PA landscaping would be in accordance with the requirements set forth in the Landscape Concept and Design Guidelines section of the Specific Plan and General Plan Amendment Report (DDS/GA 2009; see Figure 1-24, Landscape Concept Plan) and the Conceptual Fire Protection Plan/Fuel Modification Plan (FPP/FMP; Hunt Research Corporation [Hunt] 2009, as amended) for the Proposed Project. A Campus Park HOA would be established and charged with the right to assess landscaped areas, as applicable, for maintenance and management of established areas. HOAs would be responsible for private roads, signage, common area landscaping and irrigation, streetscape maintenance and irrigation for all non-single-family uses, community entries and gates, the neighborhood parks, fire protection zones, and other responsibilities, as deemed necessary (Figure 1-25, Community Maintenance Responsibility).

Vegetation Management (Fuel Modification) Zones

Pursuant to the requirements contained in the Conceptual Fire Protection Plan/Fuel Management Plan (Hunt 2009), the Project would maintain a 200-foot vegetation management zone north and east of single-family residences in the northern and central portions of the site for fuel management and fire protection (Figure 1-26, Conceptual Fuel Management Plan). A 125-foot-wide vegetation management zone would be maintained on the west side of single-family residences in the northern area and southeastern side of the single-family residences in the southern area. Excluding portions abutting Meadowood (if approved), a 125-foot-wide vegetation management zone also would be maintained along the southeastern side of PA MF-1, and along the eastern edge of PA MF-2. A 100-foot-wide vegetation management zone would be required for the balance of the Project site, including any lots bordering natural open space areas, flammable vegetation, and parks without an internal defensible zone. CalFire-required 30-foot clearing along roadways would fall within proposed fuel modification zones. A 10-foot clearance would occur along either side of on-site trails within open space. Requirements of the vegetation management zones, as applicable, are incorporated into the landscape zones described below.

Landscape Zones

Figure 1-24 depicts the generalized locations of major landscape zones and features, and Figures 1-23a through 1-23d depict typical streetscape concepts. General guidelines for landscaping, as well as a brief description of each landscape zone and landscaping guidelines within each planning area, follow. In general, streetscape trees would be 40 to 50 feet on center in order to maintain 20 feet between mature canopies. Tables 1-3 through 1-10 provide the proposed plant palette, including trees, shrubs, groundcover, succulents, and hydroseed mix appropriate for each of the zones.

Nature/Naturalizing Landscape Zone. The Nature/Naturalizing Landscape Zone represents common area open space areas near the Project's perimeter that offer opportunities to create a blended transition between the developed, ornamental portions of the Project site and the adjoining natural open space areas and native hillsides. This zone would consist of protected native species, revegetated areas, and newly graded areas that would use native and naturalizing plant materials to transition into the developed areas. Landscape buffers would be established between existing natural landscape and ornamental landscaping areas. Particular attention would be given to transitions using native and native/naturalized plant species. Fuel modification/brush management could occur within this zone. Specific species would include natives such as oak (primary tree) and sycamore (accent tree); shrubs, vines, and groundcover appropriate for use in vegetation management zones; succulents, and hydroseed mix (refer to Table 1-3, Nature/ Naturalizing Landscape Zone Acceptable Plant Species, for a complete list of proposed plants).

Riparian Transition Zone. The Riparian Edge Zone represents areas adjacent to existing riparian habitat along Horse Ranch Creek Road in the southern portion of the site, characterized by specimen oak, sycamore, willow, and poplar. Manufactured slopes and development areas adjacent to the riparian areas would be planted with species intended to serve as transitional elements. Species identified for these

areas include white alder, sweet bay, sycamore, cottonwood, oak, willow, and elderberry, along with shrubs, groundcovers, and a hydroseed mix (Table 1-4, Riparian Transition Zone Acceptable Plant Species).

Pala Road (SR 76) Landscape Zone. The Proposed Project would include landscaping natives/erosion-control plantings along SR 76 as well as along Pankey Road between SR 76 and Pankey Place on the west side of the road. Shrubs ranging in height from 18 inches (needlegrass) to 24 inches (gazania, lantana, ceanothus) to 10 to 18 feet in height (toyon, sumac, blue-eyed grass) would be planted where space is available south of the pump station/trail staging area. Sycamore trees placed approximately 50 feet apart would be used as an accent at the intersection of SR 76 and Pankey Road on the north side of SR 76.

Community Entry Road Landscape. The Community Entry Road landscape would include the parkways and adjoining slopes along Horse Ranch Creek Road (Figure 1-23a). Landscaping in this zone is intended to reflect the rural history of the Project site and the Mediterranean landscape theme of the Project. Formal rows of olive trees in pastureland and informal groupings of oaks and sycamores would be accompanied by wood (or approved alternate material) rail fences, vine arbors, low stone-faced (or stone appearing) walls, and decomposed granite trails. Adjoining slopes would be planted with native and drought-tolerant species including coast live oak and fruitless olive trees, wild lilac and toyon; and dwarf lemon bottlebush and brilliancy rock rose, among others (Table 1-6, Community Entry Road Landscape Acceptable Plant Species).

Community Promenade Roads and Interior Slopes. Community Promenade landscaping is proposed along Baltimore Oriole Road, Longspur Road, and Harvest Glen Road (Figures 1-23b and c). Landscaping within the parkways and adjoining slopes would reflect the rural history of the site and Mediterranean design theme. Formal groves of fruitless olive trees would be planted in pastureland, interrupted occasionally with informal accent tree groupings including fern pine and Brisbane box. Adjoining slopes would be planted with native and drought-tolerant species such as wild lilac, toyon, and lemonade berry. Hardscape details would include rail fences, vine arbors, low stone walls, and decomposed granite trails. Interior slopes would share similar characteristics with slopes adjacent to promenade parkways and would provide opportunity for visually softening and screening manufactured slopes and structures (Table 1-7, Community Promenade Roads and Interior Slopes Acceptable Plant Species).

Residential Landscape Zones. Residential landscape zones include Single-family Residential Areas and Multi-family Residential Areas. Street trees planned for single-family residential streets include camphor trees, Australian willow, and Brisbane box (Figure 1-24, Table 1-8, Single-family Residential Areas Acceptable Plant Species). Street trees within the multi-family areas of the Project site would be similar to single-family planting. Landscaping also would include accent trees (including palms) and interior courtyard trees to be used in limited amounts, as well as vines, shrubs, and groundcovers (Table 1-9, Multi-family Residential Areas Acceptable Plant Species).

Special Use (Town Center, Office Professional, Parks, and Sports Complex) Landscape Zones. These areas would be in visually prominent locations within the Project. Landscaping would be reflective of the village design theme and adjacent natural open space areas. Plants would include fruitless olive trees; accent trees such as Senegal date palm, and golden rain trees; courtyard and plaza trees such as peppermint tree, Chinese flame tree, and firewheel trees; vines; shrubs; and groundcover (Table 1-10, Special Use Landscape Acceptable Plant Species).

Community Entries Landscape Zones. In addition to the roadscape features described above, entryway landscape features and monument signs would identify Project areas and contribute to the village design theme. Community entry locations are shown on Figure 1-24. Community entries would include primary

Project entries and secondary entries, as described below. Community entries would serve as gateways to the community and would have a plant palette consisting of fruitless olive trees, accent trees such as palm, incense cedar, and yew pine; shrubs and groundcover (including bougainvillea, dwarf English lavender, and dwarf tall fescue); vines; and hydroseed (Table 1-11, Community Entries Acceptable Plant Species).

Primary Project Entries (Non-shared). Two primary entries, or gateways, exclusive to the Project site would be located along Horse Ranch Creek Road. One would be located at the southernmost border of the multi-family residential area MF-2. A second entry would be located just north of the intersection at Baltimore Oriole Road and Horse Ranch Creek Road. Plantings at these entries would include informal sycamore groves, foreground rows of olive trees, and vine arbors. Accent planting and signage would reinforce the village design theme, and stone walls would reflect the boulders visible on adjacent hills. Figure 1-27, Entry Monuments, presents a conceptual community entry monument.

Primary Shared Community Entry. The primary entry to Campus Park would be at the Horse Ranch Creek Road/SR 76 intersection, which also would serve the Meadowood project to the east of the Project site. Plantings at these entries would include the same as stated above for primary Project entries (non-shared).

Planning Area Gateway/Entry Zones. These landscape theme areas would occur at residential, office professional, Town Center, active sports park, and HOA recreational facility entrance points. Special architectural and/or landscape feature would provide identity for the areas. The accent features would be subordinate to the primary and secondary community entry zones, in terms of size and focus, but would incorporate materials common to those entries.

Accent Plantings/Monument. Project accent features would be located at primary Project intersections (Baltimore Oriole Road/Jaeger Street and Horse Ranch Creek Road/Harvest Glen Road), as well as immediately south of MF-2. Design features would consist of special architectural and/or landscape elements. Figure 1-27 depicts a conceptual neighborhood entry monument.

Project Focal Point. Focal elements are planned for the Town Center and active sports park. Focal points would provide landscape/hardscape design interest and may consist of special architectural design features such as clock towers and/or landscape architectural features.

Fencing and Walls

The overall Project theme would be reinforced through a comprehensive system of fencing and walls, as illustrated in Figure 1-28, Fencing and Walls Plan. Fencing and walls would be designed using traditional materials, such as stone and wood, which would complement the natural landscape while reflecting the Mediterranean-themed landscape. As shown on the figure, the rural equestrian-theme fence would provide a unifying element for the entire length of Horse Ranch Creek Road, on-site portion of Pankey Place and Baltimore Oriole Road, as well as the east side of Pankey Road to the bridge over Horse Ranch Creek, and portions of Harvest Glen Drive. Walls at village entries would be designed to accent the entries and establish the Project character. Entry and architectural walls that incorporate stone would use a material similar in appearance. Community theme walls would provide screening, sound attenuation (refer to Subsection 3.1, Noise, for a detailed discussion of sound walls), security, and neighborhood identity. Community perimeter walls would be constructed of masonry with pilasters covered in stone veneer where visible from public streets. Figures 1-29, Community Sound Walls/Barriers, and 1-30, Community Wall and Fence Concepts, show the proposed design concepts for walls and fencing on the Project site.

Lighting and Signage

The village lighting design focuses on the quality of light along specific corridors and areas. Light standards would have a distinctive character to relate to the corridors they serve. Lighting along pedestrian corridors would be more human in scale, more closely spaced, and lower than the 22-foot height typically found along an urban street. Village lighting would be designed to provide adequate illumination for safety, security, and architectural accents without over-lighting. Light fixtures would direct light to use areas. Light shields would be used where necessary to avoid nuisance lighting, particularly in residential neighborhoods and adjacent to preserved natural open spaces. Lighting would comply with Division 9 of the County Light Pollution Code (LPC) standards. Outdoor lighting, such as security or parking lot lighting, must be less than 4,050 lumens and fully shielded. Refer to Subchapter 2.1, Aesthetics, for additional information on Project lighting.

A Comprehensive Sign Program would be developed for the Town Center and office professional areas where more than four tenants would be located. Signage would inform and direct but would not be permitted to dominate the visual character of the area. (Roof-mounted signs, flashing signs/lights, and animated signs/lights that convey the illusion of motion would not be permitted.) Where specifics are not provided, County "Off-Premise Sign Regulations" commencing at Section 6200 and "On-Premise Sign Regulations" commencing at Section 6250 of the Zoning Ordinance would regulate signage. Refer to Subchapter 2.1, Aesthetics, for additional information on Project signage. A summary of the lighting and signage program applicable to specific areas on the Project site follows.

Village Entry Street Lighting (Horse Ranch Creek Road). Primary village entry street lighting would be provided from twin davit (overhanging) pole lights located in the street median and single davit from the street edge where there is no median. Poles for streetlights would be of custom-color concrete and approximately 28 feet tall. Pathway lighting would be located at the pathway edges and at a lower, pedestrian scale and character. Poles for pathway lights would be painted metal consistent with the theme and character of the overall Project, and would be approximately 12 feet tall. Street light fixture types would be conventional with a special color fixture. Village promenade light fixture types would be low pressure sodium, with capability to shield light from adjacent uses.

Promenade Street Lighting. Street lighting would be on the opposite side of the street from the village promenade, which would be separately illuminated by a pedestrian-scale theme light source. Fixtures would be pole top or single davit mount. Street light poles would feature custom-color concrete, and be approximately 22 feet tall. Pathway lights would feature painted metal poles, approximately 12 feet tall. For residential streets, both street and pedestrian path light fixture types would have a cut-off feature for glare control. Lamp types would be low pressure sodium.

Residential Street Lighting. Residential streets would have pre-cast custom-color concrete poles approximately 22 feet tall. Pole top or single-davit mount light fixtures would have a cut-off feature for glare control. Lamp types would be low pressure sodium.

Parking Lot Lighting. Parking lot lighting would be consistent throughout the village in terms of fixture height, spacing, light source, and performance characteristics. Fixture style could differ between Project areas, if appropriate. Parking lots would be adequately lighted with pole-mounted fixtures. Parking lot lighting adjacent to residential uses would be located so as to minimize light intrusion and be adequately shielded. Light poles would be composed of painted metal, approximately 20 feet tall (commercial areas) or 15 feet tall (residential areas), and would be triangularly spaced. Fixtures would be either single or double mount, with a full cut-off feature for glare control. Lamp types would be low pressure sodium.

Multi-family Residential Lighting and Signage. Walkway/trail connection would be illuminated with low intensity fixtures. The lighting pattern and intensity would become more intense at path intersection and vehicular crossings. Within building groups, architectural and accent lighting would be indirect and designed to minimize glare and intrusion into neighboring land uses. Natural or cut stone would comprise the dominant monument sign material; cast concrete, metal, and polished stone may also be used. Signs would comply with applicable County standards, as described in Subchapter 2.1, Aesthetics.

Town Center and Office Professional Lighting and Signage. Streets adjacent to the Town Center and office professional uses would be well lit to encourage evening use. Street lighting fixtures would relate to the pedestrian scale. Foot lighting would be 3 feet high and post lights would be 12 feet in height. Illuminated walkway/trail connections would be provided through the use of low intensity fixtures with lower wattage bulbs and shielded fixtures for safety. Lighting proximity and intensity would increase at path intersections and vehicular crossings.

Architectural accent lighting would be encouraged. Within building groups, architectural and accent lighting would be indirect and subtle. Increased lighting levels would highlight pedestrian areas to clearly define the pedestrian path. Service area lighting would be contained within the service area boundaries/enclosure. Lighting would be designed to minimize glare and intrusion into neighboring land uses. All parking areas associated with the Town Center would be subject to the same lighting and signage guidelines as the Town Center overall.

A permanent business identification sign would be permitted at the entrance to each business area. The sign location would conform to all County requirements for sight lines and sidewalk clearance. The materials and colors of the sign would use the same style, materials, and colors as found in the Project architecture. Ground level lights to externally illuminate signs would also be permitted. Boulders visible on the hillsides surrounding the Project site would contribute to the development's identity program. To carry through with the community theme, natural or cut stone would be used as the dominant monument sign material. Cast concrete, metal, and polished stone also may be used.

All business identification signs would comply in terms of size, number of colors and materials with standards specified in the Fallbrook Community Plan Design Guidelines. One sign would be allowed per business on each building wall. Wall sign copy would be limited to the identification of the business name or logo. The materials and colors of the sign would be compatible with the style, materials, and colors of the nearby Project architecture. Address number signs would be of an appropriate size and location to be clearly visible to visitors and emergency responders and would be consistent with County sign standards.

Utilities

The Project would require the extension of sewer, water, gas, electric, and phone/cable lines throughout the development. All new utility lines, as well as portions of the existing 69 kV overhead lines, would be installed underground within and/or adjacent to improved roadbeds.

Water service would be provided by Rainbow Municipal Water District (RMWD). At the southwestern end of the Project site, an existing 18-inch-diameter water line in the Pala Mesa Drive/I-15 overcrossing would be extended via a 16-inch-diameter water line from I-15 east to Pankey Place within the new Pala Mesa Drive/Pankey Road, then within Pankey Place to Horse Ranch Creek Road (Figure 1-31, Conceptual Water Plan). This line would serve as the primary point of connection to the existing water system. In addition, an existing 16-inch-diameter water line located at the intersection of Stewart Canyon Road and Pankey Road would be extended in Horse Ranch Creek Road to create a loop. One pressure

reducing station would be installed along Horse Ranch Creek Road near PA PO-1, and another pressure reducing station would be installed along Pala Mesa Drive near I-15.

Proposed Project sewage would be collected from the Project site via 10-, 12- and 15-inch-diameter pipelines (Figure 1-32, Conceptual Sewer Plan). The sewage would flow to the southern portion of the site to a proposed sewer lift station to be located on the east side of Pankey Road (PA I-1). Sewage would then be carried off site within a new force main to a point west of existing Pankey Road to tie into the existing force main within SR 76. The gravity sewer line that currently crosses SR 76 and traverses along the San Luis Rey River to RMWD's Pump Station B, as well as the line from Pump Station B to SR 76, would be abandoned. All Project sewage would flow from the gravity line to infrastructure owned and operated by RMWD, and then flow to the San Luis Rey Wastewater Treatment Plant (WTP) in Oceanside.

Grading

The Proposed Project would require grading and improvements (Figure 1-33, Grading Concept). Earthwork on site would be balanced with an estimated 1.6 million cubic yards (c.y.) of cut and 1.6 million c.y. of fill. Grading would be consolidated in the flatter portions of the site, thus minimizing impacts to slopes that exceed 25 percent gradient. Both cuts and fills are proposed within the development units. The maximum height of a manufactured slope would be 65 feet and would be located in the northern portion of the project, along the eastern edge of Baltimore Oriole Road; slope gradients generally are proposed at a maximum ratio of 2:1. (Some cut slopes could be 1.5:1 if they are approved by the Geotechnical Engineer and County.) Prominent rock outcroppings would be preserved.

Blasting is anticipated at higher elevations, as necessary. Where rock is produced through Project grading/blasting, it would be buried on site. Export of rock material is not anticipated.

Phasing

Campus Park would be developed over an approximate five- to six-year period to ensure a logical and orderly expansion of roadways, public utilities, and infrastructure. Market conditions, funding for public facilities, and similar conditions beyond the control of the developer may extend implementation of the entire plan beyond that period.

Grading Phasing

The project site would be graded in two phases (Figure 1-34, Phasing Plan). The first phase would involve grading the southern and central portions of the project site up to and including proposed Baltimore Oriole Road. Also included in this grading phase would be the off-site portions of Horse Ranch Creek Road (the southern extension from the Project site to SR 76 and a small northern segment that would transition from the new Horse Ranch Creek Road to the existing Pankey Road), Pala Mesa Drive/Pankey Road and Pankey Place. The second phase would involve grading north of proposed Baltimore Oriole Road. Grading for Phases 1 and 2 may be divided into more phases depending on the market.

Product Phasing

Infrastructure necessary to serve the proposed development would be implemented in accordance with the requirements of the County of San Diego Department of Public Works (DPW) prior to construction of housing or other land uses. Refer to Figure 1-34 and Table 1-12, Product Phasing, for details regarding the proposed phasing plan, also summarized below.

The initial phase of Project development would consist of certain off-site road improvements (as noted above), extension of water service from the north and west into the development area (including pressure reducing stations), construction of a new sewer main in Horse Ranch Creek Road, the sewer lift station, and off-site sewer connection improvements. The site naturally drains from the northeast to the southwest into a wetlands area. Construction of most temporary and permanent drainage control would occur during the first phase, including construction of the detention basin in PA OS-5. PAs R-1, R-2, and R-3, and park sites PAs P-2, P-4 (trail staging area), P-5, P-6, and P-8 would be constructed in Phase 1 following implementation of necessary infrastructure. In addition, all open space areas (OS-1 through 8) would be dedicated during Phase 1. Phase 2 of development would occur in the central area of the property and would include PAs MF-1 and MF-2. Phase 3 would include the PAs R-4 and R-5, and park sites PAs P-1 and P-6, as well as SC-1, the active sports complex. The development of park site PA P-3 in the northern portion of the property would be completed during Phase 4. Phase 5 would consist of the construction of the office professional buildings in the northern portion of the site. The final phase (Phase 6) would consist of development of the Town Center.

Off-site Improvements

Project Development Improvements

Proposed off-site improvements include access roads, water lines, and sewer lines that would be connected to existing and proposed facilities (see Figure 1-35, Off-site Road Improvements). These improvements are described below.

Off-site intersections improvements included in the Proposed Project include:

- SR 76/Horse Ranch Creek Road (Horse Ranch Creek Road would be constructed with a southbound and northbound right- and left-turn lanes, and a combination right-turn/left-turn/through lane; SR 76 be improved with east- and westbound right- and left-turn lanes; and a traffic signal would be installed)
- SR 76/Pankey Road (the intersection would be a stop control and re-striping would provide for a left-turn lane and a right/through lane)

The off-site roadway improvements included as a part of the Proposed Project include segments of roadways begun on site. They are noted here; the reader is referred to detail on roadway improvements under "Circulation" above for specifics:

- Horse Ranch Creek Road from the vicinity of Pankey Place to SR 76 (in conjunction with Palomar College, construct a four-lane roadway per GP Update "Boulevard" standards)
- Pala Mesa Drive from east of the bridge over I-15 to north of the bridge over Horse Ranch Creek, and from that point to the intersection of Pankey Road/Pankey Place (construct as a two-lane light collector)
- Pankey Road from Pankey Place to SR 76 (construct as a two-lane light collector)
- Street R/Pankey Place from Pankey Road to Horse Ranch Creek Road (construct as a two-lane light collector)

Proposed off-site sewer improvements would include a gravity sewer main within a segment of Horse Ranch Creek Road from the property boundary to a point about midway to SR 76. At that point, the main would extend southwesterly through a portion of the Meadowood property, along Pankey Place (see

Figure 1-35) and southerly within Pankey Road where the main would connect to a proposed sewer lift station. A force main would extend to SR 76 from Pankey Road to the west to connect to an existing line. The existing 15-inch sewer line also would be directed into the sewer station, and the remainder of the existing sewer line and off-site existing Plant B (see Figure 1-32) would be abandoned.

The proposed off-site water line would be located within Pala Mesa Drive, Pankey Road, Pankey Place and Horse Ranch Creek Road. Two proposed pressure-reducing stations would be constructed at the connections to the existing water mains that would serve the Project; one within Horse Ranch Creek Road, north of Baltimore Oriole Road at Stewart Canyon Road and the other within Pala Mesa Drive, just east of I-15. The stations would be installed in a vault above grade.

Additional off-site areas would be disturbed by creation of manufactured slopes to accommodate the construction of Pala Mesa Heights Drive along the eastern property boundary (adjacent to PAs R-2 and R-3), single-family residential lots to the south of Pala Mesa Heights Drive (adjacent to PA R-2), a multi-family residential lot adjacent to Harvest Glen Road (PA MF-1), and Horse Ranch Creek Road adjacent to the Palomar College site. An estimated 25.6 acres would be impacted by these proposed off-site improvements and associated grading and are addressed through the environmental analysis chapters in this EIR.

Potential Mitigation-related Improvements

It is anticipated that several intersections would be improved to mitigate for projected traffic impacts by adding turn lanes and/or installing traffic signals (refer to Subsection 2.2, Transportation/Traffic). These intersections are located along SR 76 and Old Highway 395 and include: SR 76 and I-15 ramps, as well as Old Highway 395 and Pala Mesa Drive, Reche Road, and Stewart Canyon Road/Canonita Drive. Because potential secondary impacts associated with these off-site mitigation areas are discussed in a number of the environmental analyses in this EIR, they are introduced here for the reader's ease of reference. Figure 1-35 identifies the proposed mitigation locales.

1.1.4 Technical, Economic, and Environmental Characteristics

The economic characteristics of the Project include responsibilities for land acquisition/dedication, construction and maintenance of the Project elements, and the mitigation of Project-related impacts, to the extent that economic responsibilities have been determined. The Project is unable to carry the entire economic burden for public facilities that would be provided by the Project and would also benefit others. Shared implementation responsibility (e.g., for potential roadway upgrades) is anticipated. Cost sharing for the construction of public facilities that benefit the Project and others is subject to negotiation as part of the ongoing project review and approval process.

Measures are proposed that are both standard construction operating measures, as well as specific Project design measures to minimize potential long-term adverse effects associated with the Project. These environmental design considerations are listed on Table 1-13, Additional Environmental Design Considerations, and are included in Chapter 8.0. Topics for which environmental design measures are proposed as part of the project description are listed on Table 1-13 in the order they are discussed in this EIR.

1.1.5 Background Information

On December 31, 1974, the County Board of Supervisors adopted the *Fallbrook Community Plan* (Community Plan) GPA 74-02. The Community Plan designated an area east of I-15, including the southern 241 acres of the Project site, as a specific planning area with an overall density of 2.75 DU/ac

(*Specific Planning Area 2.75*). The property was subsequently rezoned from "M-52" Industrial to "S-88" Specific Plan.

To facilitate development on the Project site, the *Sycamore Springs Specific Plan* (SP-81-01) was prepared. As noted above, the plan, approved in February 1981 along with a certified EIR, proposed a planned residential development with 1,152 mobile home units on rented spaces, an 18-hole golf course, and a commercial center on 442 acres. Much of the Sycamore Springs property subsequently was acquired by Hewlett-Packard, which processed and received a Specific Plan for the property containing a 2.5-million-s.f. research and development/manufacturing facility, a 10.5-acre commercial center, a 150-unit townhouse project, and a 336-unit mobile home park on approximately 323 acres. *The Hewlett-Packard Campus Park Specific Plan* (SP-83-01) for that proposed development was approved and the project EIR was certified in 1983. Although some infrastructure was installed in anticipation of project development, the project was never constructed.

The County Board of Supervisors amended the *Interstate-15/Highway 76 Interchange Master Specific Plan* (MSP) on June 1, 1988 to implement the *I-15 Corridor Subregional Plan* in the Campus Park area. The planning area encompassed approximately 1,178 acres within the four quadrants of the interchange, including the Hewlett-Packard Campus Park Specific Plan site. The County anticipated that the planning area would become a logical node for future development because of its location at the intersection of an interstate freeway and a state highway. The MSP recommended that a final land use plan not be adopted until further studies identified the needs of the area and the appropriate methods to address those needs. As a result, the Regional Land Use Element of the County General Plan was changed to designate the entire MSP area (MSPA) as a *Special Study Area* (SSA) to ensure completion of the recommended studies. The MSP provides for each property to be developed through individual specific plans consistent with the detailed studies. The requirements of the MSP would be met upon adoption of the Proposed Project for the parcels covered within Project boundaries as studies related to phasing, facilities financing, and traffic have been completed and design guidelines and park/open space trails planning have been developed as part of the Project Specific Plan and the Proposed Project would therefore be in conformance with the MSP.

The current proposed amendment to the Hewlett-Packard Campus Park Specific Plan resulted in part from a change in land ownership. It is proposed that the Hewlett-Packard plan be amended in order to include the 176-acre property immediately adjacent to the northern site boundary as well as to modify land uses and zoning categories within portions of the Specific plan not being addressed by the abutting Palomar College Campus or Campus Park West. The Campus Park Specific Plan and General Plan Amendment Report (DDS/GA 2010) was prepared to address the current 416.1-acre Campus Park Specific Plan project. (As noted above, remaining areas of the original Hewlett-Packard Campus Park Specific Plan area are currently under separate ownership and are being addressed as separate projects [Campus Park West and Palomar College].)

On July 17, 2003, the County of San Diego Department of Planning and Land Use (DPLU) determined, in accordance with Board Policy I-63, General Plan and Zoning Guidelines, that the application for the current GPA Authorization, PAA-03-010, was complete. On July 23, 2004, the County Planning Commission granted a Resource Protection Ordinance (RPO) exemption for parcels addressed under the Hewlett-Packard Specific Plan (including the Campus Park development) because it met the conditions of Article V.2 of the RPO, which exempts all or any portion of a Specific Plan Area that has at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988.

1.2 Project Objectives

The overall objective of the Project is to provide a mixed-use planned community with a strong sense of presence and identity. Specific objectives include:

- Create a walkable and public transportation-friendly community with on-site work, live, shop, and play opportunities.
- Design and develop common areas to establish a Project theme.
- Provide a variety of lot sizes and high-quality housing types, including single-family and multi-family homes, to accommodate forecasted population increase.
- Provide convenient, community-serving commercial uses within a Town Center.
- Provide public services, roadways, and utilities infrastructure to support the Proposed Project in a timely and efficient manner that is concurrent with need.
- Provide for a variety of recreational uses, including parks and a comprehensive network of regional and local trails to link the office professional area, Town Center, residential areas, parks, and nature trails.

1.3 Intended Uses of the EIR

This subsequent EIR, prepared pursuant to CEQA Guidelines Sections 15160 through 15170, is an informational document designed to: (1) inform public agency decision-makers and the public generally of the potential for significant environmental impacts as a result of Project implementation; (2) identify mitigation measures that would reduce Project impacts (in most instances, to less than significant levels); and (3) describe reasonable alternatives that would reduce or avoid potentially significant impacts. The decision-makers will consider the information in this subsequent project-level EIR, before taking action on the Project.

The County of San Diego is the lead agency for the Proposed Project under CEQA. 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 in the following matrix, will use this EIR in their discretionary approval processes.

1.3.1 Matrix of Project Approvals and Permits

This environmental analysis has been prepared to support the discretionary actions and approvals necessary for implementation of the Project. The Proposed Project would require the following approvals and permits as noted in the following matrix:

Discretionary Approval/Permit	Approving Agency
General Plan Amendment Specific Plan Amendment Fallbrook Community Plan Amendment Zone Reclassifications Tentative Map "B" Special Area Designator Site Plan "V" Setback Site Plan Grading Permit(s) Right-of-way Permit Final Mapping Improvement Plans Exception for Placement of Trees in Roadway ROW Modification to road standards (driveway spacing, corner sight distance, and centerline radius) Project Fire Protection Plan	County of San Diego
4(d) Habitat Loss Permit	County of San Diego U.S. Fish and Wildlife Service California Department of Fish and Game
State Highway Encroachment Permit	California Department of Transportation
National Pollution Discharge Elimination System Permit General Construction Stormwater Permit Waste Discharge Requirements Permit Section 401 Water Quality Certification	San Diego Regional Water Quality Control Board
Section 1602 Streambed Alteration Agreement	California Department of Fish and Game
Section 404 Permit – Dredge and Fill	U.S. Army Corps of Engineers
Section 7 Consultation or Section 10a Permit– Incidental Take	U.S. Fish and Wildlife Service
Water District Authorization Sewer District Authorization	Rainbow Municipal Water District
School District Authorization	Fallbrook Union Elementary School District Fallbrook Union High School District

1.3.2 List of 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 temporary easements would be needed to finish construction. For the proposed improvements adjacent to SR 76 and improvements at I-15 interchanges, it would be necessary to consult with Caltrans. Consultation with various utility companies may be required to locate existing utilities in roadways and make arrangements for relocation or replacement. In addition, consultation would be required with the wildlife agencies (United States Fish and Wildlife Service [USFWS] and California Department of Fish and Game [CDFG]) with regard to sensitive species and associated habitats, and with the permitting/certification agencies (United States Army Corps of Engineers [Corps], CDFG and Regional Water Quality Control Board [RWQCB]) with regard to jurisdictional waters. In addition, as noted on the matrix above, in addition to the "will serve" letters located in Appendix I of this EIR, coordination is ongoing with water/sewer utilities and appropriate school districts.

Pursuant to California Government Code 65352.3, Native American consultation was initiated in 2005. 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. Representatives of the Cupa Cultural Center; La Jolla Band of Luiseño Indians; and the Pala, Pauma/Yuima, Pechanga, Rincon, San Luis Rey, Soboba, and Twenty-Nine Palms Bands of Mission Indians were contacted. Consultation in 2009 included a January 26 meeting at County offices, and a field visit on March 6 with Native American participation. The reader is referred to Chapter 7.0 of this EIR for a complete list of contacts and to Chapter 3.4, Cultural Resources, for details of the Native American consultation.

1.4 Environmental Setting

1.4.1 Project Vicinity Characteristics

The Project site is located in a valley generally referred to as the I-15 corridor. The area surrounding the site is topographically varied. Monserate Mountain and its foothills border the Project site on the north and northeast. Some of this area, including the area immediately adjacent to the northern and northeastern property boundary, is located within a resource conservation area owned and managed by the Fallbrook Land Conservancy. The highest point in the Monserate Mountain range is 1,567 feet above mean sea level (amsl). Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. Rosemary's Mountain, a large rocky peak east of the southern boundary of the Project site (just north of the San Luis Rey River and SR 76), reaches a height of 992 feet amsl. Citrus and avocado groves and passive agriculture are the main land uses east of the Project site (between the property boundary and Monserate Mountain), and there are scattered large-lot single-family residences. Numerous single-family homes and some nursery facilities are located among the hills north of the project site.

Lancaster Mountain and an open space corridor exist south of the Project site, associated with the San Luis Rey River. The San Luis Rey River trends from the east toward the west within one-quarter mile of the southern boundary of the Project site. The river is identified as a Resource Conservation Area in the San Diego County General Plan and includes large patches of riparian woodland vegetation. South of the river is the Lake Rancho Viejo residential subdivision, a master-planned development of approximately 450 single-family homes and associated community amenities that are highly visible from northbound I-15. A new phase of the Lake Rancho Viejo development, including approximately 100 residences, is being constructed between the existing houses and I-15. Farther to the south, the hills rise to 1,485 feet amsl, creating the southeastern boundary of the valley through which I-15 extends.

Another north/south trending series of peaks creates the valley's western boundary (west of the Project site). The highest among these peaks rises to approximately 929 feet amsl. Pala Mesa Resort, a private resort with a golf course, numerous guest rooms, and a restaurant, is located at the bottom of the hills to the west of the highway, directly across I-15 from the Project site. This area also includes housing developments, a hotel/restaurant, and commercial uses near Old Highway 395, and single-family residences on large lots located among the hills, as well as small-scale agricultural facilities (e.g., nurseries, and citrus or avocado groves). Some native vegetation and undeveloped areas are scattered among these hills. The Beck Reservoir, owned by RMWD, and the Engel Family Preserve, owned by Fallbrook Land Conservancy, are also in this area (see Figure 1-2).

A number of public service facilities (parks, fire, police, and schools) are located in the Project vicinity. There are currently four local parks and five open space/preserve areas within 10 miles of the Project site. Refer to Subchapter 4.1, Section 4.1.5, Land Use and Planning, for details on existing parks and open space areas in the vicinity of the Project site. The North County Fire Protection District (NCFPD), which is comprised of the Rainbow Volunteer Fire District and Fallbrook Fire Department, provides fire protection services to the areas of Fallbrook, Bonsall, and Rainbow within San Diego County. The NCFPD would provide fire protection services to the proposed Campus Park development in association

with the California Department of Forestry and Fire Protection (CalFire). A fire station is located west of the Project site at Old Highway 395 and Pala Mesa Drive. Refer to Section 4.1.6, Utilities and Service Systems/Public Services, for further details.

The San Diego County Sheriff's Department operates a substation at 388 East Alvarado Street in Fallbrook, which is approximately 10 miles northwest of the Project site. The Sheriff's Department provides generalized patrol services as well as all necessary law enforcement investigative services in the unincorporated (non-city) areas of the County, within which the Project site is located. Refer to Section 4.1.6, Utilities and Service Systems/Public Services, for further details. There are a number of schools, both public and private, for grades kindergarten through 12 in the vicinity of the Project site, and a new elementary school could be constructed in the Meadowood Specific Plan Area immediately east of the Project site. Refer to Section 4.1.6 for further details regarding the location and type of each school.

1.4.2 Site Characteristics

The central and southern area of the Project site is relatively flat, with pasture covering most of the central area and southern riparian forest covering much of the southern portion of the site. Other habitats found south of Pala Mesa Heights Drive include southern willow scrub, freshwater marsh, oak woodland, coyote brush scrub, Diegan coastal sage scrub (including disturbed habitat), non-native grassland, and pasture. In the northern area of the site, the land slopes up to the north, with drainages trending to the northeast. This northern area is covered primarily with coastal sage scrub (including disturbed) habitat but also has areas of non-native grassland, oak woodland, and rock outcroppings. On-site elevations range from approximately 260 feet amsl in the southernmost area of the site to 850 feet amsl in the northeast corner of the property.

The majority of the Project site is currently being used for non-commercial grazing. Historically, the flatter portion of the site was used for farming, and containment and drainage channels were constructed to allow for irrigation and cultivation of crops. When I-15 and SR 76 were constructed, drainage from the property into San Luis Rey River was restricted. Horse Ranch Creek, which is currently located along the Project's western boundary adjacent the southern open space preserve, was altered during the construction of Old Highway 395 and SR 76. More recently, the creek was realigned farther to the east to accommodate construction of I-15.

The southern extension of Pankey Road, which intersects with SR 76, trends through the southwestern most portion of the Campus Park property. Several dirt roads cross the site, including Pala Mesa Heights Drive, which bisects the northern and southern portions of the Project site. This private road provides access to properties east of the Project site and Rice Canyon.

1.4.3 Surrounding Land Use Designations

According to the Community Plan, General Plan land use designations surrounding the Project site, with the exception of I-15, are similar to uses generally associated with more rural areas having very low population and use densities. Specifically, the Project site is bordered on the north and east by land designated as *Multiple Rural Use and Specific Plan Area.*

The *Multiple Rural Use* category applies generally to remote areas having broad expanses of rural land with low population densities overall and the absence of services. Areas categorized for *Multiple Rural Use* are not intended for development unless carefully reviewed to ensure that: (1) there would be no significant environmental impacts or erosion/fire problems, and (2) no urban levels of service would be necessary. The *Specific Plan Area* designation implies that a specific plan has been or must be adopted prior to development, typically because of unique environmental/land use constraints requiring special

controls. The area east of the Proposed Project carrying this designation includes the Meadowood site, currently proposed for development.

The northwestern area of the Project site is bordered by Pankey Road and I-15 (*Public/Semi-public Lands*). The *Public/Semi-public Lands* designation generally indicates lands owned by public agencies, including public park areas or ROW. The southern portion is bordered on the west by undeveloped land (*Specific Plan Area*). Within this area is the planned Palomar College campus and possible future development within Campus Park West. West of I-15, land use designations include those associated with residential development as well as area necessitating the development of a specific plan (*Specific Plan Area*).

To the south of the Project site is SR 76 (*Public/Semi-public Lands*) and area designated for specific planning (*Specific Plan Area*). The area to the southeast is designated *Impact Sensitive*. *Impact Sensitive* lands refer to those parcels considered unsuitable for development due to public safety concerns and environmental sensitivity concerns.

The reader is also referred to Section 4.1.5, Land Use and Planning, in Subchapter 4.1 for additional discussion of surrounding land uses.

1.5 Inconsistency 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 SPA and GPA. In particular, the County General Plan, Fallbrook Community Plan (including Appendix 1, the *Interstate 15/Highway 76 Interchange MSP*, of Appendix B, the I-15 Corridor Subregional Plan), and Fallbrook Design Guidelines were reviewed for all 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, National Pollution Discharge Elimination System (NPDES), San Diego Municipal Storm Water Permit, Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP), Natural Communities Conservation Program (NCCP), County LPC, and Congestion Management Plan (CMP). The Project's compliance or non-compliance with these plans and ordinances is evaluated throughout the EIR, with discussion in Chapters 2.0, 3.0, and 4.0.

In summary, the Proposed Project is consistent with the above-named plans and ordinances, with the exception of a few policies of the General Plan and Fallbrook Community Plan, County Zoning Ordinance, and *Interstate 15/Highway 76 Interchange MSP* (see detailed discussions in Subchapter 4.1, Section 4.1.5, Land Use and Planning, of this EIR). The Project Applicant is proposing a SPA/GPA that, when approved, would result in project compliance with the amended General Plan and Fallbrook Community Plan. Similarly, approval of the rezone would result in Project compliance with the County Zoning Ordinance.

As addressed in Section 1.1.5, Background Information, above, the Proposed Project is exempt from RPO regulations.

1.6 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 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 1-14, Cumulative Projects in the Vicinity of Campus Park, provides a list of cumulative projects within the vicinity of the Proposed Project. Figure 1-36, Cumulative Projects, shows the general location of the projects listed in Table 1-14.

A total of 167 projects in the vicinity of the Proposed Project was considered for the analysis of cumulative impacts. The list of projects was obtained from contacts with DPLU and review of the most current San Diego Geographic Information Systems (SANGIS) database. The list consists of projects that are pending or recently approved within the County. All 167 cumulative projects combined, including Campus Park, Meadowood Campus Park West, and Palomar College (Figure 1-37, Palomar College Conceptual Site Plan) would result in the addition of approximately 4,772 to 4,814 housing units to the Project site vicinity.

Each individual technical subject area within Chapters 2.0 through 4.0 analyzes cumulative impacts of the Project in relation to those projects that could potentially combine with the Project to result in cumulatively considerable impacts. Table 1-15, Summary of Environmental Impacts of Related Projects, summarizes the environmental impacts of the identified projects based on research of applicable environmental documents at County offices.

As noted in individual sections, the study area and the potential resources impacted by cumulative projects may vary by resource topic due to similarity of evaluated resources, importance of the impact, etc. A description of the cumulative projects study area relevant to each specific resource topic is identified within each subchapter.

1.7 Growth-inducing 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 to be asked 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." 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]).

This EIR therefore evaluates the Project's influence on growth in the Fallbrook area as a result of an increase in residential density and potential jobs through general plan/specific plan amendments and rezone applications, modifications and improvements to the circulation system, and extension of utility lines.

As described above, the Proposed Project would involve construction of 521 single-family homes and 230 multi-family homes on 137.8 acres, 157,000 s.f. of office professional on 11.5 acres, 61,200 s.f. of commercial on 8.1 acres, 3.9 acres of parks, an 8.5-acre active sports park, 197acres of open space preserve, 21.8acres of HOA open space (e.g., open space for fuel modification, manufactured slopes), and a 5.2-acre detention basin. In addition, the Project would include construction of a north-south roadway through the site (Horse Ranch Creek Road), 4 residential backbone streets (Baltimore Oriole Road, Longspur Road, Harvest Glen Road, Pankey Place), and 18 neighborhood streets. Off-site roadways would include Pala Mesa Drive, Pankey Road to the west of the Project site and Horse Ranch Creek Road

to the southeast of the Project site. Off-site utility improvements would include new water lines within Pala Mesa Drive, Pankey Road and Pankey Place; pressure reducing stations at the western extent of Pala Mesa Drive and northern extent of Horse Ranch Creek Road; and sewer mains connecting to an existing force main in SR 76.

Growth Inducement Due to Construction of Housing

As discussed above, the 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. Implementation of the Proposed Project would not in itself make it more likely that another housing development would be approved.

The addition of Project residents to the Fallbrook area would, however, incrementally increase the demand for goods and services in the Fallbrook community. This increased demand largely would be served by those services within the proposed Town Center and office professional uses of the Project site. Additional services would be provided by those future projects located in the vicinity of the Project site on lands currently zoned for commercial use, and within future planned developments in the area. Because the mix of land uses of the Proposed Project would generally serve the needs of the Project residents, off-site growth-inducing effects would not result from Project implementation.

Growth Inducement Due to Economic Stimulus

The Proposed Project would develop a 751-unit residential community consisting of a variety of single- and multi-family housing types. Commercial development on the Project site primarily would serve Project residents, but also would serve neighboring areas and, to a lesser extent, local freeway travelers aware of the commercial uses located in the Town Center. Commercial development on the Project site also would provide some new jobs to Project and area residents. Commercial uses (anticipated to include neighborhood-serving retail shops and services, restaurants, offices, and public uses such as a post office), would be expected to generate approximately 163 jobs.[1] Office professional development (assumed to include administrative and professional services, such as financial and real estate services, medical offices, civic uses, and/or eating establishments) on the Project site would provide approximately 677 new job opportunities.[1]

Together, these uses would generate a total of 840 jobs. In terms of general background data, the 2000 Census indicated that the Fallbrook area (Fallbrook census designated place) had a population of 29,100. The population between the ages of 18 and 65, or roughly, the residents of employable age, totaled 16,820 individuals. During a recent evaluation quarter (December 2007 through February 2008), the three months showed a consistent unemployment rate of approximately 5.8 percent, or 975 individuals when compared to the population of employable age. Employees would therefore be expected to be drawn from on-site residences, abutting proposed residential developments (Meadowood and Campus Park West) in the immediate vicinity of the Project site, as well as qualified individuals already residing in the area (for instance in Fallbrook and at Lake Rancho Viejo).

Based on the mix of business opportunities specified above, positions that would be made available at the Project site are not anticipated to require substantial numbers of uniformly trained technical specialty employees (e.g., as would have been the case when the Project area was proposed to contain the large-scale Hewlett Packard campus). Rather, anticipated employees generally would be comprised of people

[1] The office professional and commercial employees numbers noted in the above discussion were generated based on eight similar office and five similar commercial developments located within San Diego County (San Diego Association of Governments [SANDAG] 1990). Square footage and actual number of employees at each of these facilities were totaled and then divided by eight and five, respectively, for an average number of employees assumed for the Proposed Project.

with a wide variety of skills appropriate to the diverse job categories noted above (e.g., office, food industry, management, safety, medical, and other professional individuals). Because it is expected that Proposed Project jobs could be filled entirely by available unemployed and/or local individuals it is not expected that the Project would result in growth based on economic stimulus.

Despite these expectations, should employees come from farther away, the location of the proposed office professional and Town Center development in proximity to a major transportation corridor, I-15, would provide easy accessibility, minimizing the need to relocate to the Fallbrook area. Given the relatively limited number of jobs anticipated and the ready availability of employees drawn from the Proposed Project residents and other existing area residents, no growth inducement is identified.

Growth Inducement Due to Provision of Public Facilities

The Project would not provide new on-site public service facilities such as schools, police facilities or a fire station as part of Project design. A shortfall of schools is identified in Section 4.1.6; however, identified mitigation consists of payment of fees. Therefore, Campus Park would only support construction required to serve its own students. Similarly, the Project would participate with others in the vicinity to fund a Sheriff's station (potentially on Campus Park West). This contribution would not result in any excess capacity that might remove an obstacle to growth and result in a growth-inducing impact.

The Project would provide public trails and open space. The provision of recreational facilities including six neighborhood parks and HOA recreational facilities is intended primarily to benefit Project residents. An active sports park, and trails staging area on the Project site would serve Campus Park residents as well as other area residents. The parks and trails are consistent with State and County requirements for parkland to serve the proposed number of homes. Further, surrounding areas proposing development would be required to include recreational facilities or pay fees for the provision of such facilities when they are developed; thereby meeting County park standards and ensuring that these related developments would not be dependent upon the proposed parks and open space offered within the Proposed Project.

Growth Inducement Due to Roadway Improvements

The construction of new roadways/intersections or the improvement of existing intersections could potentially induce growth if that development/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. As noted elsewhere in this chapter, there are several planned projects immediately adjacent to the Project site (Meadowood, Campus Park West, Palomar College) through which Project-related roadway improvements would extend.

The proposed development would include the construction of Horse Ranch Creek Road, a primary thoroughfare through the Project site that would extend off site from SR 76 northward through the property to a connection with the northern extension of Pankey Road. Construction of Horse Ranch Creek Road would provide an alternate route for north- and southbound travel on the east side of I-15 between SR 76 and Stewart Canyon Road. Because this improved segment would only serve the Proposed Project, as well as already planned abutting projects, growth-inducing effects are not anticipated. This road would, however, alleviate traffic from Old Highway 395.

Horse Ranch Creek Road would provide access to the Palomar College site. The college would be responsible for constructing two lanes of Horse Ranch Creek Road. Implementation of the college development is not dependent on actions by Campus Park—Palomar College has included environmental review of this roadway as part of their proposed project within their CEQA documents. As the

construction of Horse Ranch Creek Road by Campus Park would only provide access to Project-related development (or to the College, located between Campus Park and I-15), and would not provide improved accessibility to an undeveloped or underdeveloped site, for which development plans have not already been filed, provision of this road as part of Campus Park would not be growth inducing.

On-site backbone roads would provide access to the Campus Park residential PAs. No growth inducement would be anticipated due to the construction of new internal roadways for the Proposed Project because all but two of the internal roadways would serve only the Project site. Harvest Glen Drive and Song Sparrow Drive would stub out at the Project site boundary to provide access to the planned Meadowood project immediately adjacent to the east of the Project site. If Meadowood were approved absent (or before) Campus Park, however, all access routes would be the responsibility of Meadowood. Therefore, the Meadowood development is independent of Campus Park, and the abutting site would be developed regardless of Campus Park approval. No growth inducement effect is identified for internal circulation.

Off-site road construction would include a new extension of Pankey Road from the northern terminus of the southern extension of Pankey Road to the existing bridge over I-15 to the west. The extension of Pankey Road and Pala Mesa Drive would primarily serve the Campus Park and Campus Park West developments. Some local drivers may use Pankey Road/Pala Mesa Drive to access Highway 395 on the west side of I-15, thereby circumventing the I-15/SR 76 Interchange. This use by local motorists would be relatively minimal, however, given the areas accessed, and would not provide a basis for additional area growth. No growth inducement is identified for the extension of Pala Mesa Drive/Pankey Road.

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. In the case of the Proposed Project, growth inducement due to Project upgrades is not likely to occur because utilities are already available in the Project area, serving other existing nearby development, or would be growth accommodating. (This area has been slated for development for 25 years via other planning documents [including the Sycamore Springs and Hewlett-Packard facilities EIRs], SANDAG plans and the County General Plan Update.)

An existing water line is located in the northern extension of Pankey Road. The proposed water line in the new Pala Mesa Drive would connect to an existing line that terminates on the east side of the existing Pala Mesa Drive bridge. The new line would extend through the Campus Park West planned development.

An existing 10-inch-diameter gravity sewer line extends along the western Project site boundary and a 12-inch-diameter gravity sewer line extends along the southwestern boundary of the Project site, continuing off site to the south. An existing 12-inch-diameter force main sewer extends to the west of the 12-inch gravity sewer line within the SR 76 roadbed. The Proposed Project would construct numerous on-site gravity sewer lines, including a 10-inch-diameter line within much of Horse Ranch Creek Road that would connect to the Proposed Project sewer lift station. From the proposed sewer lift station, line would extend to the southwest within SR 76, where it would connect to the existing 12-inch-diameter force main in SR 76. The sewer lift station would be designed to serve the Proposed Project, and the Palomar College Campus, as well as pick up the existing line. (The already planned and concurrently developing adjacent developments of Campus Park West and Meadowood are not located within the service boundaries of RMWD.)

Moreover, the development of the Proposed Project and surrounding area are also forecasted, in various forms, under the proposed General Plan Update. The Campus Park Project is therefore not growth inducing with regard to the issue of utilities expansion.

Growth Inducement Due to Land Use Policy Changes

To develop the Proposed Project, amendments to several land use policies would be necessary. Such amendments include elements of the Project's existing Specific Plan, County General Plan, Fallbrook Community Plan, and Zoning Ordinance. In terms of CEQA analysis, changes to land use policies may be interpreted as inducing growth if the effect of those policy changes extends beyond the specific project or creates a precedent that could ultimately induce growth. While the Proposed Project includes residential development at a greater intensity than the existing General Plan, it is generally consistent with land use changes envisioned in the proposed General Plan Update. Furthermore, the Proposed Project is located in an area envisioned to support addition development as identified by the SANDAG Smart Growth Concept Map, the I-15 Corridor Subregional Plan, and the I-15/Highway 76 Master Specific Plan.

The proposed amendments would not set a precedent for change due to the unique nature of site-specific development. Specifically, development of the Proposed Project pursuant to County requirements must occur under a Specific Plan. As a previous Specific Plan has been adopted for most of this site, and as all planning-related documents refer to the Project site under the Specific Plan, any changes to that Specific Plan would require an amendment to the existing Specific Plan and the General Plan. Amendments to these existing planning documents would not induce growth in the area as all surrounding areas are either unavailable for development or have planned developments; areas to the north and northeast of the site are open space preserves, areas to the west are developed or have planned developments (I-15, Palomar College, Campus Park West), the area to the east has planned development (Meadowood), and the area to the south primarily has existing development (Lake Rancho Viejo).

With regard to changes to the Zoning Ordinance, similar changes pursued by other property owners in the Project area also would be subject to review of the merits and details of an individual project regarding whether approval of a policy change should occur. This means that if a project with a requested policy change similar to that of the Proposed Project were to be submitted to the County, approval of that project request would depend upon the details of that project and whether such project would merit approval of an amendment to such land use policy (or policies). Precedence does not typically apply. The northern area of the Project site is zoned A70 - Limited Agriculture. Rezoning the area to allow for proposed uses (primarily single-family residential) would not induce adjacent growth as the area to the north and east are undevelopable open space preserves. The remainder of the Project site is zoned S90 - Holding Area. Rezoning this area to allow for the Proposed Project would not encourage rezoning in surrounding areas as there is already planned development on adjacent properties. Furthermore, this is not a change in zoning, as much as a "clarification." The previous zones had been supplemented by residential zones and a zone designating the need for detail. This Project provides that detail. Therefore, proposed changes to the General Plan, Specific Plan and Zoning Ordinance by the Proposed Project would not induce growth.

Table 1-1
PROPOSED LAND USES

Planning Area	Land Use	Area Gross [Net] (Acres)	Dwelling Units	Pad Size/ Building Area (s.f.)	Density (DU per Gross Acre)
R-1	Single-family Residential	23.4	136	4,000	5.8
R-2	Single-family Residential	14.7	75	4,500	5.1
R-3	Single-family Residential	16.4	64	5,000	3.9
R-4	Single-family Residential	31.8	122	4,500	3.8
R-5	Single-family Residential	27.2	124	5,000	4.6
	Total Single-family	**113.5**	**521**	-	-
MF-1	Multi-family Residential	19.0[16.9]	189	-	9.9
MF-2	Multi-family Residential	5.3 [4.2]	41	-	7.7
	Total Multi-family	**24.3 [42.0]**	**230**	-	-
	TOTAL RESIDENTIAL	**137.8**	**751**	-	-
TC-1	Town Center	8.1 [6.7]	-	61,200	
	TOTAL COMMERCIAL	**8.1 [6.7]**	-	**61,200**	-
PO-1	Professional Office	2.7 [2.6]	-	40,000	-
PO-2	Professional Office	8.8 [7.4]		117,000	
	TOTAL OFFICE PROFESSIONAL	**11.5 [10.0]**	-	**157,000**	-
P-1	Park (HOA)	0.3	-	-	-
P-2	Park (HOA)	0.5			
P-3	Park (HOA)	1.2			
P-4	Trail Staging Area	0.8			
P-5	Park (HOA)	0.2			
P-6	Park (HOA)	0.3			
P-7	Park (HOA)	0.3			
P-8	Park (HOA)	0.3			
SC-1	Sports Complex	8.5			
	TOTAL PARKS	**12.4**	-	-	-
OS-1	Open Space Preserve	1.6	-	-	-
OS-2	Open Space Preserve	94.1			
OS-3	Open Space Preserve	93.7			
OS-4	Open Space Preserve	7.6			
OS-5	Detention Basin	5.2			
OS-6	Open Space	19.1			
OS-7	Open Space	0.9			
OS-8	Open Space	1.8			
	Total Open Space Preserve	**197.0**	-	-	-
	Total Open Space	**27.0**	-	-	-
	TOTAL OPEN SPACE	**224.0**	-	-	-
I-1	Institutional (Sewer Pump Station)	0.2	-	-	-
	TOTAL INSTITUTIONAL	**0.2**	-	-	-
	Major Circulation Roads	**22.1**	-	-	-
	GRAND TOTAL	**416.1**	**751**	-	-

Table 1-2
SUMMARY OF PROPOSED ROADWAY WIDTHS

Proposed Road	Pavement Width (feet)	ROW Width (feet)
OFF-SITE ROADWAYS		
SR 76 (Pala Road)	64	84
Pala Mesa Drive (I-15 bridge to Campus Park West bridge)	28	40
Pankey Road (south, Campus Park West bridge to Campus Park)	28	40
Pankey Road (north)	32	varies
Horse Ranch Creek Road (Project site to SR 76)	78	106
ON-SITE ROADWAYS		
Community Promenade		
Horse Ranch Creek Road	78	106
Village Promenades		
Baltimore Oriole Road Longspur Road Harvest Glen Road Pankey Place Existing Pankey Road (south, SR 76 to Campus Park West boundary)	40	60
Residential Streets		
Frigate Bird Road Grey Goose Lane Jaeger Street Spotted Sandpiper Street (Frigatebird Road to Grey Goose Lane) Belted Kingfisher Road (Baltimore Oriole Road to Whistling Swan Way) Song Sparrow Drive (Baltimore Oriole Road to near property boundary) Whistling Swan Way Ruffled Grouse Road Snowy Egret Lane Night Owl Street	40	60
Belted Kingfisher Road (Whistling Swan Way to northern end) Ringlet Court Spotted Sandpiper Street (between Grey Goose Lane and southern end) Dusky Wing Lane Birdwatcher Court Ponyfoot Court Phalarope Street Caracara Court Ostrich Way Falcon View Way	36	56
Song Sparrow Drive (north of Baltimore Oriole Road)	32	52
Song Sparrow Drive (near property boundary)	28	60

Table 1-3
NATURE/NATURALIZING LANDSCAPE ZONE
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Primary Tree (randomly spaced as single specimens or in clusters of no more than five)	
Quercus agrifolia	Coast Live Oak
Accent Tree (only at creek and/or channel crossings)	
Platanus racemosa	California Sycamore
Brush Management Zones 2 and 3: Slope/Erosion Control Tree	
Geijera parviflora	Australian Willow
Metrosideros exelsus (un-cut leader)	New Zealand Christmas Tree
Quercus agrifolia (un-cut leader)	Coast Live Oak
Brush Management Zone 1: Shrubs, Groundcover, and Vines	
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Brush Management Zones 2 and 3: Shrubs and Groundcover	
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs

Table 1-3 (cont.)
NATURE/NATURALIZING LANDSCAPE ZONE
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Cactus and Succulents (applicable to all zones)	
Agave attenuata	No common name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca
Brush Management Zone Hydroseed Mix 'A' (applicable to all zones)	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Verbena tenuisecta	Moss Verbena
Vulpia microstachys	Small Fescue
Hydroseed Mix 'B' (within developed areas, not within preserve open space and brush management zones)	
Baileya multiradiata	Desert Marigold
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritima	Coastal California Poppy
Gazania splendens	Gazania
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tenuisecta	Moss Verbena

Table 1-4
RIPARIAN TRANSITION ZONE
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Trees	
Alnus rhombifolia	White Alder
Laurus nobilis	Sweet Bay
Platanus racemosa	California Sycamore
Populus fremontii	Western Cottonwood
Quercus agrifolia	Coast Live Oak
Salix sp.	Willow
Sambucus mexicana	Blue Elderberry
Shrubs and Groundcovers	
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs
Hydroseed Mix 'A'	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Verbena tenuisecta	Moss Verbena
Vulpia microstachys	Small Fescue

Table 1-5
PALA ROAD (SR 76) LANDSCAPE ZONE
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Primary Street Tree (single row, 50 feet on center)	
Quercus agrifolia (un-cut leader)	Coast Live Oak
Accent Tree (to be used in limited amounts at primary intersections and Project boundaries, and not within brush management zones)	
Platanus racemosa	California Sycamore
Parkway/Slope Planting	
Nassella pulchera	Nodding Needlegrass
Lessingia filaginifolia	California Aster
Malosma laurina	Laurel Sumac
Santolina virens	Santonina
Sisyrinchium bellum	Blue-eyed Grass
Hemizonia fasciculate	Tarplant
Hetermoles arbutifolia	Toyon
Calochortus weedii	Gazania Daisy
Lantana montevidensis	Weed Mariposa
Ceanothus spp.	Wild Lilac

Table 1-6
COMMUNITY ENTRY ROAD LANDSCAPE
ACCEPTABLE PLANT SPECIES
(HORSE RANCH CREEK ROAD AND PANKEY ROAD)

Botanical Name	Common Name
Primary Street Trees	
Calodendron capensus (accent areas)	Cape Chestnut
Koelreutaria panniculata (accent areas)	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Olea europea 'Wilsoni'	Fruitless Olive Tree
Pistachia chinensis (accent areas)	Chinese pistachio
Platanus racemosa	California Sycamore
Quercus agrifolia (un-cut leader)	Coast Live Oak
Slope and Erosion Control Trees (randomly spaced as single specimens or in clusters of no more than three)	
Geijera parviflora	Australian Willow
Metrosideros exelsus (un-cut leader)	New Zealand Christmas Tree
Olea europea 'Wilsoni'	Fruitless Olive Tree
Quercus agrifolia (un-cut leader)	Coast Live Oak
Rhus lancea	African Sumac
Parkway and Slope Shrubs and Groundcovers (where adjacent to preserve open space and brush management zones)	
Carex buchananii	Red Clump Grass
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Chlorogalum parviflorum	Smallflower Soap Plant
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Epilobium californicum	California Fuchsia
Helianthemum scoprium	Sun Rose
Pennisetum spatheolatum	Rye Puffs
Parkway and Slope Shrubs and Groundcovers (within developed areas, outside of the preserve and brush management zones)	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Echium fastuosum	Pride of Madeira
Heteromeles arbutifolia	Toyon
Lavandula angustifolia 'Compacta'	Dwarf English Lavender

Table 1-6 (cont.)
COMMUNITY ENTRY ROAD LANDSCAPE
ACCEPTABLE PLANT SPECIES
(HORSE RANCH CREEK ROAD AND PANKEY ROAD)

Botanical Name	Common Name
Parkway and Slope Shrubs and Groundcovers (cont.)	
Marathon 2e	Dwarf Tall Fescue
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Verbena x 'Luxena'	Light Blue Babylon Verbena
Cactus and Succulents (applicable to all areas)	
Agave attenuata	No Common Name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca
Hydroseed Mix 'A' (where adjacent to preserve open space and brush management zones)	
Baileya multiradiata	Desert Marigold
Eriophyllum confertiflorum	Golden Yarrow
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Lotus scoparius scoparius	Deerweed
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nassella pulchra	Purple Needle Grass
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells
Vulpia microstachys	Small Fescue
Hydroseed Mix 'B' (specifically within developed areas, outside of the preserve and brush management zones)	
Baileya multiradiata	Desert Marigold
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritima	Coastal California Poppy
Gazania splendens	Gazania
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Mimulus aurantiacus puniceus	Sticky Monkey Flower
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tenuisecta	Moss Verbena

Table 1-7
COMMUNITY PROMENADE ROADS AND INTERIOR SLOPES
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Primary Street Tree	
Koelreuteria panniculata (accent areas)	Chinese Flame Tree
Olea europea 'Wilsoni'	Fruitless Olive Tree
Platanus racemosa	California Sycamore
Quercus agrifolia (un-cut leader)	Coast Live Oak
Rhus lancea	African Sumac
Background, Slope and Accent Trees	
Arbutus unedo	Strawberry Tree
Geijera parviflora	Australian Willow
Parkinsonia aculeata	Mexican Palo Verde
Rhus lancea	African Sumac
Tristania conferta	Brisbane Box
Parkway, Slope Shrubs and Groundcovers	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Ceanothus 'Centernial'	Centernial Ceanothus
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus gloriosus 'Point Reyes'	No Common Name
Ceanothus griseus horizontalis 'Yankee Point'	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster dammeri 'Lowfast'	Bearberry Cotoneaster
Echium fastuosum	Pride of Madeira
Heteromeles arbutifolia	Toyon
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Marathon 2e	Dwarf Tall Fescue
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rhus integrefolia	Lemonade Berry
Rosa banksiae 'White Banksiae'	White Lady Banks Rose
Trachelospermum jasminoides	Star Jasmine
Verbena x 'Luxena'	Light Blue Babylon Verbena
Cactus and Succulents (applicable to all areas)	
Agave attenuata	No Common Name
Agave shawii	Coastal Agave
Dudleya britonii	Britton's Chalk Dudleya
Dudleya pulverulnta	Chalk Dudleya
Yucca schidigera	Mohave Yucca
Yucca whipplei	Foothill Yucca

Table 1-7 (cont.)
COMMUNITY PROMENADE ROADS AND INTERIOR SLOPES
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Hydroseed Mix 'B' (specifically within developed areas, outside of brush management zones)	
Camissonia cheiranthifolia	Beach Evening Primrose
Eschscholzia maritima	Coastal California Poppy
Gazania splendens	Gazania Splendens
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Oenothera speciosa	Showy Evening Primrose
Phacelia campanularia	California Blue Bells
Verbena tenuisecta	Moss Verbena

Table 1-8
SINGLE-FAMILY RESIDENTIAL AREAS
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Street Trees	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African Sumac
Stenocarpus sinuatus	Firewheel Tree
Geijera parviflora	Australian Willow
Tristania conferta	Brisbane Box

Table 1-9
MULTI-FAMILY RESIDENTIAL AREAS
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Street Trees	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African sumac
Stenocarpus sinuatus	Firewheel Tree
Geijera parviflora	Australian Willow
Tristania conferta	Brisbane Box
Accent Trees (to be used in limited amounts and not within brush management zones)	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Lagerstroemia indica	Crape Myrtle
Interior Courtyard Trees (to be used in limited amounts and not within brush management zones)	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Rhus lancea	African Sumac
Stenocarpus sinuatus	Firewheel Tree
Vines	
Vitis spp.	Grape
Shrubs and Groundcovers (not permitted within the preserve or brush management zones)	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Calliandra haematocephala	Pink Powder Puff
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Carissa macrocarpa 'Green Carpet'	Prostrate Natal Plum
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus griseus horizontalis	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster lacteus	Parny's Red Clusterberry
Dietes vegeta	Fortnight Lily
Echium fastuosum	Pride of Madeira
Hemerocallis hybrids	Daylily
Lantana montevidensis	Lantana

Table 1-9 (cont.)
MULTI-FAMILY RESIDENTIAL AREAS
ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Shrubs and Groundcovers (not permitted within the preserve or brush management zones) (cont.)	
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Ligustrum japonicum 'Texanum'	Japanese Privet
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax 'Bronze Baby'	Dwarf Flax
Phormium tenax 'Jack Spratt'	Dwarf New Zealand Flax
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa Banksiae 'White Banksiae'	White Lady Banks Rose

Table 1-10
SPECIAL USE LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES*

Botanical Name	Common Name
Grove Trees (not to be used within brush management zones)	
Olea europea 'Wilsoni'	Fruitless Olive Tree
Rhus lancea	African Sumac
Accent Trees (to be used in limited amounts and not within brush management zones)	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Lagerstroemia indica	Crape Myrtle
Courtyard and Plaza Trees (to be used in limited amounts and not within brush management zones)	
Albizia julibrissin 'Rosea'	Silk Tree
Brachychiton acerifolius	Australian Flame Tree
Calodendrum capense	Cape Chestnut
Koelreuteria bipinnata	Chinese Flame Tree
Laurus nobilis	Sweet Bay
Metrosideros exelsus	New Zealand Christmas Tree
Stenocarpus sinuatus	Firewheel Tree
Vines	
Vitis spp.	Grape

Table 1-10 (cont.)
SPECIAL USE LANDSCAPE ZONE ACCEPTABLE PLANT SPECIES*

Botanical Name	Common Name
Shrubs and Groundcovers (not permitted within the preserve or brush management zones)	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Calliandra haematocephala	Pink Powder Puff
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Carissa macrocarpa 'Green Carpet'	Prostrate Natal Plum
Ceanothus 'Joyce Coulter'	Wild Lilac
Ceanothus gloriosus 'Anchor Bay'	Anchor Bay Wild Lilac
Ceanothus griseus horizontalis	Carmel Creeper
Cistus x 'Sunset'	Brillancy Rock Rose
Cotoneaster lacteus	Parny's Red Clusterberry
Dietes vegeta	Fortnight Lily
Echium fastuosum	Pride of Madeira
Hemerocallis hybrids	Day Lily
Lantana montevidensis	Lantana
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Ligustrum japonicum 'Texanum'	Japanese Privet
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Myoporum parvifolium 'Putah Creek'	No Common Name
Phormium tenax 'Bronze Baby'	Dwarf Flax
Phormium tenax 'Jack Spratt'	Dwarf New Zealand Flax
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa Banksiae 'White Banksiae'	White Lady Banks Rose
Trachelospermum jasminoides	Star Jasmine
Verbena x 'Luxena'	Light Blue Babylon Verbena

* Town Center, office professional, parks, and active sports park

Table 1-11
COMMUNITY ENTRIES ACCEPTABLE PLANT SPECIES

Botanical Name	Common Name
Grove Trees (Equally spaced trees at 30 feet on center)	
Olea europea 'Wilsoni'	Fruitless Olive Tree
Rhus lancea	African Sumac
Background and Accent Trees	
Koelreutaria panniculata	Golden Rain Tree
Pistachia chinensis	Chinese Pistachio
Rhus lancea	African Sumac
Shrubs and Groundcovers	
Agapanthus 'Rancho White'	White Lily-of-the-Nile
Carex buchananii	Red Clump Grass
Carex pansa	California Meadow Sedge
Lavandula angustifolia 'Compacta'	Dwarf English Lavender
Marathon 2e	Dwarf Tall Fescue
Muhlenbergia caillaris	Pink Wisp Grass
Myoporum 'Pacificum'	No Common Name
Phormium tenax	New Zealand Flax
Rhaphiolepis indica	India Hawthorn
Rosa Banksiae 'White Banksiae'	White Lady Banks Rose
Vines	
Grape spp.	Grape
Hydroseed Mix 'C' (Specifically for the Olive grove under-story)	
Gilia tricolor	Bird's Eye
Lasthenia californica	Dwarf Goldfields
Layia platyglossa	Tiny Tips
Nemophila menziesii	Baby Blue Eyes
Phacelia campanularia	California Blue Bells

Table 1-12
PRODUCT PHASING

Land Use	Planning Area	Description	Acreage (Gross)	# of Dwelling Units
Phase 1				
Single-family	R-1	Single-family Residential	23.4	136
Single-family	R-2	Single-family Residential	14.7	75
Single-family	R-3	Single-family Residential	16.4	64
Park	P-2	Park (HOA)	0.5	-
Park	P-4	Trail Staging Area	0.8	-
Park	P-5	Park (HOA)	0.2	-
Park	P-7	Park (HOA)	0.3	-
Park	P-8	Park (HOA)	0.3	-
Open Space	OS-1	Open Space Preserve	1.6	-
Open Space	OS-2	Open Space Preserve	94.1	-
Open Space	OS-3	Open Space Preserve	93.7	-
Open Space	OS-4	Open Space Preserve	7.6	-
Open Space	OS-5	Detention Basin	5.2	-
Open Space	OS-6	Open Space	19.1	-
Open Space	OS-7	Open Space	0.9	-
Open Space	OS-8	Open Space	1.8	-
Institutional	I-1	Sewer Lift Station	0.2	-
Major Circulation		Majors Roads	22.1	-
		Phase 1 Total	**302.9**	**275**
Phase 2				
Multi-family	MF-1	Multi-family Residential	19.0	189
Multi-family	MF-2	Multi-family Residential	5.3	41
		Phase 2 Total	**24.3**	**230**
Phase 3				
Single-family	R-4	Single-family Residential	31.8	122
Single-family	R-5	Single-family Residential	27.2	124
Sports Complex	SC-1	Active Sports Park	8.5	-
Park	P-1	Park (HOA)	0.3	-
Park	P-6	Park (HOA)	0.3	-
		Phase 3 Total	**68.1**	**246**
Phase 4				
Park	P-3	Park (HOA)	1.2	-
		Phase 4 Total	**1.2**	**-**
Phase 5				
Professional Office	PO-1	Professional Office	2.7	-
Professional Office	PO-2	Professional Office	8.8	-
		Phase 5 Total	**11.5**	**--**
Phase 6				
Town Center	TC-1	Town Center	8.1	-
		Phase 6 Total	**8.1**	**-**
		GRAND TOTAL	**416.1**	**751**

Table 1-13
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Aesthetics and Landform Alteration

- Residential and commercial designs, while varied in design theme, will be generally uniform in massing, elevation, and density. Proposed project zoning specifies the following maximum height limits: 35 feet for single-family; 35 feet for multi-family; 40 feet for the Town Center, and 35 feet for office professional buildings uses.
- The entire development (residential, Town Center, parks, and office) will use common siting principles, landscaping, and construction materials as well as pedestrian orientation.
- Development will be consolidated on flatter, less environmentally sensitive areas to minimize impacts to sensitive upland habitats.
- Grading (cut and fill) will be balanced on site.
- Edges of development will be softened through the use of contour grading.
- Varied heights of trees, shrubs, and groundcover will be planted on modified slopes to result in "visual undulation."
- Landscaping will be installed within each constructed phase as it is finished.
- Project lighting will adhere to Division 9 of the County LPC.
- All landscaping will follow Project landscaping design guidelines as described in the Specific Plan and General Plan Amendment Report as well as applicable government regulations and standards, including those for sight line visibility and access.
- All landscaping and irrigation plans will be consistent with appropriate guidelines and regulations and prepared by a licensed landscape architect and submitted to the County for review and approval prior to construction.
- All non-preserved areas not covered by structures or hardscape/paving will be appropriately and professionally landscaped.
- Landscape design will define areas through the creation of a focal point at entries, screening of unsightly areas, softening of expanses of pavement and buildings, and provision of transitions and separations between Project development and the surrounding community.
- Larger specimen trees will be installed at entries and key locations throughout the development.
- Areas around buildings will incorporate a mixture of trees, shrubs, vines, and groundcover designed to complement the overall design theme of the Project.
- Where the Project "Planned Sign Program" is silent, the County of San Diego Zoning Ordinance (Section 6200, Off-Premise Sign Regulations and Section 6250, On-Premise Sign Regulations) will control.
- Where feasible, noise barriers may incorporate a berm or non-glare glass/"lexon" panel combination. Wall height will not exceed 10 feet.
- Where sound walls are built that would be visible from Horse Ranch Creek Road, the wall will be screened by Project-planted vegetation. These walls will be subject to long-term maintenance through the HOA.
- Within the Town Center, both stone/stone product and native and/or locally occurring plant materials will be widely used in Village entries and other features as one of its unique, identifying design theme elements. The following items are required:
    - A minimum of 20 percent of the total vertical exterior building surface area will be concrete, natural or cut stone/stone product, or stone veneer. Quarried and eroded granite, sandstone, flagstone, or metamorphic stone may be used to satisfy the requirements of these guidelines. Lava rock or artificial stone products will be evaluated on a case-by-case basis.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS
DURING CONSTRUCTION AND OPERATION

Aesthetics and Landform Alteration (cont.)

- The requirement in the above item may be waived provided that an equal square footage of landscape walls, terraces, or other features is provided within the landscaping. Any such elements will be designed as extension of the building walls to "tie" the structure into the landscape, repeat architectural forms, and help ensure reinforcement of this unique identifying theme.
- Poured-in-place concrete also is an acceptable exterior surface material. Concrete panels may be sandblasted exposed aggregate, battered, or board- or earth-formed.

- Within the office professional use, non-reflective/non-glare glass will be widely used. Large expanses of glass will be restricted to the two office professional use areas.
- Single-family detached residential lots and setbacks will encourage variety in the design, orientation, and placement of homes.
- Minimum front yard building setbacks to houses are 15 feet. Minimum front yard building setbacks to garages facing the street are 20 feet. Setbacks will be varied, where possible, to avoid a monotonous pattern.
- Where slopes in the side yards allow for varied side yard setbacks, more useful private open space in side yards will be provided to avoid a monotonous pattern of houses.
- Multiple housing plans will be provided for compatibility with different lot configurations (interior and corner lots) and variety of designs for entry and garage designs.
- Side-entry floor plans may be used on both interior and corner lots, provided that the entry is clearly defined and the front elevation includes front-facing windows, porches, or other pedestrian-oriented design features.
- Housing plans used on corner lots will provide for architectural features, such as porches or entry trellises, to wrap around the street-facing corner.
- Production wall fencing will be integrated into the design of corner lots to provide for reduced wall length and other enhancements to side yards.
- Where the rear of a lot abuts a street, the design will provide for a privacy wall and landscaping consistent with the Campus Park streetscape theme.
- Grade differentials within neighborhoods will be used to add variety and enhance the sense of open space between residences.
- Basic guidelines for single-family residential garage design include requirements to:
  - Minimize the impact of garages facing the street by techniques such as varying garage door patterns and using deep recessed doors, varying colors, splitting one large door into two single doors, and integrating door window and coach lights.
- For multi-family housing, developments fronting onto Village Pathway and Promenade streets will be oriented toward the street with reduced setbacks, multiple entries, and pedestrian connections to ground floor units.
- Multi-family buildings will be oriented to create outdoor rooms, such as courtyards, connected by landscaped walkways.
- Multi-family landscaping will be comprised of trees, shrubs, vines, and ground covers consistent with the overall Campus Park theme.
- Tree plantings in the front yard areas of multi-family housing will be varied to provide interest in the landscape.
- Multi-family side and rear yard areas will be landscaped to soften the architecture and provide privacy for residential units.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Aesthetics and Landform Alteration (cont.)

- All business identification signs will comply in terms of size, number of colors and materials with standards specified in the Fallbrook Community Plan Design Guidelines. One sign will be allowed per business on each building wall.
- The materials and colors of the sign also will be compatible with the style, materials, and colors of the Project architecture.
- Address number signs will be of an appropriate size and location to be clearly visible to visitors and emergency responders.
- Prohibited signs include roof-mounted signs, flashing lights or signs, and animated signs or lights that convey the illusion of motion.
- Screen planting shall be utilized to visually buffer office professional uses from the I-15 Corridor.
- PAs will be unique, but share fundamental architectural characteristics consistent with the Village theme.
- Building elevations visible from public view areas (all Village streets, surrounding arterial streets, and public open spaces) will be articulated with elements such as wall offsets, balconies, and windows, appropriate to the architectural style.
- The architectural style along the same street or within an individual PA will be compatible as a result of use of similar building heights, materials, window or door style, detailing, porches, arcades, overhangs, roofing, or color.
- Varied building elements, roof pitches, and setbacks will be employed to avoid monotony.
- Distinctive building elements will be oriented toward the corners of prominent Village core and entry street intersections.
- Street-facing façades will incorporate a range of scale-defining elements that relate building masses to the scale of the pedestrian. Elements may include trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows.
- Individual residential unit entries will be oriented toward the Village streets wherever possible.
- Internal homes will be connected to the Village streets by courtyards or landscaped walkways wherever possible.
- Utilitarian areas, including parking, loading, mechanical equipment, and trash enclosures, will be screened from public views to the extent possible.
- All public/HOA planting areas will be permanently irrigated and use low water consumptive plant material wherever practical.
- Transformer and cable box locations will be carefully planned and coordinated with both the utility company and the landscape architect. Transformers and cable boxes will be located to be unobtrusive and screened from view with plantings where possible.
- Mailboxes and mailbox structures will be designed to complement the architectural style of the development for which they are intended. Grouped mailboxes will be used with a maximum of 12 boxes per cluster.
- Trash enclosures will be designed to complement the architectural style of the development for which they are intended. Recycling areas (at least 50 percent) will be compatible with the proposed trash enclosure. Trash and recycling areas, or bins or container placed therein, will be protected from adverse environmental conditions, such as rain, that might render the collected materials unmarketable. Provisions for trash and recycling will be in conformance with County requirements.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Aesthetics and Landform Alteration (cont.)

- Large expanses of asphalt paving will be avoided, where possible, and the appearance softened by landscape screening. Exposed vehicular use areas (all parking lots greater than 6,000 square feet) will include a minimum of 10 percent of the paved areas in landscaping, dispersed throughout the parking area such that every designated parking space will be within 30 feet of the trunk of a tree.
- Illumination of walkway/trail connections will be provided through the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity will become more intense at path intersections and vehicular crossings.
- Within building groups, architectural and accent lighting will be indirect and subtle. Increased lighting levels will highlight pedestrian areas to clearly define the pedestrian path. Service area lighting will be contained within the service area boundaries/enclosure. Lighting will be designed to minimize glare and intrusion into neighboring land uses.

Transportation /Traffic

- In order to preclude substantial traffic delays during construction of residential, Town Center, recreational, and public services/utility Project elements, the Proposed Project includes the preparation and approval of a Traffic Control Plan, including measures to reduce traffic delays and minimize public safety impacts, such as the use of flagmen, traffic cones, detours and advanced notification signage, pedestrian/equestrian detours, movement restrictions, and temporary lane closures. In addition, the construction contractor will provide a means for public liaison/contact information for public inquiries and concerns.
- Grading will be balanced on site, with no import or export. Any rock generated due to on-site blasting during construction will be used on site.
- Traffic signs denoting equestrian crossings will be located along applicable roadways to promote safety. Equestrian paths will be provided along Horse Ranch Creek Road south of Baltimore Oriole Road, Pankey Road north of SR 76, Pankey Place, Baltimore Oriole Road, and Harvest Glen Road.
- Equestrian push buttons for crossing will be provided at signalized intersections (see Figure 1-14).
- Regional trails crossing roads will be designed to cross at or near a right angle.

Air Quality

- The Project is pedestrian and bicycle friendly to encourage reduction in vehicle usage and trips. The mixed-use Town Center would be within a 10-minute walk (½ mile) of the majority of proposed residences. Transit stops will be located along Horse Ranch Creek Road. The bus route also would include a loop along Baltimore Oriole Road and Longspur Road. NCTD turnouts would be provided in the vicinity of each intersection along Horse Ranch Creek Road and off site on the north side of SR 76 between Horse Ranch Creek Road and the Project site.
- The Project includes commercial (i.e., Town Center) and recreational uses to encourage use of local facilities and reduce trip lengths.
- One long-term bicycle parking space will be provided for each unit at multi-family uses without garages.
- Class I or II bike lanes are located within ½ mile of all Project uses and the Project bike-lanes connect to an existing off-site facility.
- Non-residential site uses provide 1 bike rack space per 20 vehicle parking spaces.
- Site design and building placement will minimize barriers to pedestrian access and interconnectivity.
- Transit improvements will include shelters, route information, benches and lighting.
- Project design includes pedestrian/bicycle safety and traffic calming measures in excess of County requirements.
- Project internal roads will converge in right angle formations (rather than skewed, or acute, angles).

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Air Quality (cont.)

- Project intersections will use pedestrian safety/traffic calming measures such as marked crosswalks, countdown signal timers, curb extensions, speed tables, raised cross walks, raised intersections, median islands, tight corner radii and roundabouts or mini-circles.
- Project streets will favor pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chokers.
- The Project will provide preferential parking spaces for electric and/or compressed natural gas vehicles.
- Residential buildings will provide a utility room or space for recharge of batteries for both small (hand held) as well as large (e.g., an electric lawnmower or car) equipment (laundry rooms and garages).
- The Proposed Project will have retail, open space, office, park and residential uses within ¼ of each other.
- Project will use only electric or natural gas stoves in residences.
- The Project will use cool roofs, i.e., heat reflective, highly emissive roofing materials that stay 50 to 60 degrees Fahrenheit cooler than a normal under the hot summer sun.
- Grading will entail multiple applications of water during grading between dozer/scraper passes.
- Paving, chip sealing, or chemical stabilization of internal roadways will occur after completion of grading.
- Sweepers or water trucks will remove "track-out" at any point of public street access.
- Dirt storage piles will be stabilized by chemical binders, tarps, fencing, or other erosion control and suppression measures.
- Grading will terminate if winds exceed 25 miles per hour (mph).
- Residential lots will be hydroseeded if lots are not developed soon after grading.
- Construction vehicles will use low-sulfur diesel fuels.
- The Project will provide residents with separate recycling and waste receptacles to support the 50 percent state-wide solid waste diversion goal.
- The Project will require separation and recycling of construction waste.
- The Project landscaping palette will include drought-tolerant trees, emphasizing evergreens on the north and west sides of buildings and deciduous trees on the south sides of buildings. These plantings will contribute to on-site carbon storage, provide shade, and reduce heating from impervious surfaces.
- The Project will provide electrical outlets at building exterior areas.
- The Project will provide shade within five years and/or use light-colored materials and/or open grid pavement for at least 30 percent of the site's non-roofed impervious surfaces.
- The Project's compact land-use patterns will reduce habitat fragmentation and contribute to the preservation of natural habitats, including forests and woodlands.
- The Project will use reclaimed water, if available, to the extent possible.
- The Project will strive for a 50 percent reduction in residential water use through features such as low-flow appliances (including toilets, shower heads, washing machines), as well as a drought-tolerant landscape palette, water-saving irrigation systems (i.e., weather-based irrigation controllers), and other water conservation measures.
- Compliance with state and local ordinances requiring water conservation, including California Plumbing Code Section 402, which requires the installation of water conserving fixtures in new construction and Section 67.101 of the County's Code of Regulatory Ordinances, which prohibits water waste.
- Buildings at the Project will achieve energy performance equivalent to at least 15 percent better than current Title 24 standards.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Air Quality (cont.)

- The Project will install energy reducing programmable thermostats that automatically adjust temperature settings.
- The Project will install low-energy traffic signals and energy efficient (sodium) street lighting.
- The Project will install energy reducing passive heating and cooling systems (e.g., insulation and ventilation).
- The Project will install energy reducing daylighting systems (e.g., skylights, light shelves and interior transom windows).
- The Project will increase interior wall and roof insulation.
- Project buildings will be designed using double-paned windows, door sweeps and weather stripping, electric light dimming controls where feasible, and high-efficiency heating and cooling systems.
- Residents at the Project will be offered a choice of energy-efficient appliances (including washer/dryers, refrigerators) and appliances installed by builders would be Energy Star (including dishwashers).
- Smart growth land use patterns will be implemented, which reduce the amount of land being developed and therefore reduce greenhouse gas (GHG) emissions.
- The Project will provide educational materials for residents discussing strategies for reducing GHG emissions associated with the operation of their buildings.
- The Project will be conditioned to participate in contributing appropriate funds for the acquisition, design and construction of a Transit Node.

Noise

- Blasting procedures will comply with Division 5 of Title 3 of the San Diego County Code of Regulatory Ordinances Relating to Blasting Operations, as amended (Ordinance 7821, September 1990).
- No more than two drills will operate simultaneously, and no more than two blasts per day will occur in any one area. No rock crushing will occur on site.
- The blasting contractor will conduct a pre-blast survey to determine if any sensitive uses need to be monitored during blasting operations.
- Noise barriers may consist of a wall and berm combination. The wall height in a combination barrier will not exceed 10 feet.

Geology

- Prior to and/or during site development, the Project geotechnical engineer will review Project plans to ensure compatibility with geotechnical conclusions and review (and modify as appropriate) applicable field activities (e.g., grading, removal of unsuitable surficial soils, and manufactured slope construction) to ensure conformance with appropriate geotechnical recommendations, regulatory guidelines, and industry standards.
- Project design will incorporate the peak ground acceleration level identified in the Project Geotechnical Investigations (Appendix F), as well as applicable International Building Code (IBC) and County Building Code standards related to subsurface profile type, acceleration and velocity coefficients, seismic zone, and seismic source.
- Project construction will incorporate appropriate best management practices (BMPs) to control erosion and sedimentation, pursuant to applicable NPDES and County requirements and standards. Specific BMPs will be identified in the Project Storm Water Pollution Prevention Plan (SWPPP; to be prepared prior to Project construction) and may include measures such as seasonal and area grading restrictions, use of a weather-triggered action plan during the rainy season, use of erosion prevention and control efforts (e.g., fiber rolls, soil binders and silt fences), storage of BMP materials on site to provide adequate standby capacity, provision of appropriate training for construction personnel, installation of permanent landscaping after construction, implementation of appropriate solid waste management and dust control efforts, and implementation of sampling and monitoring programs per regulatory requirements. Refer to Section 3.2.3 of Subchapter 3.2, Geology/Paleontology, for more discussion.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Geology (cont.)

- Project construction will incorporate measures to address expansive soils in applicable areas, including techniques such as removal and replacement of expansive materials with engineered fill, selective grading (e.g., placing a cap of non-expansive material), or other appropriate industry standard measures from sources such as the IBC.
- Project construction will incorporate measures to address potential impacts related to the generation and disposal of oversize materials, including standard industry techniques such as restricting the size and/or location (e.g., depth) of materials used in various types of fills or use in landscaping efforts, pursuant to direction in the Project Geotechnical Investigations (Appendix F).
- Project design and construction will incorporate measures to address potential issues related to cut and fill/steep fill transitions and bedrock cuts, including the use of overexcavation and appropriate fill depths, pursuant to recommendations in the Project Geotechnical Investigations (Appendix F).
- Project design and construction will incorporate measures to address potential issues related to the stability of manufactured slopes, including:
  - Use of drained replacement (stabilization) fills for cut slopes exposing fractured or faulted bedrock, alluvium, or colluvium.
  - Replacement with drained compacted fill, or construction at lower (layback) angles, for cut slopes that are steeper and oriented in the same direction as exposed geologic contacts and fracture patterns.
  - Construction of fill slopes at maximum ratios of 2:1 (horizontal to vertical).
  - Installation of terrace drains at approximately 30-vertical-foot intervals on fill slopes.
  - Use of increased compaction standards (i.e., 93 to 95 percent) for fills exceeding 50 feet in depth.
  - Use of subsurface drainage for fill slopes.
  - Avoidance of side hill fill slopes wherever feasible.
- Project design and construction will incorporate measures to address potential issues related to the design and integrity of residential foundations, including locating residential structures outside of areas of mapped alluvial deposits, and conformance with geotechnical recommendations related to footing locations/depths, proximity to slope faces, and slab-on-grade design criteria (e.g., thickness and use of expansion joints).

Biological Resources

- A hydroseed mix that incorporates native species, is appropriate to the area, and is without invasive species, will be used for slope stabilization in all transitional zones.
- "California" pepper trees (*Schinus molle)* will not be permitted within the Project plant palette.
- Native vegetation will be preserved whenever feasible, and all disturbed areas will be reclaimed as soon as possible after completion of grading.
- Project trails will be aligned on existing paths, roads, and utility easements, and within otherwise disturbed areas to the extent feasible in order to minimize impacts to sensitive resources.
- Native oaks will be preserved in open spaces to the maximum extent possible.
- Trails will avoid fragile root areas of trees and shrubs, where feasible. Where trails cross natural terrain, width may be reduced to four feet for a short distance to protect sensitive resources.
- Lodgepole fencing will be at select locations to prevent encroachment into the open space, as discussed in the RMP.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Hydrology and Water Quality

- Proposed Project design includes a number of site design, source control, and treatment control BMPs related to long-term water quality issues and associated regulatory requirements (including NPDES permitting and County requirements). The site owners (through an HOA) will be responsible for post-construction BMP programs and activities, as well as for monitoring and maintenance for physical BMP facilities. Refer to Subchapter 4.1.2, Chapter 8.0 and Appendix L for a detailed discussion of proposed site design source control and treatment control BMPs, as well as associated regulatory requirements.
  - Site design BMPs include measures such as preservation of open space and existing drainage patterns, use of landscaping with native/drought-tolerant varieties, use of permeable pavers as design accents, installation of flood control structures such as retention basins, minimization of irrigation/chemical applications in landscaped areas, discharge of runoff from developed areas into landscaping, control of runoff on slopes (e.g., with brow ditches), and use of energy dissipating structures at drainage outlet points.
  - Source control BMPs include installing inlet stenciling/tiles and signs in appropriate locations to discourage illicit discharge, implementing regular programs for landscape/drainage facility maintenance and waste/green waste disposal/recycling, providing proper containment and maintenance for trash/material storage areas, minimizing/controlling irrigation runoff, directing runoff from applicable areas (e.g., private roads) into landscaping or treatment control BMPs, and providing educational materials to homeowners.
  - Treatment control BMPs consist of installing enhanced bio-filtration swales and/or water quality basins within the Project site boundaries to treat post-construction runoff prior to off-site discharge.
- Surface runoff and resultant erosion will be minimized through use of low water consumption/drought tolerant plants on landscaped slopes.
- All proposed storm drain facilities (including those associated with potential off-site structures) will be designed to accommodate a 100-year storm event.
- An authorized SWPPP/Storm Water Sampling and Analysis Strategy (SWSAS) will be implemented, pursuant to requirements under the NPDES and the County Watershed Protection, Stormwater Management and Discharge Control Ordinance/Stormwater Standards Manual. Specific elements in these plans include:
  - Construction debris storage areas will be restricted to appropriate locations at least 50 feet from storm drain inlets and watercourses.
  - Appropriate storage facilities for construction debris, including adequately sized watertight dumpsters; covers to preclude rain from contacting waste materials; impervious liners; and surface containment features such as berms, dikes, or ditches will be used to prevent runon and runoff.
  - A licensed waste disposal operator will be employed to regularly (at least once a week) remove and dispose of construction debris in an authorized off-site location.
  - Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.
  - Dust-control measures such as watering will be used to reduce particulate generation for pertinent locations and activities (e.g., concrete removal).

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS
DURING CONSTRUCTION AND OPERATION

Hydrology and Water Quality (cont.)

- Erosion prevention and sediment control measures will be used within and/or downstream of all demolition activities.
- Conformance with applicable requirements under the NPDES General Groundwater Extraction Waste Discharge Permit, if required (i.e., if discharge of extracted groundwater exceeds permit criteria).
- Demolition BMPs such as:
  - Recycle appropriate (i.e., non-hazardous) construction debris for on- or off-site use whenever feasible.
  - Use dust-control measures, such as watering, to reduce particulate generation for pertinent locations/activities (e.g., concrete removal).
  - Use appropriate erosion prevention and sediment control measures downstream of all demolition activities.
  - Conform with applicable requirements related to the removal, handling, transport, and disposal 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.

- Project design and construction will incorporate measures to address issues related to Project site drainage and the potential for encountering shallow groundwater. Specifically, such measures include using positive drainage techniques to direct surface flows away from structures, controlling runoff on slopes (e.g., with brow ditches or terrace drains), minimizing/controlling landscape irrigation, use of subdrains in applicable areas to direct subsurface flows into drainage facilities, and conformance with NPDES permit requirements for groundwater removal/disposal.
- The Project will include relocating and raising the existing bridge over Horse Ranch Creek along the southern extension of the Pankey Road to provide adequate freeboard and avoid existing flooding during a 100-year storm.
- The Project Applicant will obtain a letter from the adjacent Campus Park West property owner stating that post-Project flooding onto their property is allowed.

Hazards

- Paving operations will be restricted during wet weather and sediment control devices will be used downstream of paving activities.
- Paving wastes and slurry (e.g., use of properly designed and contained concrete washout areas) will be properly contained and disposed of.
- The amount of hazardous materials used and stored on site will be minimized, and storage/use locations will be restricted to areas at least 50 feet from storm drains and surface waters.
- Raised (e.g., on pallets), covered, and/or enclosed storage facilities will be used for all hazardous materials.
- Mobile fueling/maintenance units for construction equipment will be used whenever feasible to avoid/reduce on-site fuel/lubricant storage.
- Accurate and up-to-date written inventories and labels will be maintained for all stored hazardous materials.
- 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.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS
DURING CONSTRUCTION AND OPERATION

Hazards (cont.)

- 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.
- All construction equipment and vehicles will be properly maintained.
- Solid waste management efforts such as proper containment and disposal of construction debris (e.g., use of watertight dumpsters and daily trash collection/removal) and street sweeping/vacuuming will be implemented.
- Training will be provided to applicable employees in the proper use, handling, and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
- Absorbent and clean-up materials will be stored in appropriate on-site locations where they are readily accessible.
- Wastewater facilities will be properly located and maintained.
- Recycled or less hazardous materials will be used wherever feasible.
- Regulatory agency telephone numbers and a summary guide of clean-up procedures will be placed in a conspicuous location at or near the job site trailer.
- Hazardous material use/storage facilities and operations will be regularly (at least weekly) monitored and maintained to ensure proper working order.
- A Storm Water Sampling and Analysis strategy will be implemented pursuant to regulatory guidelines.
- Where planned fills are 10 feet or greater in depth, methane probes will be required to assess methane concentrations in site soils. If methane gas is detected at concentrations greater than 12,500 parts per million (ppm), a methane remediation system designed by an engineer experienced in methane remediation will be approved prior to issuance of building permits.
- During Project construction and demolition of existing structures on the site, asbestos and lead paint surveys will be conducted and, if present, a licensed contractor will remove and properly dispose of these materials. If fluorescent lights are present, the ballast and light tubes will be disposed of in accordance with current regulations.
- Existing septic systems within the Project Parcel will be removed during the construction phase, pursuant to permits and requirements issued by the County DEH.
- Project construction activities will conform to applicable requirements of the NPDES General Groundwater Extraction Waste Discharge Permit, if appropriate (i.e., if discharge of extracted groundwater exceeds permit criteria).
- Construction debris storage areas will be restricted to appropriate locations at least 50 feet from storm drain inlets and watercourses.
- Appropriate storage facilities for construction debris will be used, including adequately sized watertight dumpster covers to preclude rain from contacting waste materials, impervious liners, and surface containment features such as berms, dikes, or ditches to prevent runon and runoff.
- A licensed waste disposal operator will be employed to regularly (at least once a week) remove and dispose of construction debris in an authorized off-site location.
- Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.
- Dust-control measures such as watering will be used to reduce particulate generation for pertinent locations and activities (e.g., concrete removal).
- Erosion prevention and sediment control measures will be used downstream of all demolition activities.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Land Use and Planning

- The lighting for the Proposed Project will comply with the County LPC.
- Where the Project "Planned Sign Program" is silent, the County of San Diego Zoning Ordinance (Section 6200, Off-Premise Sign Regulations, and Section 6250, On-Premise Sign Regulations) will control.
- Trails that are part of the County Regional Trail System (Community Multi-purpose Trail and Regional Trails Links) will be developed in accordance with the County's Trail Standards and will accommodate equestrians, bicyclists, and pedestrians. The Regional Trail System will be dedicated to the County of San Diego, or another public agency or public interest organization.
- The Campus Park Community feeder trail system will be designed to accommodate bicyclists and pedestrians. Equestrian use on Village multi-purpose trails (e.g., Horse Ranch Creek Road and Baltimore Oriole Road) also will be allowed. Where trails pass through dedicated open space, they will be dedicated to the County or another public agency or public interest organization.
- Trails will be constructed per the County of San Diego Design and Construction Guidelines. The minimum regional trail easement will be 20 feet wide. A minimum travel width of at least eight feet is required for trails. Where trails cross natural terrain, the width may be reduced to four feet wide for a short distance in areas of topographically restricted width or to protect biological habitat. Community feeder trails will have a minimum travel width of at least four feet and will be surfaced with decomposed granite.

Public Services and Utilities

- The Project Applicant will pay developer fees levied by each applicable school district prior to the issuance of building permits.
- The Project design will include water conservation measures, including the state-mandated 14 BMPs for water conservation (such as installation of ultra low-flow toilets) and the use of drought tolerant/native vegetation where possible (e.g., not prohibited by fire management requirements).
- The Project will be conditioned to require the Project Applicant to contribute appropriate funds, along with the other projects located in and around the I-15/SR 76 Interchange, to fund a Sheriff's station, which may be located at the Campus Park West project site.
- Project design will incorporate appropriate fuel management zones (100 to 200 feet wide) in designated areas (e.g., adjacent to all structures), pursuant to the San Diego County Fire Code and as detailed in the Conceptual Fire Protection Plan/Fuel Modification Plan (FPP/FMP; Appendix J).
- Project design will meet all general vegetation management requirements of the Conceptual FPP/FMP (Appendix J).
- Fuel management zones will be appropriately maintained by the Project HOA, which will include efforts such as inspecting/repairing irrigation systems, vegetation thinning/pruning, and weed removal.
- Project landscape design will exclude all prohibited plant materials listed in the Prohibited Plant Materials list in the Conceptual FPP/FMP (Appendix J). The prohibited trees, shrubs, vines, and groundcovers shall not be planted or retained in any community vegetation management zone, landscaped area, as street trees, or in any median or planter.
- Project landscape shall be consistent with the planting, spacing, and maintenance guidelines in the Conceptual FPP/FMP (Appendix J). Project design will incorporate applicable ignition and fire resistance measures for all structures (pursuant to the San Diego County Fire and Building codes, see Appendix J), including the use of approved sprinkler systems; proper roofing and exterior wall materials; and appropriate design and construction of facilities such as eaves, vents, doors, window frames, decks, chimneys, gutters, and fences. Multi-family and office professional buildings exceeding 30 feet in height will have an approved stairway access to roofs for fire fighters.

Table 1-13 (cont.)
ADDITIONAL ENVIRONMENTAL DESIGN CONSIDERATIONS DURING CONSTRUCTION AND OPERATION

Public Services and Utilities (cont.)

- All structures exceeding 200 square feet will be equipped with sprinkler systems. For office and commercial uses, these sprinkler systems will have capacity for remote supervision.
- The design and operation of all access-related facilities such as streets, driveways, alleys, gates, speed bumps, walkways, and emergency access roads will comply with applicable requirements of the San Diego County Fire Code or other pertinent standards.
- Fire-related water supplies and access facilities within the site will conform to associated requirements identified in the Conceptual FPP/FMP, including measures such as providing emergency truck access, providing adequate fire flow within the site (2,500 gpm for two hours), and using approved fire hydrant design and spacing (per requirements in the San Diego County Fire Code).
- All residential units will be equipped with smoke detectors.
- All Project locations/facilities with uses exhibiting potential fire safety issues, such as hazardous or flammable/combustible material storage sites, and battery storage/charging areas, will comply with appropriate sections of the Consolidated Fire Code.
- The Project will be conditioned to require the Project Applicant to increase the Fire Tax Rate Area, not to exceed five percent over the current tax rate.
- The Project will be conditioned to require the Project Applicant to provide a fair share contribution toward the siting, design, and construction of a local fire station.

Table 1-14
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood Specific Plan	Just north of SR 76, 0.25 mile east of I-15, adjacent to Campus Park Project	390	Residential development, including: 355 SFR, 489 MFR, with densities from 3.5 to 19.9 DU/acre with designation of a site for a future elementary school (or up to 886 DUs without a school), 6 private parks, 4 miles of trails, community facilities and infrastructure, 125.3 acres of open space, and 56.8 acres of active agriculture (citrus groves, using groundwater).
2	TM 5424 S 05-014 SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	Northeast quadrant of I-15 and SR 76	118.5	Mixed-use development including approximately 355 MFR units, 347,000 s.f. light industrial, 350,000 s.f. general commercial, 50,000 s.f. each of office and commercial uses, a potential wastewater treatment plant and potential civic use.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR. Density 1.6 DU/acre. Lot sizes vary from 5,500 to 23,500 s.f., two parks totaling 4.3 acres, trails, 36.5 acres of open space. SPA to allow clustering.
4	TM 4729	Tedder TM	South side of Pala Mesa Drive, west of I-15, and east of Daisy Lane	29.5	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 net acres.
5	TPM 20830	Hukari Subdivision	Northern terminus of Mountain View Road and West Lilac Road on west side of Bonsall	30	Minor residential subdivision with road improvements. 4 SFR lots plus one remainder lot (3.4 to 7.7 net acres each).
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	NA	11 SFR lots.
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	NA	Add additional units to a bed and breakfast.
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2-acre minimum).
9	TPM 20491	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/ agricultural parcels (2.00 and 2.10 acres). Private septic system.
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Road, Fallbrook	15.90	Minor residential subdivision. 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres).
			Dwelling Unit Subtotal		**1,414**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
11	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10] MUP 03-006 MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15, Fallbrook	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.
12	TPM 20431 S 98-006	Lung TPM	Citrus Drive and Calle Canonero, Fallbrook	10.7	Minor residential subdivision. 2 SFR lots (6.7 and 4.0 acres).
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Niños, Fallbrook	13.54	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres and remainder 4.00 net acres. Septic system.
14	TPM 20484	Bierman TPM	4065 Calle Canonero, Fallbrook, south of Vern Drive and west of Lorita Lane	9.91	Minor residential subdivision. 4 SFR lots, ranging from 2.01 to 2.19 net acres. Septic system.
15	S 04-026	Cooke Residence	3974 Citrus Drive between Wilt Road and Vern Drive	N/A	4,723 s.f. SFR.
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Road, Fallbrook	21.81	Minor residential subdivision. 4 SFR lots plus one remainder lot.
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge Road, east of I-15 off Mission Road, Fallbrook	19.55	Minor residential subdivision. 4 SFR lots.
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approximately 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.
19	TPM 20853	Rarick TPM	3261 Reche Road, Fallbrook	8.77	Minor residential subdivision. 4 SFR lots ranging from 2.02 to 2.25 acres. Septic system.
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site.
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. 1 existing SFR on site.
22	NA	Pala Casino	Pala Road and Pala Mission Road	TBD	187,300 s.f. casino, hotel, theater.
				Dwelling Unit Subtotal	**60**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
23	MUP 87-021 RPL[2] REZ P87-001 RPL[2]	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR 76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Realignment of SR 76 from Project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into 4 parcels (4.3, 4.2, 9.6, and 8 acres) plus remainder (33 acres).
25	TM 5321	Prominence at Pala	Pala Del Norte Road. 1/3 mile north of SR 76 and approximately two miles west of the Pala Indian Reservation	346.6	Subdivide the property into 30 SFR and 2 open space lots ranging in size from 4 to 96 acres.
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between Pankey Road and Pala Mesa Heights Drive	85	New community college campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water, and sewer improvements.
27	NA	Caltrans Realignment of SR 76	From I-15 to west of Rice Canyon Road	NA	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.
28	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater, and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR 76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options.
29	TM 5231 RPL[4] MUP 00-034	Pala Mesa Subdivision	Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condominium units.
30	TM 5276	West Lilac Farms	32542 Aqueduct Road and Via Urner, Bonsall	12.8	8 SFR lots.
31	TM 5346	Dabbs TM	32006 Aqueduct Road, Bonsall	38.4	9 SFR lots.
32	TM 5410	Marquart Ranch	West Lilac Road and Mesa Lilac Road, Bonsall	44.2	9 SFR lots. Includes improvements to West Lilac Road and Mesa Lilac Road, and drainage improvements.
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots.
Dwelling Unit Subtotal					**118**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
34	TM 5469	Ridge Creek Drive	Ridge Creek east of Live Oak Park Road and Ridge Drive, Fallbrook	30.4	14 SFR lots.
35	TM 5499	Club Estates	SR 76 east of Cole Grade Road at Pauma Valley Drive	48.3	31 SFR lots.
36	TM 5540 MUP 07-007	Oak Tree Ranch TM	15560 Spring Valley Road	9.95	24 SFR.
37	TM 5545	Turnbull TM	32979 Temet Drive	22.9	17 lots.
38	TPM 20913	Wexler TPM	Luiseno Circle and Wasa Court, Valley Center	2.54	4 lots.
39	TM 5223	Shadow Run Ranch	15040 Adams Drive	263	54 SFR lots and 2 open space lots. MUP filed concurrently for Planned Residential Development that would cluster residential development on minimum 2-acre lots.
40	TPM 20896	Diana Acres	Adams Drive off SR-76, Pauma Valley		3 lots.
41	TPM 20804	Hunter Subdivsion	15550 Adams Drive	7.5	3 lots.
42	TPM 20538	Burge TPM	34487 Citracado Drive, Pala	12.58	4 lots plus remainder.
43	MUP 99-001	Pauma Valley Packing Company	34188 Hampton Road	4.14	Packing and processing plant.
44	MUP 00-030	Shadow Run Ranch/Schoepe-Pauma	14504 SR 76	263.17	13 lots.
45	TM 5508	Warner Ranch	Pala-Pauma	513	732 SFR lots, 168 condo units, community park, and fire station lot.
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision. 3 SFR lots (1.03, 2.06 and 2.31 net acres).
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision. 4 SFR lots plus one remainder lot. Existing SFR and grove on site.
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones; TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres); TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres). TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).
50	TPM 20505	John Collins TPM	Margarita in Fallbrook	8.29	2 lots.
			Dwelling Unit Subtotal		**1,117**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
51	TPM 21085	Brannon Trust TPM Remai	411 Yucca Road, Fallbrook		4+ lots.
52	TPM 20976	Dien N Do TPM	405 Ranger Road		4 SFR lots plus remainder.
53	TPM 20373	Tim Rosa TPM	2973 Los Alisos Drive	13	4 lots plus remainder.
54	TPM 20427	Leising TPM	1246 Via Vista	10.83	4 lots.
55	TPM 20434	Atteberry TPM	1166 Sierra Bonita	9	3 lots.
56	TPM 20980	Johnson TPM	3035 Trelawney Lane		2 lots.
57	TPM 20381	Chipman TPM	Camino Zasa, Fallbrook	24.5	4 lots plus remainder.
58	TPM 21047	American Lotus Bhuddist Association TPM	Reche Road at Rabbit Hill, Fallbrook	5.63	4 lots plus remainder.
59	TM 5547	Reche Road TM	3129 Reche Road, Bonsall	33.5	12 SFR lots.
60	TM 5158 RPL[3]	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots.
61	TPM 19742	Dion TPM and time extension	3562 Canonita Drive	7.5	2 lots.
62	TPM 20476	Patricia Daniels TPM	3609 Canonita Road, Fallbrook	13.2	4 lots plus remainder.
63	TPM 20443	Cameron Subdivision	2644 Vista de Palomar, Fallbrook; North side of Vista de Palomar between Post Hill and Via Rancheros	11.31	Minor residential subdivision. 3 SFR lots (2.22, 2.44 and 6.37 acres). Septic system.
64	TPM 20473	Tesla Gray TPM	East end of Vista de Palomar, and north end of Old Post Road, Fallbrook	28.91	Minor residential subdivision. 4 SFR lots plus one remainder. Future development of 5 SFR.
65	TPM 20592	Aspel TPM	3107 Old Post Road, Fallbrook	7.32	Minor residential subdivision. 2 SFR lots (2.09 and 5.20 acres).
66	TPM 20317	James Patapoff TPM	2639 Via Alicia, Fallbrook	16.8	Subdivision of 16.8 acres into 4 lots plus remainder.
67	TPM 20503	Yew Tree Spring Water Corporation	3573 Diego Estates Drive, Fallbrook	7.48	3 residential lots.
68	TPM 20610	Haugh, Granger TPM	Live Oak Creek Circle and Gird Road, Fallbrook	12.94	4 lots.
Dwelling Unit Subtotal					**123**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
69	TPM 20614 RPL[1]	Brown, Lee & Karen TPM	3850 Gird Road	6.46	3 lots.
70	TPM 20648	Pepper Drive TPM	3926 Flowerwood Lane	1.39	4 residential lots.
71	TM 4971	Surf Properties TM	3545 Vista Corona	46.89	15 lots.
72	TM 4908	Brook Hills TM	4061 La Cañada Road, Fallbrook	96.71	35 lots.
73	MUP 02-011	Latter-Day Saints/Via Monserate	Fallbrook	7.96	17,000 s.f. church and meeting rooms.
74	TM 4976 RPL[4]	Leeds and Strausss TM	North side of Olive Hill Road, near intersection with SR-76, Bonsall	45.76	17 SFR lots. TM time extension until September 13, 2009.
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots.
76	TPM 20173	Shamrock Partners TPM	Shamrock Road, Bonsall	10	3 lots.
77	TPM 20851	Crook TPM	32179 Shamrock Road		5 lots.
78	TM 5275	Tabata TM	1061 McDonald Road	4.96	8 lots.
80*	TPM 20932	Murray Davidson TPM	3956 Pala Mesa Road, Fallbrook		Subdivision of 1 lot into 4 SFR lots plus remainder.
81	TPM 21076	Sumac TPM	3111 Sumac Road		4 lots.
82	S 03-024	Janikowski SFR	9686 Pala Road (SR 76), Fallbrook; on north side of SR 76	5.12	3,200 s.f. SFR.
83	TPM 19827	Kratochvid TPM; expired map	Old Highway 395	12.3	4 lots.
84	TPM 20319	Kohl TPM	7641 Mount Ararat Way, Bonsall	9.71	4 lots plus remainder.
85	TPM 20541	Woodhead TPM	Mt. Ararat Way, Bonsall	12.54	4 lots plus remainder
86	TPM 20596	Rockefeller TPM	9590 Lilac Way, Valley Center	5	2 lots.
87	TPM 20763	McNulty TPM	32171 Dos Niñas	5.19	2 lots.
				Dwelling Unit Subtotal	**121**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
88	TPM 20689	Stehly TPM	Corner of Viking Grove Lane/Man Tan Road, Valley Center (adjacent to TPM 20690)	12.7	4 SFR lots and remainder.
89	TPM 20845	Sanders TPM	West Lilac Road, 1.25 miles west of Old Highway 395		4 lots plus remainder lot.
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR 76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store.
91	TPM 21156	Monserate TM	3624 Monserate Hill Road	24.6	4 lots plus remainder lot..
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place		4 lots.
93	TPM 20994	Madrigal TPM	1055 Rainbow Valley Boulevard near Old Hwy 395		3 lots.
94	MUP 07-009	Orange Grove Power Plant	4 miles northeast of I-15 on Pala del Norte Road, north of SR 76	8.5	96-megawatt power generation facility.
95	37-AA-0032	Gregory Landfill	Approximately 3.5 miles east of I-15 on SR 76	1,770	Landfill site for solid waste.
96	S 99-057 S 99-029 S 89-081 P 81-023 SPA 84-02 P 81-023	Meadowcreek Lake Rancho Viejo	Just east of I-15 and southeast of the San Luis Rey River and Pala Mesa Drive	NA	16 SFR as part of previously approved SFR development.
97	TPM 20467	Schillig TPM	West side of Reche Road at intersection with Live Oak Park Road	6.7	Minor residential subdivision. 2 SFR lots (3.0 and 3.7 acres).
98	TPM 20534	Berk TPM	West side of Sunnycrest Lane between Moonshadow Ridge and Winterhaven Road, Fallbrook	6.01	Minor residential subdivision. 4 SFR lots plus remainder (1.13, 1.13, 1.29, 1.29 and remainder 1.17 net acres).
99	TM 5514 GPA 06-011 SPA 06-007 REZ 06-013	Castle Creek Senior Condos	Intersection of Circle R Drive and Old Castle Road, adjacent to Castle Creek Golf Course, Valley Center	3.7	63 senior condominiums.
			Dwelling Unit Subtotal		**104**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
100	TPM 20710	Valentine Trust TPM	North end of Oak Glade Drive off Reche Road at Stage Coach Road	5.36	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 0.355 to 1.886 DU per acre.
101	TM 5364	Daniels Tract	Off Green Canyon Road, Fallbrook	11.22	10 SFR lots.
102	TPM 20397	Tartar TPM	2086 Fuerte Street, Fallbrook	2.33	Minor residential subdivision. 2 SFR lots (1.01 and 1.00 net acres).
103	TPM 20446	McConnell TPM	2363 Mission Road, Fallbrook	5.09	Minor residential subdivision. 4 SFR lots. Septic system. 1 existing house to remain.
104	TPM 20359	Aguilar TPM	At the terminus of Beavercreek Lane, approximately 0.25 mile south of Alvarado Street	19.0	Minor residential subdivision. 4 SFR lots plus remainder (1.00, 1.06, 1.19, 9.35 and remainder 6.26 net acres).
105	TPM 20642	Laus TPM	2038 Pomegranate Lane, Fallbrook	1.09	2 lots. 1 existing SFR occurs on site.
106	TPM 20928	Alkema TPM	302 Sky Vista Way, Fallbrook	2.18	Minor residential subdivision. 3 SFR lots (0.53, 0.54, and 1.08 acres). 1 existing SFR on site.
107	TPM 20799	Stehly Caminito Quieto TPM	32009 Caminto Quieto at West Lilac Road	11.69	4 lots.
108	TM 5427 REZ 05-006	Bonsall Subdivision	South side of West Lilac Road, Bonsall, bordering Ascot Park Estates, to Camino del Cielo, Bonsall	52.96	11 SFR with minimum 2-acre lot size and 78 MFR plus golf course and biological open space zone.
109	ZAP 03-006	Cingular Wireless Facility	1907 Carriage Lane, Fallbrook	N/A	Wireless facility consisting of one 18- by 10-foot high equipment shelter with antennae.
110	TM 5243	Vande Vegte TM	Beavercreek Lane, Fallbrook	14.27	Residential development with 8 SFR lots ranging from 1.0 to 1.66 acres, plus one 2.61-acre open space lot.
111	TM 5177	Brook Forest	Betsworth and Frace Road, Valley Center	226	84 SFR lots.
112	TM 5264 RPL[3] BC 01-0207	Choi TM	Pico Road north of Camino Del Rey, Bonsall	107.1	9 SFR lots ranging from 5.3 to 19.3 net acres.
113	TM 5446	Oak Glen	Oak Glen Road and West Oak Glen Road, Valley Center	19.7	9 SFR lots ranging from 2.0 to 2.4 acres.
Dwelling Unit Subtotal					**229**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
114	TPM 21010	Heald TPM	1224 Pepper Tree Lane	11.41	4 lots plus remainder.
115	TM 5458	VC Development	Valley Center Road and Molly Anne Court/North Lake Wohlford Road, Valley Center	17.4	8 SFR lots ranging from 2.0 to 3.2 acres.
116	TM 5478	Rabbit Run	Duffwood Lane and Fruitvale Road, Valley Center	23.5	10 SFR lots ranging from 2.03 to 4.02 acres. 1 existing SFR on site.
117	TM 5494	Froehlich TM	Double K Road, Valley Center	NA	Subdivision of 2 existing lots into 6 SFR lots.
118	TPM 20957	White Fox Run TPM	242 White Fox Run	15	4 SFR lots plus a remainder lot, with existing and additional designated biological open space easements. Active agriculture.
119	TM 5502	Baldwin TM	De Luz and Shady Lane, Fallbrook	31.9	13 SFR lots.
120	TM 5503	Lee Alvarado #2	Alvarado Street and Summit Avenue, Fallbrook	1.94	10 SFR lots ranging from 6,000 to 9,150 net s.f.
121	TM 5507	Orchard Vista TM	13278 Orchard Vista Road, Valley Center	26	10 SFR lots. Possible rezone request to allow 2-acre lots instead of 4-acre lots.
122	TM 4731	MacLachlan Project	2250 Pomegranate Lane	14.37	21 lots.
123	TM 4713	Pepper Tree Park	1654 South Mission Road, Fallbrook	75	Time extension for approved uses, including 73 SFR and 14+ acres of general commercial/office.
124	TM 5248	Vande Vegte TM	910 East Elder Street	1.62	7 SFR lots.
125	TM 5190	Uchimura TM	1115 Dallas Road	11.43	16 lots.
126	TM 5220	Lash TM	Camino de Nog Court, Fallbrook	16.24	20 SFR lots.
127	TM 4972	Heritage Homebuilders TM	1812 Reche Road	28	40 SFR lots.
128	TM 4784	Kesonovich TM	817 Hillcrest Trail	10.87	18 lots (0.5 acre each).
129	TM 5214	Harvest View Estates	2405 Hummingbird Hill Lane	6.35	9 lots.
140	TM 5168	Heritage Oaks TM	1812 Reche Road	28.65	40 SFR lots plus 10 acres of open space.
131	TM 5350	Calavo Subdivision	Calavo Road and Sea Larke Road	3.7	6 SFR lots.
Dwelling Unit Subtotal					**318**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
132	TM 5293	Barr Ranch TM	Morro Road Fallbrook	8.39	23 lots plus 1 lot for detention basin.
133	TPM 20353	Reich TPM	2293 Audrey Court	6.25	4 lots plus remainder.
134	TPM 20385	Reich TPM	Fallbrook	2.93	4 lots plus remainder for eventual SFR development. Includes 36,642 s.f. of commercial.
135	TPM 20382	Stephens TPM	1139 South Stage Coach Lane	4.68	4 lots plus remainder.
136	TPM 20432	Hormuth TPM	279 Bottlebrush Way	9.8	4 lots plus remainder.
137	TPM 20494	Arkeder TPM	3923 La Cañada Road	10.38	4 lots.
138	TPM 20603	Amos Family Trust TPM	Bottlebrush Way, Fallbrook	3.18	2 lots plus remainder (open space easement).
139	TPM 20562	White TPM	Fallbrook	5.28	2 SFR lots.
140	TPM 20546	Jeannette Shields TPM	1209 South Stage Coach Lane, Fallbrook	2.94	4 lots plus remainder.
141	TPM 20545	William Pinder TPM	1413 Devin Drive	2.94	4 lots plus remainder.
142	TPM 20486	Zebu TPM	606 Via Cumbres, Fallbrook	6.41	2 lots.
143	TPM 20722	Compton TPM	2591 Gumtree Lane, Fallbrook	8.5	4 SFR lots plus remainder.
144	TPM 20714	Grimm-Linda TPM	3858 Linda Vista Drive, Fallbrook	8.48	Subdivision of 2 lots into 4 lots. 1 SFR currently exists.
145	TPM 20643	Sanacore TPM	1354 Ram Lane	4.84	4 lots plus existing residence.
146	TPM 20684	Smith and Butler TPM	855 East Alvarado Street	N/A	2 lots.
147	TPM 21037	Keaker TPM	Oak Glade Drive off Recho Road, Fallbrook		4 lots.
148	TM 5268	The Arbors	Gum Tree Lane and Stage Coach Lane and East Mission Road, Fallbrook	11.9	15 SFR lots.
149	TM 5510	Pacifica Estates	2270 South Mission Road	17.3	26 lots (22 SFR, 2 open space, and 2 stormwater basins).
150	TM 5493 MUP 06-003	Elder Subdivision	Elder Road and Murrow Road	1.64	14 MFR on 7 lots.
				Dwelling Unit Subtotal	**129**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
151	TM 5387 MUP 04-032 MUP 04-040	Las Casitas	Camino Del Cielo, Bonsall	1.74	12 MFR units.
152	TPM 20829	Mingo TPM	270 Palomino Road, Fallbrook	1.41	4 residential lots plus remainder.
153	TPM 20901	Rosemere Lane TPM	Rosemere Lane off Golden Road, Fallbrook	1.59	4 lots plus remainder.
154	TPM 19640	Laus TPM	2038 Pomegranate Lane, Fallbrook, off Stage Coach Road	1.09	Minor residential subdivision. 2 SFR lots.
155	TPM 20833	Ferraro TPM	1644 Cuatro Lane, Fallbrook	7.6	4 residential lots plus remainder.
156	TPM 20908	Palomar Drive Subdivision	4318 Palomar Drive, Fallbrook	10.3	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site.
157	TPM 20876	Constant Creek TPM	Constant Creek Road, Fallbrook	5.08	4 residential lots plus remainder.
158	TPM 20584	Zebu Construction TPM	462 Golden Road	3.27	5 SFR lots plus remainder lot.
159	TM 5498	Golf Green Estates	Old River Road and Camino Del Rey, Bonsall	29.45	116 SFR lots.
160	TPM 20914	Enander TPM	941 East Alvarado Street	2.26	4 SFR lots plus remainder.
161	MUP 00-006-01/00-006-02/ 00-006-03	The Crest (Shady Grove)	Gum Tree Lane and Stagecoach Lane, Fallbrook	NA	Revised plot plan for previously approved map (TM 5195) for planned 101-lot residential development. Reduced front yard setback; addition of 2 new home types.
162	MUP 00-040	St. John's Episcopal Church	324 Stagecoach Lane	5.42	New church facilities: 10,000 s.f. church, 8,100 s.f. parish hall, 6,000 s.f. meeting rooms, 2,500 s.f. administrative office, and parking.
163	TM 5544 MUP 07-013	Catalpa Lane TM	442 Catalpa Lane, Fallbrook	2.79	18 SFR lots. 2 existing residences would be removed.
164	MUP 07-001	Margate Group Home	1530 Hillcrest Lane	NA	Expansion of existing group care facility from capacity of 6 people to 10 people. No exterior improvements, except 6-foot high fencing on west, east, and south sides.
165	TPM 20785	Younis	170 North Barhaven Lane, Fallbrook	2.74	4 SFR lots.
166	TPM 20924	Kirk and Krippner TPM	Armdale Road/Rod Street, Fallbrook	3.1	4 residential lots.
167	TPM 20972	Amkraut TPM	1461 Green Canyon Road	2.76	4 lots.
				Dwelling Unit Subtotal	**288**

Table 1-14 (cont.)
CUMULATIVE PROJECTS IN THE VICINITY OF CAMPUS PARK

Map Key	Identifying Project No.	Project Name	Location	Area (acres)	Proposed Improvements
168	TPM 20948	Butts TPM	1001 East Alvarado Street	2.26	4 SFR lots plus remainder. 1 existing SFR and accessory structures to be removed.
				Dwelling Unit Subtotal	**4**
				TOTAL DWELLING UNITS FOR CUMULATIVE PROJECTS, EXCLUDING THE PROPOSED PROJECT	**4,021**
-	TM 5338 RPL[5]	Campus Park (Proposed Project)	Northeast of SR 76 and I-15	416.1	521 SRF, 230 MFR, 61,200 s.f. commercial, 157,000 s.f. office professional, parks, open space
				DWELLING UNITS GRAND TOTAL	**4,772 to 4,814**

* Project No. 79 (Berezousky TPM) has been withdrawn.
MFR = multi-family residential
MUP = Major Use Permit
NA = not available
REZ = Rezone
RPL = Replacement Map
S = Site Plan
s.f. = square feet
SFR = single-family residential
TM = Tentative Map
TPM = Tentative Parcel Map
ZAP = Minor Use Permit

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Table 1-15
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO																
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	Environmental Initial Study dated April 9, 2004 identified potentially significant impacts in all areas. October 12, 2007 letter stated project included as a hand-lined project in the North County MSCP. Major issues to resolve as of December 14, 2007 County letter: water and sewer availability and possible on-site WTP. Agriculture: approximately 250 of 360 acres are citrus and avocado orchards; all but 49.3 acres would be converted to residential uses. Biology: NNG, chaparral and CSS known to be present. Cultural Resources Report (2006) identified avoidance measures and recommended monitoring to ensure no impacts to possible buried cultural deposits. Public Review of EIR September/October 2009.
2	TM 5424, S 05-014, ER 05-02-009 SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	Planning Commission approved an RPO exemption for two alternative road crossings of wetland area on July 23, 2004. Applicant response (August 29, 2005) to June 28, 2005 County scoping letter identified need to coordinate with neighboring projects, annex to County Water Authority and obtain water and sewer service availability letters, revise site plan to conform with I-15 Design Guidelines, redesign entrance road/Circulation Element road, remove non-permitted radio-controlled flying club use, and obtain NCFPD fire service availability letter. June 30, 2006 letter required possible project re-design to comply with GP Update residential density requirements (maximum 1,000 to be allocated between Meadowood and Campus Park West Projects). October 8, 2007 letter required possible project redesign to comply with new storm water requirements. Project included as a hard-lined development project in the North County MSCP on October 12, 2007. Cultural Resources Report (2004) identified recordation measures and recommended monitoring to ensure no impacts to possible buried cultural deposits.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 R 99-020 MUP/ R 04-024	Pala Mesa Highlands	LS	LS	LS	LS	LS	SM	SM	SM	LS	LS	SM	LS	LS	Final Subsequent EIR dated June 2007. Mitigation required improvements to Old Highway 395; TIF fair share contribution to signal at Old Highway 395; open space easements to protect Engelmann oak, 16.3 acres of CSS, and 1.0 acre of NNG; off-site mitigation for 17.4 acres of CSS and 12.2 of acres NNG; revegetation plan; biological resources monitor to mitigate for impacts to habitat, CAGN, raptors, migratory birds, and other sensitive wildlife; impacts to 0.01 acre of CDFG and Corps non-wetland jurisdictional waters to be mitigated at 3:1 ratio; sound walls to mitigate for traffic noise impacts; and vegetation/screening to mitigate visual impacts due to cut slopes.
4	TM 4729	Tedder TM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	SM	LS	LS	MND issued August 13, 1992, requiring two open space easements to mitigate visual impacts and one open space easement to protect oak woodland in two on-site drainage swales. Portions of site planted with avocado trees as of January 2000. On January 27, 2000, decision approved for time extension, with no new significant impacts expected and no new CEQA document required. Open space easements recorded August 13, 2003.
5	TPM 20830 ER 04-02-043	Hukari Subdivision	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	Revised MND dated June 7, 2007 included the following mitigation measures: TIF payment, biological open space easement to protect RPO wetland buffer, 1.6 acres of southern cottonwood willow riparian forest, 1.37 acres of CLOW, and 0.67 acre granitic SMC. Because 0.48 acre of granitic SMC would be impacted, 0.24 acres of this habitat to be purchased as mitigation. A total of 26.42 acres of orchard and vineyard would be impacted.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	LS	LS	LS	PS	LS	PS	SM	PS	LS	LS	PS	PS	LS	Biology Letter Report dated March 5, 2007 identified impacts to 4.78 acres of CSS, 72 acres of CLOW, 13.79 acres of SMC, 1.05 acres of SWS, 1.52 acres of non-native vegetation, 2.07 acres of disturbed habitat, 1.86 acres of urban/developed areas, and 15.08 acres of orchards/vineyards. Required mitigation would include 9.56 acres (2:1 ratio) of CSS, 2.16 acres (3:1 ratio) of CLOW, and 13.79 acres (1:1 ratio) of SMC, as well as avoidance of SWS. Biological open space easement for wetlands and an option for CSS easement or off-site mitigation. Agricultural Resources Assessment dated May 25, 2007 stated that the site supports avocados. LARA model rating is 5 due to low quality soils; impacts less than significant. County scoping letter dated May 30, 2007 identified potentially significant impacts to cultural, visual, noise, and hydrology/water quality. Historic residence identified; no significance determinations or preservation recommendation noted.
7	MUP 03-127	Los Willows Inn and Spa	LS	LS	LS	LS	LS	PS	SM	LS	LS	LS	LS	LS	LS	Scoping letter dated January 21, 2004 noted the change of project from a bed and breakfast place to a resort inn. It required biology study plus standard requirements. 1st Iteration Review of IS dated July 28, 2004 identified CLOW on site. Mitigation would be required, potential open space easements for biological/wetland buffers and CSS impacts. Potentially significant traffic impacts.
8	TPM 20411	Reeve TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	SM	LS	LS	MND dated April 1, 1999 and approved May 20, 1999 required open space easement for protection of steep slopes.
9	TPM 20491	Evans TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	January 10, 2000 decision to accept previous MND for site (TPM 20084) dated March 30, 1993, since no significant changes are included in the new project.
10	TPM 20841	Bridge Pac West I TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	NI	LS	MND approved April 28, 2006 required biological open space easement. No cultural resources sites recorded.
11	SPA 03-005 ER 73-02-078 MUP 03-006; 04-005 P 74-120W[1] P 74-121M[10]	Pala Mesa Resort	PS	LS	LS	PS	PS	PS	PS	PS	PS	PS	PS	NI	PS	Original EIR for resort dated January 24, 1974. Specific Plan Amendment for new modifications/expansion subject to Subsequent EIR. Scoping letter dated January 15, 2005, indicated potentially significant impacts in all areas except agricultural resources and geologic issues. The site supports DCSS, southern mixed chaparral, non-native grasslands, coastal live oak woodland, and riparian/wetland habitats, including drainages that may qualify as state or federal jurisdictional waters. Several pairs of CAGN currently reside in other areas within the Pala Mesa Private Development Plan; therefore a Biological Resources Report is required. Screencheck EIR pending. No cultural resources sites recorded.
12	TPM 20431 S 98-006	Lung TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated August 30, 1999 required easements for steep slopes, fire protection and biological resources (oak riparian forest and creeks, on east and south boundaries).
13	TPM 20440	Chipman TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated August 5, 1999 and approved November 9, 1999 required open space easements for fuel management and biological resources (oak woodland).
14	TPM 20484	Bierman TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated March 23, 2000, required open space easements for fuel management and biological resources (0.96 acre for southern arroyo willow riparian forest).
15	S 04-026	Cooke Residence	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	Categorical Exemption May 11, 2005.
16	TPM 20581	Treister TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated May 22, 2003, revised October 8, 2003, and approved October 9, 2003. All impacts less than significant except impacts to 2.2 acres of DCSS. Total of 1.7 acres to be placed in open space easement on site; 0.5 acres of high quality DCSS to be purchased off site as mitigation. CAGN or SKR are not likely to occur on site.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
17	TPM 20793	Mission Ridge Road TPM	LS	LS	LS	PS	LS	PS	SM	LS	LS	LS	LS	NI	LS	MND approved January 14, 2008 required open space easement for biological resources and habitat mitigation credits for 0.54 acre of coast live oak woodland, 1.79 acres of CSS, 0.21 acre of granitic southern mixed chaparral, 1.06 acre of NNG, and restrictions on brushing/clearing/grading during CAGN breeding season. No cultural resource sites recorded.
18	TM 5413 ER 02-043A	Rancho Alegre	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	LS	NA	No archaeological sites detected. Hydrologic and Stormwater plans dated Dec. 12, 2004. Withdrawn.
19	TPM 20853	Rarick TPM	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	LS	Biological technical report not available as of February 2008, but letter indicates that site meets requirements of Habitat Loss Permit exception. No CAGN. Less than one acre of DCSS. Agricultural resources report dated December 2004 concludes no direct or cumulative impacts expected. Cultural resources study dated September 23, 2004 showed negative findings. TIA indicates cumulative impacts to be mitigated by payment of TIF or fair share. 48 ADT. Site is in Mineral Zone 3. September 19, 2005 County letter granted due date extension. No further correspondence/reports available as of February 7, 2008.
20	TPM 20936	Fernandez TPM	LS	PS	LS	PS	LS	SM	PS	LS	LS	LS	LS	NI	LS	AEIS dated May 10, 2005 identified potential loss of avocado groves, biological issues, and possible drainage issues. Cultural Resources Survey Report dated July 18, 2005 indicated results of survey were negative. Scoping letter dated June 8, 2005. Potential issues to biological resources (site contains CSS and NNG). Because of traffic issues, applicant must pay TIF to mitigate project impacts.
21	TPM 20944	Rabuchin TPM	LS	PS	LS	PS	LS	PS	PS	LS	LS	LS	LS	PS	LS	Scoping letter dated July 15, 2005. Site contains natural drainage considered a wetland under RPO. A hydrology study was required. 1st Iteration review of IS dated June 15, 2006 stated that Biological Report was waived.
22	NA	Pala Casino	NI	NI	LS	SM	LS	SM	NI	SM	SM	LS	LS	NI	LS	Final Tribal EIR dated March 28, 2007. Potential impacts to noise would be mitigated by constructing during the daytime only. Tribe will negotiate with County to mitigate impacts to local public services. To mitigate a net increase of water demand, a new well will be built. Impacts to traffic are considered significant, but mitigable. Based on EIR, the Project is estimated to generate 1,113 ADT with 68 PM peak hour trips (34 in/34 out). The majority of traffic would be on I-15 to SR 76. This impact would be lessened with the expansion of SR 76 and signalization of several intersections.
23	MUP 87-021 RPL[2] RP87-001 RPL[2]	Rosemary's Mountain/Palomar Aggregates Quarry	SM	LS	LS	SM	SM	SM	SM	SM	LS	LS	SM	NI	SM	FEIR approved March 5, 1997, but implementation delayed by subsequent litigation. FEIR noted 514 ADT (462 heavy truck trips plus 62 passenger car trips), with no significant project impacts to circulation, but difficult and dangerous access without realignment of SR 76. Project to pay for this plus fair share of future improvements/ maintenance of I-15 and SR 76. FEIR identified 88.8 acres of biological impacts, including 27.3 acres of low value DCSS, 9.4 acres of chaparral, 1.3 acres of oak woodland, 0.3 acre of southern willow scrub, and 50.5 acres of disturbed habitat (including 3.2 acres of LBV habitat [part of the 12.0-acre SR 76 realignment impact]). Traffic noise to indirectly impact 17.8 acres of existing and potential LBV and southwestern willow flycatcher habitat, of which 1.9 acres require mitigation. No CAGN. Potential impacts to horned lizard, orange-throated whiptail, and arroyo toad habitat. Mitigation: combination of preservation and revegetation on and off site. FEIR notes visual impacts mitigated to less than significant. No cultural resources recorded. Still in litigation as of February 7, 2008.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
24	TPM 20542	Patapoff Minor Subdivision	LS	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	MND dated January 10, 2003. Project would need to include noise protection easements over four lots. Project does not contain Prime Farmland or Farmland of Statewide Importance, but does contain Unique Farmland and encompasses 59.1 acres of mostly avocado groves. Due to the large size of the lots, the impact to existing agriculture would not be significant. Biological letter report dated December 7, 2000 states no sensitive, threatened, or endangered species are likely to occur due to intense agricultural operations. 48 ADT.
25	TM 5321	Prominence at Pala	LS	LS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	IS/Environmental Checklist Form dated April 10, 2006. Potential QCB area. CSS and chaparral of very high habitat value present. Need to annex to NCFPD for fire service. Potential septic issues. Potential for cultural resources due to location on traditional lands. County letter dated April 14, 2006 required preparation of an EIR based on potentially significant impacts identified in IS. EIR not yet available as of February 6, 2008.
26	NA	Palomar College North Education Center District Master Plan	LS	LS	LS	LS	LS	SU	SM	SM	LS	LS	SU	SM	LS	The August 2007 DEIR identifies significant and unavoidable impacts to aesthetics (cumulative) and several intersections and roadways (direct and cumulative; 3,400 ADT). Significant impacts that can be mitigated to below a level of significance include biological resources (3.47 acres of DCSS, 21.63 acres of coyote brush, 72.96 acres of NNG, 0.26 acre of alkali meadow, 0.15 acre coastal freshwater marsh, 0.07 acre of southern cottonwood-willow riparian forest, 0.31 acre of southern willow scrub, CAGN, LBV, southwestern willow flycatcher, migratory birds, other wildlife species, indirect impacts, and cumulative habitat impacts), cultural resources (CA-SDI-682 and -16,890), traffic and mechanical equipment noise, and unknown paleontological resources. Significant cultural resources impacts can be mitigated below a level of significance. County does not have jurisdiction for this Project.
27	NA	Caltrans Realignment of SR 76	PS	LS	LS	LS	LS	LS	PS	PS	LS	LS	PS	LS	LS	Draft EIR/EIS dated September 2007. Most significant impacts (with the preferred alternative) would be associated with biology, but some homes and businesses would be displaced, some park land would be impacted, and visual and noise impacts could be significant. The preferred alignment would have permanent impacts to 20.16 acres of southern cottonwood willow riparian forest, 0.90 acre of disturbed wetland, 6.28 acres of SCLORF, 0.31 acre of SWS, 1.09 acres of mulefat scrub, 0.56 acre of coastal and valley freshwater marsh, and 0.18 acre of emergent wetland, and temporary impacts to 14.90 acres of southern cottonwood willow riparian forest, 1.50 acres of disturbed wetland, 0.78 acre of SCLORF, 0.05 acre of SWS, 0.22 acre of coastal and valley freshwater marsh, and 0.19 acre of emergent wetland. Permanent impacts to 31.81 acres and temporary direct impacts to 21.70 acres of CDFG jurisdictional waters under the preferred alternative. The preferred alternative would result in permanent, direct impacts to three arroyo toad breeding population locations, four pairs of CAGN, 6.41 acres of CAGN critical habitat, and three pairs of LBV. Also, 28.66 acres (permanent impact) and 16.9 acres (temporary impact) to least Bell's vireo critical habitat; and 25.68 acres (permanent impact) and 19.69 (temporary impact) to southwestern willow flycatcher critical habitat.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
28	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	PS	NOP for EIR dated July 11, 2006 lists all identified issue areas as potentially significant. No County records available.
29	TM 5231	Pala Mesa Subdivision	PS	LS	LS	LS	LS	PS	PS	LS	LS	LS	PS	LS	LS	Scoping letter dated July 9, 2007 requires EIR addendum to address potentially significant biological, visual, and community character impacts. Visual impacts due to high slopes and walls. Community character issues are inconsistent designs, conflicts with adopted plans, dividing physical community, incompatible with existing land use. Impacts to CSS. Potential impacts to CAGN, SKR, and Pacific kangaroo rat. Letter dated January 2, 2008 stated that traffic impacts could cause inadequate LOS for Old Highway 395.
30	TM 5276	West Lilac Farms	LS	LS	LS	LS	LS	PS	PS	LS	LS	LS	LS	LS	LS	NOI to adopt the MND and the associated MND were distributed for public review on September 14, 2006. The MND was subsequently revised on July 20, 2007 and the NOD was filed on August 6, 2007. The MND was presented to the Planning Commission on October 17, 2007; however, no record of their decision was located in the project file. The July 2007 version of the MND identified potential impacts to biological resources and traffic. The potential biological impacts to on-site wetlands and southern coast live oak riparian forest would be avoided through preservation within an open space easement. Impacts to 13.4 acres of NNG and the associated raptor foraging are proposed to be mitigated at a 0.5:1 ratio. Potential impacts to turkey vulture were also identified and mitigated. 336 ADT. While no direct traffic impacts would occur, the project would cause a cumulative impact by adding traffic to intersections that operate below acceptable levels. This impact would be mitigated through payment of TIF.
31	TM 5346	Dabbs TM	LS	PS	LS	PS	LS	PS	LS	PS	LS	LS	LS	LS	LS	Scoping letter dated January 14, 2004 identified the potential for wetlands. Site is currently a nursery and considered unique farmland (former citrus groves). There could be significant noise impacts (site adjacent to I-15 and Old Highway 395), and would add 108 ADT to Old Highway 395. June 7, 2006 letter (2nd iteration of IS) detailed further traffic impacts to Old Highway 395 need be addressed, the need for noise easements, and identified impacts to CSS. Agriculture. Conversion Analysis dated February 2005. Site was used for citrus, though not significant by LESA analysis (score of 19.49), thus no mitigation is required. Biological Survey Letter Report dated February 11, 2005 indicated that no jurisdictional drainages occur, no listed plants on site. No impact to sensitive species. Acoustical Analysis Report dated April 11, 2005 stated that impacts from I-15 and Old Highway 395 would not be significant; however, future interior noise impacts on certain lots will require further analysis.
32	TM5410 RPL2	Marquart Ranch	LS	LS	LS	LS	LS	SM	SM	SM	LS	LS	LS	SM	LS	MND approved October 5, 2007. Mitigation includes cultural monitoring, payment of TIF, noise easement due to proximity to I-15, and biological easement to protect less than 0.1 acre of CSS and 0.5 acre (of 1.1 acre present on site) of NNG. 41.9 acres are orchard.
33	TM5449	Fallbrook Oaks	NA	NA	NA	PS	NA	PS	PS	NA	NA	NA	NA	PS	NA	Scoping letter dated November 8, 2005 required extended initial studies including biological and cultural resources and traffic. RPO wetlands on site. Biological easements would be required. Studies still in progress as of February 7, 2008.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
34	TM5469	Ridge Creek Drive	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	NOI to adopt MND dated December 20, 2007. Not yet adopted/approved as of February 7, 2008. Impacts to 0.3 of acre CLOW, 0.9 acre of DCSS, 0.1 acre of eucalyptus woodland, less than 0.1 acre of non-native vegetation, 25.4 acres of disturbed habitat, and 1.6 acres of developed land. Off-site mitigation at a 3:1 ratio for CLOW. DCSS impacts mitigated through on-site preservation at 2:1. Mitigation for both project-level and cumulative impacts. TIF payment to mitigate traffic impacts (156 ADT).
35	TM 5499	Club Estates	LS	PS	PS	PS	LS	PS	SM	PS	LS	PS	LS	PS	PS	Scoping letter dated June 30, 2006 required extended initial studies, in progress as of February 7, 2008. Impacts to NNG and arroyo toad to be mitigated through revegetation.
36	TM 5540 MUP 07-007	Oak Tree Ranch TM	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
37	TM 5545	Turnbull TM	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
38	TPM 20913	Wexler TPM	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
39	TM 5223 MUP 00-030	Shadow Run Ranch	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
40	TPM 20896	Diana Acres	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
41	TPM 20804	Hunter Subdivision	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
42	TPM 20538	Burge TPM	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
43	MUP 99-001	Pauma Valley Packing Company	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
44	TM 5223 MUP 00-030	Shadow Run Ranch/Schoepe-Pauma TM	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	Although this project is within the cumulative study area, no information was required other than that provided in Table 1-14.
45	TM 5508	Warner Ranch	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	File unavailable at time of County research.
47	TPM 20451	De Jong/Pala Minor Subdivision	LS	LS	LS	LS	LS	PS	PS	PS	LS	LS	LS	LS	LS	Scoping letter dated July 20, 1999 required biological and cultural resources reports. Noise report dated November 2000 indicated no noise mitigation necessary. Scoping letter dated November 1, 2004 required cumulative traffic impact analysis. Biological resources report indicated 4.32 acres of DCSS, 1.08 acres of NNG, and 3 pairs of CAGN observed on site. Project would cause loss of 2.37 acres DCSS and habitat for one pair of CAGN. Total of 1.95 acres of CSS to be preserved in on-site open space easement, and project to provide 2.79 acres off site in a County-approved mitigation bank. Cultural resources sites not significant.
48	TPM 20800 ER 04-02-002	Crossroads Investors Minor Subdivision	LS	LS	LS	LS	LS	PS	PS	PS	LS	LS	LS	NI	LS	NOI to adopt the MND was prepared and distributed for this project on April 10, 2008. Potentially significant impacts related to biological resources, noise and traffic were identified. The potentially significant biological impact to a drainage with riparian vegetation would be avoided through the establishment of a biological open space easement. The proposed residences would be subject to noise levels that would exceed the allowable County limit. This impact is proposed to be mitigated through a noise protection easement. Cumulative traffic impacts would occur as a result of the addition of trips to roadways that are operating at unacceptable levels. These impacts would be fully mitigated through the payment of TIF. No cultural resources sites recorded on site.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch	PS	LS	LS	PS	LS	PS	PS	LS	PS	PS	PS	PS	LS	Interconnected projects analyzed together for CEQA. Original scoping letter dated November 9, 2000, required biological, cultural, visual, land use, public facility, growth-inducing, hydrology, sight distance, and traffic studies. No studies available for review. Numerous time extensions due to litigation. With regard to TM 5228, scoping letter dated July 25, 2005 stated site contains CSS and SWS. Potential sensitive species include arroyo toad, CAGN, Engelmann oak, Cooper's hawk, golden eagle, and red -shouldered hawk. There is a potential wetland on site. Focused CAGN and arroyo toad surveys are required. Application for an AEIS dated November 1, 2005 indicated the project would require the removal of natural vegetation.
50	TPM 20505	John Collins TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	Letter dated April 24, 2001 stated impacts to CSS would be mitigated at a 2:1 ratio and a wetland buffer is required. MND dated November 15, 2001. Four acres of CSS for mitigation was acquired in August 2002. Identified the need for open space easement for DCSS and wetland.
51	TPM 21085	Brannon Trust TPM Remai	LS	LS	LS	LS	LS	LS	PS	LS	LS	LS	LS	PS	PS	Scoping letter dated September 26, 2007 identified the potential for pre-historic archaeological sites and required a Phase I (due to prior agricultural uses). According to the Biological Letter Report (June 5, 2007), project not in MSCP, impact less than 1 acre of low/medium value CSS not occupied by CAGN.
52	TPM 20976	Dien N Do TPM	LS	LS	LS	PS	LS	LS	PS	LS	LS	LS	LS	PS	LS	Scoping letter dated December 6, 2005 identified that the site contains agriculture and may contain wetland. Potential for historic or pre-historic archaeological sites. Hydrology drainage study is needed. 1st Iteration Review of IS dated March 8, 2007 indicated that the project would disturb less than one acre of low/medium value CSS. Three County sensitive species were observed on site: red-shouldered hawk, western bluebird and turkey vulture. Impacts to CLOW, DCSS, SMC, and NNG would require mitigation. Potential for archaeological sites. Cultural impacts would include two historic structures (residence and barn). A monitor would be required for grading.
53	TPM 20373	Tim Rosa TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated September 9, 1998.
54	TPM 20427	Leising TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated June 11, 1999. Site includes intensive avocado and citrus groves.
55	TPM 20434	Atteberry TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated August 5, 1999 required two easements: one for CLORF and another for biological buffer.
56	TPM 20980	Johnson TPM	LS	LS	LS	PS	LS	PS	PS	LS	LS	LS	LS	LS	LS	Scoping letter dated January 4, 2006 states the potential for jurisdictional wetlands and cultural resources. Project would be required to pay TIF. Project will also need to perform a hydrological study. Cultural Resources Survey Report dated January 17, 2006 states the results of survey were negative. Agricultural: 2.6 acres avocado grove on site.
57	TPM 20381	Chipman TPM	LS	LS	LS	LS	LS	LS	SM	SM	LS	LS	SM	LS	LS	MND dated August 7, 2000. Required mitigation: Open Space Easement "A"- protection of oak woodland, Open Space Easement "B"-50 feet buffer to "A." A 280 feet noise easement and open space easement for aesthetics impact also are required.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
58	TPM 21047	American Lotus Bhuddist Association TPM	LS	LS	LS	PS	LS	LS	PS	LS	LS	LS	LS	PS	LS	Scoping letter dated April 2, 2007 identifies that the site contains CSS, a natural drainage that potentially qualifies as a wetland under RPO, and a potential for prehistoric sites.
59	TM 5547	Reche Road TM	LS	LS	PS	PS	PS	PS	PS	LS	LS	LS	LS	LS	LS	Scoping letter dated February 14, 2008 states that impacts to agriculture are less than significant as indicated in "Agriculture Resources: Local Agriculture Resources Assessment (LARA) Model Results" dated January 30, 2008. Potentially significant impacts to geologic, hydrology, air quality, transportation, and biological issues.
60	TM 5158; RPL[3]	Palisades Estates	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	EIR is shown in records system, but cannot be found.
61	TPM 19742	Dion TPM and time extension	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Project file cannot be found.
62	TPM 20476	Patricia Daniels TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND approved February 10, 2000.
63	TPM 20443	Cameron Subdivision	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated September 2, 1999 and approved February 10, 2000 required open space easement for biological resources (CSS).
64	TPM 20473 ER 99-02-041	Tesla Gray TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated November 25, 1999 required steep slope easement.
65	TPM 20592 ER 01-02-005	Aspel TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated July 25, 2002 and adopted October 28, 2002. Required biological open space easement for southern arroyo willow riparian forest and coast live oaks. No arroyo toad present on site.
66	TPM 20317	James Patapoff TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	SM	LS	LS	MND dated November 20, 1997 and approved January 28, 1998 identified that 50 additional ADT on Gird Road would occur as a result of the Project. Required to establish open space easements for steep slopes mitigation.
67	TPM 20503	Yew Tree Spring Water Corporation	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND approved October 23, 2003 established open space easement for parcels 2 and 3 for the protection of Live Oak Creek and associated southern arroyo willow riparian forest. To further protect biological resources, an open space easement was established for parcels 1 and 2 for pecan trees (*Carya illinoinensis*), and mitigation of 1.08 acres CLOW and 3.06 acres NNG by off-site credits. Fencing is required so open space is not disturbed by grading/clearing.
68	TPM 20610	Haugh, Granger TPM	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	MND dated May 12, 2007. IS dated Nov. 24, 2005 indicated that 0.59 acres of willow riparian woodland, 0.28 acre CSS, least Bell's vireo, yellow warbler, red-shouldered hawk, Cooper's hawk, rufous-crowned sparrow, and turkey vulture were present on site. Open space easement to protect willow riparian woodland. 0.34 acre of CSS impacted to be mitigated off site. To reduce impacts to avian species, no construction/grading would be conducted during breeding seasons. Preservation of the Live Oak Creek riparian corridor would be accomplished by a buffer. Traffic impacts from the project would add 48 ADT and need to pay TIF to mitigate.
69	TPM 20614; RPL[1]	Brown, Lee & Karen TPM	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	MND dated March 26, 2007 and approved August 14, 2007 identified an open space easement to protect biological resources, a Revegetation Plan to mitigate impacts to NNG, a wetland buffer for adjacent on-site stream, and acquisition of 0.12 acre of CSS habitat off site. To mitigate traffic impacts, project will pay TIF.
70	TPM 20648	Pepper Drive TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	New ND dated November 1, 2007 was completed due to a time extension for an ND approved September 16, 2004.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
71	TM 4971	Surf Properties TM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	SM	LS	Addendum to previously adopted ND dated January 30, 1998 and approved March 5, 1998 established open space easement for oak woodlands and oak riparian habitat and open space easement for steep slopes.
72	TM 4908	Brook Hills TM	LS	LS	LS	LS	LS	SM	SM	SM	LS	LS	SM	NI	LS	MND approved on March 24, 1993 for Phase I of project identified impacts to traffic, aesthetics, noise, and biology. No cultural resources sites recorded. ND approved on March 6, 2003 for Phase II (Unit 2). This Project is a time extension of previously approved Project.
73	MUP 02-011	Latter-Day Saints/Via Monserate	LS	LS	LS	LS	LS	PS	PS	PS	LS	LS	LS	PS	LS	Scoping letter dated June 5, 2002. Site contains sensitive willow riparian woodland (buffer needed). There was a potential for cultural resources, noise, and traffic impacts. Letter dated September 25, 2007 indicated MND process is ongoing.
74	TM 4976; RPL4 Linked w/GPA 03-007 & R03-013	Leeds and Strauss TM	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	MND dated March 15, 2001 and MND dated August 25, 2006 and adopted December 6, 2006 identified mitigation of impacts to DCSS, CSS, and NNG. Also, biological open space easements along with a revegetation plan and buffer to Bonsall Creek. Because of traffic impacts, road improvements and payment of TIF are required.
75	TM 5398	Murray Davidson	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NI	NA	No cultural resources sites recorded. Project Withdrawn December 30, 2004.
76	TPM 20173	Shamrock Partners TPM	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	This Project is a time extension of an ND previously approved on December 6, 1994. No addendum would be required.
77	TPM 20851	Crook TPM	LS	LS	LS	PS	LS	PS	PS	LS	LS	LS	PS	PS	LS	Scoping letter dated September 9, 2004 stated that there are RPO designated steep slopes on site and a major drainage runs through property. Potential impacts to hydrology, traffic, biological, aesthetics, and cultural resources.
78	TPM 20729	Tabata TPM	LS	PS	PS	PS	LS	PS	PS	PS	LS	LS	LS	PS	LS	Scoping letter dated March 4, 2004 identified standard scoping requirements and potentially significant impacts to agriculture, hydrology, geologic issues, traffic, biology, noise, and cultural. December 2, 2004 letter from client stated they are going to prepare a DEIR to address issues.
80*	TPM 20932	Murray Davidson TPM	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	LS	NA	Project Withdrawn August 4, 2006.
81	TPM 21076	Sumac TPM	LS	PS	LS	LS	LS	PS	PS	LS	LS	LS	LS	PS	LS	Scoping letter dated August 7, 2007 indicated potential impacts to cultural, agriculture, traffic, and biology.
82	S 03-024	Janikowski SFR	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	Categorical Exemption September 11, 2003.
83	TPM 19827	Kratochvid TPM; expired map	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated June 10, 1998 and approved July 14, 1998.
84	TPM 20319	Kohl TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated October 30, 1997, approved on May 8, 1998.
85	TPM 20541	Woodhead TPM	LS	SM	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated May 24, 2001 and revised November 29, 2001 required open space easement for wetland protection and open space for biological resources. Project could potentially affect agriculture surrounding site.
86	TPM 20596	Rockefeller TPM	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	LS	NA	Project Denied January 30, 2004.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
87	TPM 20763	McNulty TPM	LS	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	MND dated April 29, 2004 and approved June 7, 2004. Site is mapped as Unique Farmland but does not contain prime agriculture soils. A noise protection easement is required.
88	TPM 20799	Stehly Caminito Quieto TPM	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	LS	Scoping letter dated February 5, 2004 stated the majority of site is an agriculture orchard and the General Plan designation is Intensive Agriculture. IS dated May 11, 2006 indicated potentially significant traffic impacts. Project would generate 48 ADT, mitigated by payment of TIF. Letter dated January 18, 2008 required more project information (Fire Protection Plan).
89	TPM 20845	Sanders TPM	LS	PS	LS	LS	LS	PS	PS	PS	LS	LS	LS	PS	LS	Scoping letter dated October 1, 2004 identified potential impacts to agriculture, biology, cultural, traffic and noise. The property was identified as unique farmland and used for crop production. The project would result in an increase of 60 ADT to West Lilac Road. Significant cumulative impacts to agriculture and traffic. Letter from DPLU dated July 30, 2007 suggested an MND may be prepared.
90	S 02-061	Pala Shopping Center	LS	LS	LS	LS	PS	PS	LS	PS	LS	LS	LS	LS	LS	Scoping Letter dated Oct. 28, 2002, required noise and traffic analyses, and air quality analysis if warranted by TIA. TIA dated May 3, 2004 showed ADTs greater than 4,000, which exceeds the SD CMP threshold of 2,400 ADT. No biological impacts because site has been previously cleared. Withdrawn November 21, 2005.
91	TM 5489	Monserate TM	LS	LS	LS	LS	LS	PS	PS	LS	LS	LS	LS	LS	LS	Scoping letter dated May 16, 2006 identified potential wetlands and cultural resources on site. Site contains citrus/fruit and avocado groves and land designated as Unique State Designated Farmlands. TIF payment would likely be required to mitigate traffic impacts. Agriculture Analysis dated March 27, 2007 stated that the project would not have a significant impact to agriculture. 1st Iteration of IS dated July 16, 2007 indicated that no cultural resources would be impacted and further information regarding potential biological impacts would need to be addressed.
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	NA	NA	NA	LS	NA	SM	NA	NA	NA	NA	NA	LS	NA	CEQA analysis form, DPW Issues, dated June 29, 2007. Hydrological issues identified as less than significant, but more information is needed. Project would likely create 48 ADT, mitigated by payment of TIF. Project is RPO exempt.
93	TPM 20994	Madrigal TPM	LS	LS	PS	LS	LS	SM	SM	PS	LS	LS	PS	LS	LS	Preliminary Diego of Resources for Initial Study Preparation dated February 8, 2006 indicated the potential for significant impacts to aesthetics and biological and geological resources. Scoping letter dated March 20, 2006 identified that an open space easement containing a drainage swale and biological habitat exists on the east side of the property. Traffic impacts likely to be mitigated by TIF payment.
94	MUP 07-009	Orange Grove Power Plant	LS	LS	LS	PS	LS	SM	PS	PS	LS	LS	LS	PS	LS	Scoping letter dated December 13, 2007 indicated impacts to CSS requiring Habitat Loss Permit, a potential for wetlands, and the potential for federally listed species such as the CAGN, least Bell's vireo, arroyo toad, and coastal cactus wren. The site could possibly contain 14 potential resources located on site. The project might cause noise impacts (sensitive receptors near project).

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
95	37-AA-0032	Gregory Landfill	SM	N/A	SM	SM	SU	SU	SM	SU	LS	LS	PS	SM	LS	Project will cause unavoidable impacts to SR 76. Emissions of PM_{10} and NO_X will exceed Air Pollution Control District thresholds even with mitigation. Impacts to CSS/chaparral, CLOW, NNG, native grasslands, and Engelmann oaks, as well as loss to arroyo toad habitat, potential impacts to LBV and southwestern willow flycatcher habitat, and noise impacts to bird habitats. Monitoring of excavation is required to mitigate impacts to cultural resources. Impacts to cemetery and impacts to sacred land are unavoidable (set as open space). The project would substantially impact visual character, but would be less than significant with mitigation. Potential unavoidable noise impacts to residences between I-15 and Rice Canyon Road.
96	S 99-057 S 99-029 S 89-081 P 81-023 SPA 84-02 P 81-023 S 99-062	Meadowcreek Lake Rancho Viejo	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	Decision not to prepare a supplemental EIR to the EIR adopted July 1, 1981 made on November 4, 1999, since the modified project showed no new significant impacts. Original EIR included significant, mitigable impacts and an unavoidable visual change from agricultural to residential views, but this was considered not significant due to the location of the development on flat land. Original EIR indicated up to 8,114 ADT. Cultural resources sites to be preserved via capping. S 99-057 proposed single-family residences on 16 lots within Lake Rancho Viejo Specific Plan area and was determined to not need any additional CEQA review on November 4, 1999. S 99-029 was approved on June 30, 1999. S 99-062 was completed with a categorical exemption.
97	TPM 20467	Schillig TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated May 21, 2003 (previously adopted ND dated November 11, 1999). No significant changes since previous ND except impacts to hydrological resources, but not considered sufficient to require more study or mitigation.
98	TPM 20534 ER 00-0072	Berk TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated December 21, 2000. All impacts less than significant. Total of 6.01 acres of citrus and avocado groves, but impacts not significant because site is not located in an agricultural preserve, soils are not prime agricultural soils, and project is consistent with surrounding land uses.
99	TM 5514 GPA 06-013 SPA 06-007 REZ 06-013 ER 06-02-024	Castle Creek Senior Condos	PS	LS	LS	PS	LS	PS	PS	PS	PS	PS	PS	PS	PS	Several technical studies required for IS in progress as of February 6, 2008.
100	TPM 20710	Valentine Trust TPM	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	MND dated March 7, 2006 identified 5.29 acres of NNG, 0.03 acre of CLOW, and 0.04 acre eucalyptus woodland. Mitigation required: 2.65 acres of credits of NNG and open space easement on site, and TIF payment.
101	TM 5364	Daniels Tract	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	LS	HLP and RPO exempt. Site is currently citrus groves. Draft Agricultural Conversion Study indicates no significant direct or cumulative impacts. TIA dated January 7, 2005 indicates 120 ADT (10 AM peak hour, 12 PM peak hour) with no significant direct impacts. Near-term cumulative impacts to be mitigated by TIF and fair share payments. County scoping letter dated May 21, 2004 required extended studies, especially agricultural analysis, traffic study, and archeological preliminary review. No submittal since 2005, as of February 7, 2008.
102	TPM 20397	Tartar TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated November 12, 1998.
103	TPM 20446	McConnell TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated September 23, 1999.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
104	TPM 20359	Aguilar TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated September 17, 1998. Existing biological open space easement for oak, sumac, and buckwheat previously set aside as part of TPM 20306.
105	TPM 19640	Laus TPM	LS	LS	LS	LS	LS	LS	SM	LS	LS	LS	LS	LS	LS	MND dated May 22, 1990.
106	TPM 20928	Alkema TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	Scoping letter dated April 28, 2005, required drainage, storm water, and hydrology studies, TIF payment, and off-site grading. No significant biological resources impacts. Categorical Exemption dated May 28, 2007.
107	TPM 20905	Stehly/Grizzle/La Canada Ranch TPM	LS	LS	LS	PS	LS	LS	PS	LS	LS	LS	LS	PS	LS	Scoping letter dated February 15, 2005, required biological resources map, and traffic, storm water, and sight distance reports. Cultural resources survey showed no prehistoric features but several potential historic structures. No further correspondence as of February 7, 2008.
108	TM 5427 RPL2 R 05-006 S 05-026	Bonsall Subdivision	LS	LS	PS	LS	LS	SM	SM	SM	LS	PS	LS	SM	LS	AEIS dated April 14, 2005, noted loss of DCSS and mixed NNG. CAGN, coastal cactus wren, red-shouldered hawk, and turkey vulture found on site. Possible arroyo toad. County letter dated November 21, 2007 proposed mitigation measures for MND including biological open space easement, noise easement and barriers, non-motorized trails easement, archaeological monitoring, payment of TIF and fair share contributions for impacts to SR 76.
109	ZAP 03-006	Cingular Wireless Facility	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated October 23, 2003.
110	TM 5243 ER 02-01-003	Vande Vegte TM	LS	LS	LS	LS	LS	PS	PS	LS	LS	LS	LS	LS	LS	Scoping letter dated March 16, 2005 and previous scoping letters since 2001 identified need for analysis of potential biological impacts (including raptor nesting), and need for traffic, storm water, and drainage studies. No further details available.
111	TM5177	Brook Forest	PS	PS	LS	PS	LS	LS	SM	LS	LS	LS	PS	PS	PS	NOP/IS for EIR dated March 8, 2001. 35 acres of prime agricultural soils exist on site, mostly in creek floodplain not planned to be developed or used for agriculture. Existing nursery operation with 10 greenhouses and container-grown stock outside, adjacent to project site. Residential lots would be within 100 feet. Pesticides and fertilizers are used. Prevailing winds from west may carry odors and possible drift. Significant impacts to wetlands, including a well-vegetated drainage in southwestern corner. Inadequate connectivity to off-site habitat. High sensitivity of biological resources. Uses are proposed in open space that are incompatible with biological protection. 108 acres of agriculture and disturbed habitat may qualify as NNG. Not in conformance with RPO. On-site habitats include 16 acres of DCSS, 86 acres of extensive agriculture, 22 acres of disturbed habitat, 21 acres of SCLORF, 20 acres of open Engelmann oak woodland, 6 acres of SWS, and 50 acres of mafic SMC. Impacts to habitats would include 86 acres (all) of extensive agriculture, 22 acres (all) of disturbed habitat, 1.1 acres of SCLORF, 1.5 acre of open Engelmann oak woodland, 0.8 acre of SWS, and 13.8 acres od mafic SMC. 780 ADT. Grading on steep slopes. Third screencheck of EIR in progress as of April 11, 2006. No further correspondence in file as of February 7, 2008.
112	TM5264 RPL3	Choi TM	LS	LS	LS	PS	LS	PS	PS	LS	LS	LS	PS	PS	LS	Scoping letter dated October 23, 2001 required extra studies including biology (three drainages and potential for CAGN, LBV, southwestern willow flycatcher, and SKR on site) and visual (steep slopes). Multiple date extensions (10^{th} extension granted January 16, 2008).
113	TM5446 RPL	Oak Glen	LS	LS	LS	LS	LS	SM	SM	LS	LS	LS	LS	LS	LS	MND approved January 25, 2008. Loss of 3.25 acres of citrus orchard considered not cumulatively significant. Drainage will be preserved in easement. Single crossing impacting 0.01 acre of ACOE jurisdictional wetlands would be mitigated at a 3:1 ratio, including 1:1 creation component. Payment of TIF would mitigate traffic impacts associated with 108 ADT.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
114	TPM 21010	Heald TPM	NR	LS	NR	PS	NR	PS	NA	NR	NR	NR	NR	PS	NR	Scoping letter dated June 6, 2006 indicated potentially significant impacts to agriculture, cultural resources, hydrology, and traffic. Project site is designated as unique and locally important farmland with active avocado and palm orchards on site. According to Agricultural Analysis dated December 19, 2006, impacts to agriculture would be less than significant.
115	TM5458 RPL3	VC Development	LS	LS	LS	LS	LS	SM	LS	SM	LS	LS	LS	LS	LS	MND approved November 16, 2007. Mitigation would include TIF payment and noise easement.
116	TM5478	Rabbit Run	LS	PS	LS	PS	LS	LS	PS	LS	LS	LS	LS	PS	PS	Scoping letter dated May 1, 2006 required extended studies including biological resources, agriculture, cultural, hydrology, and fire protection. Studies still in process as of February 7, 2008. Site contains primarily citrus groves, but northern portion contains native vegetation.
117	TM 5494	Froehlich TM	LS	PS	LS	PS	LS	LS	SM	LS	PS	LS	LS	PS	PS	County scoping letter dated August 22, 2006, required extended initial studies, in progress as of February 7, 2008. Biological resources report indicates impacts 6.0 acres of CSS (2.2 acres of undisturbed and 3.8 acres of disturbed), 7.8 acres of avocado groves, 0.9 acre of disturbed habitat, and 1.3 acres of developed land. Mitigation for undisturbed CSS at 2:1 ratio: 3.2 acres on-site and 2.1 acres off-site. Mitigation for CSS at 1:1 ratio: 3.6 acres on site and 2.2 acres off site.
118	TPM 20957	White Fox Run TPM	NR	LS	NR	PS	NR	PS	SM	NR	NR	NR	NR	PS	NR	Scoping letter dated October 27, 2005 identified potential impacts to biological resources. The site contains CLORF, CLOW, DCSS, NNG, and two drainages that may qualify as RPO wetlands. The site also has the potential for cultural resources. This letter also identified potentially significant impacts to hydrology and traffic. IS/Environmental Checklist Form dated September 6, 2007 stated agricultural impacts are identified as less than significant. Biological resources impacts are identified as being significant unless mitigation is incorporated. Habitats on site include 3.4 acres of SCLORF, 1.7 acres of DCSS, 2.8 acres of NNG, and 1.8 acres of CLOW. The project site contains a portion of Live Oak Creek, which is a federally protected wetland. No sensitive plant and three sensitive wildlife species were observed on site: red-shouldered hawk, turkey vulture, and white-tailed kite. Low potential for site to support CAGN. 1.4 acres of DCSS and 2.6 acres of NNG would be impacted. There would be two biological open space easements to preserve the north side of the site. Another open space easement would preserve undisturbed native habitat along steep slopes on the south end of site. Total on-site preservation will include 3.4 acres of SCLORF, 0.3 acre of DCSS, 0.2 acre of NNG, 1.8 acres of CLOW, 0.6 acre of orchards, and a drainage. DCSS would be mitigated by off-site purchase at a 2:1 ratio. Additional DCSS mitigation at a 1:1 ratio is required for the temporary loss due to clearing since April 2006. To mitigate loss of NNG, off-site purchase at 0.5:1 is required. Habitat loss is less than cumulatively considerable. The project will preserve on-site wetlands as well as a soft buffer, avoiding impacts.
119	TM 5502	Baldwin TM	LS	LS	LS	PS	LS	LS	SM	LS	LS	PS	LS	PS	PS	Scoping letter dated September 14, 2006 required extended initial studies including biological resources (CSS, oak woodlands and grasslands). Impacts anticipated to 3.25 acres of DCSS, 0.04 acre of SCLORF, 6.0 acres of granitic chamise chaparral, 0.31 acre of CLOW, to be mitigated off site in addition to open space to the east. Studies still in progress.
120	TM 5503	Lee Alvarado #2	PS	LS	LS	PS	LS	LS	LS	PS	PS	PS	LS	LS	PS	County scoping letter dated September 11, 2006 required construction noise study, drainage/stormwater and grading plans, fire protection plan, access redesign, and utility easement. Studies in progress as of February 7, 2008.
121	TM 5507	Orchard Vista TM	LS	PS	PS	PS	LS	LS	SM	LS	LS	PS	LS	PS	PS	County scoping letter dated December 5, 2006 required extended studies due to presence of CSS and grasslands. Project impacts to CSS would require HLP. Active avocado orchard on site.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
122	TM 4731	MacLachlan Project	NR	LS	NR	NR	NR	NR	NA	NR	NR	NR	NR	NR	NR	Addendum to the previously adopted ND dated September 22, 1998 (a MND was adopted on July 7, 1992) noted a change from an open space easement to landscape easement for the protection of on-site pomegranate trees (*Punica granatum*). ND Resolution of Approval dated January 19, 1989, amended April 26, 1990 and July 7, 1992.
123	TM 4713	Pepper Tree Park	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated November 2, 2005 stated that current Project is a time extension that was originally approved in 1991. Environmental Diego Update Checklist Form for projects with previously approved Environmental Documents dated October 14, 2005. Unavoidable effects to 0.96 acre of wetland habitat found in August 14, 1991. Impacts have increased from 0.96 acre to 1.02 acres, but mitigation is ongoing; potential habitat for SKR occurs on site. LBV was observed on site in 1997, 1998, and 2002; presumed nesting in those years. Not observed since. Avoidance during LBV nesting season has been implemented. A wetland buffer also has been established.
124	TM 5248	Vande Vegte TM	NR	NI	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated January 9, 2003 stated there were no impacts to agriculture and less than significant impacts to biological resources.
125	TM 5190	Uchimura TM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated May 29, 2003 stated that impacts are less than significant with respect to agriculture. A 1.1-acre open space easement was required for the protection of an RPO wetland.
126	TM 5220	Lash TM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated October 31, 2002 required project to obtain 6.9 acres of NNG habitat credits and to grant open space easement for protection of off-site riparian area to mitigate impacts to biological resources. Impacts to agriculture were less than significant.
127	TM 4972	Heritage Homebuilders TM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated February 16, 1993 required a Revegetation Plan for the mitigation of sensitive habitats. Loss of riparian oak woodland mitigated at a 10:1 ratio. Loss of riparian scrub mitigated at a 3:1 ratio. A Time Extension dated September 22, 1999 that suggested a ND also was in the project file.
128	TM 4784	Kesonovich TM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated March 21, 1989 and adopted April 20, 1989 required an open space easement to protect oak trees. Impacts to agricultural resources were less than significant.
129	TM 5214	Harvest View Estates	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated February 23, 2001 and approved April 19, 2001 indicated that all impacts to agricultural and biological resources were less than significant.
130	TM 5168	Heritage Oaks TM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated October 28, 1999 and approved December 9, 1999 noted a riparian oak woodland open space easement and Revegetation Plan would mitigate the loss of 1.56 acres of SCLORF at 3:1 (4.68 acres). Impacts to agricultural resources were less significant.
131	TM 5350	Calavo Subdivision	NR	NI	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND dated September 14, 2006 and ND approved April 20, 2007. No impacts to agriculture and impacts to biological resources were less than significant.
132	TM 5293	Barr Ranch TM	LS	LS	LS	LS	LS	SM	LS	SM	LS	LS	LS	LS	LS	MND dated December 8, 2005 and approved March 10, 2006 indicated the only environmental factors significantly affected were noise and traffic and all other were less than significant.
133	TPM 20353	Reich TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated July 9, 1998 and approved August 26, 1998. Impacts to agricultural and biological resources were less than significant.
134	TPM 20385	Reich TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated November 19, 1998 and approved January 8, 1999. Impacts to agricultural and biological resources were less than significant.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/ Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
135	TPM 20382	Stephens TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated October 15, 1998 and approved January 13, 1999. Impacts to agricultural and biological resources were less than significant.
136	TPM 20432	Hormuth TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND approved December 7, 1999 stated mitigation for biological impacts would include coast live oaks in riparian forest being placed in open space easement, which also would protect CSS off site. Impacts to agricultural resources were considered less than significant.
137	TPM 20494	Arkeder TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated July 18, 2002, revised February 10, 2003, and approved April 20, 2006 indicated that this project is a time extension. Impacts to 0.04 acre of SWS and 0.13 acre of SCLOW. As mitigation, a buffer for SCLORF would be established. Mitigation of impacts SWS and SCLOW would include a Revegetation Plan and an open space easement for SCLORF and CLOW. Impacts to agricultural resources were less than significant.
138	TPM 20603	Amos Family Trust TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated November 15, 2001, revised April 23, 2002, and approved May 29, 2002 required an open space easement to protect wetlands, CSS and CLORF. Impacts to agricultural resources were less than significant.
139	TPM 20562	White TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated June 28, 2001 required an open space easement to protect DCSS and wetlands.
140	TPM 20546	Jeanette Shields TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND dated August 30, 2001 and approved November 26, 2001. Impacts to agricultural and biological resources were less than significant.
141	TPM 20545	William Pinder TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND dated August 27, 2001 and approved November 26, 2001. Impacts to agricultural and biological resources were less than significant.
142	TPM 20486	Zebu TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated April 19, 2001 and approved July 26, 2001 required an open space easement to protect CLOW and CSS.
143	TPM 20722	Compton TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated July 8, 2004, re-advertised April 20, 2006, and approved November 8, 2006. A biological open space easement was required for a wetland buffer and to protect SCLORF, SWS, and DCSS.
144	TPM 20714	Grimm-Linda TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NI	NR	ND dated April, 15, 2004 and approved June 30, 2004. Impacts to agricultural and biological resources were less than significant.
145	TPM 20643	Sanacore TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	ND dated August 22, 2002 and approved November 15, 2002. Impacts to agricultural and biological resources were less than significant.
146	TPM 20684	Smith and Butler TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND dated February 27, 2003 and approved August 9, 2004. The Project proposes a Resolution Amendment to the conditions contained within the Final Notice of Approval dated May 12, 2003.
147	TPM 21037	Keaker TPM	NR	N/A	NR	PS	NR	PS	N/A	NR	NR	NR	NR	NR	NR	Scoping letter dated January 22, 2007 indicated potentially significant impacts to hydrology and traffic. No mention of biological or agricultural resources.
148	TM 5268	The Arbors	NR	NA	NR	NR	NR	NR	NA	NR	NR	NR	NR	NR	NR	Scoping letter dated November 6, 2001. No mention of any biological or agricultural resources impacts.
149	TM 5510	Pacifica Estates	NR	LS	NR	NR	NR	NR	PS	NR	NR	NR	NR	NR	NR	Scoping letter dated September 7, 2006 identified potentially significant impacts to wetlands and grasslands. Letter dated December 24, 2007 required further biological analysis, such as focused surveys for LBV and SKR.
150	TM 5493 MUP 06-003	Elder Subdivision	NR	NA	NR	NR	NR	NR	NA	NR	NR	NR	NR	NR	NR	Scoping letter dated July 3, 2006 and revised August 23, 2006. No mention of biological or agricultural resources impacts.
151	TM 5387	Las Casitas	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND approved September 30, 2005. MND was missing from file, but August 27, 2004 scoping letter did not identify any agricultural or biological resources impacts.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
152	TPM 20829	Mingo TPM	NR	NI	NR	NR	NR	NR	NI	NR	NR	NR	NR	NR	NR	MND dated October 19, 2006 and approved December 20, 2006. No impacts were assessed with agricultural and biological resources.
153	TPM 20901	Rosemere Lane TPM	NR	LS	NR	NR	NR	NR	LS	NR	NR	NR	NR	NR	NR	MND dated August 10, 2006, revised August 28, 2007, and approved August 28, 2007. Impacts to biological and agricultural resources were considered less than significant.
154	TPM 20642	Laus TPM	NR	NA	NR	NR	NR	NR	NA	NR	NR	NR	NR	NR	NR	A Notice of Exemption form dated August 9, 2007 is in file, but with no approval. Unclear on status.
155	TPM 20833	Ferraro TPM	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	Scoping Letter dated June 28, 2004 stated that existing open space easements may have been disturbed and may need to be vacated. No significant agricultural resources impacts were discussed. A Summary Biology Report dated November 2007 indicated that the site contains SWS, NNG, CSS, eucalyptus woodland, DCSS, disturbed habitat, and urban/developed land. Impacts to NNG, CSS, and SWS must be mitigated off site. One sensitive species, red-shouldered hawk, was found on site. The report also indicated that a possible wetland drainage would be avoided. To mitigate impacts to plant species, off-site mitigation land must be acquired. Any impacts to raptor or nesting birds would take place outside of breeding season or not within 300 feet during nesting season.
156	TPM 20908	Palomar Drive Subdivision	NR	LS	NR	NR	NR	NR	PS	NR	NR	NR	NR	NR	NR	Scoping letter dated February 23, 2005 stated site contains NNG and a creek with southern cottonwood-willow riparian forest. The creek is a federal, state, and County jurisdictional wetland. Presence of turkey vultures and Berwick's wren are assumed on site. No mention of agricultural impacts.
157	TPM 20876	Constant Creek TPM	NR	PS	NR	NR	NR	NR	PS	NR	NR	NR	NR	NR	NR	Scoping letter dated November 5, 2004 indicated project may affect on site vegetation and Ostrich Farm Creek (an RPO wetland). A buffer would be required for the wetland. Project site has historically been used for agricultural purposes. Remnants of a citrus grove exist on-site. Site consists of prime agricultural soils, as well as Unique Farmland and Farmland of Local Importance. The majority of the land surrounding the Project site is urban and developed.
158	TPM 20584	Zebu Construction TPM	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	ND dated July, 11, 2002 and approved October 4, 2002 identified no significant environmental impacts.
159	TM 5498	Golf Green Estates TM	NR	LS	NR	NR	NR	NR	PS	NR	NR	NR	NR	NR	NR	Scoping letter dated August 25, 2006 indicated project site contains a natural drainage that may qualify as a wetland under the RPO. No mention of any potentially significant agricultural resources impacts.
160	TPM 20914	Enander TPM	NR	LS	NR	NR	NR	NR	NI	NR	NR	NR	NR	NR	NR	MND dated July 6, 2006, revised October 10, 2006, and approved October 13, 2006 stated no impact to biological resources and less significant impacts to agricultural resources.
161	MUP 00-006-01 MUP 00-006-02 MUP 00-006-03	The Crest (Shady Grove)	NR	LS	NR	NR	NR	NR	SM	NR	NR	NR	NR	NR	NR	MND dated April 10, 2003, revised June 19, 2003, and approved July 31, 2003 for project MUP 00-006. Original project would impact 60.8 acres of NNG and 4.8 acres of CSS; mitigated by off-site mitigation banks. RPO wetlands on site are protected by open space easements. ND approved on June 10, 2005 indicated that these subsequent projects are minor deviations for a previously approved project (P00-006).
162	MUP 00-040	St. John's Episcopal Church	LS	LS	LS	LS	LS	SM	LS	SM	LS	LS	LS	LS	LS	MND dated March 27, 2003 and approved July 3, 2003. Significant impacts to transportation and noise.

Table 1-15 (cont.)
SUMMARY OF ENVIRONMENTAL IMPACTS OF RELATED PROJECTS

Map Key	Project Number Issued by Agency	Project Name	Land Use & Planning	Agricultural Resources	Geologic Issues	Hydrology/Water Quality	Air Quality	Transportation/ Circulation	Biological Resources	Noise	Public Services	Utilities & Services	Aesthetics	Cultural Resources	Hazards	Notes
COUNTY OF SAN DIEGO (cont.)																
163	TPM 5544 MUP 07-013	Catalpa Lane	NR	NI	NR	PS	NR	PS	NI	PS	NR	NR	NI	PS	NR	Scoping letter dated March 11, 2008 indicated potentially significant impacts to cultural resources, noise, transportation, and hydrology. According to the AEIS dated March 29, 2007, there would be no impact to biological, agricultural resources or aesthetics.
164	MUP 07-001	Margate Group Home	NR	LS	PS	PS	NR	PS	LS	NR	NR	NR	NR	PS	NR	According to the Preliminary Diego of Resources for IS/EA Preparation dated January 12, 2007, the project is within one mile of agricultural commodities and a biological easement. There are potentially significant impacts to cultural resources, geology, and hydrology. Scoping letter dated March 26, 2007 indicated potentially significant impacts to transportation.
165	TPM 20785	Younis	NR	NA	NR	PS	NR	SM	NA	NR	NR	NR	NR	NR	NR	Scoping letter dated January 7, 2004 indicated potentially significant impacts to hydrology. Letter dated October 19, 2004 indicated that the Project would have significant cumulative impacts to traffic (48 ADT). Payment of TIF would be required.
166	TPM 20924	Kirk and Krippner TPM	NR	NI	NR	PS	NR	PS	PS	NR	NR	NR	NR	NR	NR	Scoping letter dated May 16, 2005 identified potentially significant impacts to hydrology and traffic. Payment of TIF will be required to mitigate impacts. According to the AEIS dated March 15, 2005, there are no impacts to agricultural resources. NNG would be removed as a result of the project.
167	TPM 20972	Amkraut TPM	NR	NA	NR	PS	NR	SM	NA	NR	NR	NR	NR	NR	NR	Scoping letter dated December 20, 2005 identified potentially significant traffic impacts. Payment of TIF would be required. Potentially significant hydrology impacts were also identified. No mention of biological or agricultural resources.
168	TPM 20948	Butts TPM	NR	NA	NR	PS	NR	SM	NA	NR	NR	NR	NR	NR	NR	Scoping letter dated July 28, 2005 identified potentially significant impacts to hydrology and traffic (TIF payment required). No mention of biological or agricultural resources.

* Project No. 79 (Berezousky TPM) has been withdrawn.

Key:

ADT = average daily trips
AEIS = Application for Environmental Initial Study
CAGN = coastal California gnatcatcher
CLORF = coast live oak riparian forest
CLOW = coast live oak woodland
CSS = coastal sage scrub
DCSS = Diegan coastal sage scrub
DEIR = Draft Environmental Impact Report
DPLU = County Department of Land Use and Planning
DPW = County Department of Public Works
EIR = Environmental Impact Report
FEIR = Final Environmental Impact Report
HLP = Habitat Loss Permit
IS = Initial Study
LBV = least Bell's vireo
LOS = level of service
LS = less than significant impact
MND = Mitigated Negative Declaration
MSCP = Multiple Species Conservation Program
NA = not available
ND = Negative Declaration
NI = no impact
NNG = non-native grassland
NOD = Notice of Determination
NOI = Notice of Intent
NOP = Notice of Preparation
NR = not researched
PS = potentially significant impact
QCB = Quino checkerspot butterfly
RPO = Resource Protection Ordinance
SCLORF = southern coast live oak riparian forest
SCLOW = southern coast live oak woodland
SKR = Stephens' kangaroo rat
SM = potentially significant impact unless mitigation is incorporated
SMC = southern mixed chaparral
SPA = Specific Plan Amendment
SWS= southern willow scrub
TIA = Traffic Impact Analysis
TIF = Transportation Impact Fee

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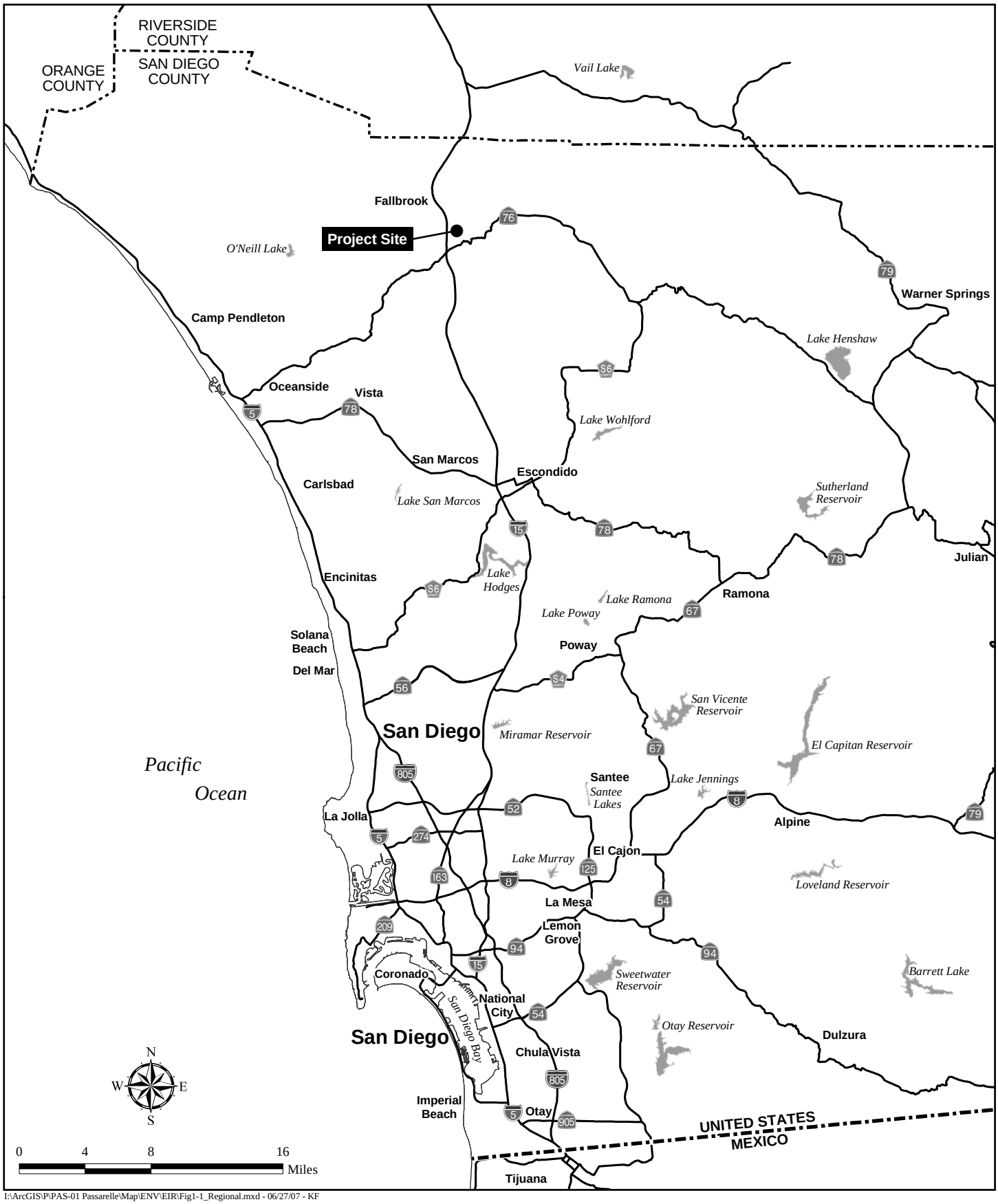

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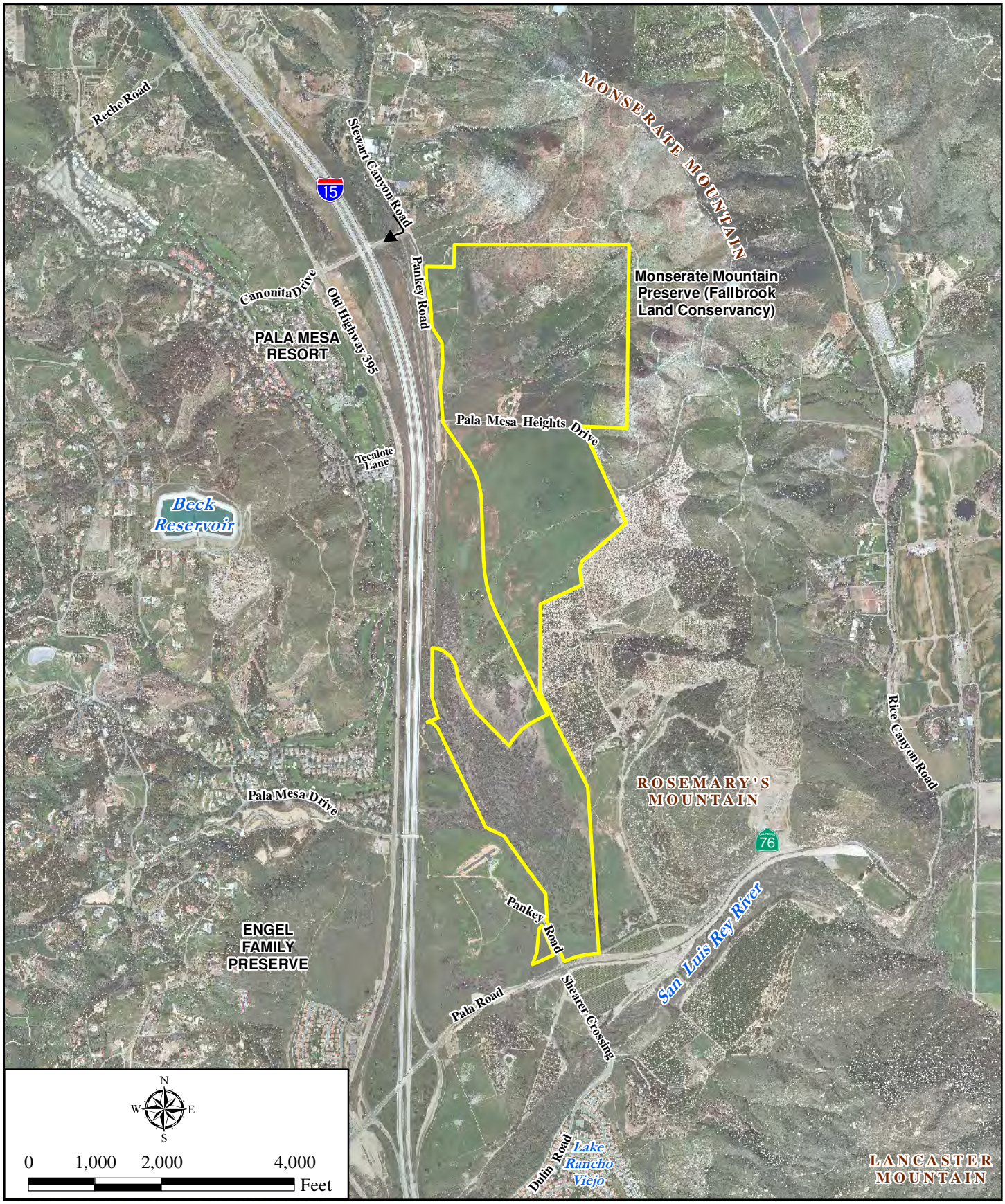
Regional Location Map

CAMPUS PARK PROJECT

HELIX

Figure 1-1



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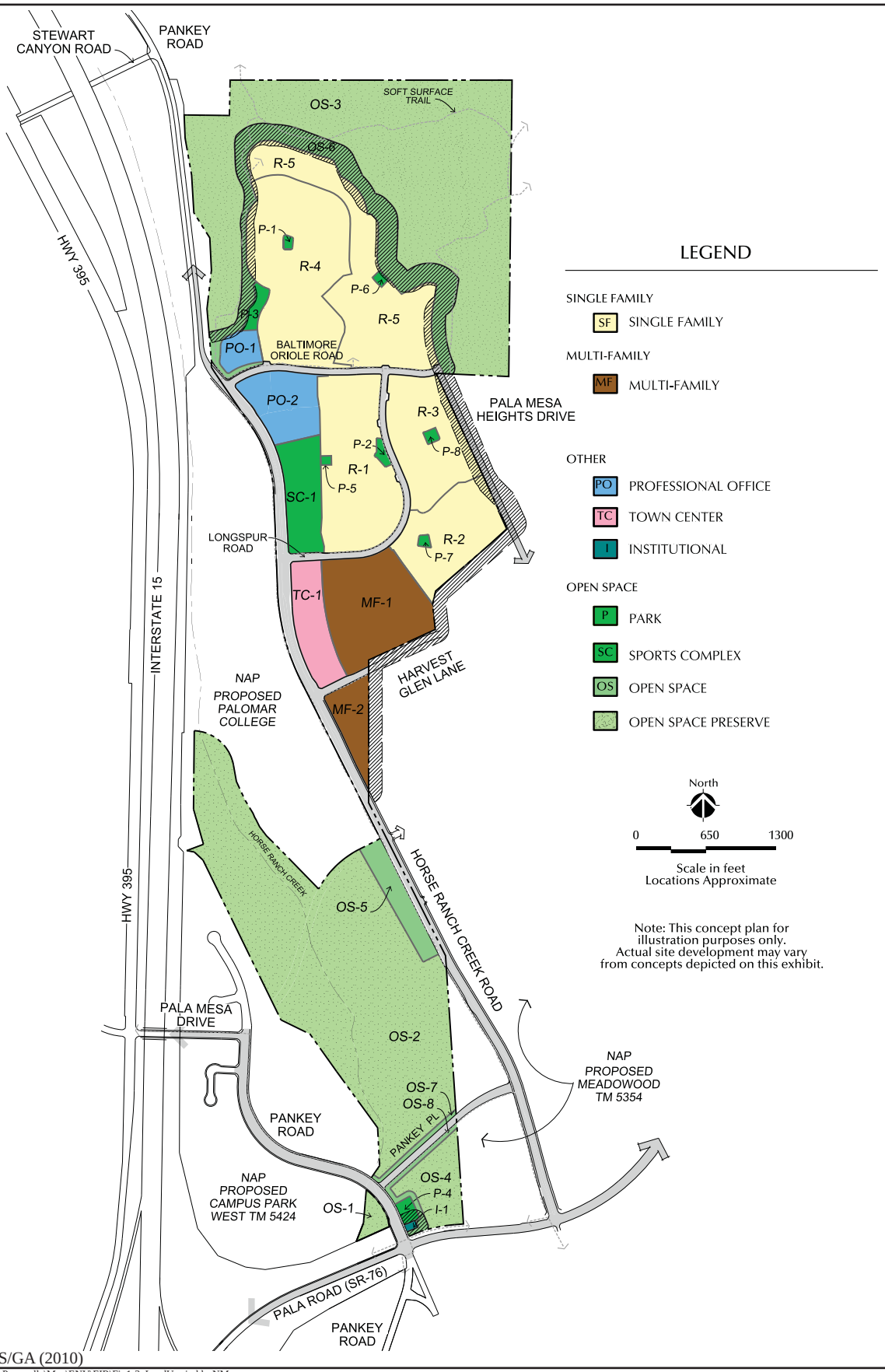
Aerial Photograph

CAMPUS PARK PROJECT

HELIX

Figure 1-2



Source: DDS/GA (2010)

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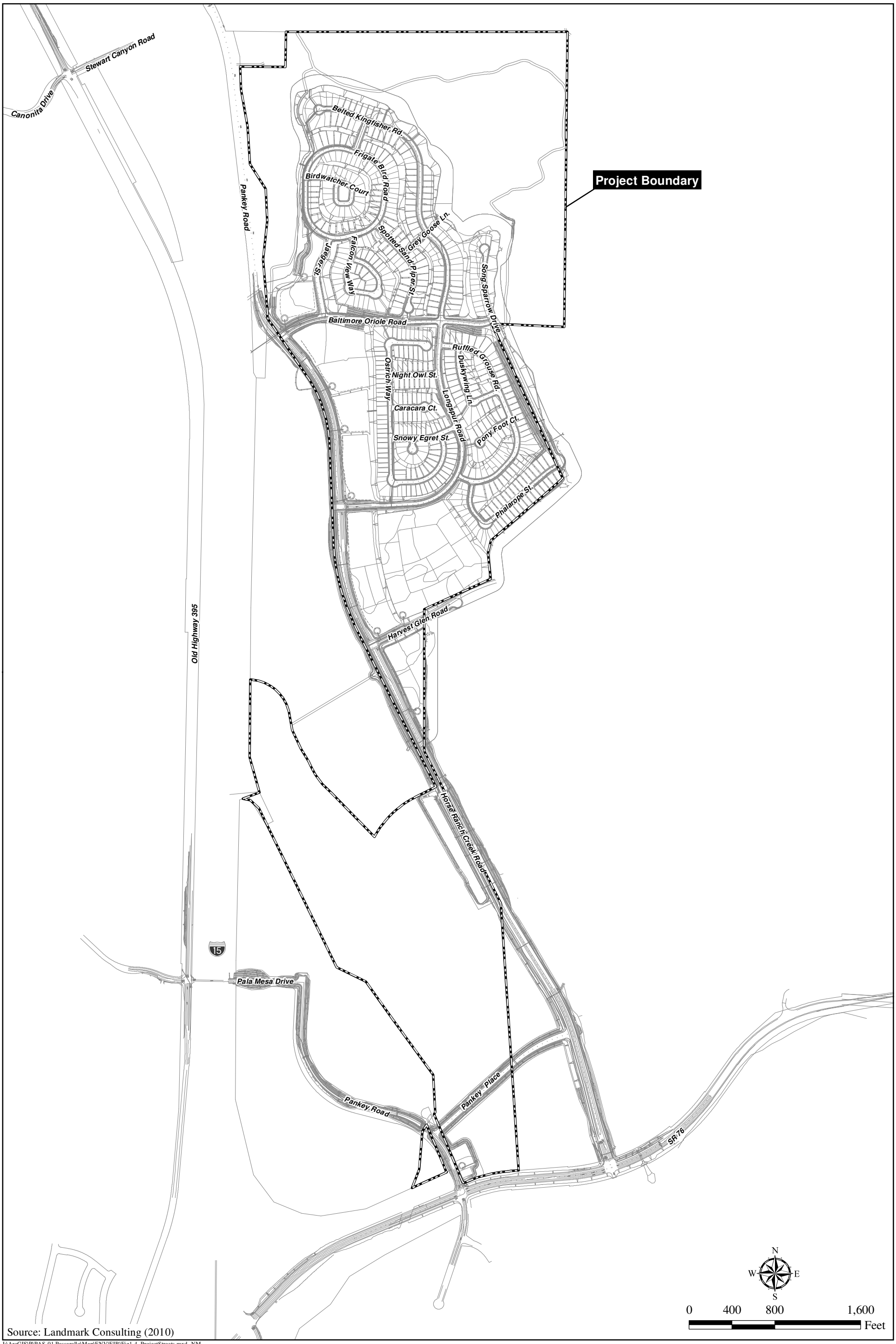
Land Use Plan

CAMPUS PARK PROJECT

Figure 1-3

HELIX



Source: Landmark Consulting (2010)

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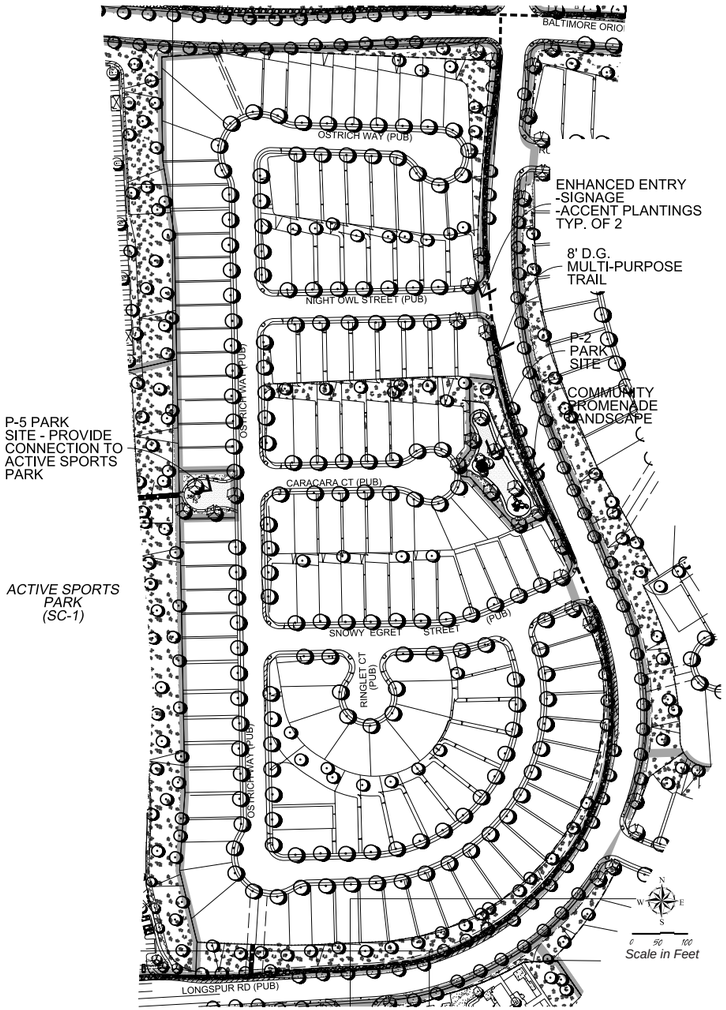
Project Streets

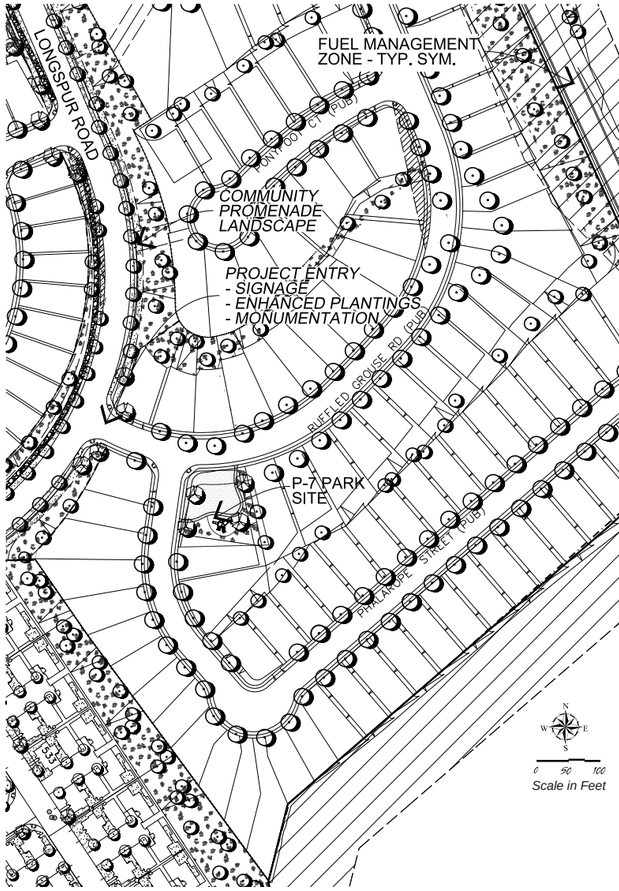
CAMPUS PARK PROJECT

HELIX

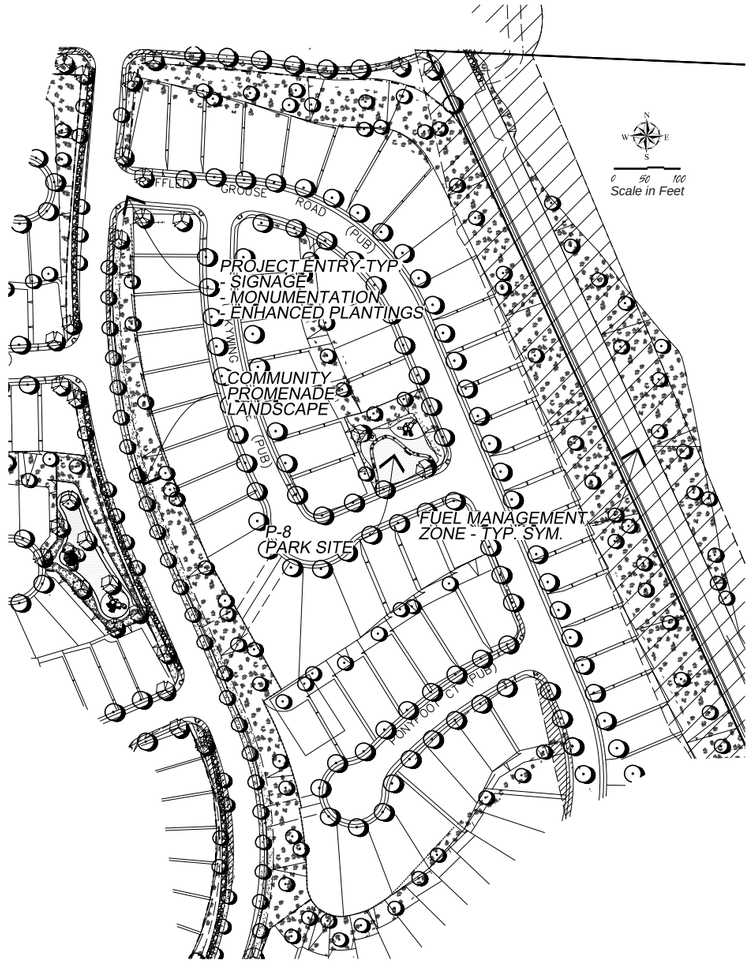
Figure 1-4



PA R-1



PA R-2



PA R-3

Source: DDS/GA (2010)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

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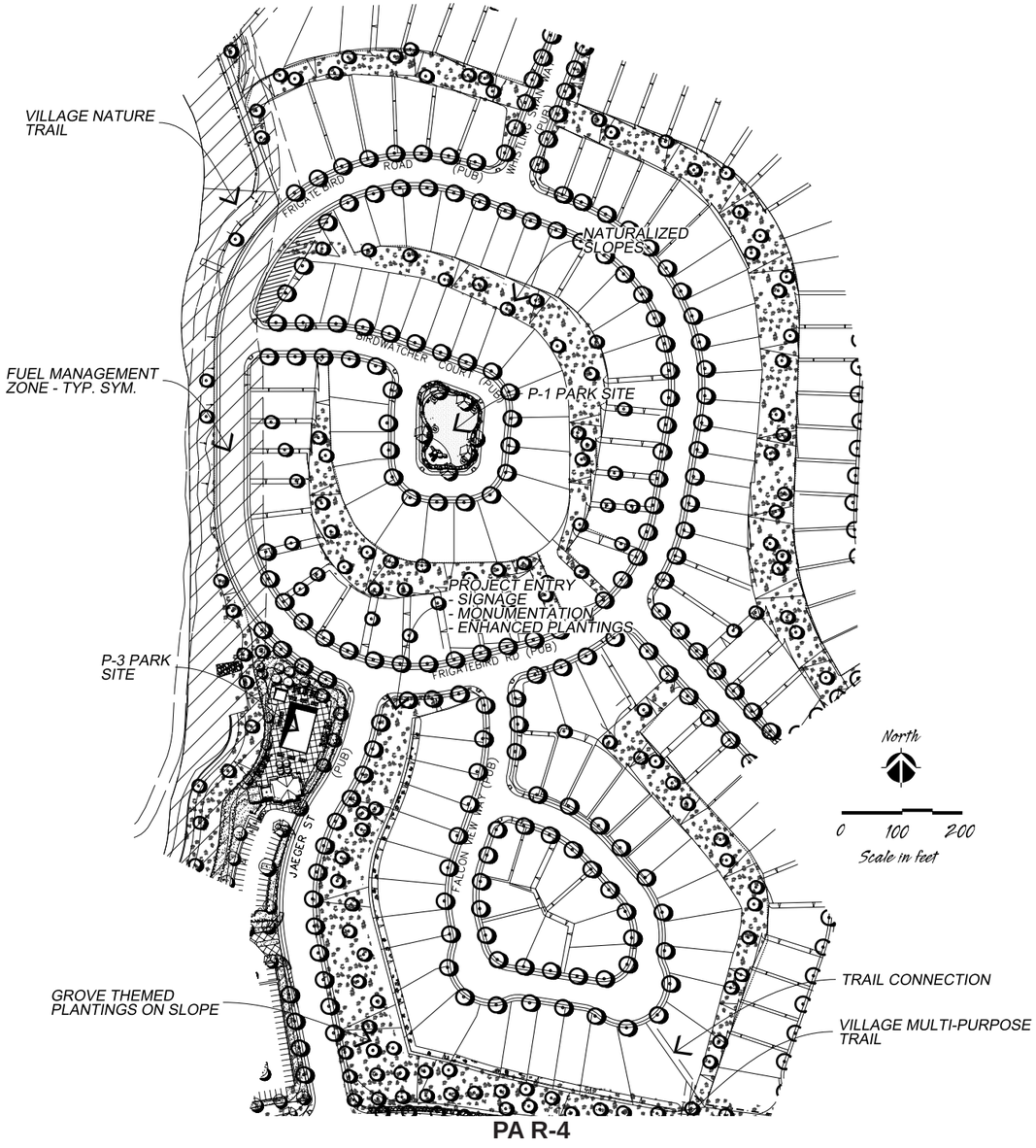
PAs R-1, R-2, and R-3 Concept Plans

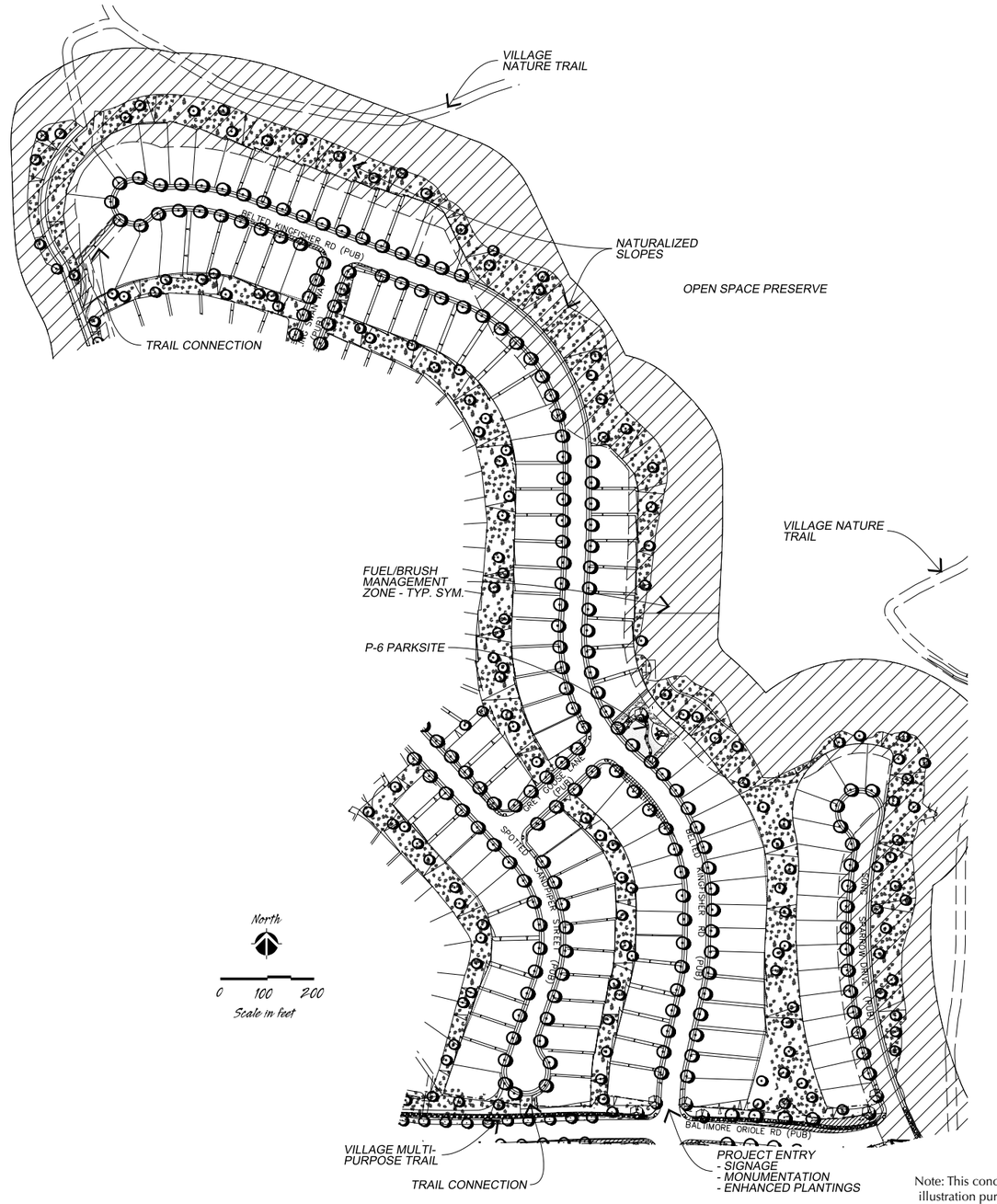
CAMPUS PARK PROJECT

HELIX

Figure 1-5a



PA R-4



PA R-5

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

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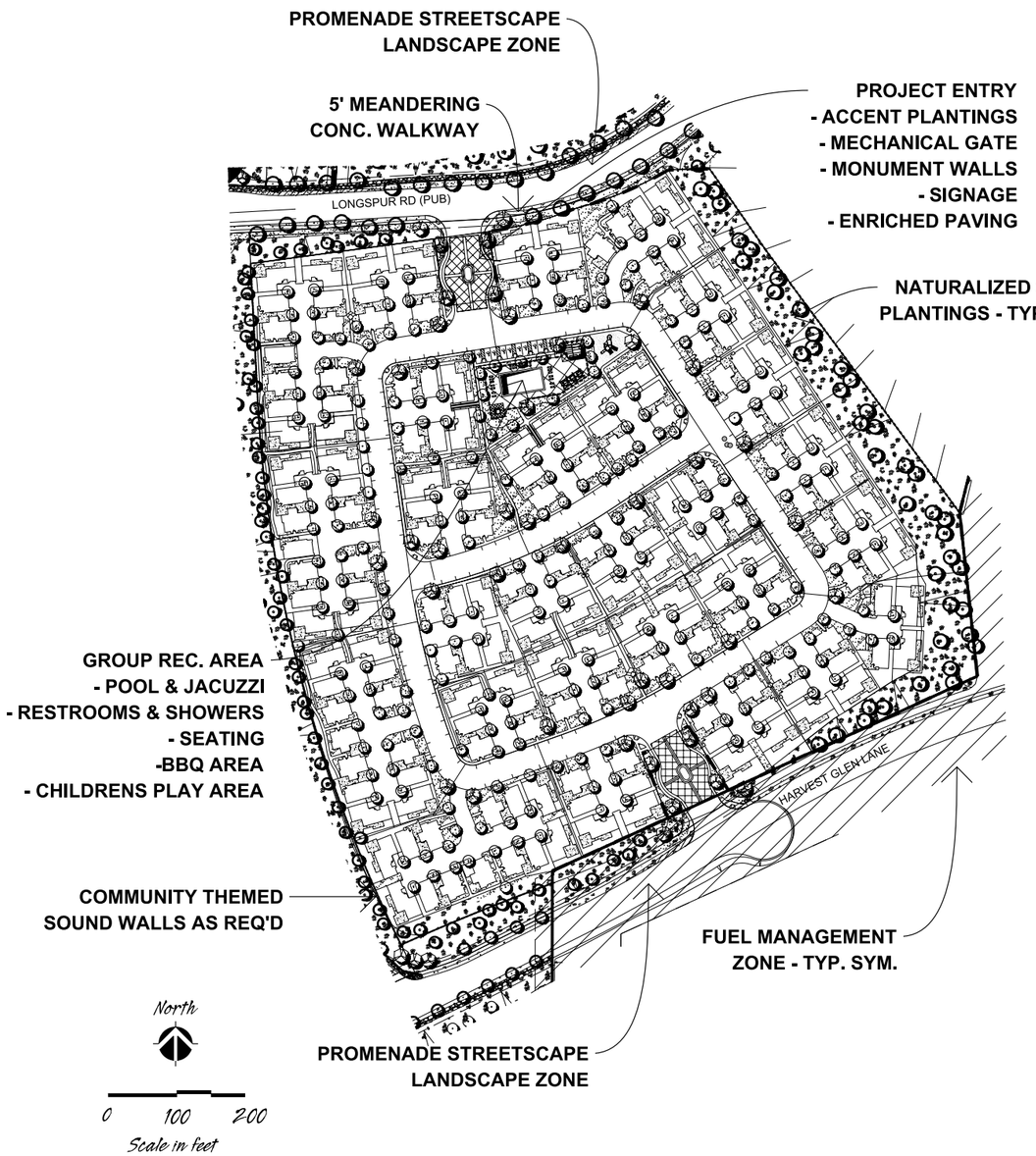
PAs R-4 and R-5 Concept Plans

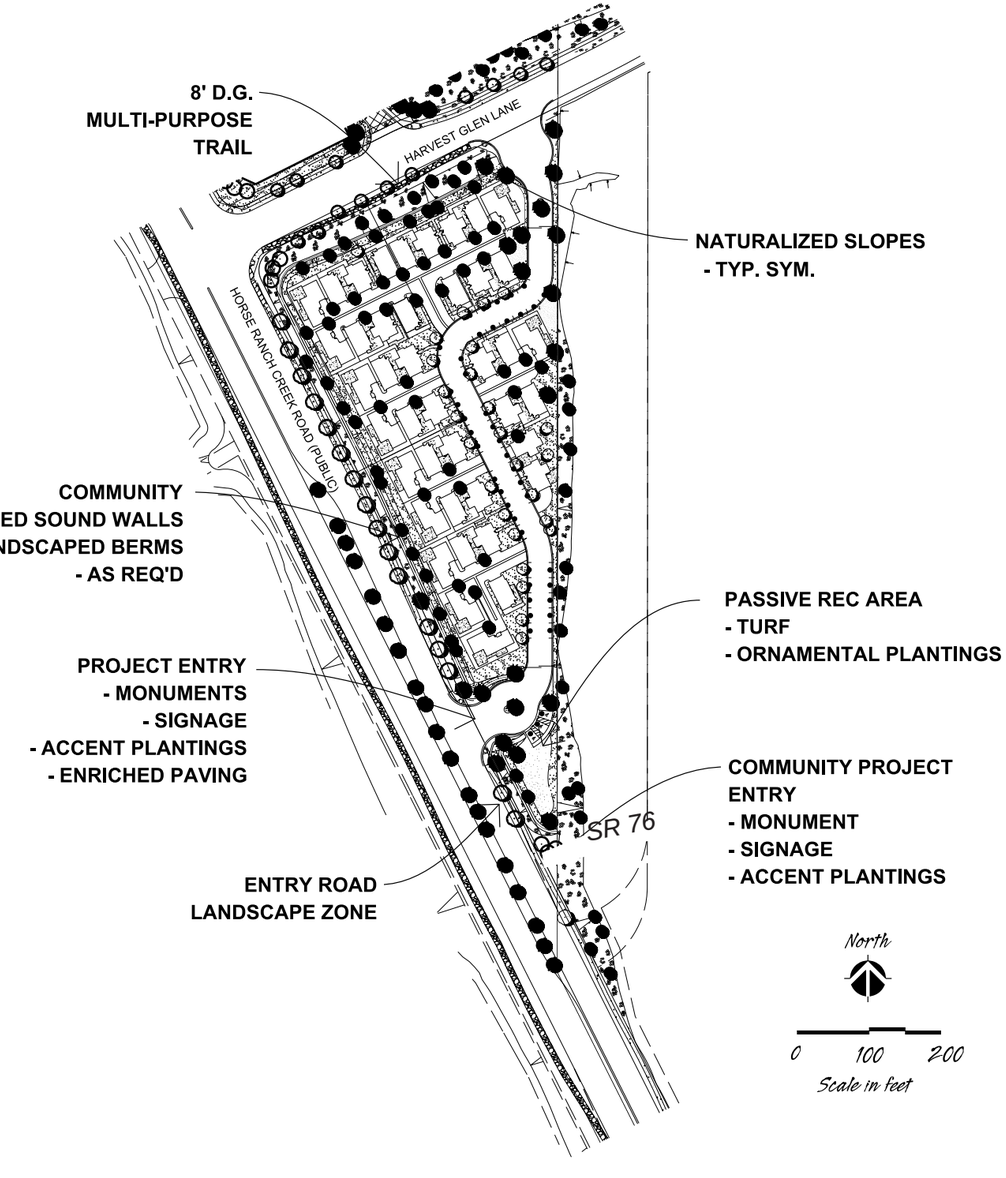
CAMPUS PARK PROJECT

Figure 1-5b

HELIX



PA MF-1



PA MF-2

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

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PAs MF-1 and MF-2 Concept Plans

CAMPUS PARK PROJECT

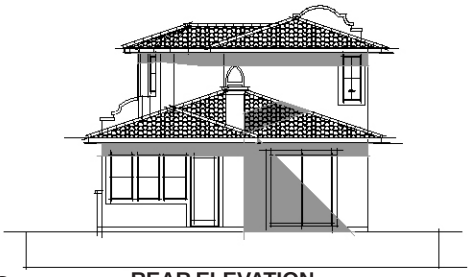
HELIX

Figure 1-6

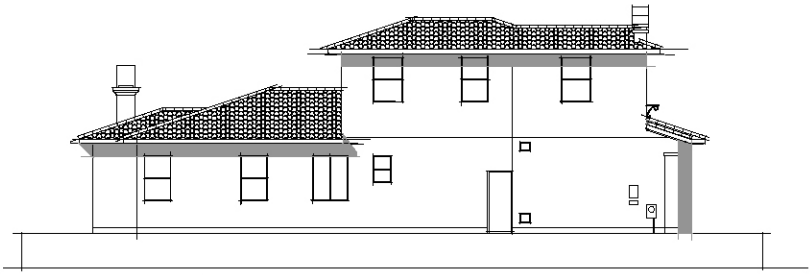
ROOF SLOPE= 1:12

RIGHT SIDE ELEVATION

NOTE: DASHED LINE INDICATES TRIM @ LOTS EXPOSED TO VIEW (SITE SPECIFIC)



REAR ELEVATION



LEFT SIDE ELEVATION

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

NO SCALE

Source: DDS/GA (2010)

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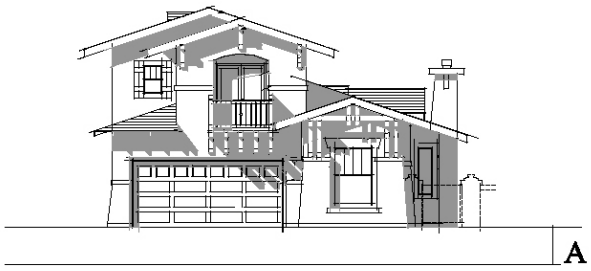
Typical 4,000 S.F. Minimum Architecture (R-1)

CAMPUS PARK PROJECT

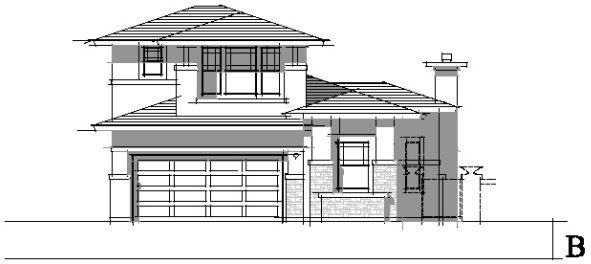
HELIX

Figure 1-7a



A

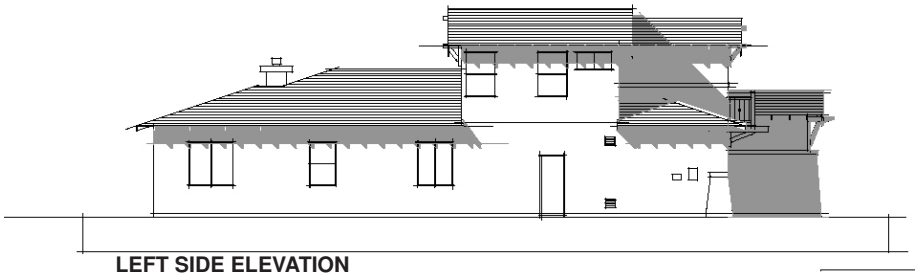
C



B

RIGHT SIDE ELEVATION

REAR ELEVATION



LEFT SIDE ELEVATION

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

NO SCALE

Source: DDS/GA (2010)

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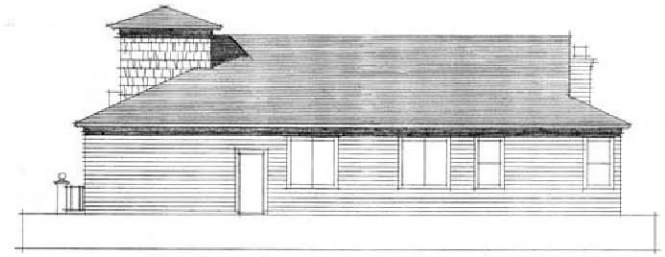
Typical 4,500 S.F. Minimum Architecture (R-2 & R-4)

CAMPUS PARK PROJECT

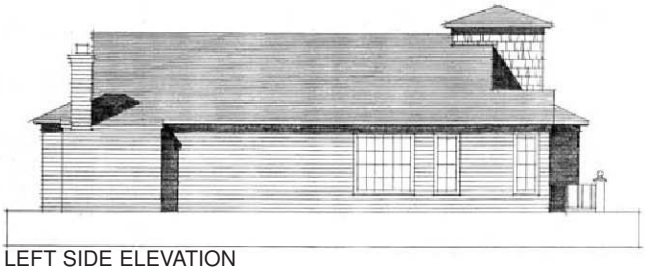
HELIX

Figure 1-7b



RIGHT ELEVATION

REAR ELEVATION



LEFT SIDE ELEVATION

EXTERIOR ELEVATIONS

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

NO SCALE

Source: DDS/GA (2010)

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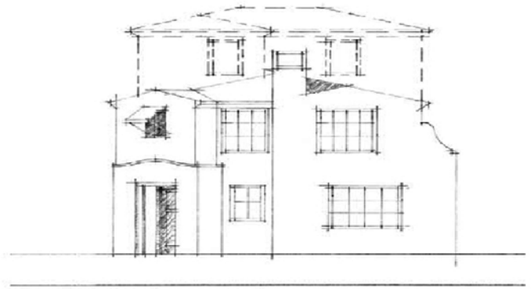
Typical 5,000 S.F. Minimum Architecture (R-3 & R-5)

CAMPUS PARK PROJECT

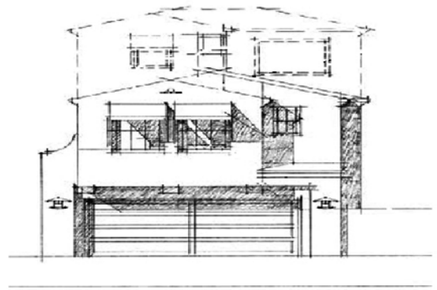
HELIX

Figure 1-7c

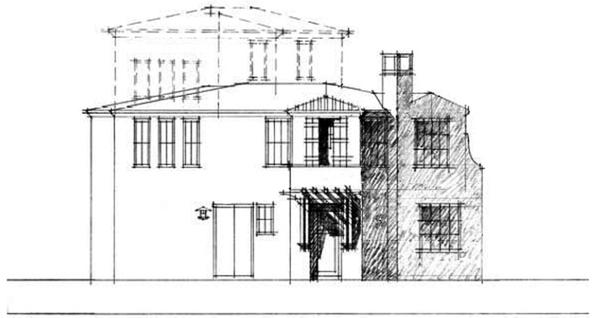
A



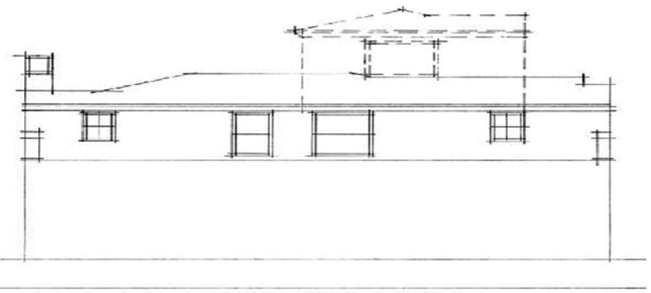
RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



B



REAR ELEVATION

C

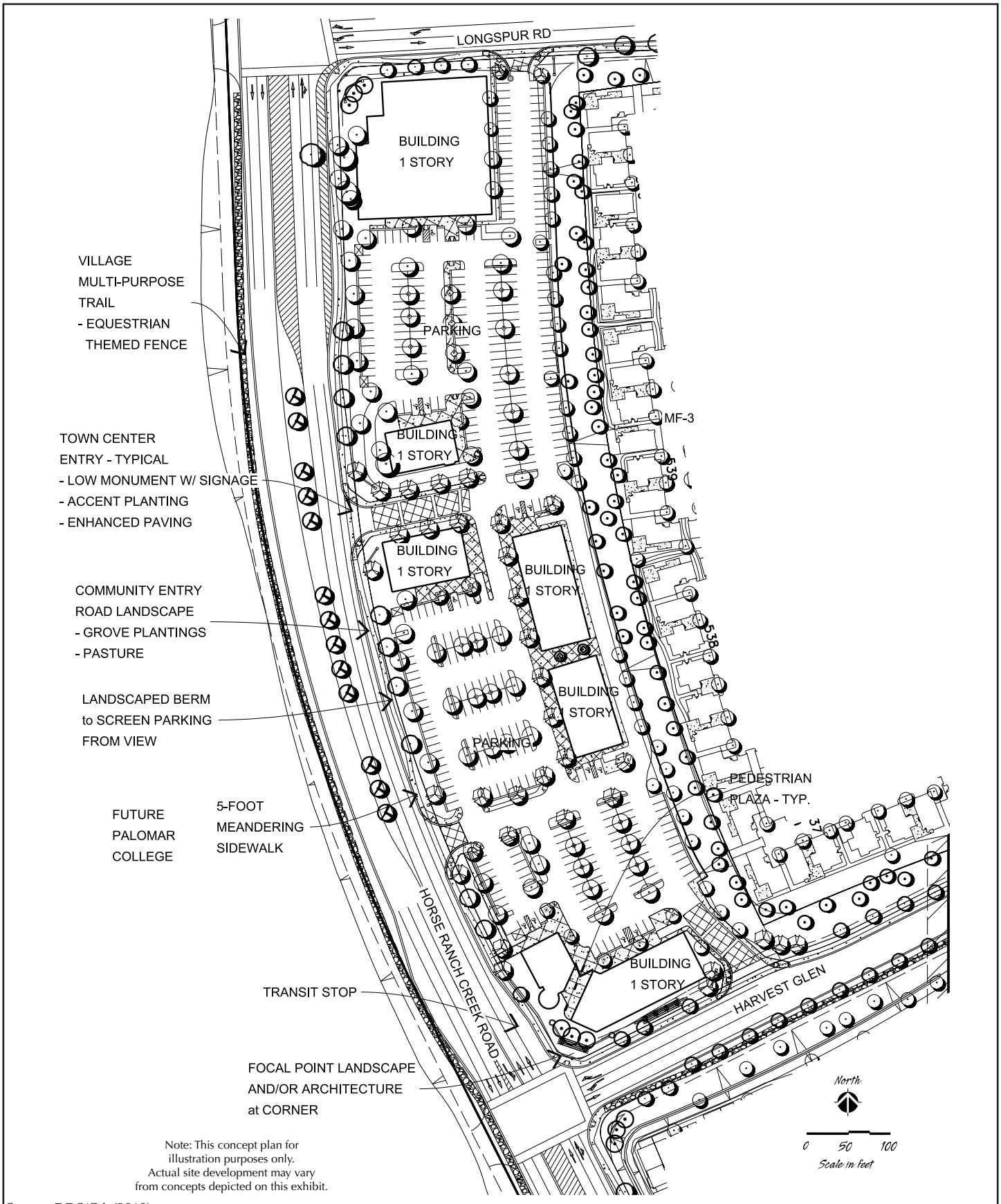
No Scale
Source: DDS/GA (2010)
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-8_Cantebury.pmd -NM

Canterbury Elevations - Typical (MF-1 and MF-2)

CAMPUS PARK PROJECT

HELIX

Figure 1-8



Source: DDS/GA (2010)

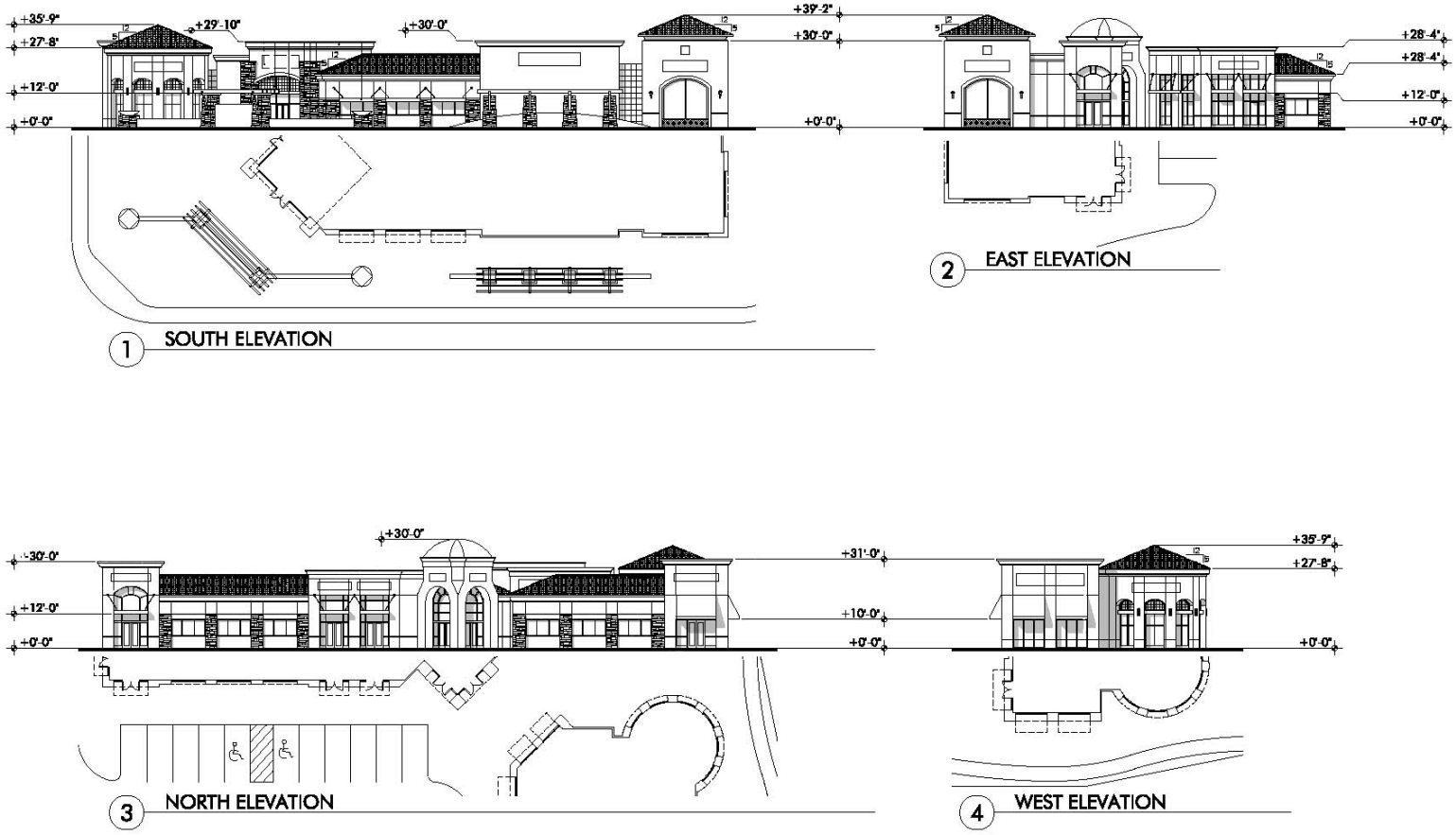
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-9_TownCen_ConceptPlan.indd -JP

Town Center Concept Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-9



Retail Building Elevations

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: SGPA Architecture (2010)

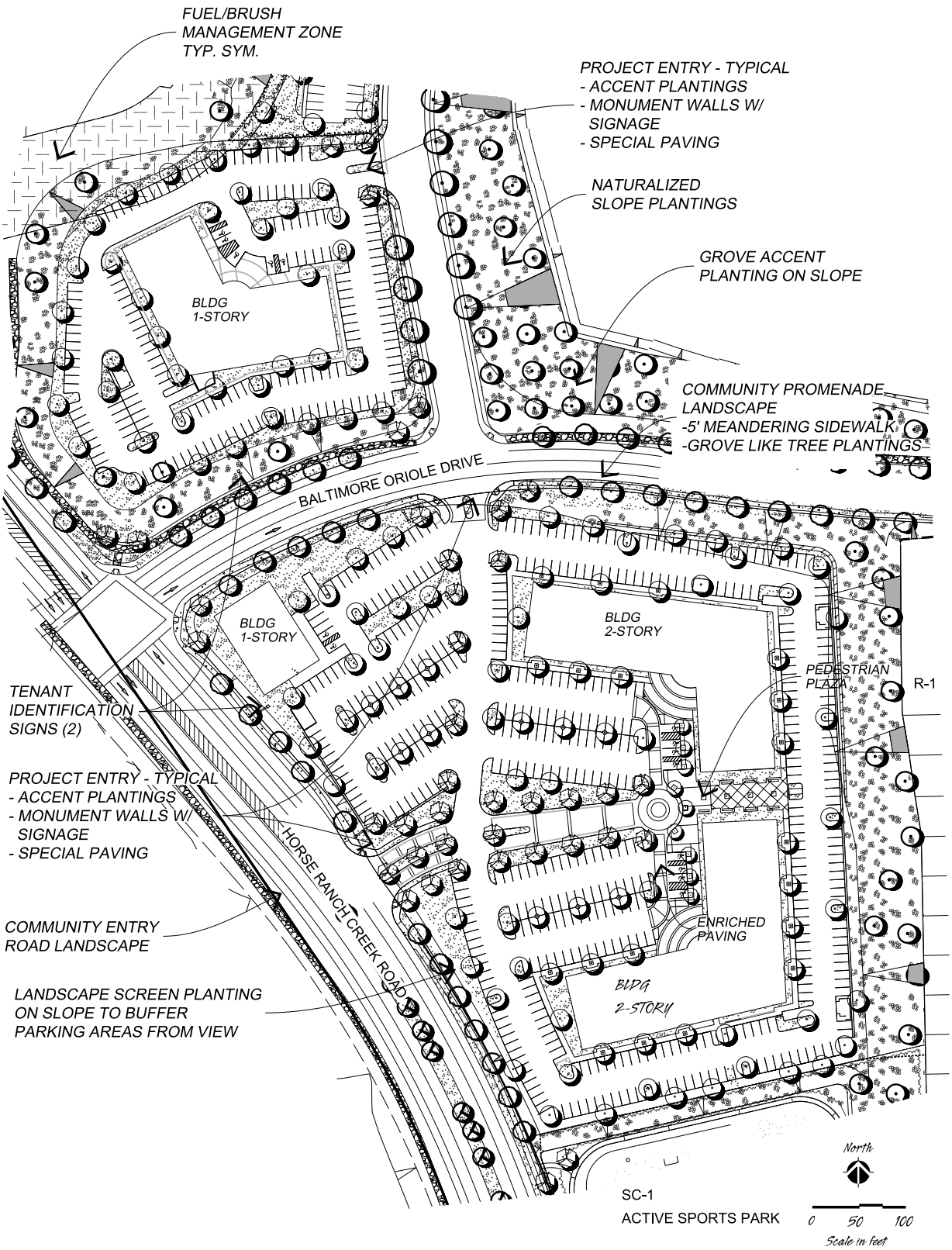
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-10_TownCenter_Arch.pmd -NM

Town Center Typical Architecture

CAMPUS PARK PROJECT

HELIX

Figure 1-10



Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

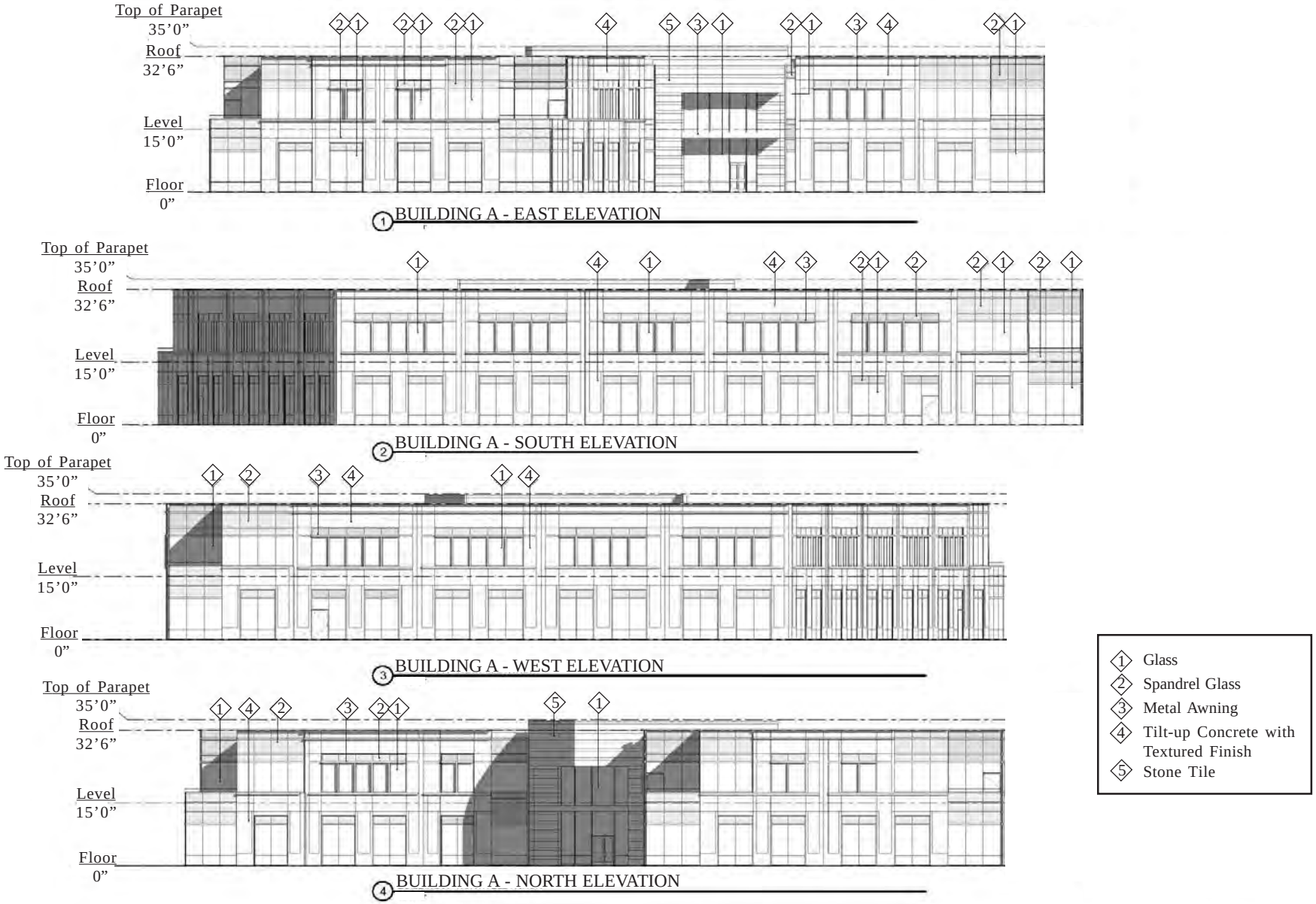
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-11_Office_ConceptPlan.pmd - NM

Office Professional Concept Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-11



Source: SGPA Architecture (2010)

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

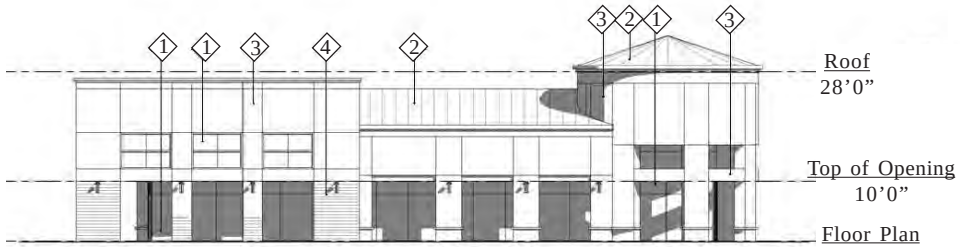
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-12a_OfficeProf_2Story.pmd -NM

Office Professional Conceptual 2-Story Architecture (Typical)

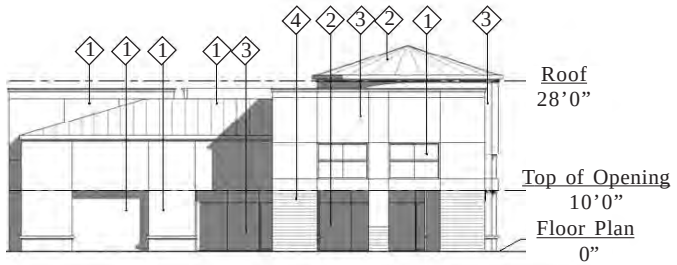
CAMPUS PARK PROJECT

HELIX

Figure 1-12a

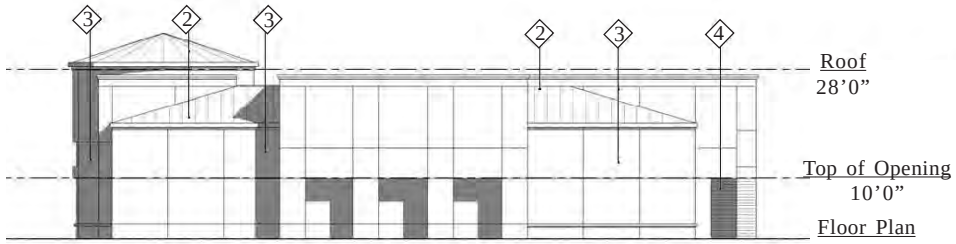


1 BUILDING D - EAST ELEVATION

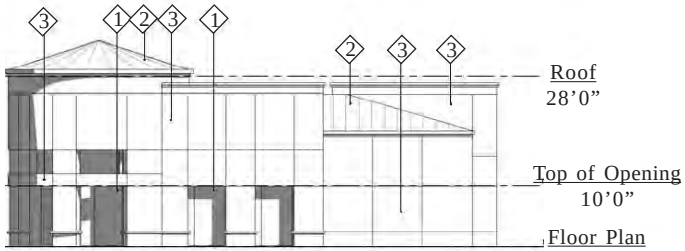


2 BUILDING D - SOUTH ELEVATION

1 Glass
2 Standing Seam Metal Roof
3 Plaster Finish
4 Cultured Stone



3 BUILDING D - WEST ELEVATION



4 BUILDING D - NORTH ELEVATION

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: SGPA Architecture (2010)

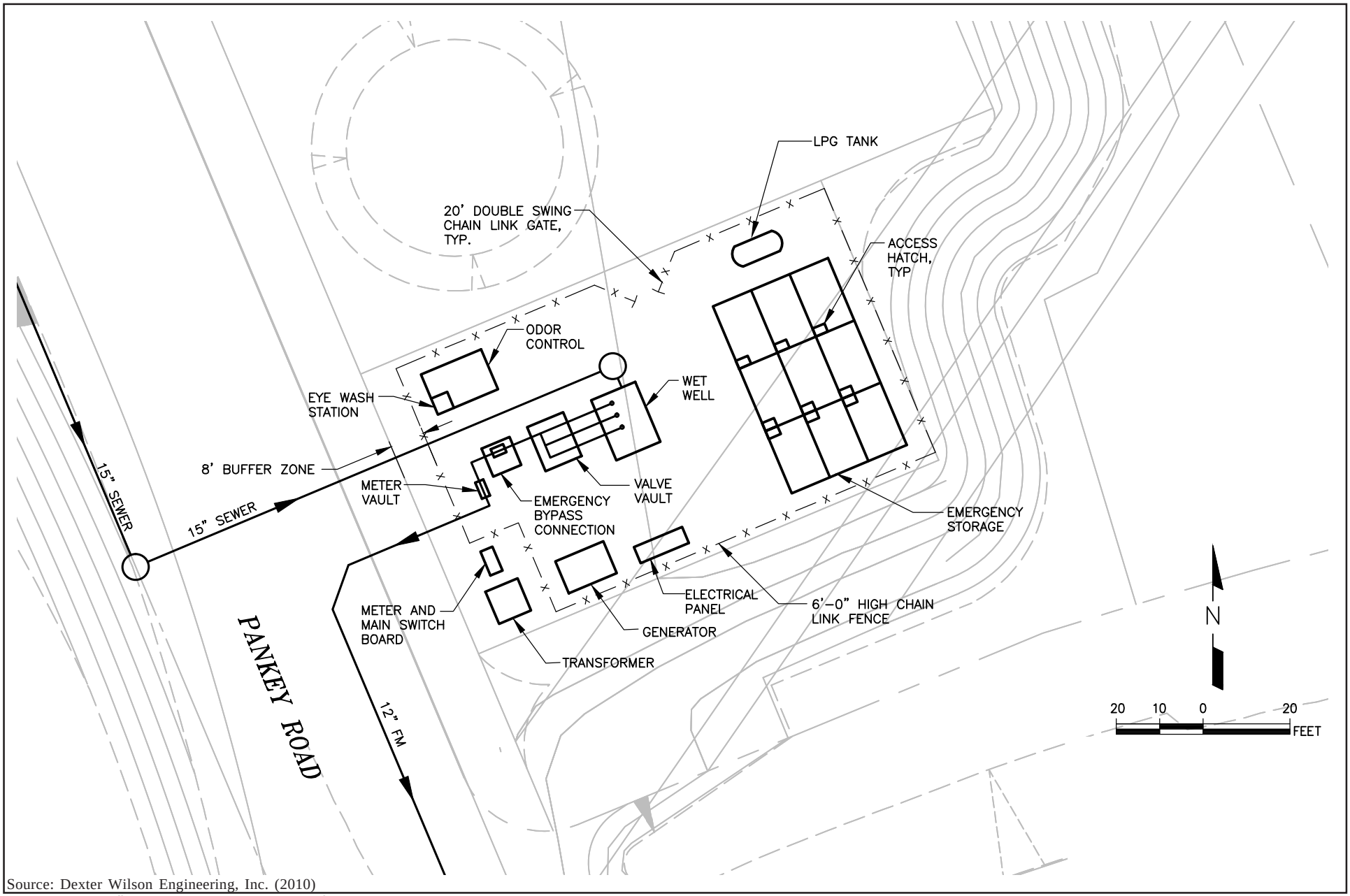
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-12b_OfficeProf_1Story.pmd -NM

Office Professional Conceptual 1-Story Architecture

CAMPUS PARK PROJECT

HELIX

Figure 1-12b



Source: Dexter Wilson Engineering, Inc. (2010)

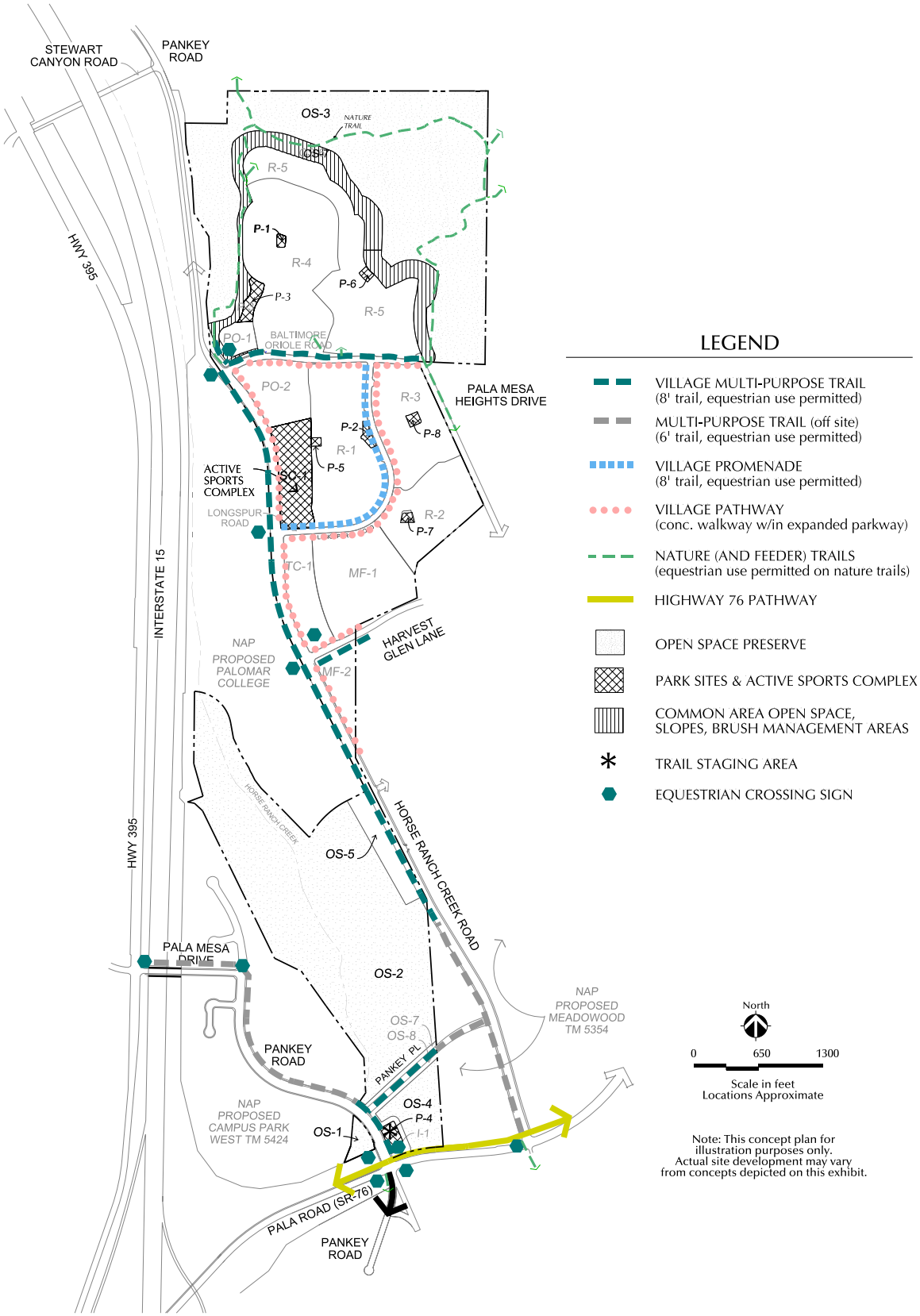
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-13_SewerPumpStation.pmd -KF

Sewer Lift Station Site Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-13



Source: DDS/GA (2010)

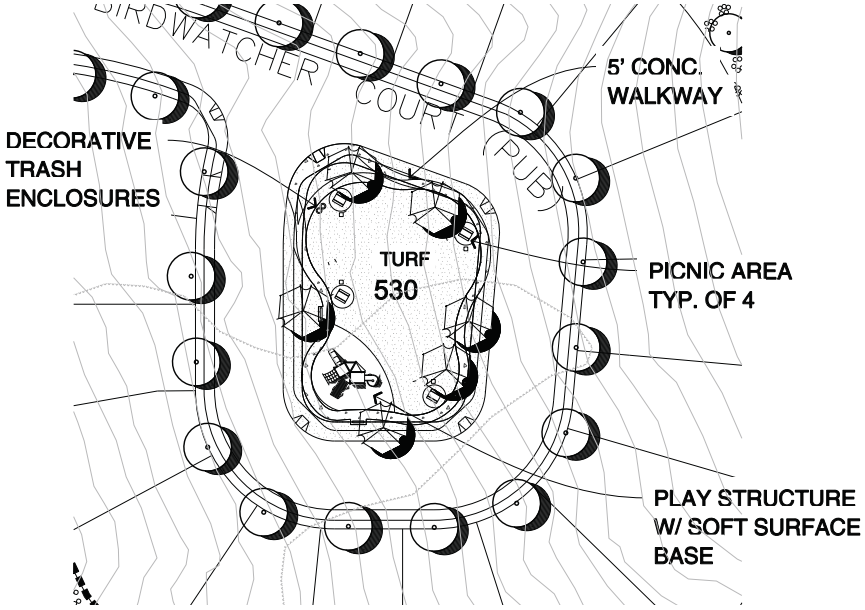
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-14_OS_Trails_Plan.indd -NM

Open Space, Parks, and Trails Plan

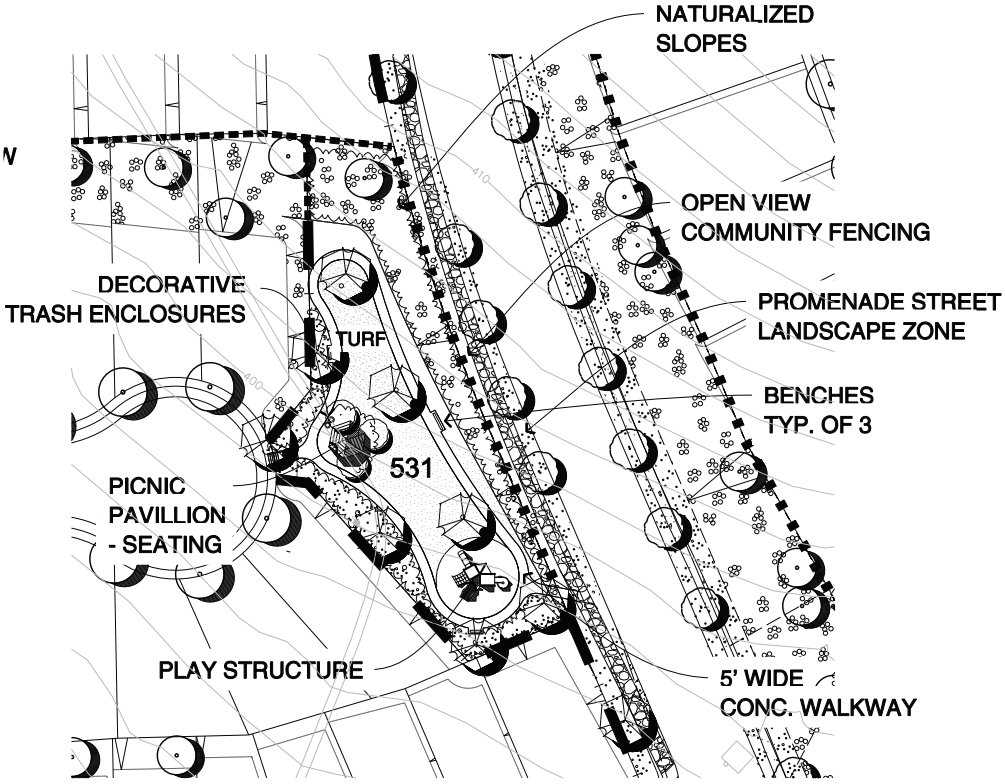
CAMPUS PARK PROJECT

HELIX

Figure 1-14



HOA PARK (P-1) CONCEPT
NO SCALE



HOA PARK (P-2) CONCEPT
NO SCALE

NOTE:
SYNTHETIC TURF MAY BE USED AS A WATER CONSERVING MEASURE IF RECLAIMED WATER IS NOT AVAILABLE.

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIRPassarelle\Map\ENV\EIR\Fig1-15a_Neighborhood_Plan.pmd -KF

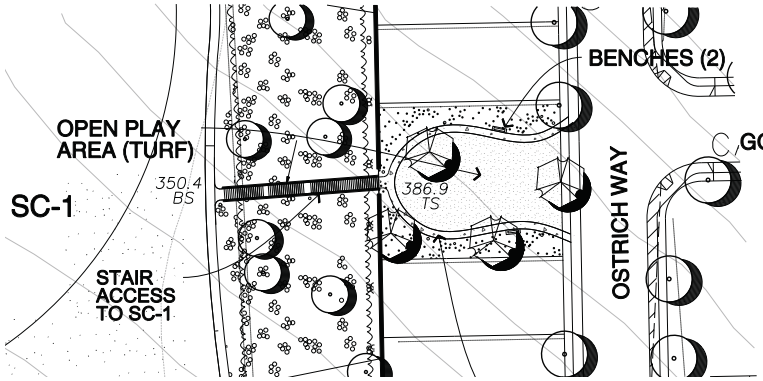
HOA Park Concept Plans

CAMPUS PARK PROJECT

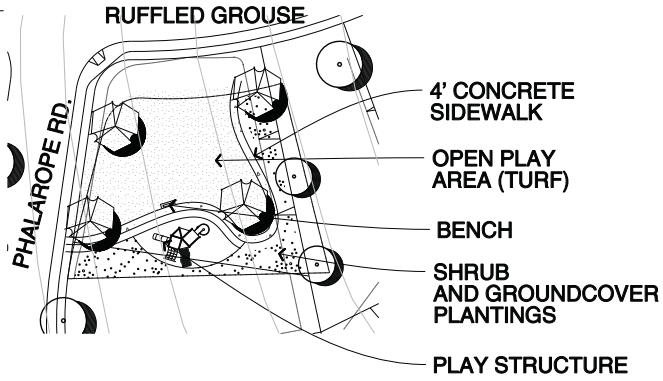
HELIX

Figure 1-15a

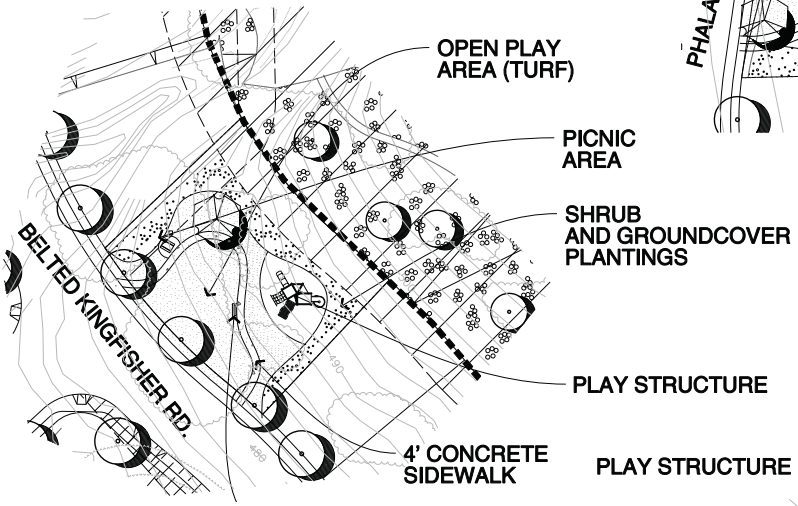
P-5



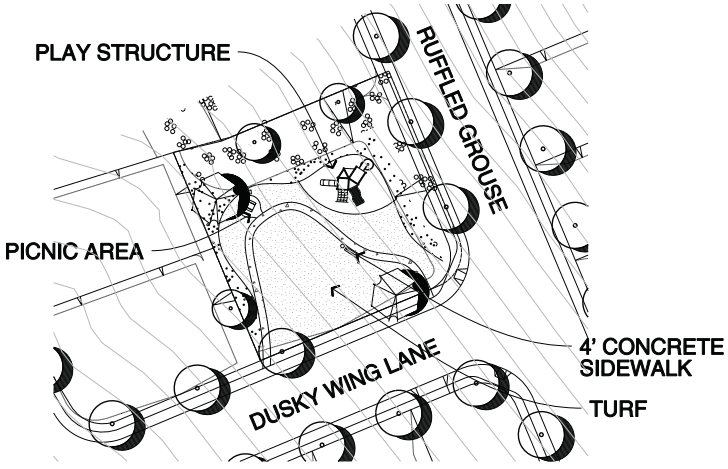
P-7



P-6



P-8



NOTE:
SYNTHETIC TURF MAY BE USED AS A WATER CONSERVING MEASURE IF RECLAIMED WATER IS NOT AVAILABLE.

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIRPassarelle\Map\ENV\EIR\Fig1-15b_Neighborhood_Plan.pmd -NM

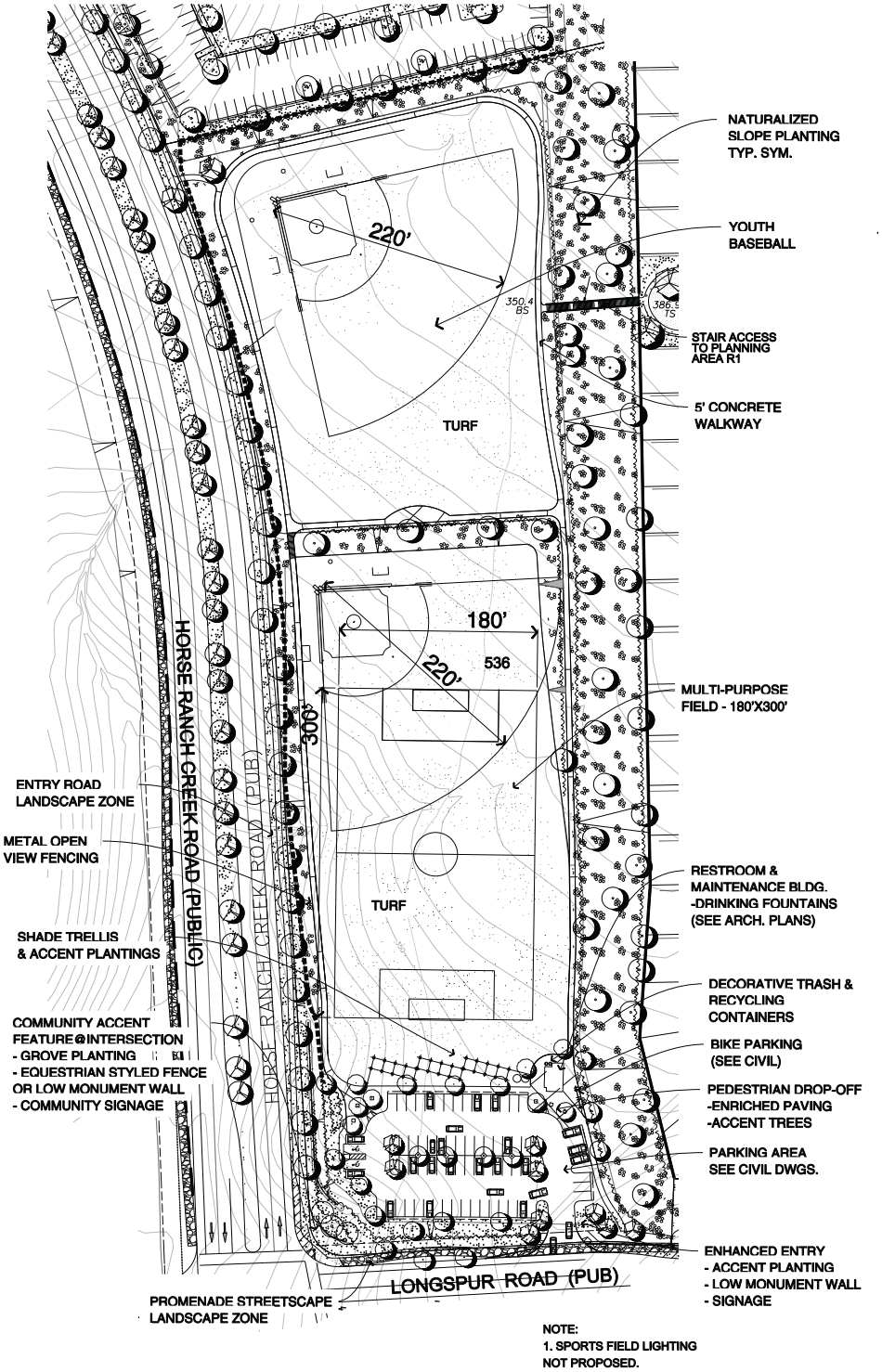
HOA Park Concept Plans

CAMPUS PARK PROJECT

HELIX

Figure 1-15b

SC-1



NOTE:
SYNTHETIC TURF MAY BE USED AS A WATER CONSERVING MEASURE IF RECLAIMED WATER IS NOT AVAILABLE.

Note: This concept plan
illustration purposes onl
Actual site development ma
from concepts depicted on this

N W E S

Source: DDS/GA (2010)

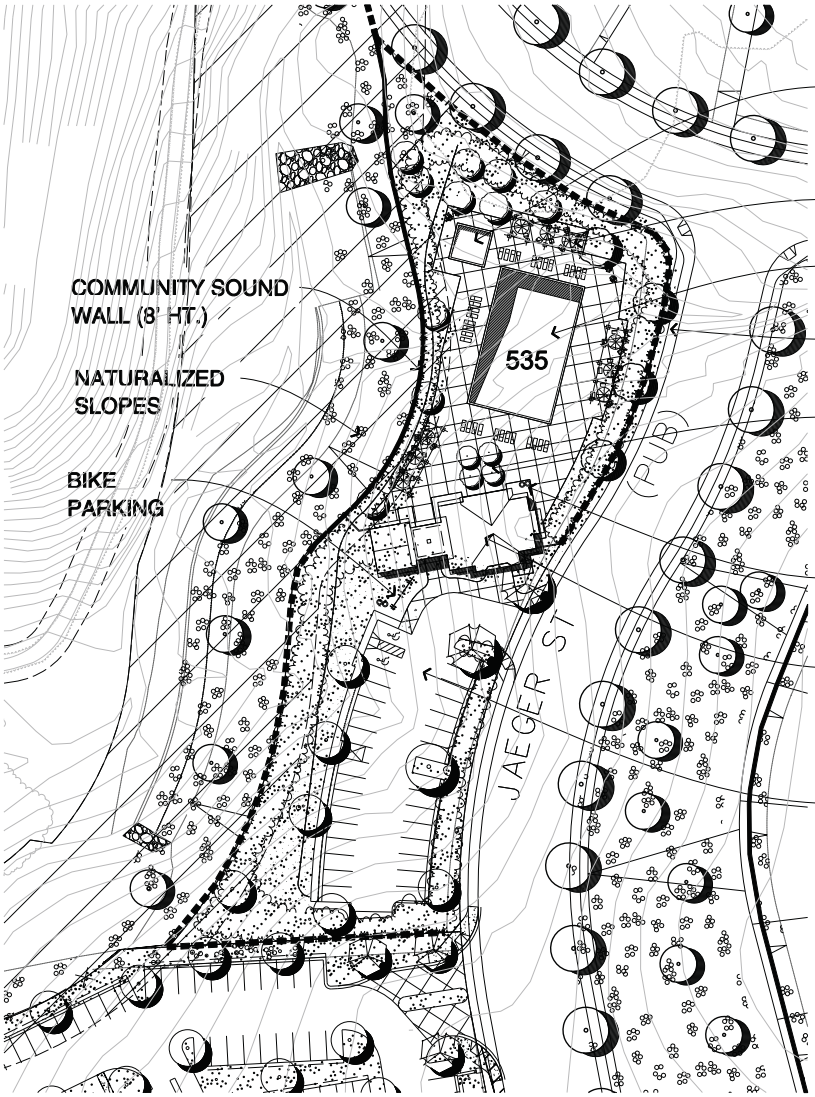
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-16_Sports_Plan.pmd -NM

Active Sports Park Concept Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-16



NOTE:
SYNTHETIC TURF MAY BE USED AS A WATER CONSERVING MEASURE IF RECLAIMED WATER IS NOT AVAILABLE.

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

N
W E
S

No Scale

Source: DDS/GA (2010)

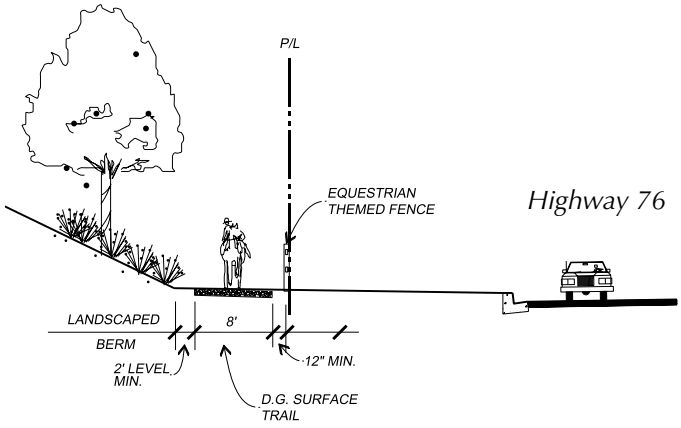
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-17_Rec_Concept.pmd -NM

HOA Recreational Facility Concept Plan

CAMPUS PARK PROJECT

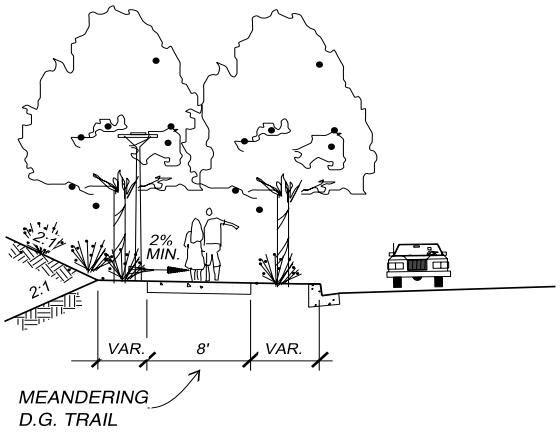
HELIX

Figure 1-17



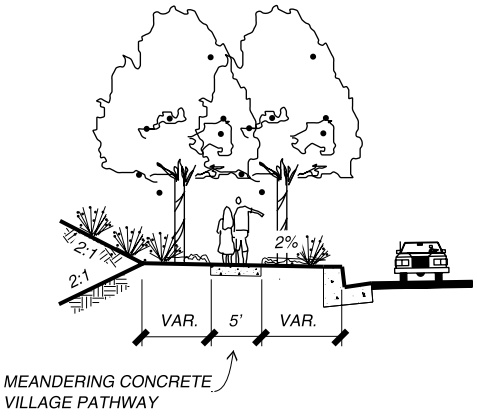
VILLAGE MULTI-PURPOSE TRAIL/
HIGHWAY 76 PATHWAY

NO SCALE



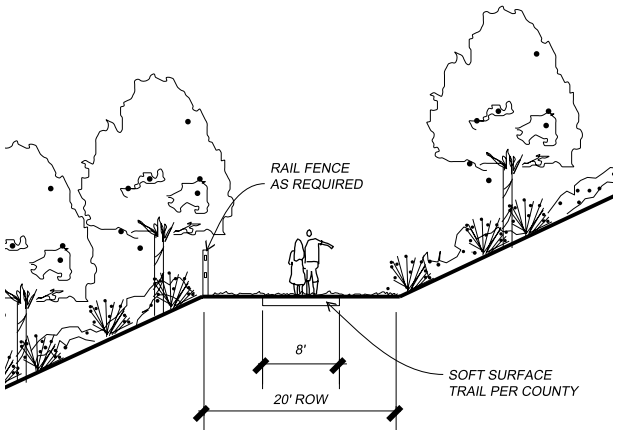
VILLAGE PROMENADE

NO SCALE



VILLAGE PATHWAY

NO SCALE



NATURE TRAIL

NO SCALE

* MAY GO TO 4' WHERE TOPOGRAPHIC
AND OR BIOLOGICAL CONSTRAINTS EXIST

Source: DDS/GA (2010)

I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-18_Trails_CrossSecs.pmd -NM

Trail Cross-sections

CAMPUS PARK PROJECT

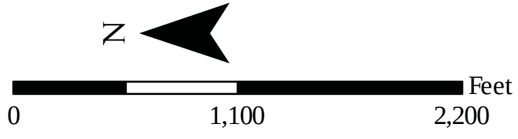
HELIX

Figure 1-18

Legend

- Sign Locations
- Fence Line (5ft Height)
- Property Boundary
- Proposed Open Space

Note:
Corrosion resistant signs will be a minimum of 6"x9" in size, on posts not less than 3' in height. The signs will be placed around the perimeter of the open space at 400 foot intervals and at every angle point per the settlement agreement.



Source: REC Consultants Inc. (2010)

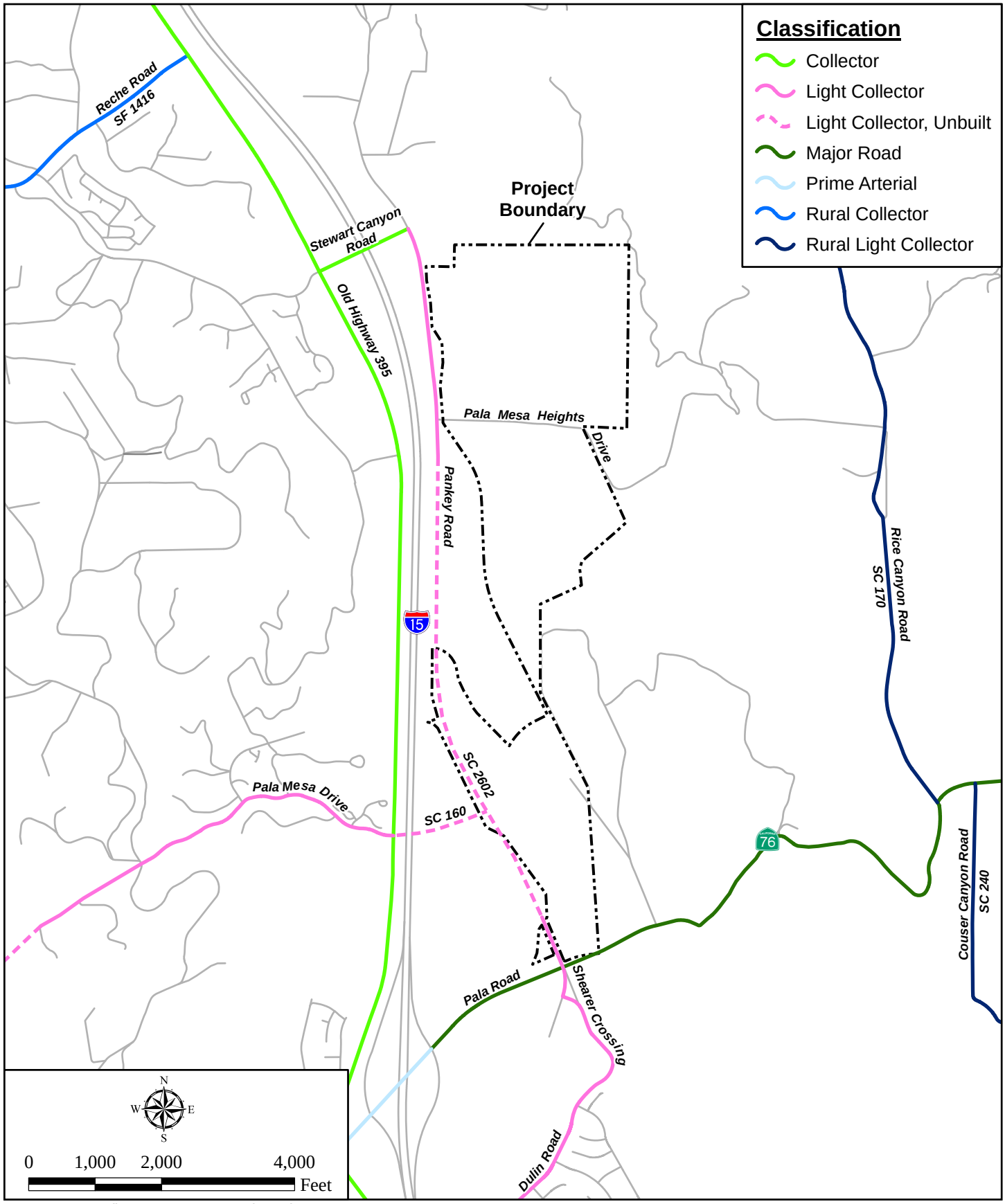
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-19_SignagePlan.indd -NM

Signage Plan

CAMPUS PARK PROJECT

Figure 1-19

HELIX



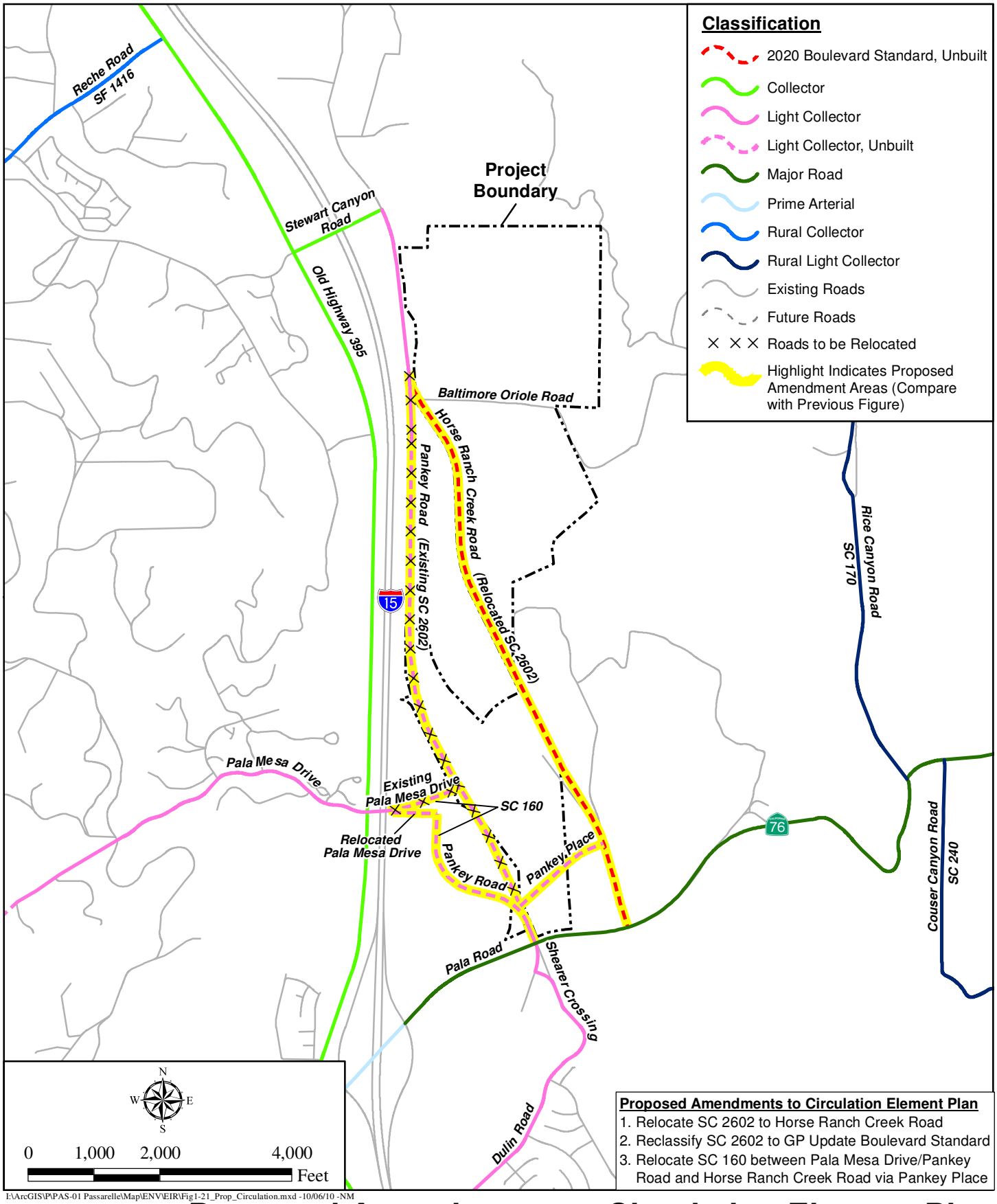
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-20_Ex_Circulation.mxd - 04/09/09 -NM

Existing Circulation Element Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-20



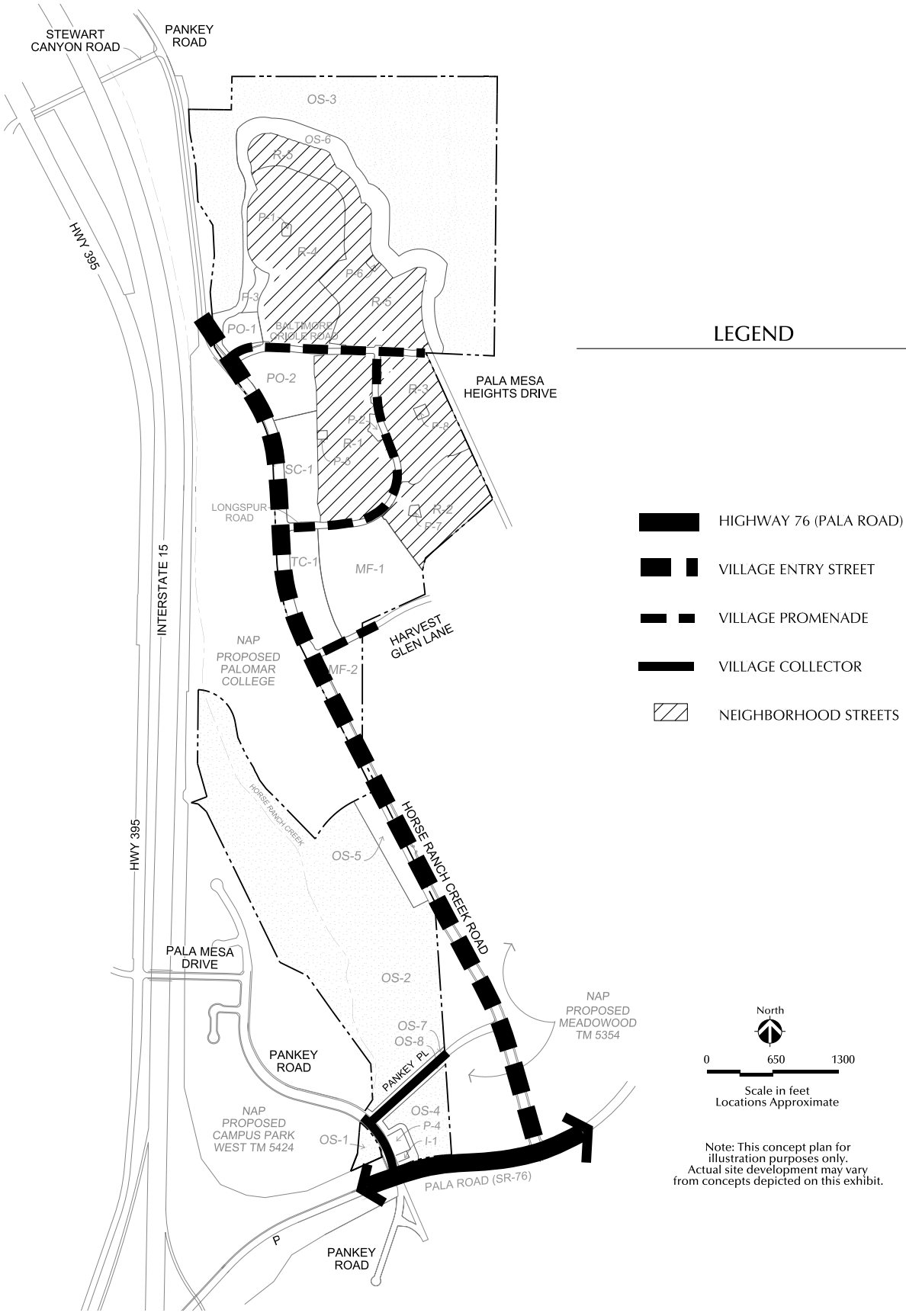
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-21_Prop_Circulation.mxd -10/06/10 -NM

Proposed Amendments to Circulation Element Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-21



Source: DDS/GA (2010)

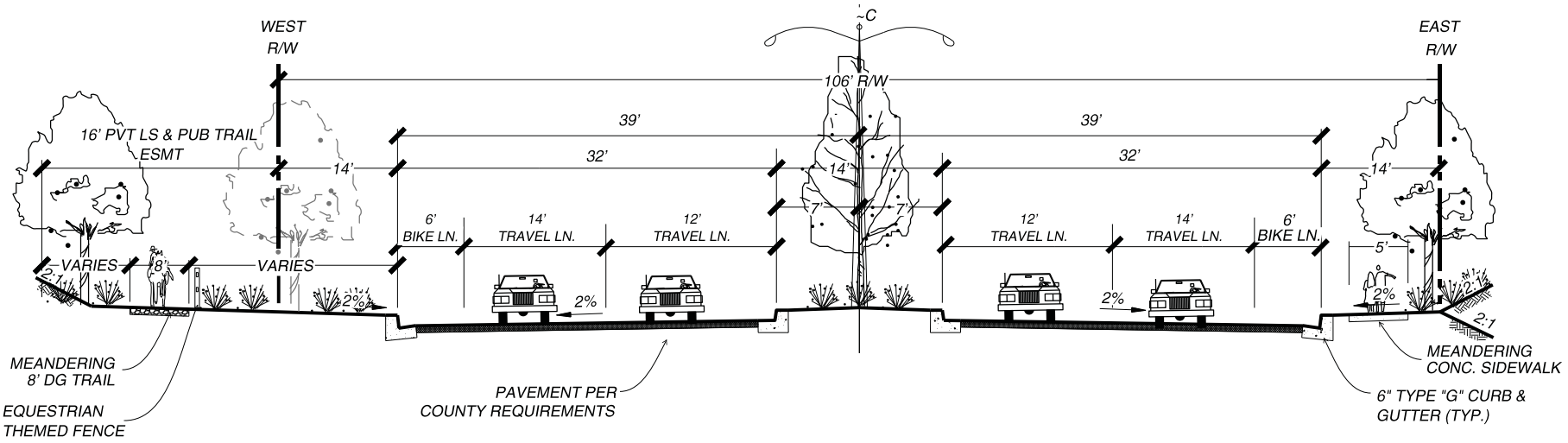
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-22_Proj_Streets.indd -NM

Project Street Classifications

CAMPUS PARK PROJECT

HELIX

Figure 1-22



VILLAGE ENTRY STREET
HORSE RANCH CREEK ROAD

NO SCALE

Source: DDS/GA (2010)

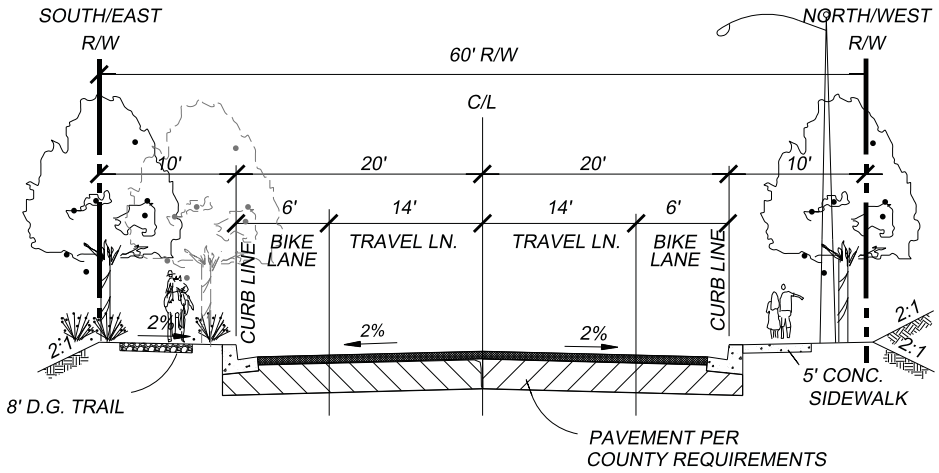
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-23a_Streetscape.pmd -NM

Streetscape Sections

CAMPUS PARK PROJECT

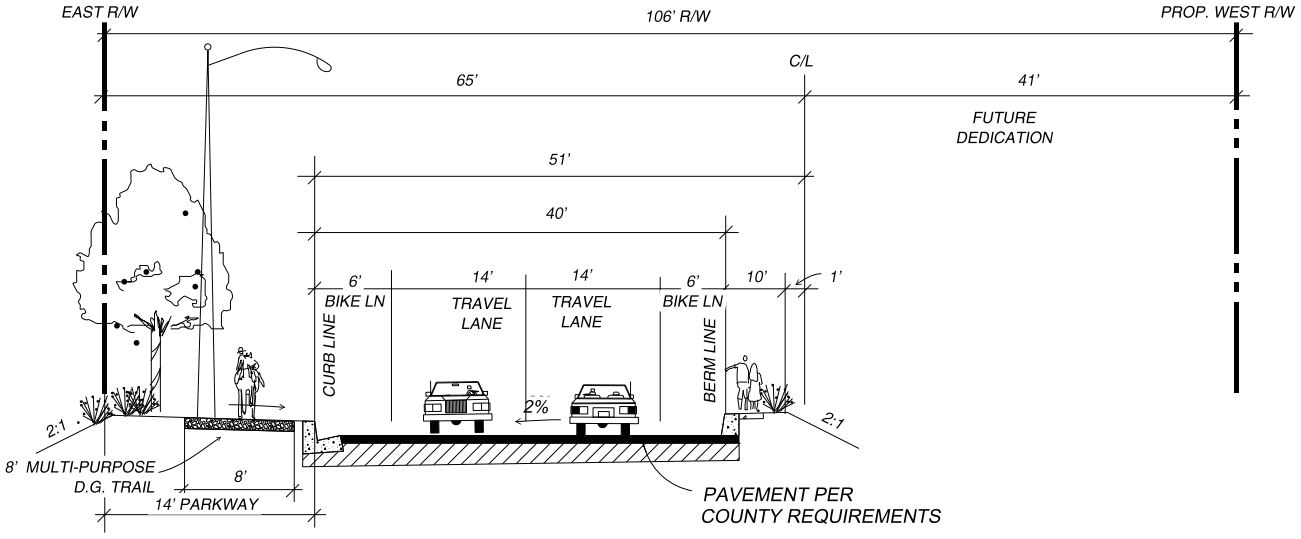
Figure 1-23a

HELIX



VILLAGE COLLECTOR
PANKEY PLACE (PUBLIC)

NO SCALE



VILLAGE COLLECTOR / FUTURE BOULEVARD
PANKEY ROAD (SOUTH OF BRIDGE)

NO SCALE

Source: DDS/GA (2010)

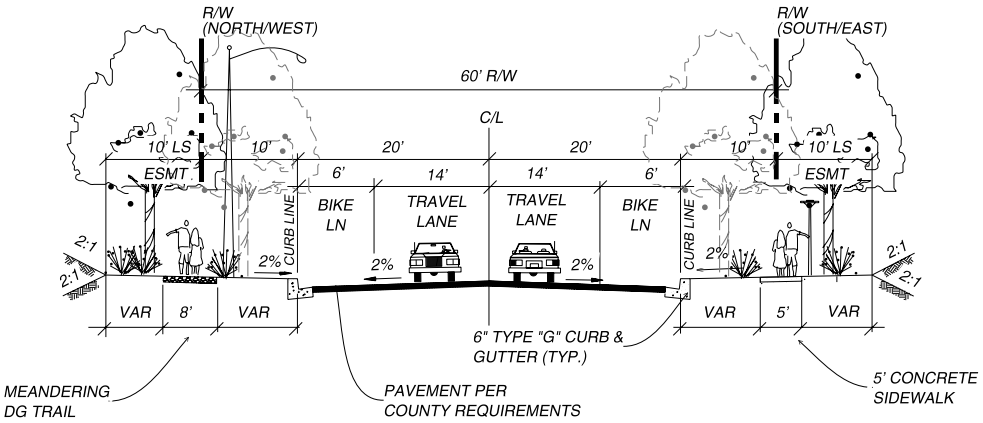
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-23b_Streetscape.pmd -NM

Streetscape Sections

CAMPUS PARK PROJECT

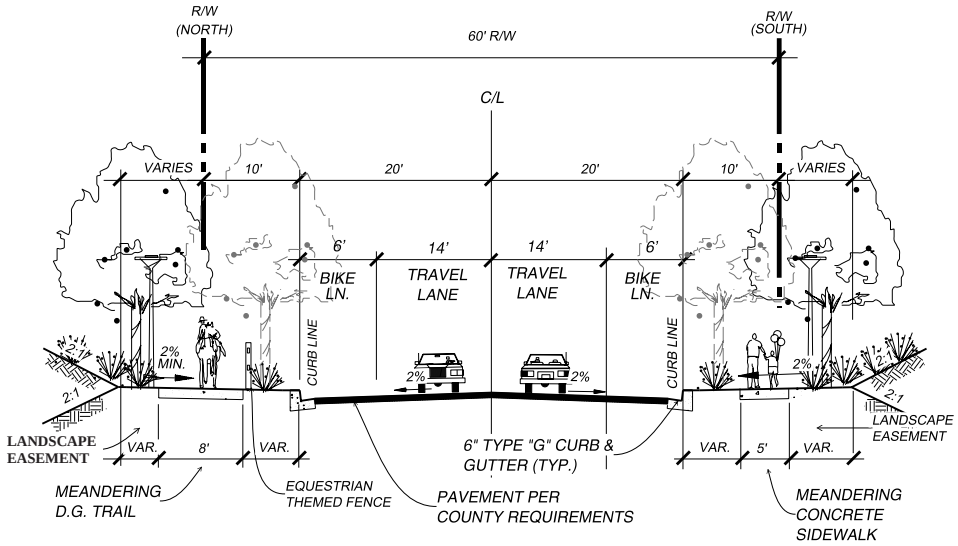
HELIX

Figure 1-23b



VILLAGE PROMENADE
(LONGSPUR ROAD)

NO SCALE



VILLAGE PROMENADE
(BALTIMORE ORIOLE ROAD)

NO SCALE

Source: DDS/GA (2010)

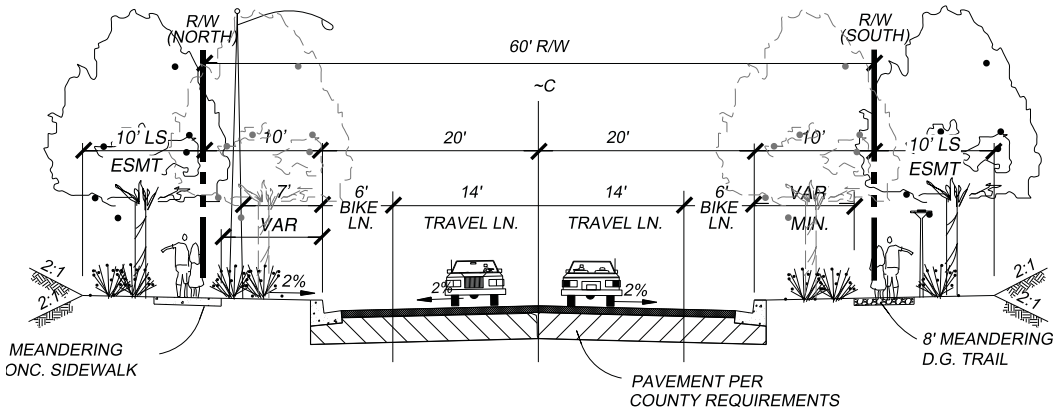
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-23c_Streetscape.pmd -NM

Streetscape Sections

CAMPUS PARK PROJECT

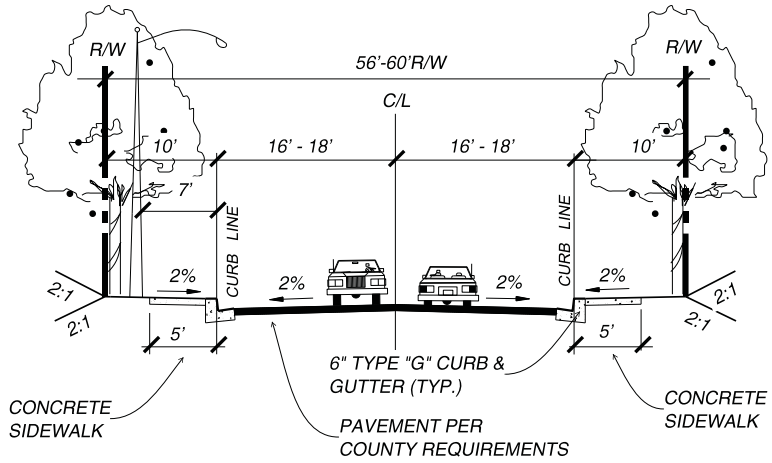
HELIX

Figure 1-23c



VILLAGE PROMENADE
(HARVEST GLEN LN.)

NO SCALE



NEIGHBORHOOD STREETS (PUBLIC)

NO SCALE

Source: DDS/GA (2010)

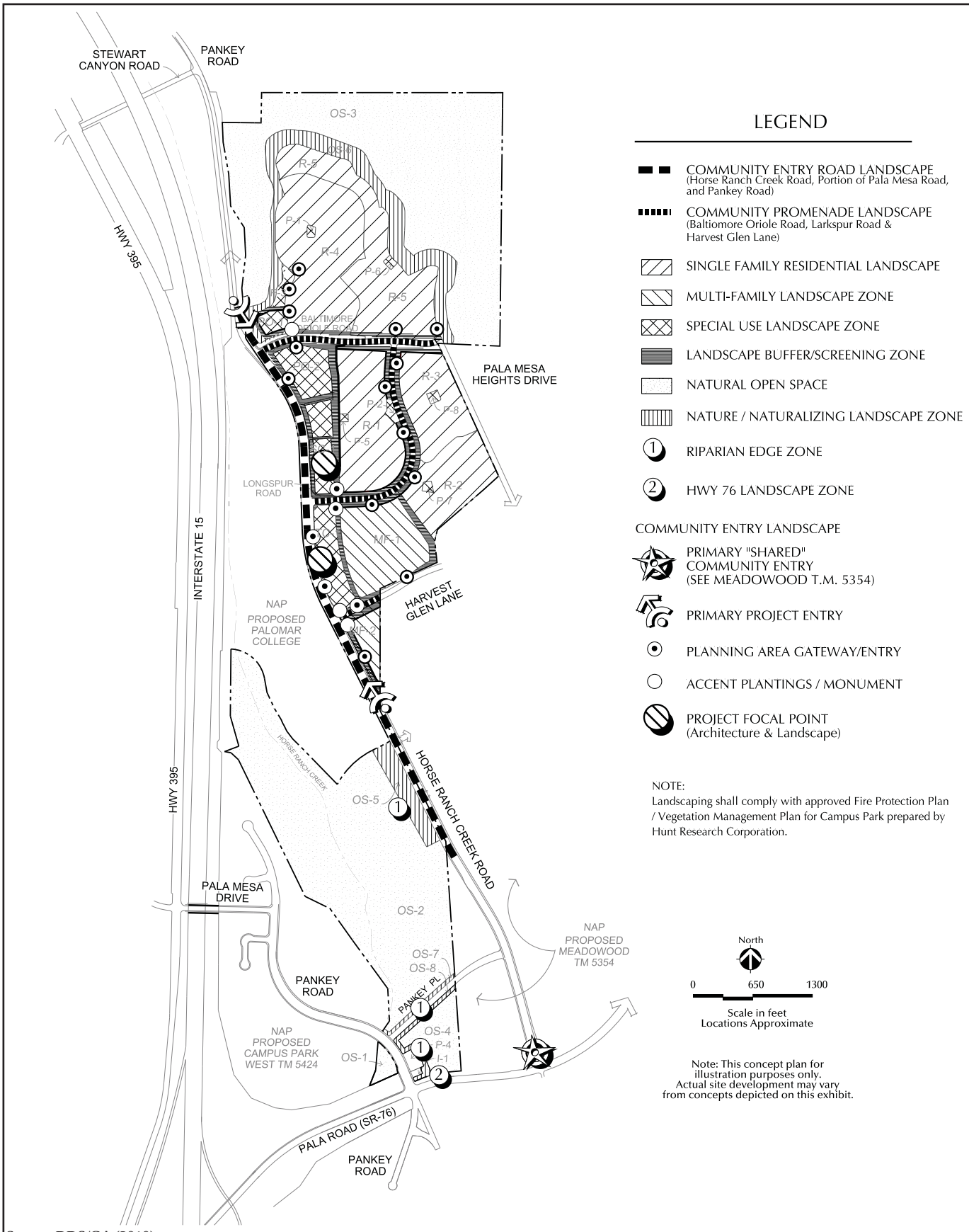
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-23d_Streetscape.pmd -NM

Streetscape Sections

CAMPUS PARK PROJECT

HELIX

Figure 1-23d



Source: DDS/GA (2010)

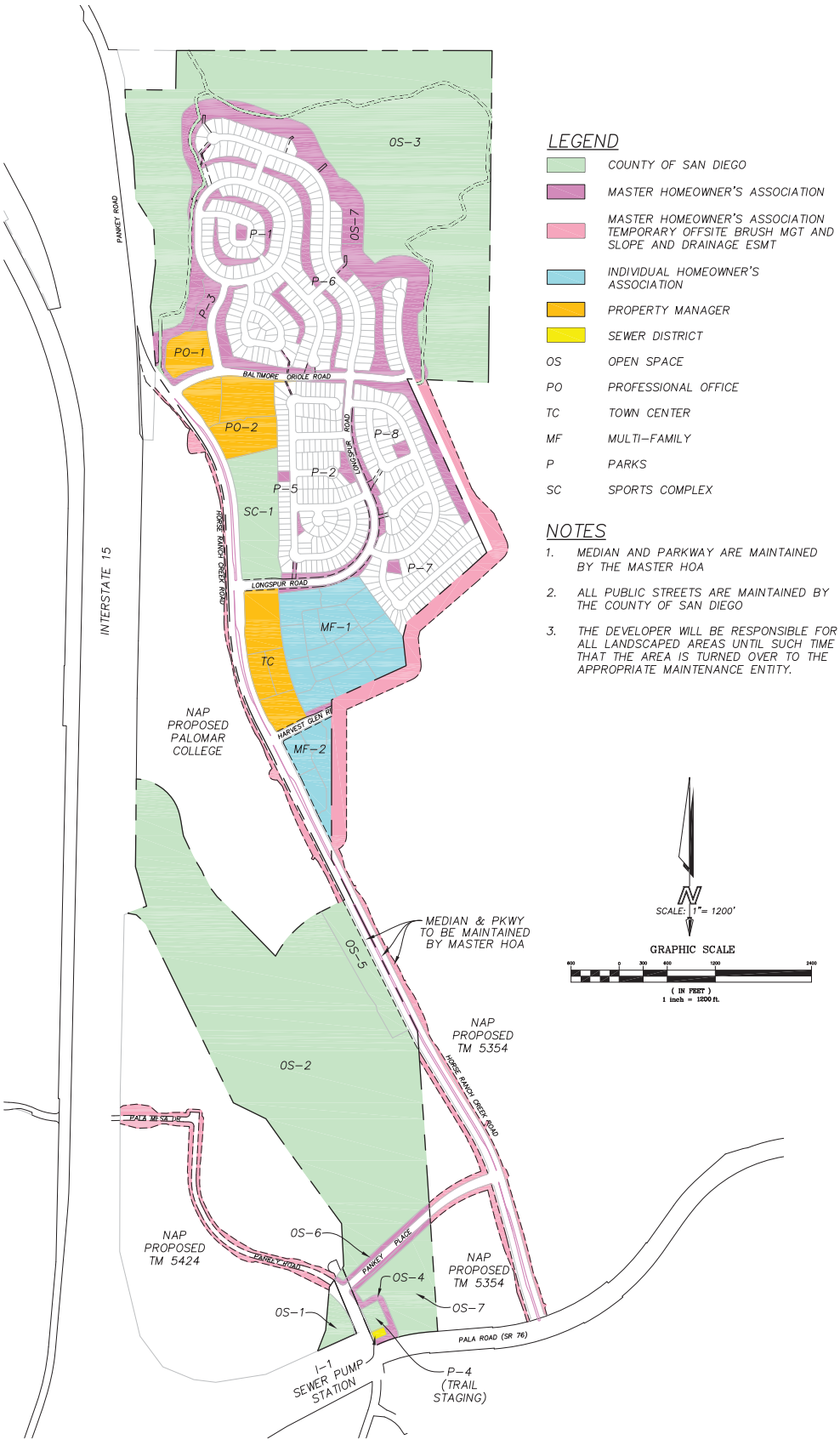
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-24_LandscapeConceptPlan.inddd -NM

Landscape Concept Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-24



Source: DDS/GA (2010)

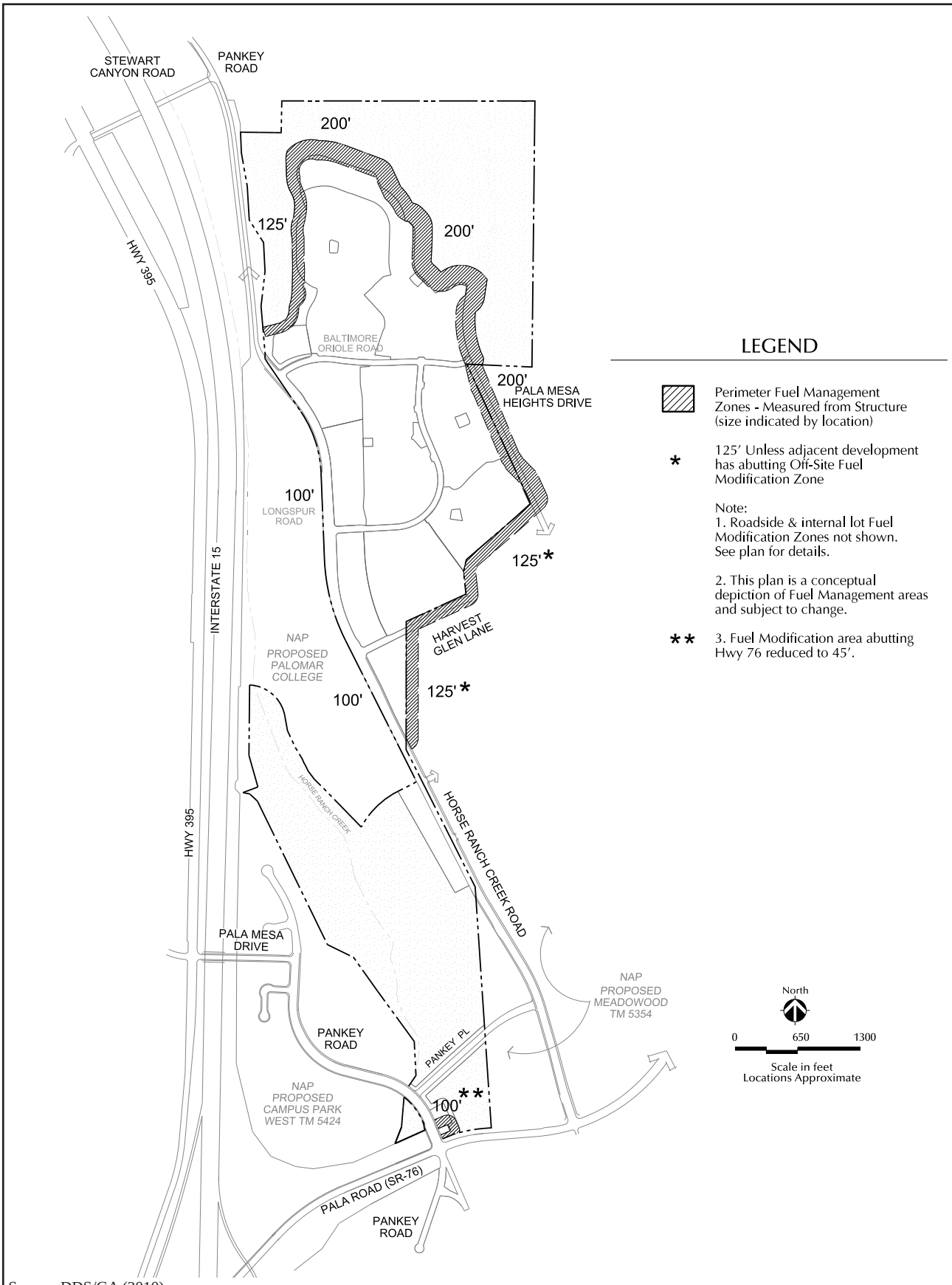
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-25_CommunityMaintenance.indd -NM

Community Maintenance Responsibility

CAMPUS PARK PROJECT

HELIX

Figure 1-25



Source: DDS/GA (2010)

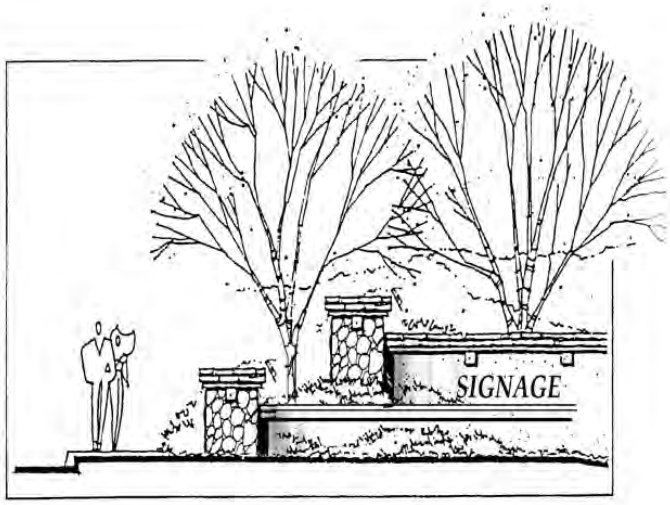
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-26_ConceptualFuelManagement.indd -NM

Conceptual Fuel Management

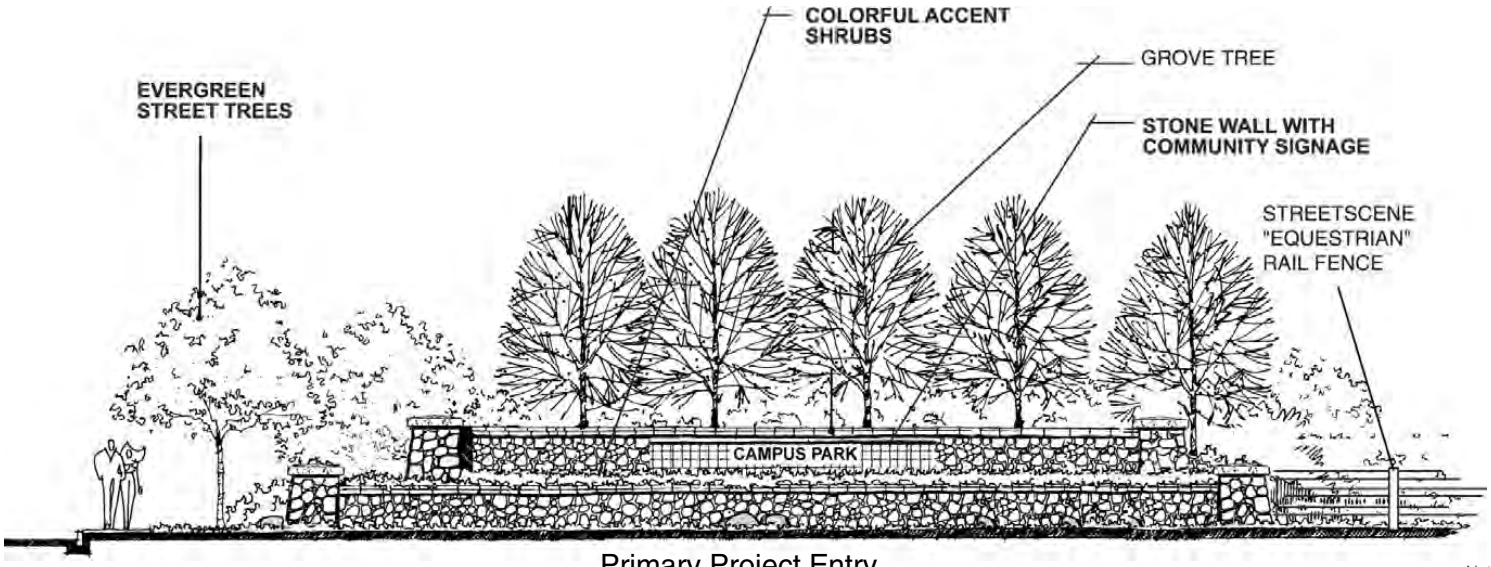
CAMPUS PARK PROJECT

HELIX

Figure 1-26



Planning Area / Gateway Entry



Primary Project Entry

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

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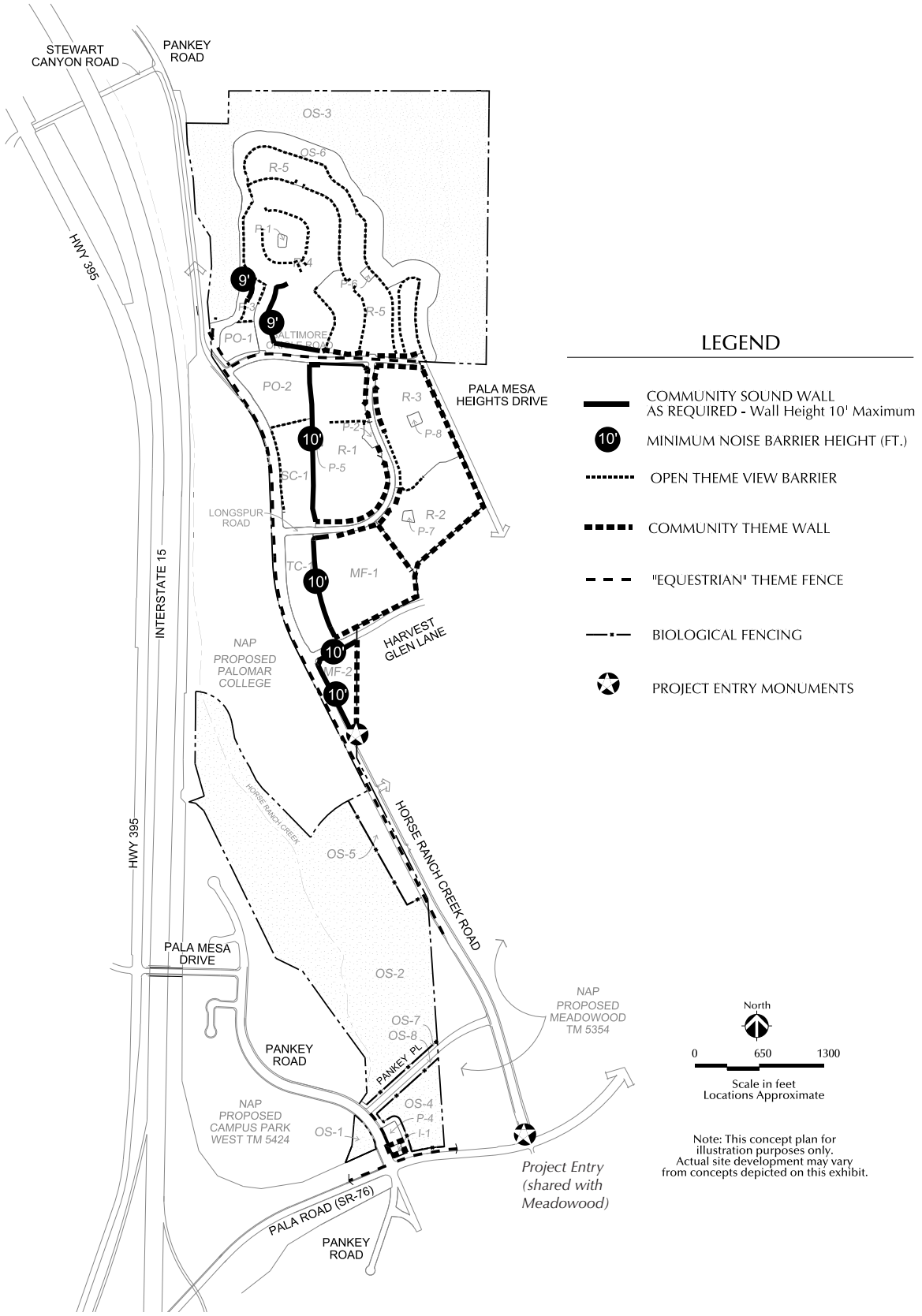
Entry Monuments

CAMPUS PARK PROJECT

Figure 1-27

HELIX



Source: DDS/GA (2010)

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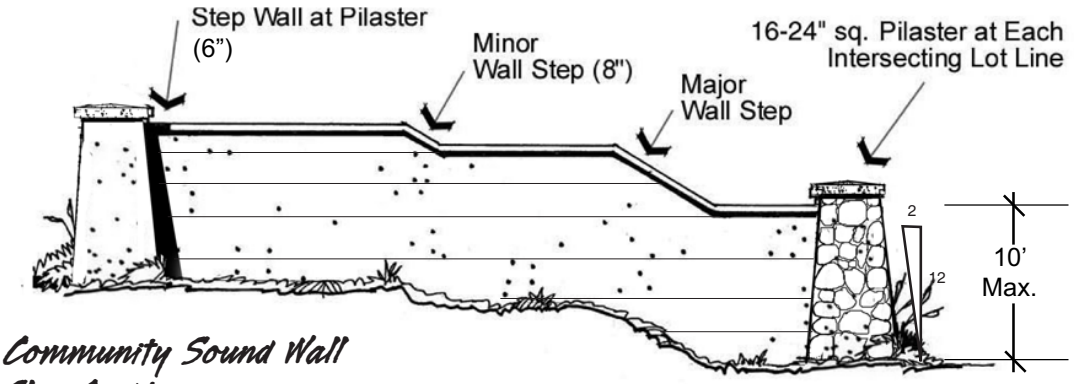
Fencing and Walls Plan

CAMPUS PARK PROJECT

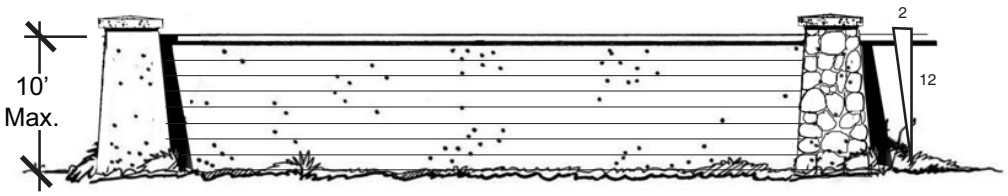
HELIX

Figure 1-28



Community Sound Wall
Slope Condition – no scale

Note:
Pilasters Visible from the Street are covered in Stone Veneer

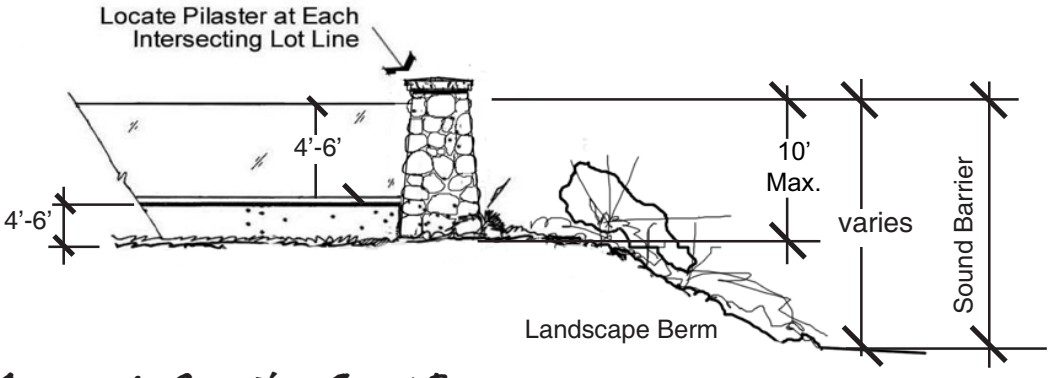


Located Pilaster at Each
Intersecting Lot Line and/or
40' o.c.

Note:
Pilasters Visible from the Street
are covered in Stone Veneer

Community Sound Wall – no scale

Split-faced concrete block or stucco, both sides with
split-faced concrete block pilaster with beveled concrete cap



Community Open View Sound Barrier – no scale

Clear non-glare "Lexon" type panel
with stucco or stone veneer pilaster and split-faced block low wall, both sides.

Note: This concept plan for
illustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: DDS/GA (2010)

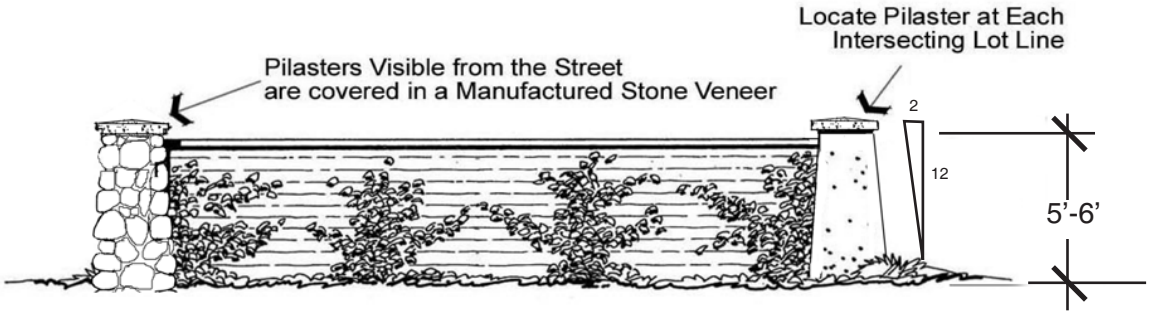
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-29_Community_Sound_Walls.pmd -NM

Community Sound Walls/Barriers

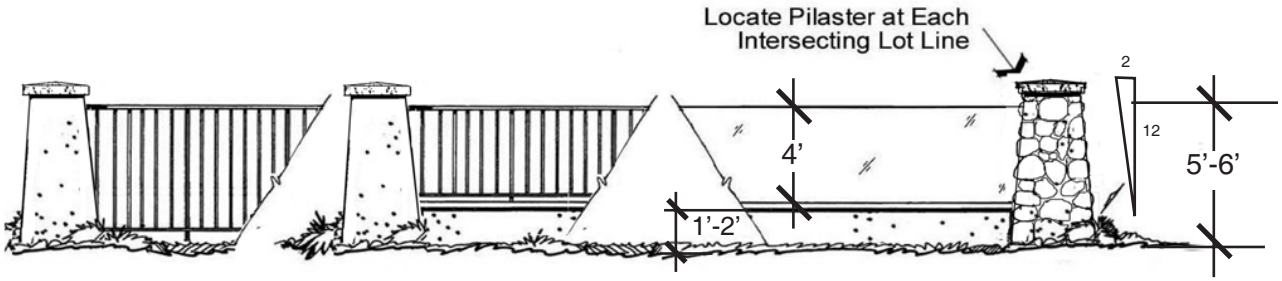
CAMPUS PARK PROJECT

HELIX

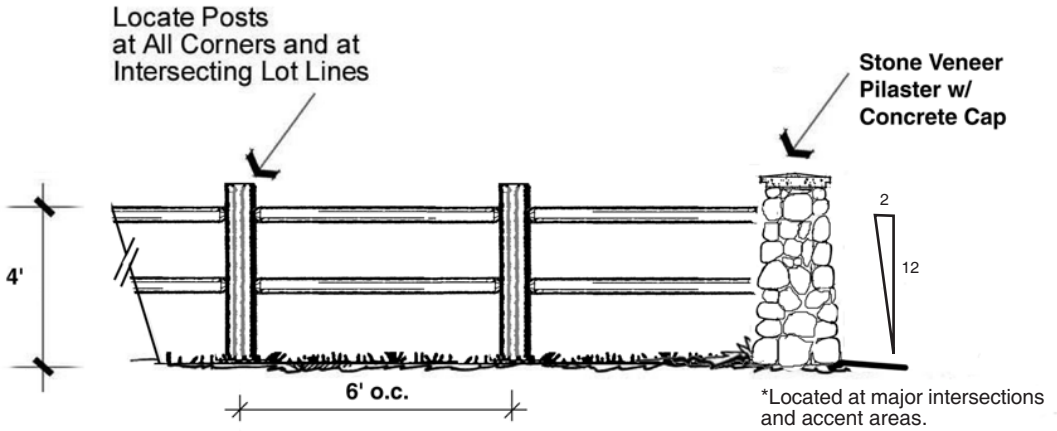
Figure 1-29



Community Theme Wall - no scale
Split-faced concrete block, both sides, street side can be used
as a vegetative anchor. Stone veneer or stucco pilaster with beveled concrete cap



Open Theme View Barrier - no scale
Wrought iron fence, or clear non-glare "Lexon" type panel
with stucco or stone veneer pilaster and split-faced block low wall, both sides.



Rural "Equestrian Style" Theme Fence - no scale
Wood or approved alternative material

Note: This concept plan for
illustration purposes only.
Actual site development may vary
from concepts depicted on this exhibit.

Source: DDS/GA (2010)

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Community Wall and Fence Concepts

CAMPUS PARK PROJECT

HELIX

Figure 1-30

LEGEND

- Pressure Reducing Station
- 1019 Zone (Sized on Plan)
- 660 Pressure Zone (Sized on Plan
- Existing Water Line (Sized on Plan)
- Beck Reservoir Zone
- Canonita Zone

Canonita Tank

Existing 16" Water Line

1019/660 Pressure Reducing Station

16"

12"

12"

12"

16"

12"

16"

16"

Beck Reservoir

Old Highway 395

Horse Ranch Creek Road

897/660 Pressure Reducing Station

Existing 16" Water Line

16"

16"

16"

12"

15

N

W E

S

0 1,125 2,250 4,500

Feet

Note: This concept plan for illustration purposes only. Actual site development may vary from concepts depicted on this exhibit.

Source: DDS/GA (2010)

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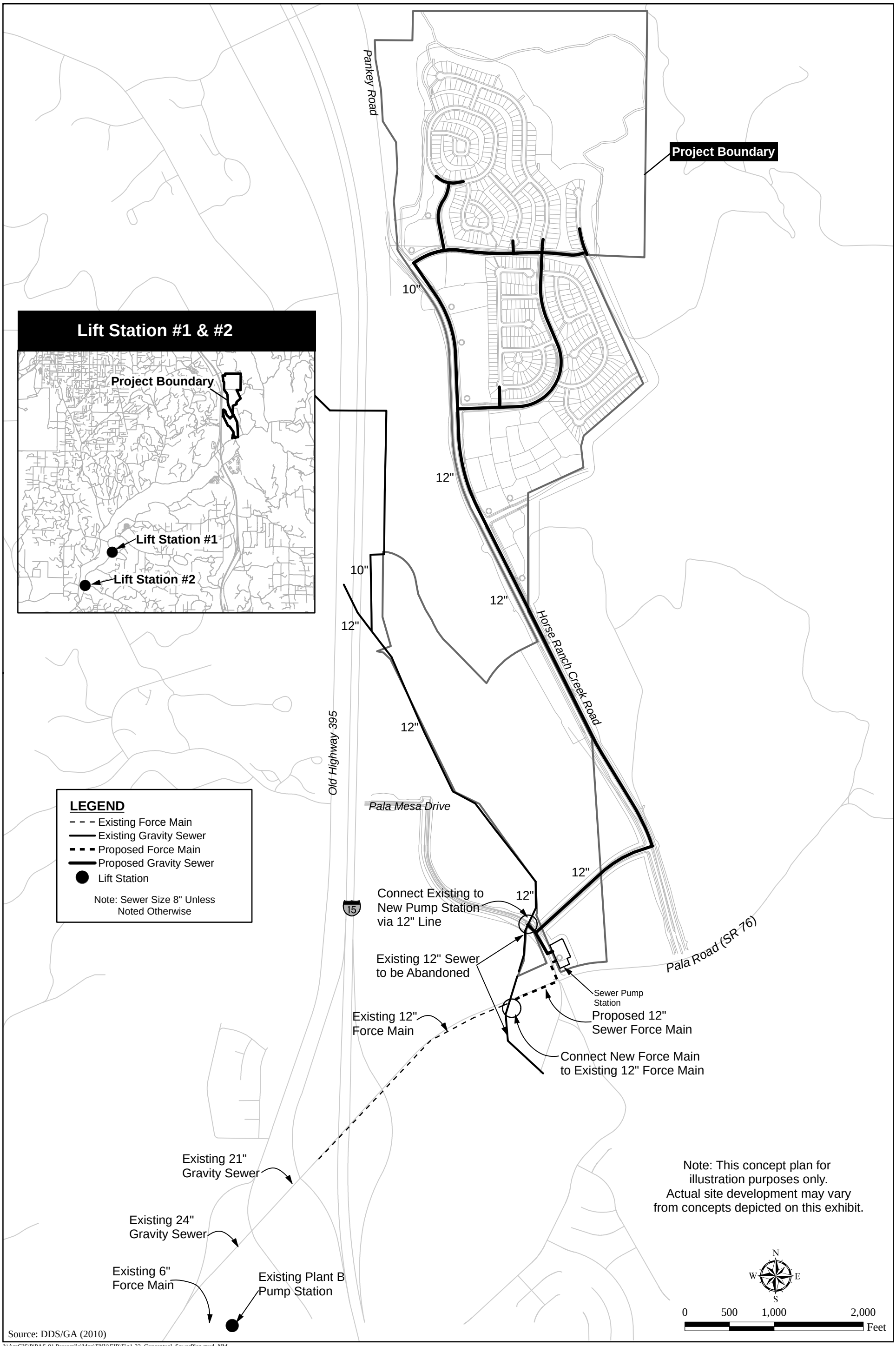
Conceptual Water Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-31



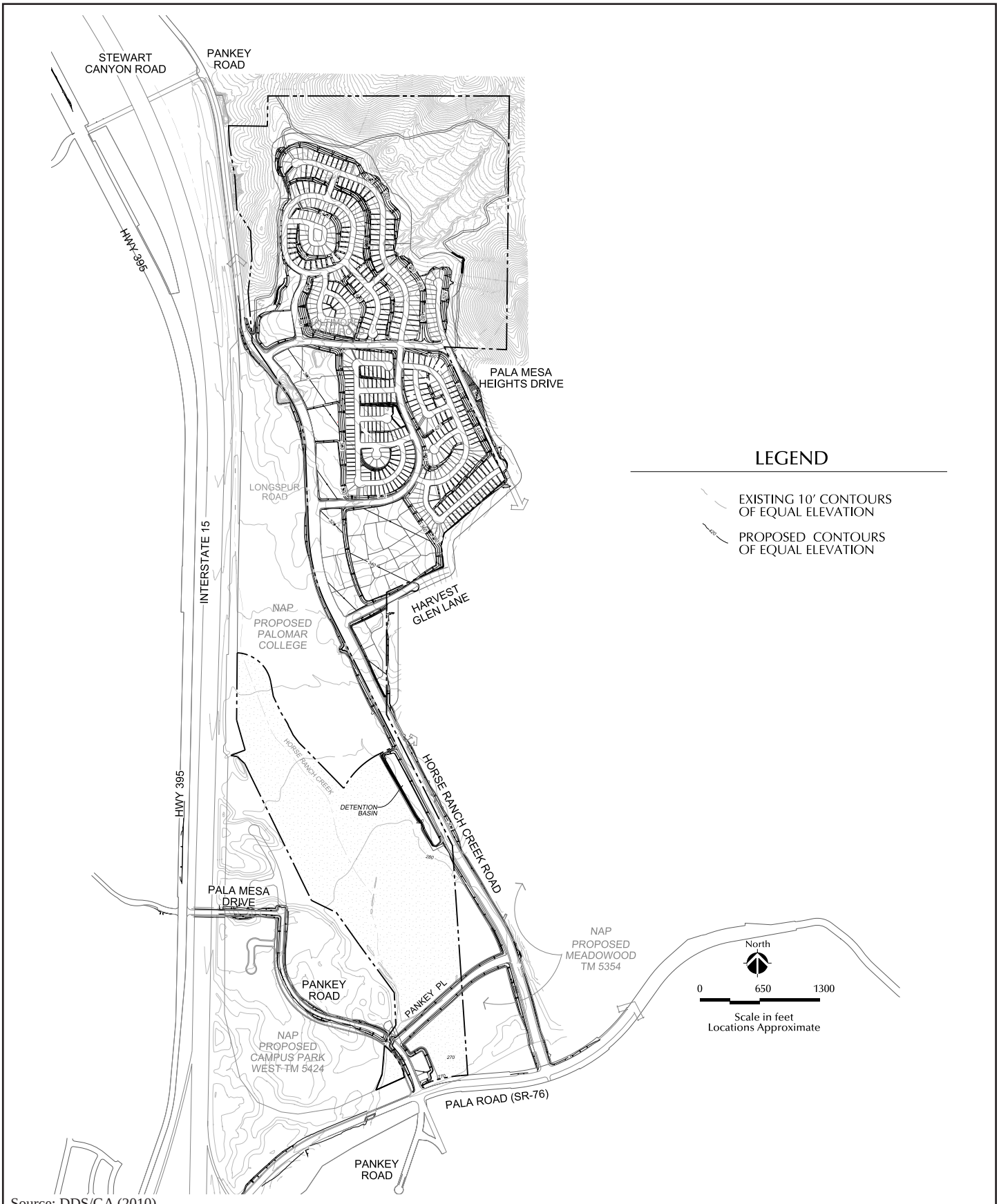
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-32_Conceptual_SewerPlan.mxd -NM

Conceptual Sewer Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-32



Source: DDS/GA (2010)

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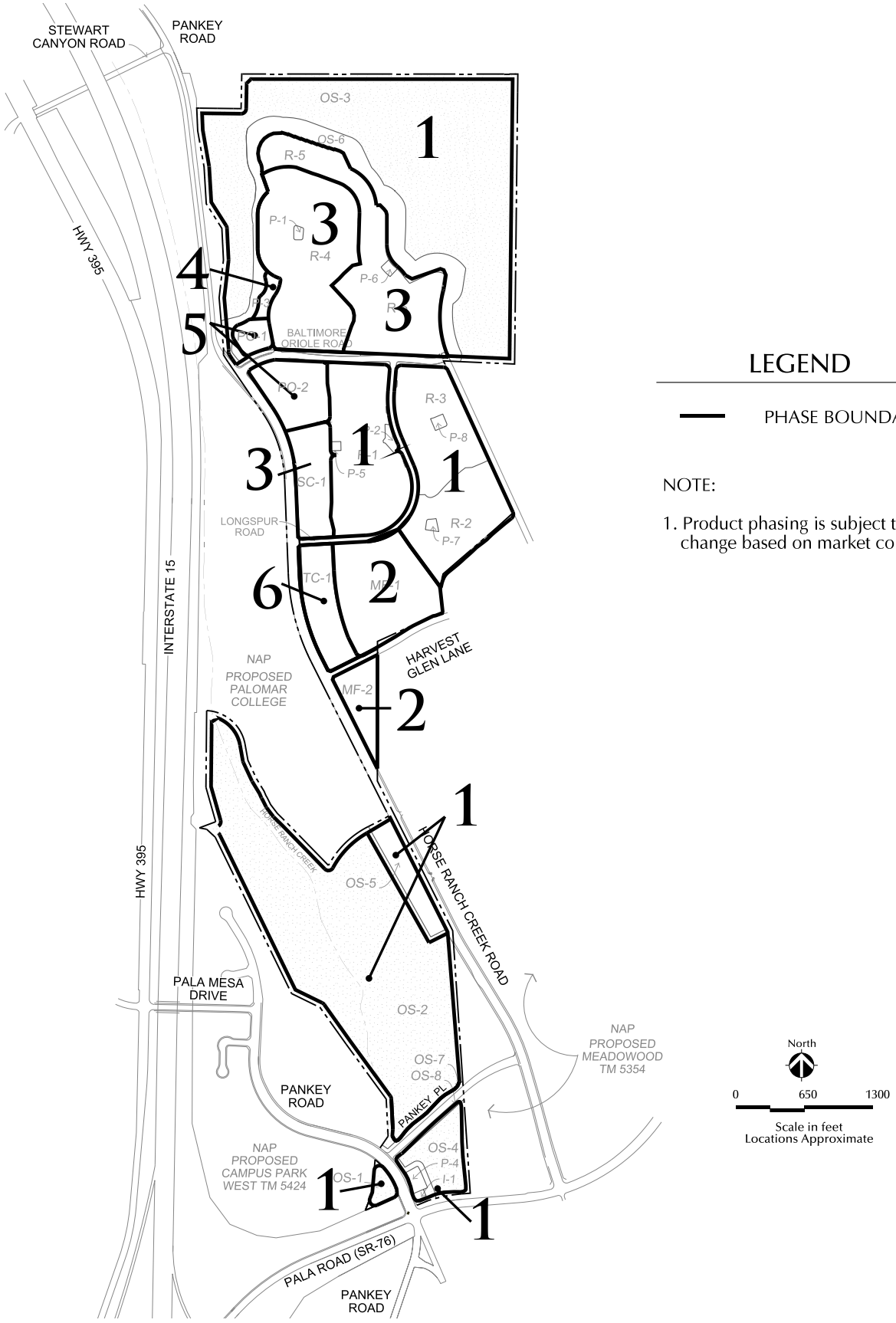
Grading Concept

CAMPUS PARK PROJECT

HELIX

Figure 1-33



Source: DDS/GA (2010)

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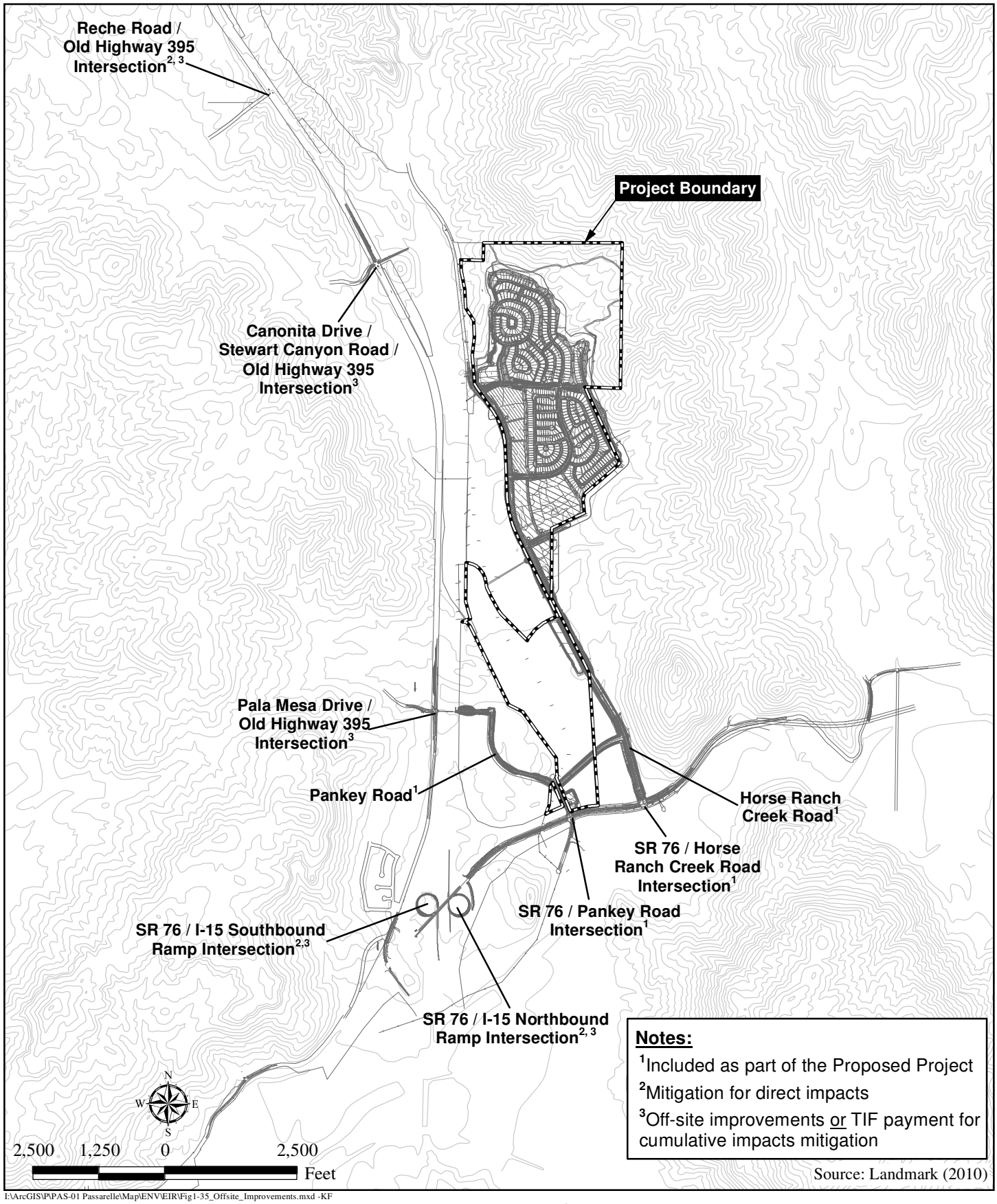
Phasing Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-34



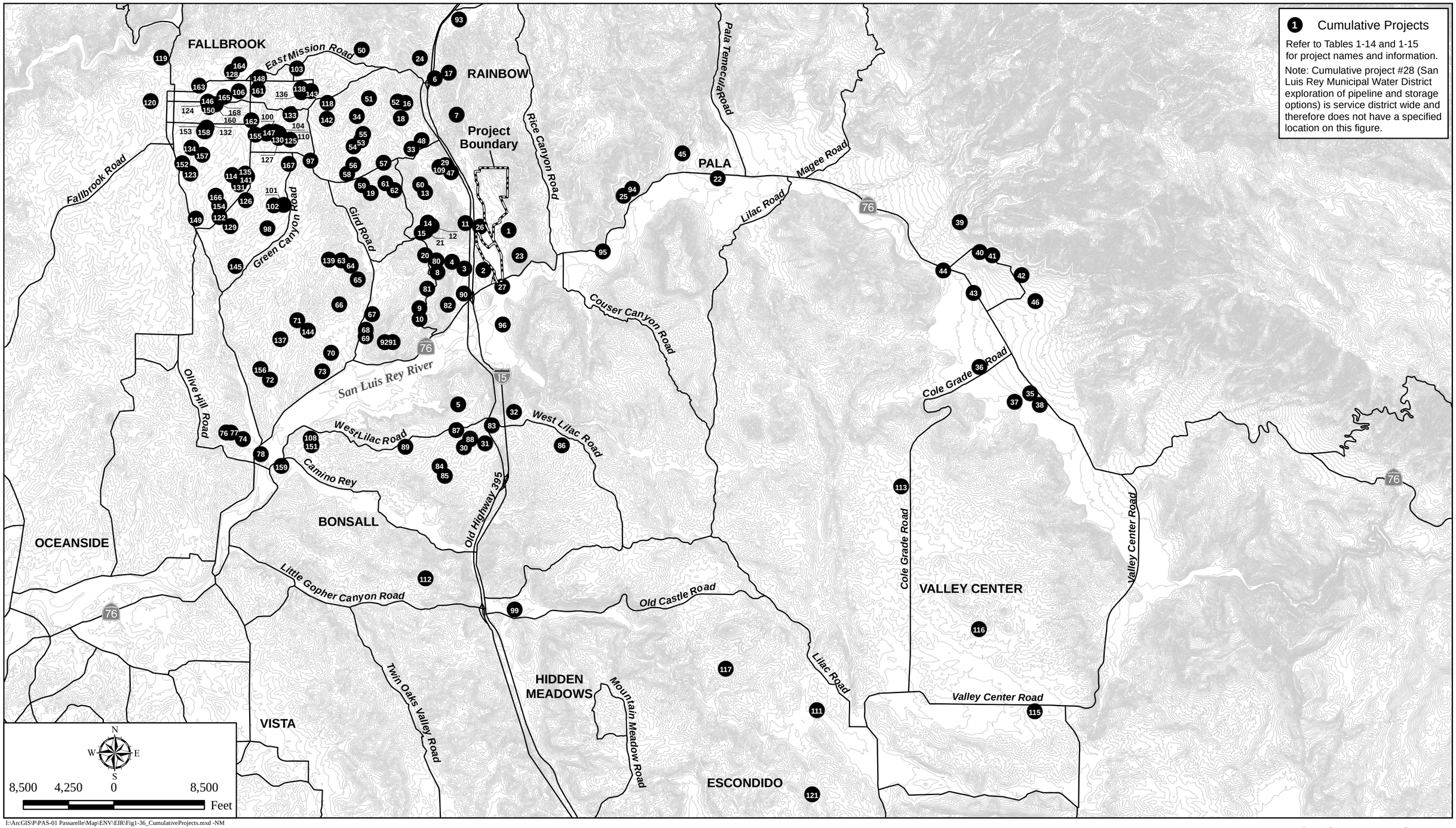
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig1-35_Offsite_Improvements.mxd -KF

Off-site Road Improvements

CAMPUS PARK PROJECT

HELIX

Figure 1-35



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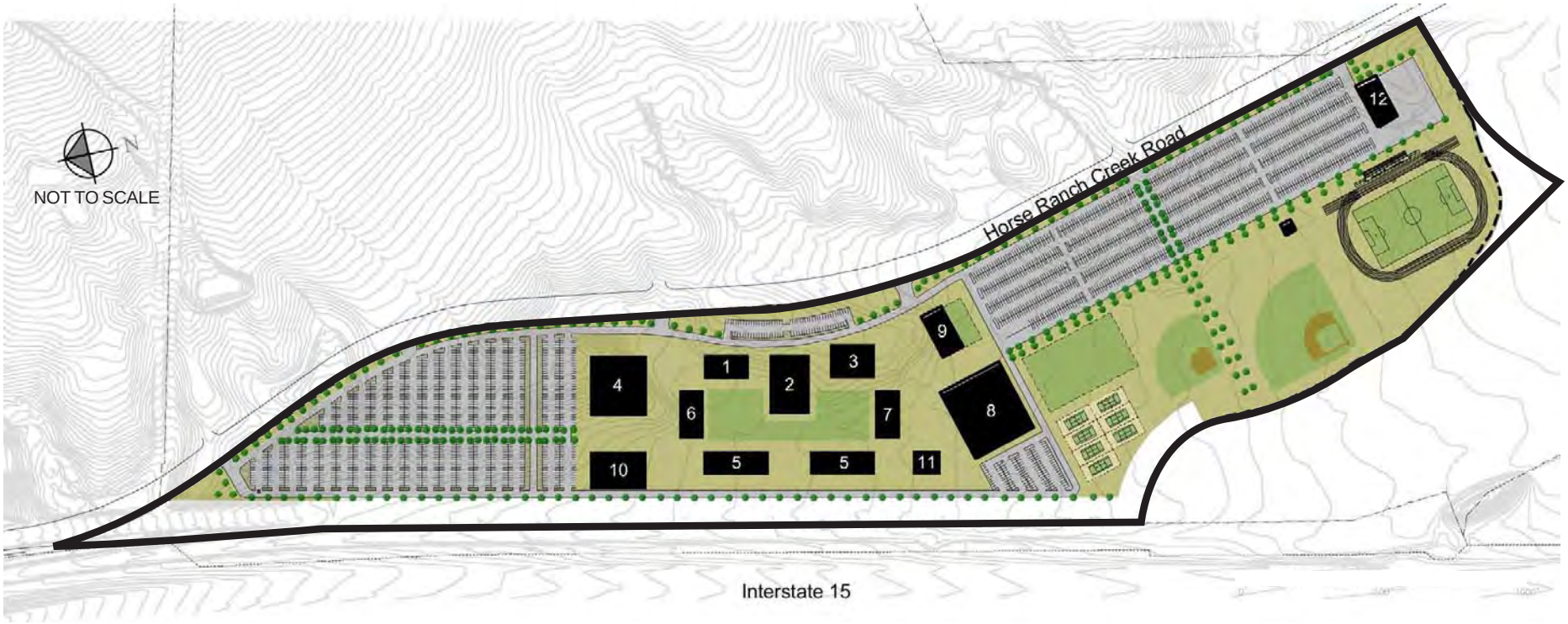
Cumulative Projects

CAMPUS PARK PROJECT

Figure 1-36

HELIX



BUILDING KEY

1	Administration / Records	26,260 sq.ft.	(2 Story)
2	LRC / LAC	93,210 sq.ft.	(3 Story)
3	Student Services Center	36,660 sq.ft.	(2 Story)
4	Performing Arts	26,390 sq.ft.	(1 Story)
5	Science / Math	76,700 sq.ft.	(2 Story)
6	Humanities	28,990 sq.ft.	(2 Story)
7	Health Sciences	27,950 sq.ft.	(2 Story)
8	P.E. Facilities	60,775 sq.ft.	(1 Story)
9	Child Development Center	13,715 sq.ft.	(1 Story)
10	Vocational Tech	42,510 sq.ft.	(2 Story)
11	Business Technologies	16,900 sq.ft.	(2 Story)
12	Central Plant / M&O	13,000 sq.ft.	(1 Story)

Source: RBF Consulting, 2007

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Palomar College Conceptual Site Plan

CAMPUS PARK PROJECT

HELIX

Figure 1-37

CHAPTER 2.0

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

SUBCHAPTER 2.1

AESTHETICS

CHAPTER 2.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This chapter addresses technical issues for which one or more significant and unmitigable impacts have been identified based on implementation of the Proposed Project; including the topics of aesthetics, transportation/traffic, and air quality.

At the beginning of each subchapter, there is a brief discussion of the extent to which the technical topic was addressed in the 1981 Sycamore Springs and 1983 Campus Park (Hewlett-Packard) certified EIRs. A summary is presented regarding the significance identified for assessed impacts in those documents, as well as whether mitigation at that time was identified to lower significant impacts to less than significant levels. A brief assessment is then presented regarding the extent to which the earlier analyses are relevant, leading to a conclusion regarding whether or not new technical efforts were necessary for this subsequent EIR.

With regard to the impacts requiring new analyses, each of the subchapters below addresses existing conditions, presents guidelines for the determination of significance (and the sources thereof), analyzes the potential effects of Project implementation against existing and anticipated future conditions (including the potential cumulative effect of other likely projects also being implemented), identifies potential mitigation measures, and assesses whether or not implementation of those measures would lower identified significant impacts to less than significant levels.

In order to assist the reader in tracking between impact significance conclusions and related mitigation measures, significance assessments and the associated mitigation measures have been given correlating numbers and letters. For example, for the issue of aesthetics, the first significant impact is identified in text in the analysis portion of the discussion as AE-1 (Aesthetics impact number 1). The measure designed to attenuate that impact is identified as M-AE-1 (i.e., Mitigation for Aesthetics impact number 1) in the subsequent mitigation discussion.

2.1 Aesthetics

2.1.1 Existing Conditions

The 1981 Sycamore Springs EIR addressed aesthetics in Subchapters 3.10 and 7.6. The analysis found impacts to be less than significant. Based on this analysis, the 1983 EIR addressed visual impacts under "Effects Found Not to Be Significant." The 1981 document acknowledges the transition from agriculture and open space to suburban development, noted visibility from nearby scenic highway SR 76, and addressed the preservation of open space on site. The 1983 document summarized on-site topographic conditions, noted visibility from nearby scenic highways (SR 76 and I-15) as well as adjacent hillsides. Project elements included grading totals of approximately 2.5 million cy in the northern portion of the Hewlett-Packard Specific Plan property, proposed landscaping of open space and manufactured slopes, disclosed manufactured slopes not to exceed 30 feet (with contour grading required of all slopes exceeding 20 feet in height), and retention of the southern third of the site as passive and active open space.

Much of the prior discussion, however, focused on areas now covered under the Palomar College and Campus Park West projects. In addition, the 1983-proposed type of on-site uses (industrial/ manufacturing and commercial as well as open space) are now proposed for single- and multi-family residential uses, commercial uses, office professional uses, active and passive recreational areas and

biological open space. These uses require both different layout and grading requirements, including slope modification in both location and extent.

At this point, additional roads under the scenic highways program should be addressed, more detailed site planning and design guidelines are available (Fallbrook Design Guidelines [1989], I-15 Corridor Scenic Guideline and the Fallbrook Community Plan [available in 1974 but amended in 1988]), cross-sections and photographic simulations remove a level of uncertainty about ultimate project configuration visibility/effect and landscaping plans are available for the current project. In addition, since 1983, evaluation of construction-period effects, as well as cumulative impacts, has increased in importance.

These issues lead to the need for new subsequent analysis based on substantial changes in the proposed project requiring major revisions as well as new information of substantial importance which would result in significant effects not previously discussed.

The following subchapter addresses aesthetics evaluation summarized from the Visual Impact Analysis prepared by HELIX Environmental Planning, Inc. (2009, as amended), and presented in its entirety in Appendix B (2010) to this EIR. The reader is referred to text below for new and/or revised evaluation of all issues related to aesthetics for the Project.

Existing Setting

Topography

The topography of the Project site generally slopes downward to the south and west, toward Horse Ranch Creek, which extends along the western Project boundary and ultimately feeds the San Luis Rey River in the south. The southern area of the Project site is relatively flat, consisting primarily of flood plains associated with the creek and attendant riparian areas. The steepest on-site slopes comprise the walls of the canyons running through the central portion of the northern area, while other steep slopes with more than a 50-foot rise exist on hillsides in the northern portion of the property (Figure 2.1-1, Steep Slope Map).

Existing Site Features

The northern portion of the project site, comprised of coastal sage scrub and non-native grassland habitats burned in the Rice Fire of October 2007. The fire did not burn the area to the south of Pala Mesa Heights Drive, the on-site residence, or the riparian areas. The following information and analysis is based on site surveys conducted prior to the fire.

The Project site currently supports one residence and some non-agriculture grazing activities. The southern extension of Pankey Road, which extends north from SR 76, trends through the southwestern-most portion of the Campus Park property. Several dirt roads are located on site, including Pala Mesa Heights Drive, which divides the Project site's 241-acre parcel to the south and the 176-acre parcel to the north. This private road provides access to the properties located north and east of the road.

The visually dominant features of the Project site consist of riparian vegetation in the approximate southern third of the site, grassy areas in the central third of the site, and a variety of native vegetation among the hills and canyons of the northern third of the site, as described in the Visual Impact Assessment Analysis (Appendix B) and the Biological Technical Report (Appendix G).

The Project site currently has very low levels of existing lighting, due to the existence of only one residence on the property. Minimal lighting, limited to that needed for safety, exists at that residence.

This lighting is visible from some locations along I-15 and is generally the only lighting visible to the east of the interstate at night between the Stewart Canyon Road undercrossing north of the site and SR 76 south of the site.

Typical Views

Several photographs were taken to illustrate the existing visual character of the Project site and the surrounding area. These are described in the following paragraphs. Figure 2.1-2, Photograph Location Map, is an aerial photograph of the Project site and the surrounding area, and shows the location from which each photograph shown in Figures 2.1-3a through 2.1-3f, Typical Views, was taken. Typical views (TVs) 1 through 3 (Figures 2.1-3a and 2.1-3b) were taken on the Project site and depict the existing land forms, vegetation, and structures on site, as well as features of the surrounding area that provide a backdrop for Project views. TVs 4 through 12 (Figures 2.1-3b through 2.1-3f) illustrate TVs toward the Project site from public roadways or trails in the areas surrounding the Project site.

TV 1 (Figure 2.1-3a) looks eastward across the Project site. This photograph was taken from near the western property boundary in the central portion of the Project site. A small shed (which has since been removed when the well site it protected was capped) and some power poles supporting utility lines are visible in the middle ground of the photograph. Grassy areas make up the foreground and surround the shed. Off-site, neighboring groves are visible in the background at the right edge of the photograph. Hills that are part of Monserate Mountain, east of the Project site, comprise the background. This TV depicts both the visual unity of the central portion of the site, consisting almost wholly of grazed/non-irrigated vegetation, as well as the topographic diversity visible in the area.

TV 2 (Figure 2.1-3a) looks southward from the foundations of a former house in the northern portion of the Project site. The foreground shows a small portion of the (disturbed) coastal sage scrub existing in the northern portions of the Project site. The middle ground includes the on-site grassy areas, the prior shed, and some power poles. Citrus and avocado groves neighboring the site appear as the dark green area above the left side of the Project boundary. The roofs of homes in the Lake Rancho Viejo residential development can be seen beyond the San Luis Rey River, in the distance. I-15 and the Lilac Road bridge as well as the hills and mountains defining the valley in which the Project site is located make up the backdrop of this photograph. This view reinforces both the general continuity of the central portion of the site seen in TV 1 as well as the diversity of topography and vegetation provided in the southern portion of the property and off site.

TV 3 (Figure 2.1-3b) was taken from the same location as TV 2, but looks westward. I-15 is visible in the middle ground, at the left and right edges of the photograph, just above the property boundary. A small hill on the northwestern border of the Project site blocks views to (and from) the interstate in most of the middle-ground of the photograph. The hills west of I-15 make up the background of this photograph; single-family estate style homes sited among these hills are visible. The dominance of the topography over the built environment is notable, although the freeway and private residences are clear components of this view.

TV 4 (Figure 2.1-3b) was taken from the intersection of Tecalote Lane and Old Highway 395, at the entrance to the Pala Mesa Resort and looks eastward across I-15 at the Project site. Old Highway 395 and vegetation lining it comprise the foreground of this photograph and provide primary developed view elements. Vehicles on I-15 are also visible. The one existing residence on the Project site is visible in the left-hand portion of the photograph, below the water tank on the hill in the background. Areas of more natural vegetation on site are visible to the left (north) of the residence, and the grassy areas that cover most of the southern portion of the Project site are visible to the right (south) of the residence. The

naturally vegetated hills that make up the Monserate Mountain range comprise the background of this photograph and dominate the middle and background elements from this viewpoint.

TV 5 (Figure 2.1-3c) is a wide-angle view taken along the west side of Pankey Road, just south of SR 76. This photograph looks northward from the very southern portion of the Project site. The intersection of Pankey Road and SR 76 is visible in the foreground, and Pankey Road extends away from the viewer, north of SR 76, in the center of the photograph. Some small grassy areas are visible on the north side of SR 76, backed by the dense riparian trees associated with the floodplain areas of Horse Ranch Creek. Hills and mountains (including Rosemary's Mountain) defining the valley in which the Project site is located make up the backdrop of this photograph. While the topographic and vegetative diversity of the Project site and surrounds are visible (note the riparian contrasts with scrub habitat and valley contrasts with hill and mountain formations, respectively), foreground dominant elements from TV 5 include the paved and dirt roads and utility lines.

TV 6 (Figure 2.1-3c) was taken from the western edge of the I-15/SR 76 interchange. The Project site generally is not visible from this heavily traveled intersection, except for very small portions between the trees in the middle ground. The mountains east of the Project site, including Rosemary's Mountain at the right edge, are visible in the background. Mature vegetation, background hills and roadway elements are equally dominant.

TV 7 (Figure 2.1-3d) was taken from northbound Old Highway 395, and looks northward at the Project site and the surrounding area. Old Highway 395 generally parallels I-15 to the west. At the point where this photograph was taken, Old Highway 395 is located at a higher elevation than the interstate and both are visible. The view encompasses the hills and peaks surrounding the Project site, including Monserate Mountain in the center background. The Project site is located in the far middle ground of the photograph, visible as a light-green swath of grassy area surrounded by darker agricultural and riparian trees. The Lake Rancho Viejo residential development, sited just south of the San Luis Rey River, is located in the center of this photograph between the Project site and the interstate and provides a visually dominant built element. Although the development only comprises a portion of the seen view, and the mountains with their orchards and native vegetation are topographically dominant, the contrasting roof and structure color and density of housing contrasts sharply with other more natural or rural elements in the view.

TVs 8 through 10 (Figure 2.1-3e) illustrate a sequence of views from northbound I-15, starting downhill from TV 5 and north of SR 76. TVs 8 and 9 illustrate the view toward the site blocked by berms and vegetation. The grassy areas on the Project site (and immediately to the west of the Project site) are blocked by the trees in TV 9, but are visible between the trees in TV 10. The single residence on the Project site and the trees surrounding it are (largely obscured but) located in the middle of TV 10, and Monserate Mountain comprises the background.

TVs 11 and 12 (Figure 2.1-3f) illustrate two typical views from southbound I-15. TV 11 looks directly toward the Project site; the ridgeline along the northwestern boundary of the site is visible in the middle ground, at the left edge of the photograph. The grassy areas within the central portion of the Project site are visible between this ridge and the hill to the west (right) of the freeway. Lancaster Mountain is visible above the site, and neighboring groves are discernable above the ridge. TV 12 is closer to the site from southbound I-15; the ridgeline is at the left edge of the photograph, and the grassy areas are in the center. Although the Project site is in the middle ground, and views towards it are open, dominant visual elements from these viewpoints consist of the mountains in the background and north- and southbound lanes of I-15 in the foreground/mid-ground. The industrial developed nature of the highway contrasts sharply with the more natural-appearing hills and the intervening Project site elements are further visually minimized.

Surrounding Area

The Project site is located in a narrow north-south trending valley generally referred to as the I-15 corridor. As shown in Figures 2.1-3a through 2.1-3f, the area surrounding the site is topographically varied. The Project site is bordered on the east and north by Monserate Mountain and foothills. The highest point in the Monserate Mountain range is at 1,567 feet amsl. A public trail maintained by the Fallbrook Land Conservancy and accessed via the northern extension of Pankey Road near Stewart Canyon Road winds to the summit and provides views both to the east and to the west, over the Project site. Neighboring peaks in this range step downward to the south, with the lowest peak reaching a height of 814 feet amsl. Rosemary's Mountain, a large rocky peak, reaches a height of 992 feet amsl east of the southern boundary of the Project site, just north of the San Luis Rey River and SR 76.

Open space exists south of the Project site, associated with the San Luis Rey River. The river is identified as a Resource Conservation Area in the San Diego County General Plan, both for sensitive species and "large patches of Riparian woodland vegetation" (X-K-18). South of the river, Lancaster Mountain rises to 1,485 feet amsl, creating the southeastern boundary of the I-15 corridor valley. The southern boundary of the valley consists of a series of hills generally paralleling the river. I-15 extends north/south through these hills. At the freeway's southern summit within the viewshed, Lilac Road spans the hills over the highway with a visually prominent bridge.

West of the Project site and I-15, another north/south trending series of peaks creates the valley's western boundary. The highest among these peaks rises to approximately 929 feet amsl. I-15 climbs in elevation to the north, as the Monserate Mountain range and the range west of the interstate converge. Some of the largely undeveloped Monserate Mountain area is located within a resource conservation area owned and managed by the Fallbrook Land Conservancy. A water tank is located northeast of the Project site, and a service road, also serving as a recreational trail, trends along the mountain slopes, providing access to the tank and ridgeline. Citrus and avocado groves and passive agriculture are the primary land uses east of the Project site (between the property boundary and Monserate Mountain and south of SR 76). Disturbed but largely undeveloped uses are present on adjacent land to the west of the Project site and east of I-15 (proposed Campus Park West site), including a model airplane landing strip. That site also contains some undeveloped wetland habitat.

The primary land use surrounding the Project site, besides agriculture, is residential. Residential development includes the previously noted Lake Rancho Viejo subdivision of tile-roofed, single-family homes south of the river and the Project site. Large, estate-style single-family residences on large lots are located among the hills west of the Project site and I-15. Landscaped yards, small-scale agricultural facilities (e.g., nurseries, and citrus or avocado groves), varied topography transected by winding roads, and mature trees make up the visual character of the area. Night lighting from the freeway/area roads, as well as residences west and south of the Project site, is visible from public roadways in the area but is filtered by existing mature vegetation. Some native vegetation and undeveloped areas are scattered among these hills. The Beck Reservoir and the Engel Family Preserve, owned by Fallbrook Land Conservancy, are also located in the hills west of I-15. Pala Mesa Resort, a private resort with a golf course, is located at the bottom of the hills to the west of the highway, directly across I-15 from the Project site, and is clearly visible on Figure 2.1-2 as tree-rimmed greensward.

A group of homes and some nursery facilities are located among the hills east of the highway and north of the Project site; local topography blocks most views of the Project site from these homes.

No public parks or recreation areas other than Monserate Mountain Trail, which extends to the north and northeast, exist near the Project site on the east side of I-15. A trail owned and maintained by the

Fallbrook Land Conservancy within the Engel Family Preserve is located near the top of the hills paralleling I-15 on the west.

Project Site Visibility/Viewshed

A "viewshed" is an analytical tool used to aid in the identification of views that could be affected by a potential project. The viewshed is defined as the surrounding geographic area from which the project is likely to be seen, and is delineated based on topography and land use patterns. The viewshed boundary for the Proposed Project was determined through the analysis of aerial photographs and topographic maps, and was field verified by project analysts. Variations between potential visibility to the site and actual possible views are discussed in the text below. The viewshed boundary represents the geographic limits for this visual assessment.

Figure 2.1-4, Project Viewshed Map, illustrates the Project viewshed on an aerial photographic base. The viewshed generally is confined to the areas within the ridgelines that surround the I-15 corridor and define the river valley in this area. The ridgelines of Monserate Mountain and Lancaster Mountain comprise the eastern viewshed boundary while the hillsides west of I-15 delineate the western viewshed boundary. The southern and northern viewshed boundaries are defined by the peaks spanned by the West Lilac Road bridge approximately 1.5 miles to the south and the hills leading upward to Mission Road to the north. Smaller peaks and hillsides and the depression of the river valley create areas within these defined boundaries from which views to the Project site are shielded.

Existing Viewer Sensitivity

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form viewer reaction to visual changes brought about by project implementation. *Viewer sensitivity* is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. *Viewer exposure* is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of the view, the speed at which the viewer moves, and position of the viewer.

Motorists

The visual experience of motorists traveling on I-15 is varied, and in the area of the Project site primarily includes views of agriculture and open space, although residences and businesses are also visible south and west of Project site. The highway is heavily traveled, being one of the main north-south routes between the San Diego and the San Bernardino/Riverside areas. I-15 provides views of the project site to 128,000 vehicles north of the SR 76 interchange and 123,000 vehicles south of the SR 76 interchange each day (LOS Engineering, Inc. 2009, as amended). The southern portion of the Project site is located approximately 2,000 feet east of I-15, and is not generally visible from the highway due to vegetation and topography. The northern third of the Project site generally is located closer to I-15; the closest portion of the boundary line lies within 200 feet of the freeway. Views toward the Project site from I-15 (some open and some restricted) are available to motorists traveling along I-15 next to the Project site. As the site extends roughly north-south for approximately two miles, but is also visible for northbound viewers from the south prior to reaching the site, it would be within the larger viewshed seen by the motorist for approximately two minutes at freeway speeds.

Portions of the Project site are visible from Old Highway 395 (roughly paralleling I-15 to the west) and from SR 76 near the southern boundary of the Project site. Prevailing speeds on SR 76 and Old Highway

395 currently are approximately 60 miles per hour (mph) [LOS Engineering, Inc. 2009, as amended]). Views from these roadways generally are brief and transitory due to the relatively high travel speeds, and intervening vegetation/topography (and for Old Highway 395, the juxtaposition of I-15 vehicular activity between the viewer and the site). Open views encompassing the site can be obtained, however, from Old Highway 395 as it drops toward the valley from the hills to the south, and from SR 76 where it abuts the project for a short distance. Refer to Figures 2.1-3b through 2.1-3f, discussed above, for illustrations of views from these public roadways.

In general, drivers and their passengers along these roads are expected to be passing through the area, on their way to/from larger communities/destinations to the north or south. Area residents would make up a smaller, but perhaps more common, percentage of the viewers along these primary north/south roadways.

Although drivers passing through the area are expected to note project-related changes to the roadway, and be affected by them, their primary focus is on speed of travel and interaction with other drivers on the road. This, combined with both the relatively short duration of exposure time and the number of competing visual elements due to the expansive viewshed, is expected to lessen the importance of specific view elements for this group of viewers. Vehicular passengers would be less concerned about traffic conditions and therefore generally could be more focused on the passing viewscape. Although lessened in level of effect, however, any distraction at all, when combined with the relatively short duration for visibility, would result in the visual impact of specific view elements being less important for this group of viewers than for more static groups such as residential viewers, discussed below.

Residents

Numerous homes are located within the Project viewshed west of the Project site and I-15. Large, estate-style, single-family residences are located on the eastern slopes of the hills west of I-15. Many residents in this area have elevated views of at least a portion of the Project site. These are long-term, stationary views toward a generally rural area with mountainous backdrop. Some residents at higher elevations may see the Lake Rancho Viejo single-family subdivision south of the San Luis Rey River. (Views from Lake Rancho Viejo toward the Project site generally are restricted by topography and vegetation; the Proposed Project would not alter these view-restricting features.)

As shown on Figures 2.1-2 and 2.1-3a through 2.1-3f and previously described, the area west of I-15 consists of rugged terrain. Homes are sited throughout the hills, with a substantial amount of local topographic variation (small hills, bumps and gullies located on the larger hill forms). Residential landscaping also provides frequent shielding of view elements, both from the home where the landscaping is installed as well as for adjacent structures. In other cases, residential (or related) structures themselves block views.

Regardless, where views exist, they can be expansive, and many homes are sited specifically to take advantage of these open views. In these instances, open views encompassing adjacent developed uses, the I-15 corridor valley, and the surrounding mountains to the east are visible, with Monserate Mountain and associated ridge features providing a dominant and natural background to the views from this area.

Residential viewers would be expected to be more sensitive to changes in the immediate viewscape. For these viewers, the Project area can provide an often-seen and intimately known view.

Recreationalists

Monserate Mountain Trail, a hiking trail, is located north and east of the Project site. Portions of this trail are included in the County of San Diego Trail Master Plan. Views to the Project site from the trail generally are

blocked due to local topography; however, some portions of the trail offer unrestricted overviews of the Project site, particularly where the trail parallels the northerly boundaries of the Project site. In these areas, the project site makes up the foreground of views that also encompass the I-15 corridor and points beyond. Currently these views include natural vegetation and grassy areas on the Project site; groves neighboring the site in the middle ground; and some residences, agriculture, highways, and natural areas in the background. The viewer has an expansive view over a diverse landscape. The dominant features of the view (the up-close scrub habitat in the foreground, the grassy areas in the middle ground that draws the eye due to the change in color and scale of the non-vegetated area in contrast to the surrounding area, and the dominant topographic features in the background) all combine to create a primarily natural to rural view from this locale (discussed as Key View 6, in Section 2.1.3).

Another trail is located in the Fallbrook Land Conservancy's Engel Family Preserve, accessible from Sumac Road just south of Pala Mesa Drive. This preserve is located in a mostly residential area west of I-15. The preserve's trail provides an extensive, elevated view of the San Luis Rey River Valley and the I-15 corridor, including the Project site and Monserate Mountain in the background. This trail is primarily a hiking trail; views of the Project site are available from a seating area that overlooks the valley. The viewer looks over I-15 and the intervening Pala Mesa Resort (down slope and in the foreground), to a view comprised primarily of open space and agricultural uses (discussed as Key View 7 in Section 2.1.3). Again, the existing view is one of diversity – with developed natural and agricultural elements–but the scale of the agricultural areas and hillsides/mountains dominate the visual experience.

Individuals using the cited trails system would be expected to be more sensitive to changes in the immediate viewscape. Per the Fallbrook Land Conservancy (May 2007, pers. comm.) estimated users average two-to-three individuals per day for the Monserate Mountain Trail and two-to-three individuals per week for the Engel Family Preserve. Viewers using these trails would be moving at pedestrian rates of travel, or even sitting at overlooks (such as within the Engel Family Preserve). As a result, they are expected to be sensitive to Proposed Project modifications to the existing setting, as well as, potentially, any change from a more to less "natural" experience.

Several public and private golf courses exist within five miles of the Project site. The nearest is Pala Mesa Resort, directly west of the Project site and separated from it by I-15. The vegetation and landforms within this public golf course screen golfers' views of the highway and the Project site.

Regulatory Framework

Visual resources are subject to plans and policies developed to ensure adequate consideration is given to preserving and/or enhancing the visual qualities of an area. These policies aid in the evaluation of the planning agency/community perception of visual qualities within an area, as well as providing guidance as to whether Proposed Project modifications would be visually compatible with County/community goals. The Proposed Project is subject to the following guidelines and policies.

State of California

California adopted a Scenic Highway Program (Streets and Highways Code, Section 260 *et seq.*) in 1963 to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas that are adjacent to highways. The scenic designation is based on the amount of natural landscape visible to motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist's enjoyment of the view.

I-15 is classified as an "Eligible" California Scenic Highway from SR 76 north to SR 91 near the city of Corona. Since the Project site is immediately north of SR 76 and east of I-15, it is located within the

Scenic Highway corridor. The eligible designation can be changed to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the Department for a scenic highway approval, and receives notification from Caltrans that the highway has been designed as a Scenic Highway.

County of San Diego General Plan Scenic Highway Element

The Scenic Highway Element of the County General Plan (adopted January 1975, amended December 1986) was established to preserve and enhance the County's scenic, historic and recreational resources with a network of scenic highway corridors. The County has designated numerous roadways as scenic routes, based on the following criteria:

- Routes traversing and accessing major recreation or scenic resources
- Routes traversing lands under the jurisdiction of public agencies
- Routes supported by significant local community interest
- Routes offering unique opportunities for the protection and enhancement of scenic recreational and historical resources

SR 76 from El Camino Real east to I-15, excluding the portion within the City of Oceanside, is a County-designated First Priority Scenic Route (route meeting three or more of the Scenic Highway System Priority List criteria), and is located 0.5 mile west of the southern edge of the Project site. I-15 from SR 76 north to the Riverside County line is a County Third Priority Scenic Route (route meeting one of the criteria). Since no public agency holds a large block of land in this area, it is assumed that the designation was based on the presence of scenic resources or significant local community interest.

Reche Road and Mission Road also are listed as second priority scenic routes (routes meeting two of the above criteria). Reche Road extends westward from Old Highway 395, west of I-15 and approximately one mile north of the project site. Mission Road is an east-west trending road located approximately 1.5 miles north of the project site.

County of San Diego Fallbrook Community Plan/15 Corridor Subregional Plan and County of San Diego Fallbrook Design Guidelines

The Project site is located within the Community Plan area, which encompasses a segment of I-15 identified for scenic preservation (the unincorporated portion of the I-15 corridor from northern Escondido city limits to the Riverside County line). The purpose of these documents is to identify standards and guidelines for planned development and retention of important cultural or natural elements that contribute to the lifestyle and community character of this part of the County. Specific to the I-15 Corridor Scenic Preservation Guidelines, the document states that:

> The purpose of the following scenic and planning quality guidelines is to : (1) protect and enhance scenic resources within the I-15 corridor planning area while accommodating coordinated planned development which harmonizes with the natural environment; (2) establish standards to regulate the visual quality and the environmental integrity of the entire corridor; and, (3) encourage scenic preservation and development practices compatible with the goals and policies of the five community and Subregional Planning areas encompassed by the I-15 corridor area, when appropriate (County of San Diego 1988:24).

The standards are specifically noted as addressing both man-made and natural features with the potential to affect scenic quality of the I-15 corridor area. Also noted in these documents is the need for development of more detailed design criteria, to be applied to areas with a "B" designator and requiring preparation of a Site Plan in order to obtain a development permit (as is the case for the Proposed Project). The Fallbrook Design Guidelines were in fact developed, and are implemented via a design review process, in which a Project Applicant works to ensure that a potential project is consistent with the guidelines.

Applicable goals and policies within the Fallbrook Community Plan/I-15 Corridor Subregional Plan, and the Fallbrook Design Guidelines are presented in Table 2 of the full VIA (Appendix B). Standards relating to site planning; walls, fences and berms; landform; vegetation retention; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are included.

Resource Protection Ordinance

The County's RPO provides special regulations applicable to certain types of discretionary applications, including tentative maps. The ordinance focuses on the preservation and protection of the County's unique topography, natural beauty, diversity, natural resources, and quality of life. It is intended to protect the integrity of sensitive lands including wetlands, wetland buffers, floodplains/floodways, sensitive habitats, cultural resources, and steep slopes (lands having a natural gradient of 25 percent or greater and a minimum rise of 50 vertical feet, unless said land has been substantially disturbed by previous legal grading), all of which are components of visual quality and community character. As discussed in Chapter 1.0 of this EIR, on July 23, 2004, the County Planning Commission granted an RPO exemption for Campus Park consistent with the RPO exemption of all or any portion of a Specific Plan Area with at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988.

Hillside Development Policy (I-73)

The County's Hillside Development Policy requires that development of building sites in hillside areas be planned and constructed so as to provide building sites while optimizing the aesthetic quality of the final product/site. Physical site resources to be preserved or enhanced include existing natural terrain, established vegetation, visually significant landforms, and portions of a site that have significant on-site vistas.

Dark Skies/Glare

The County of San Diego Outdoor Lighting Ordinance (Division 9, sections 59.101-59.15 of the Zoning Ordinance) seeks to control undesirable light rays emitted into the night sky in order to reduce detrimental effects on astronomical research. Zone A, defined as the area within a 15-mile radius centered on the Palomar Observatory and within a 15-mile radius centered on the Mount Laguna Observatory, has specific light emission restrictions. The unincorporated portions of San Diego County not within Zone A fall within Zone B, and are subject to lesser restrictions. Outdoor lighting, such as security or parking lot lighting, must be less than 4,050 lumens and fully shielded within Zone B. The Project site is located approximately 17 miles from the Palomar Observatory and much farther from the Mount Laguna Observatory and is therefore within the Outdoor Lighting Ordinance Zone B.

2.1.2 Guidelines for the Determination of Significance

Guidelines of Significance

The project will result in a significant impact if it would:

Visual Resources

1. Change the composition of visual pattern in the visual environment and the change would be incompatible with the existing visual character in terms of dominance, scale, diversity, and continuity. These terms are defined as follows:

    - Dominance in pattern character occurs when a specific feature is prominently positioned, contrasted or extended to a point where the specific feature strongly influences the pattern character of a scene (e.g., a telecommunications tower in an undeveloped area)

    - Scale is the size relationship among landscape components in the visual environment. Scale is the result of the overall size and positioning of pattern elements and character (e.g., the scale of a power plant is greater than that of a backup generator)

    - Diversity is the frequency, variety and positioning of pattern elements. The more these pattern elements are intermixed, the greater the resulting diversity (e.g., a town sited between a highway and a river, surrounded by a combination of residential uses, agricultural operations and natural landscape would have a high level of diversity)

    - Continuity is the uninterrupted flow or transition among pattern elements (e.g., miles of grasslands on rolling hills would comprise high continuity).

2. Result in physical changes that would substantially degrade the quality of an identified visual resource, including, but not limited to, unique topographic features, steep slope lands (as defined in the RPO), ridgelines, undisturbed native vegetation, surface waters and major drainages, public parks, or recreational areas.

3. Result in physical changes (i.e., land disturbing activities) to the visual environment that would demonstrably and adversely affect the viewshed of a designated scenic highway, scenic vista, or the I-15 Corridor Subregional Plan area (as contained in the Community Plan) and Fallbrook Design Guidelines.

Dark Skies and Glare

4. Install outdoor light fixtures that do not conform to the San Diego County LPC (Sections 59.108-59.110) lamp type and shielding requirements and County Zoning Ordinance.

5. Install highly reflective building materials including, but not limited to, reflective glass and high-gloss surface color in areas that will be visible along roadways, pedestrian walkways or in the line of sight of adjacent properties.

Guidelines Sources

Guidelines No. 1 and 2 are derived from CEQA Guidelines Appendix G and are intended to support definition of whether a proposed project will have a significant impact on visual character and quality. These two significance guidelines also are based on established principles from the most widely used and

accepted visual resource assessment methodologies, including the U.S. Department of Transportation, *Federal Highway Administration's Visual Impact Assessment for Highway Projects*; the U.S. Department of Agriculture, Forest Service Visual Management System; and the U.S. Department of Interior, Bureau of Land Management modified Visual Management System. The concepts contained in these assessment approaches provide accepted practices for evaluating visual resources both objectively (visual character) and subjectively (visual quality). This is accomplished by comparing the existing visual environment to the construction and post-construction visual environment, and subsequently determining whether the project will result in physical changes that are deemed to be incompatible with visual character or degrade visual quality, as outlined in Guidelines No. 1 and 2.

Guideline No. 3 is based in part on the principles discussed above as well as the Scenic Highway Element and Community Plan. Any impacts to visual quality and character of scenic highways, vistas, and I-15 corridor will be evaluated in terms of visual quality and character. In addition, the project is required to be in conformance with applicable County standards related to aesthetics, including the General Plan and standards that apply to the I-15 corridor, such as the I-15 Corridor Subregional Plan. Non-compliance would result in a project that is inconsistent with County standards and may result in a potentially significant impact.

Guidelines No. 4 and 5 rely on the lamp and shielding requirements established in the LPC (Sections 59.108-59.110) that have been determined to effectively reduce impacts on dark skies. The standards are the result of a collaborative effort between technical lighting experts, astronomers, and County staff to effectively address and minimize the impact of light pollution on dark skies. The standards were developed in cooperation with lighting engineers, astronomers, San Diego Gas & Electric Company, Palomar and Mount Laguna observatories, San Diego County DPLU and DPW staff, and local community planning and sponsor groups. As outlined under the Legislative Intent of the LPC (Section 59.101), "The intent of the Division is to restrict the permitted use of outdoor light fixtures emitting undesirable light rays into the night sky which have a detrimental effect on astronomical research." The Code was written specifically to ensure that new outdoor lighting would have minimal impacts on astronomical observatories. Therefore, compliance with the ordinance is, by definition, assurance of no significant impact. The corollary to this is that non-compliance results in possible significant impacts. Therefore, a project that exceeds these significance guidelines would represent a potentially significant impact on dark skies.

2.1.3 Analysis of Project Effects and Determination as to Significance

Analysts conducted a field survey to assess the visibility of the Proposed Project from the surrounding area. Key Views, consisting of photographs taken from public viewpoints, are used below to support the analysis. These were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. Locations for key views to the Project site were selected using the following criteria:

- Type of viewers/viewpoint (public views generally are considered more sensitive than private views)
- Breadth of the view (views taking in a number of elements rely less on any one element than those focusing on a specific criterion)
- Depth of the view (increased distance from the observed element makes it appear smaller, less detail is registered, and visibility may be affected by atmospheric conditions such as fog, smog, etc.)
- The amount of time (duration) and/or number of times each observer is exposed to the view

- Number of viewers exposed to the view (a greater number of viewers makes the view more sensitive)
- Designated scenic viewpoints and scenic highways are considered sensitive viewpoints

Refer to Figure 2.1-2 for the locations of the key views, and to Figure 2.1-5, Cross-section Location Map, for a map depicting the location of the cross-sections, also included in the discussion below.

Incompatible Change in the Composition of the Visual Environment (Guideline No. 1)

This section addresses perceived change to existing views to the property based on implementation of the Proposed Project for most public and private viewers. The discussion addresses land uses and related structures and landscaping proposed by the Campus Park Project, implementation of the conceptual landscape plan (Figure 1-24), as well as sound walls proposed to attenuate noise levels for potential new residents of the Project site (Urban Crossroads 2009, as amended). Primary locations for views to the Proposed Project are discussed, starting with I-15, which provides some of the closest and most consistent views to the Project (the reader is also referred to the discussion of I-15 under Guideline No. 3, below, which addresses conformity with I-15 scenic corridor guidelines). Simulations from I-15 are discussed below. Cross-sections also are provided to illustrate proposed grading at several key points (see Figure 2.1-5).

Views from I-15

The alignment of I-15 allows for a variety of visual experiences for drivers approaching and traveling through the valley within which the Project is located. Expansive views of the I-15 valley corridor are available from both the north and the south approaches. These views include large portions of the valley, the San Luis Rey River, surrounding hillsides, and a local landmark bridge spanning the hilltops at the valley's southern edge. Most houses within this portion of the I-15 corridor that are visually accessible to drivers on both north- and southbound I-15 are located in neighborhoods west of the freeway, are sited on large lots, and are not highly visible due to ornamental landscaping. Some of Lake Rancho Viejo's high contrast and highly visible (generally due to the red tile roofs) dense homes are located south of the San Luis Rey River and east of I-15. These latter homes currently constitute a discordant element within the surrounding area, which generally appears open, agricultural, and primarily undeveloped immediately adjacent to the river.

As stated in Subchapter 1.2 of this EIR, the Proposed Project would develop multiple uses, including single-family and multi-family residential, office professional, commercial/retail and recreational uses. The Proposed Project also would preserve large blocks of riparian and upland vegetation existing on the Project site within dedicated open space lots.

Figure 2.1-6, Photo Simulation Key View 1, provides a simulation depicting the level of change potentially seen by northbound drivers on I-15, approximately one mile south of SR 76. Various elements of the Proposed Project would be visible within northbound views including single-family housing in the northern portion of the site, and Town Center and multi-family residential buildings in the center of the site. The simulation depicts the residential buildings in off-white with earth-tone roofs, and the Town Center buildings in white to generally illustrate worst-case massing. The reader should note that the simulation is conservative in its depiction of the Proposed Project. As indicated on Figure 2.1-6, multi-family units west of future Horse Ranch Creek Road were deleted from the Project following public circulation of the Draft EIR. Those structures visible on Figure 2.1-6 would not be constructed. This area would contain a small pump station in the northeast quadrant of Pankey Road and SR 76, and a trail

staging area for hikers and equestrians immediately to the north, between the pump station and Pankey Place.

Visual buffering provided by landscaping is not shown. Streetscape and HOA planting throughout the development, as well as landscaping installed by private homeowners would additionally increase greenscape effects. As illustrated by the simulation, a number of elements attenuate adverse visual effects from this locale. These include: retained riparian area, lack of change to surrounding groves, the small scale of area actually affected within the expansive view seen, lack of change to the natural background slopes that play such a dominant visual role in this view, and the visual repetition of the natural light and dark "speckling" shown by boulders on steep hillsides within vegetation being echoed in the structure walls versus roofs and interspersed greenbelts. When the additional streetscape and HOA slope planting is added, effects would be further lessened. The combination of these elements would result in a less than significant level of compositional change from this segment of the scenic highway.

From its southern boundary along SR 76, the Project parcel extends approximately two miles north/south at a variable width east of I-15. As noted above, motorists traveling on I-15 at the speed limit of 70 mph would be driving next to the Project site for less than two minutes. During this time, views toward the Project site and the surrounding hillsides are somewhat restricted by vegetation and topography, particularly adjacent to the southern and northernmost portions of the Project site. The creek extends along approximately one mile of the Project site boundary, and supports large trees. The trees restrict views to the Project site from I-15, particularly for approximately one half mile where the creek (and the site boundary) are closest to the freeway. The trees would prevent motorists traveling north on I-15 from seeing the multi-family and Town Center buildings when closest to them. Next to the north-central portion of the Project site, however, the upstream areas of Horse Ranch Creek are narrower and support less vegetation. More open views are available and include the on-site and neighboring grassy areas and abutting Monserate Mountain. The reader is again referred to TVs 8 through 12 (Figures 2.1-3e and f).

Cross-section A (Figure 2.1-7) was drawn across a point on I-15 northbound approximately 2.75 miles north of Key View 1 and 1.25 mile north of SR 76, near the center of the Project site, through the Project site in an east-west direction, and illustrates the relationship of the Project site to the interstate. Old Highway 395 and I-15 are located at the far left edge of this cross-section. The Project site in this area is generally flat, sloping up slightly to the east (right edge of the cross-section) and at the same general elevation as I-15. The slow rise in topography to the east across the Project site, and the retention of all proposed development generally toward the valley floor in relation to the steeper rise east of the Project site, is illustrated.

Figure 2.1-8, Photo Simulation Key View 2, depicts the existing and post-construction Project conditions from Key View 2, taken from northbound I-15 more than three miles north of Key View 1, near the central part of the Proposed Project. This view looks northeastward across the Palomar College property and then the Project site. Grassy areas dominate the existing view; however, other vegetation also is visible. Trees located near former home sites and in the on-site canyons are visible in the center of the view; the existing residence is also visible among these trees. Monserate Mountain makes up the background of this view. Some vegetation that grows at the border of the Project site and I-15 is visible at the left edge of the photograph.

The Proposed Project would develop several types of buildings in the grassy areas currently visible from Key View 2 and other portions of I-15 next to the northern portion of the Project site. Single-family homes would be located to the north and east, in the grassy areas that abut the adjacent mountains, in the middle-ground of this view. Office professional uses would be located westerly of the residential uses, along the western property boundary. The view from this viewpoint of PO-1 and PO-2, with the residential areas located behind them, provides the focus of the simulation.

Prior to landscaping of individual lots by private homeowners, the view from northbound I-15 toward these houses would show structure walls and roofs. The houses would have varied shapes and heights (not exceeding 35 feet) and earth-toned roofs and would appear small in scale due to the distance of approximately 1,500 feet (0.25 mile) from the viewer. Any adverse effect would be further subdued as individual lot landscaping matures and homeowner trees/shrubs are added to community maintained landscaping.

The office professional buildings (PO-1 and PO-2) would be closer to the viewer than the residential areas. Project-required sound walls are visible behind and at a higher elevation than the office professional buildings; these are depicted in light brown/tan (and again, for purposes of visibility, without the vining vegetation that would cover them pursuant to the landscape plan). Streets would be lined with small- to medium-sized trees with broad canopies. Manufactured slopes between groups of houses or along the eastern edge of the Proposed Project may be visible from northbound I-15 in the short-term, but as shown in Figure 2.1-8, would be quickly obscured from off-site views by the Proposed Project streetscapes. These would be part of the fuel-modification/fire safety zones surrounding the group of houses. The slopes would be planted with shrubs and trees with similar visual character to those on the surrounding hillsides, providing a visual transition between the ornamental landscape within the development and the preserved native vegetation and open space in the surrounding hills. Horse Ranch Creek Road would be lined with street trees planted 40 to 50 feet on center that would be visible in front of these buildings and facilities; these trees would soften the buildings masses and provide vegetative screening.

The trees along Horse Ranch Creek Road and vegetated roadway slopes would comprise a major part of the view. Project assumptions assume a range of tree plantings (15-gallon to 24-inch boxes) with planted heights of 8 to 12 feet at installation, and 2 to 3 feet of growth per year. These assumptions were reflected in the modeling assumptions. Trees depicted in the simulation were modeled to average 24 feet in height five-to-seven years after planting, additionally randomized in the model by 15 percent. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings and would act as a visual screen. Portions of the buildings would be visible behind the trees, as they would be spaced to allow 20 feet between mature canopies pursuant to the Project FPP. The simulation shows PO-1 at the left-hand side of the simulation. The larger tan building just left of center in the depiction represents the side of the one-story PO-2 development that is closest to the property line (i.e., immediately east of the future Palomar College campus). As illustrated in the simulation, the other buildings in PO-2 are additionally obscured by set back from the property line, with an intervening parking lot. Trees associated with Project-required parking lot landscaping provide additional shielding.

As illustrated by the simulation, a number of elements minimize adverse visual effects from this locale. These include: lack of change to the natural background slopes that play such a dominant visual role in this view, the relatively small scale of Project features within the expansive view seen, the articulation of the architectural features, and coloration of the roofs. In addition, the interspersed vegetated areas would create a visual repetition of the natural light and dark variations of the background vegetation, and the street trees and Project landscaping would reduce the visible mass of the buildings. The combination of these elements would result in a less than significant level of compositional change from this viewpoint.

Figure 2.1-9 illustrates a photo simulation from Key View 3. Key View 3 was taken from the northernmost point in the Project's viewshed, along southbound I-15, more than 1 mile north of Key View 2 and approximately 1.5 miles south of the Mission Road exit, just north of the Stewart Canyon Road under-crossing. As shown in this key view, local topography (e.g., the hill at the northwestern

corner of the Project site) blocks views to most of the property. This hill restricts some views toward the Project site from northbound and southbound I-15 near the northernmost portion of the Project site. A small portion of the Project site is visible in the photograph's middle ground as the road curves to the right. Hills to the south and east of the site and citrus/avocado groves neighboring the Project site at the foot of these hills are visible at the foot of the hills to the south and east of the site that comprise the background of the photograph. These background hills would not be altered by the Proposed Project, and would continue to provide a background for views similar to those in Key View 3.

Also as shown on Figure 2.1-9, visible portions of the Proposed Project from the vicinity of Key View 3 would include the upper stories, roofs, and tree canopies of the single-family residential neighborhoods, and slopes. These slopes would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains. Portions of the Proposed Project that may be visible to the right (south) of the hill would include distant office professional buildings, the sports complex, the Town Center, multi-family residential buildings, and planting associated with Horse Ranch Creek Road. Proposed zoning would restrict Town Center structures to a maximum of 40 feet in height. Town Center structures are planned to be one-story buildings ranging from generally 28 to 39 feet in height at roof peak. Finally, the multi-family residential buildings previously proposed along SR 76 are also visible. The depiction is a worst-case illustration, with color contrast heightened and lacking screening vegetation. In addition, as noted for Figure 2.1-6, multi-family units west of future Horse Ranch Creek Road were deleted from the Project following public circulation of the Draft EIR. Structures visible on Figure 2.1-9 would not be constructed, and the area would instead contain a small pump station. A trail staging area for hikers and equestrians would be located immediately to the north. Figure 2.1-9 shows other proposed structures and the partial shielding provided by intervening topography as well as the low-lying nature of the Proposed Project relative to the magnitude of the surrounding topography. Even in this worst-case simulation, it can be seen that the change in composition is not incompatible with the existing setting. The dominance of the surrounding hills and mountains continues to draw the viewer's eye. Adverse effects would be lessened once the additional attenuating factors are incorporated. These factors include applying the softer colors for the buildings and screening vegetation shown for the site on the Project landscape plan (refer to Figure 1-24). As the Project landscaping matures, more green and less of the buildings would be visible, additionally relating the current vegetatively barren site to the abutting hillside groves. Overall, given the intervening topography, the minimizing effect the rise in elevation of I-15 has on "shortening" building mass, the location of proposed elements toward the base of slopes, and the beneficial effect demonstrated by Project-required landscaping, changes to the I-15 viewshed are determined to be less than significant from this viewpoint.

Figure 2.1-10, Cross-section B, was drawn through a point on I-15 approximately one mile south of Key View 3, near Key View 2, and extends from Old Highway 395 eastward and slightly southward through the central portion of the Project site. Old Highway 395 and I-15 are shown at the left (west) edge of the cross-section. The Project site slopes upward to the east (right edge of the cross-section). Cross-section B illustrates cutting and filling of the existing grade to create flat pads on which the single-family dwellings, roads, and the active-sports park site would be located.

The manufactured slopes created by Project grading may be visible from I-15, but generally would be planted with shrubs and trees that would provide erosion control and would visually screen the slopes. The vegetation required by Project design would effectively lower any adverse effect associated with these cut and fill slopes to less than significant levels. Particularly with regard to the largest cuts on the east side of the Proposed Project, however, the erosion control hydroseeding would be critical to maintaining current views from off-site westerly viewers. The reader is referred to the discussion in Guideline No. 2 for additional information on this topic.

Figure 2.1-11 illustrates a photo simulation from Key View 4. Key View 4 was taken from a moving vehicle at a point on southbound I-15 adjacent to the northern portion of the central Project site, near Cross-section B and northward-looking Key View 2, and illustrates a southeasterly view from this point, open view toward the Project site, with the Palomar College property in the foreground. Rosemary's Mountain and Lancaster Mountain comprise prominent background features in this view. The citrus groves that border the Project site to the east are also visible; these groves spread northward toward the left edge of the photograph. Brown, grassy flat areas and power lines on and adjacent to the Project site are visible between the groves and the northbound I-15 lanes in the foreground.

Similar to the I-15 northbound views, views from southbound I-15 would include developed elements following Project implementation. The Key View 4 simulation illustrates a portion of the Project site that would be visible from the freeway, as seen in Figure 2.1-11. The single-family homes of PA R-1 and the office professional structures are seen in this simulation with the proposed structure façades, including the metal and stucco/stone accents and glass windows of the office buildings. The multi-family uses (MF-1 and MF-2), as well as the Town Center show as block massing, in part due to representation of proposed (unshielded) sound walls, and in part because of their distance from the viewer at this viewpoint. Street trees and slope landscaping also are simulated. Similar to Figure 2.1-8, the trees are shown at approximately 24 feet in height, the assumed height of the trees five to seven years after planting. At maturity, the trees depicted would be approximately 30 to 40 feet in height. The office professional buildings would be no higher than 35 feet; therefore, from this vantage point the street trees would be approximately as high as the buildings, and would act as a visual screen, although portions of the buildings would be visible behind the trees, which would be spaced to allow 20 feet between mature canopies, consistent with the Project FPP.

The multi-family residential units also would have a maximum height of 35 feet. Varied setbacks and building elements that visually minimize building mass and prominence would be used to create variety among these buildings, and landscaping would be used to create continuity with the larger Proposed Project and to soften building masses. Utility areas would be screened, and parking areas would be surrounded by landscaped berms or buffers. Parking garages or structures would employ the same general architectural details as the residential buildings. No building within the Proposed Project would rise above the horizon line created by Monserate Mountain or peaks to the east, which provide a background to views from I-15.

As previously discussed, right-of-way for Horse Ranch Creek Road, the major access road proposed for the Project, would be aligned along the western edge of the Proposed Project (east of Palomar College) and would be visible from Key View 4. The trees shown screening the buildings are part of the roadway landscaping. From I-15, some views of other portions of the Proposed Project would be available between the trees, such as office professional buildings, the Town Center, and the active sports park.

Additionally, manufactured slopes are depicted below the trees in the simulation. These slopes are shown covered with proposed landscaping, which would be used to provide erosion control and a transition to the surrounding native vegetation. Some manufactured slopes created by project grading between buildings, at the east edge of development closest to the background slopes or at the edges of the Proposed Project (such as to support Horse Ranch Creek Road) additionally may be briefly seen from I-15. These would be variously planted with trees, shrubs, and hydroseed to provide erosion control and visually screen the slopes. Generally, the vegetation required by Project design would effectively lower any adverse effect associated with these cut and fill slopes to less than significant levels. For the steep area of cut at 2:1 at the eastern Project edge, landscaping required by the Project would be critical to maintaining current views from off-site westerly viewers.

In summary, the Proposed Project development would retain approximately 42 percent of the Project site, including on-site riparian and coastal sage scrub vegetation, thereby retaining existing diversity related to habitat. Given the rise in topographic features associated with Monserate Mountain, Rosemary's Mountain and Lancaster Mountain to the north, east and south, respectively, structures associated with development would appear small in scale. This effect would be enhanced by the distance from the Project at which most views would be situated, as well as their often being higher in elevation. Because views subject to modification are located primarily east of existing viewpoints, the landscaping associated with Horse Ranch Creek Road (generally on the western perimeter of the Project) would provide substantial amounts of vegetative screening. Although similar vegetation is not currently located on site, this irrigated streetscape would echo the green of the abutting groves on the Project's east side. Finally, development would not rise above the horizon line created by the background mountain range, which would not be altered by the Project. These peaks would remain the overwhelmingly dominant element in views to the east. Project design (varied product type, height, color), as well as Project landscaping (including the street trees and slope planting), would result in changes to the view caused by the Proposed Project being less than significant. As such, a **less than significant impact** is identified regarding incompatibility with existing visual character based on review of diversity, scale, continuity, and dominance.

Views from State Route 76

SR 76 borders the Project site at its southern edge. SR 76 is a First Priority Scenic Route west of I-15, but has no scenic designation east of I-15, where the Project site is located. The visual character of SR 76 mainly is rural in nature although the road does pass through a few towns and developed areas, including commercial just west of the intersection of SR 76 and I-15. Common visual elements on the land adjacent to SR 76 in the vicinity of the Project site are citrus groves, large ornamental or dense riparian trees, and undeveloped open lots. The southernmost portion of the Project site is visible from SR 76, as illustrated in Typical View 5 (Figure 2.1-3c).

A six-foot high community theme wall would extend along future Horse Ranch Creek Road. This decorative wall would be most visible to travelers along SR 76.

Although not shown along SR 76, shrubs ranging in height from 18 inches (needlegrass) to 24 inches (gazania, lantana, ceanothus) to 10 to 18 feet in height (toyon, sumac, blue-eyed grass) would be planted where space is available between the "road recovery" zone associated with this state route and the sound wall. Sycamore trees would be used as an accent at the intersection of SR 76/Pankey Road. The trees would be placed approximately 50 feet apart, ensuring a 20-foot separation between mature canopies for fire safety. At maturity, the trees would be approximately 30 to 40 feet in height.

A multi-purpose trail would extend parallel to SR 76. The trail would be separated from the roadway by a post-and-rail equestrian fence.

From SR 76, the horizon line created by Rosemary's Mountain in the background would remain a dominant feature behind the Project in views from this area.

A trail staging area and a sewer pump station are proposed immediately east of Pankey Road. The sewer pump station would be located on a 0.2-acre site south of the staging area. The staging area would provide parking for recreational users intending to utilize the region's existing and/or proposed trail network. It would be accessed from Pankey Road and would include an asphalt parking lot, trees and other landscaping, including a landscaped berm to screen lower asphalt portions of the parking area from view from the north, east and south.

This portion of the Proposed Project would be connected via roadways and pedestrian/bicycle paths to the remainder of the Proposed Project. The major roadway that would provide access to the Proposed Project generally would be aligned near the eucalyptus trees visible in the middle-ground of Key View 5, at the foot of Rosemary's Mountain. This roadway, Horse Ranch Creek Road, would be lined with trees and trails, and would include a landscaped median.

This area is visually isolated from the larger Proposed Project by the riparian vegetation associated with Horse Ranch Creek. Streetscape vegetation (including trees, shrubs, and grasses) would be provided between the viewers along SR 76 and Project uses. Pump station and staging area uses proposed for this area would comprise a peripheral, short-term view for passing motorists within a larger setting that includes the surrounding hills and mountains as dominant background elements. Assuming posted speed, vehicular travelers would be moving at 55 mph, which means viewers would be south of these facilities for approximately two seconds and have views toward them for a little more. As noted, however, the pump station structure and staging area parking lot would generally not be visible as they would be recessed into terrain east of Pankey Road, with shielding slopes ranging from 10 to 20 feet in height on the east and south sides. Based on these considerations, a **less than significant impact** to motorists on SR 76 due to Project incompatibility with the existing visual character is identified.

A future San Diego County Third Priority Pathway is identified along approximately 400 feet of SR 76. Although views for pedestrians and bicyclists of the multi-family residential areas would be available for a longer term due to the slower travel speed of these users, the visual effects for pedestrians and bicyclists on this pathway caused by the Proposed Project would be similar to those for motorists along SR 76. This pathway parallels SR 76, a commonly traveled road. In addition, most of the Proposed Project would not be visible to users on this pathway, landscaping would contribute to obscuring ground-level elements such as parking, and the surrounding hills, mountains, and vegetation would remain dominant visual elements for these viewers. The Proposed Project would result in **less than significant impacts** to recreationalists on the proposed SR 76 pathway**.**

Views from Old Highway 395

Most of the Project site is visible from northbound Old Highway 395 north of West Lilac Road, where Old Highway 395 is located west of and roughly parallel to I-15. Refer to Figures 2.1-3b and 2.1-3d, discussed above, for typical views from Old Highway 395. The buildings associated with the Proposed Project would change the expansive views available to motorists from this highway from a primarily open, undeveloped setting to one encompassing suburban development elements. The views available to motorists/vehicular passengers and bicyclists from Old Highway 395 also would encompass residential development currently existing south of the San Luis Rey River, and the Proposed Project would therefore have some level of continuity with existing nearby development. The visual environment in this area is primarily open and rural despite the visible nearby developments, however, and the Proposed Project would result in a major change to the focused visual character of the Project site, bringing denser development north of the river, even though the background horizon would not be altered.

Views toward the Project site also are available from the segment of Old Highway 395 adjacent to I-15 between approximately SR 76 and Tecalote Lane. Available views would include view-obstructing or distracting elements in the foreground (between the viewer and the Proposed Project), such as the entire width of I-15 with a concrete center barrier, vehicles on I-15, chain-link fences, and vegetation. In addition, similar to existing conditions for motorists on I-15 and SR 76, views toward the Project site would be peripheral. The time a motorist would spend looking directly at the Project would be somewhat shortened due to the vehicle's speed and the driver's focus on the road ahead. Vehicular passengers could be more focused on the passing viewscape, but also would be subject to distractions related to roadway elements and visual elements west of the roadway.

While the Proposed Project would change the continuity of the existing, primarily natural views of the site by introducing a primarily built environment onto undeveloped land, Proposed Project changes to views from Old Highway 395 would result in **less than significant impacts** related to incompatibility with existing visual character, for the reasons described for the (closer) I-15 right-of-way, and detailed above.

Views from Other Area Public Roadways

The local area roadways provide motorists and pedestrians with restricted to expansive views into the site, depending on the viewers' location and the activity. West of the Project site, the main east-west routes are SR 76 and Reche Road. Primary north-south roadways are Gird Road (west of the Project site's viewshed) and Wilt Road, which transects the ridgeline at the Project site's western viewshed boundary. Many of the public roads within in this area are two-lane rural collectors used by local residents within the existing low-density residential community. These roads often transition into private roads. Where the Project site is visible, motorists traveling along these roads generally would have very brief views of the Project because trees and shrubs along these roadways frequently confine the travelers' view to the immediate vicinity of the roadway. The curving nature of many of the local roads also results in a frequent shifting of the viewers' focus. The Project site would be visible from areas of higher elevation or from roadways with lesser levels of landscaping/vegetation in the surrounding vicinity. The Proposed Project would result in a less than significant impact to these views resulting from the incompatibility of introduced visual elements due to: the fleeting nature of these views; the developed and diverse character of the foreground views with attendant viewing obstacles including residences and structures, native and irrigated vegetation, and I-15; and Monserate Mountain and Lancaster Mountain east of the Project site, neither of which would be altered, and would continue to provide visually dominant background elements for views from this area.

Specifically with regard to Reche Road, this road terminates at Old Highway 395 approximately one mile north of the Project site. Approximately 0.5 mile of Reche Road is within the Project viewshed. Views from the westernmost end of Reche Road would be similar to views from southbound I-15, as discussed in Key View 3. West of Old Highway 395, motorists traveling east and west on Reche Road may have peripheral views of portions of the Proposed Project, where local vegetation and topography do not block views to the south.

Mission Road is located approximately 1.5 mile north of the northern edge Project site and generally trends east-west. Based on topography alone, approximately 0.5 mile is located within the Project viewshed (although visibility would be extremely low due to distance and intervening vegetation). This portion of Mission Road merges with the northern end of Old Highway 395, just west of I-15, and is aligned north-south. Views from this roadway would be similar to views from southbound I-15, discussed above in Key View 3, but less extensive due to the greater distance.

The hill in the northwestern corner of the project site would block extensive views from Reche Road and Mission Road, and local vegetation and topography would also limit views. The proposed buildings would be located on the lower, flatter portions of the project site, and the upper stories, roofs, and tree canopies of the single-family residential neighborhoods may be visible from this portion of these roads. The slopes surrounding the Proposed Project may also be visible, but would be planted and managed to provide both a fire safety buffer and a visual transition between the ornamental landscaping of the developed portions of the Proposed Project and the native vegetation of the open space areas and surrounding mountains, minimizing the visibility of the manufactured slopes.

Overall, given distance, the intervening topography and the minimizing effect of Project landscaping, where visible and not obscured, changes to views from Reche Road and Mission Road are determined to be **less than significant**.

Views from Area Residences

As noted above, views toward the Project site available from surrounding residences would be stationary and long term.

Project implementation would change portions of the Project property from primarily open, farming or natural land to a suburban pattern of development with roadways, office professional buildings, and residential rooftops dominating Project-specific middle-ground views. Structure density would be substantially greater than residential lots from which the Project would be viewed. These changes would be implemented consistent with Fallbrook Community Plan goals and policies. In addition, the Proposed Project would not modify other view elements integral to the current visual experience, including intervening development between the residential viewer, groves located easterly of the project, or the background natural horizon of the mountains and hills, as described below.

Where Project built elements do result in modification to the property, several attenuating elements come into play. First, as indicated above, Project elements would not affect foreground views—there is measurable distance between the residential viewer and the Project modification. The nearest home (surrounded by grove) is approximately 0.4 mile distant, with the next closest homes being approximately 0.6 and 0.75 mile distant, respectively. These homes are all sited on lower slopes. Homes in the vicinity of the Engel Family Preserve (see below) are approximately one mile from the Proposed Project. Second, the elevation of the existing residential pads would tend to minimize mass and bulk of Proposed Project structures as viewers largely would be looking down upon them rather than directly across or up at the structures. Third, from these higher elevations, Project elements such as the roadway streetscapes, pocket parks, active field park, etc. are all expected to provide greensward elements that would interrupt the "built" effect. Fourth, the tile or concrete roofs of the proposed residential structures would be consistent with the largest intervening use between the viewers and the Project (Pala Mesa Resort, refer to Figure 2.1-12 showing Key View 6). Finally, as alluded to previously, the Proposed Project would affect only a portion of an extensive viewscape, with all changes occurring at the foot of notable topographic forms. No ridgeline elements are proposed, and the natural appearance of the view backing hillsides would remain the same.

Taken overall, therefore, the Proposed Project would introduce built elements into the middle ground of views currently experienced by area residents. The foreground and background (natural horizon) view elements would remain unchanged. Within the middle ground, grassland and riparian habitat would not be developed by Campus Park (but some of this area would be developed by Palomar College, see Section 2.1.4). The scale of built elements would be somewhat minimized by distance, elevation, and associated landscaping. Overall, the Proposed Project changes are identified as a **less than significant impact** to the composition of view elements based on incompatibility.

Views from Public Recreational Facilities, Existing and Planned

No public parks exist within the Project site's viewshed. As described above, however, public trails occur within the project vicinity. Views from these trails to the Project site and potential visual impacts due to the development of the Proposed Project are discussed below.

Monserate Mountain Trail

Monserate Mountain Trail is a San Diego County Priority 1 public hiking trail north and northeast of the Project site. It is located within a preserve owned and maintained by the Fallbrook Land Conservancy. This trail is accessible from the northern extension of Pankey Road, south of Stewart Canyon Road (where the trailhead is marked), and provides access to the slopes and ridge of the Monserate Mountain range. Approximately 750 to 1,100 persons (2 to 3 per day) currently use this trail each year. (Although use rates would be expected to increase following development of the Proposed Project, as well as other area projects, these new users would be experiencing the trail at a point in time in which the presence of the Project would be part of their existing setting.)

Portions of this trail are located on the south and west facing slopes of the mountain foothills that abut and overlook the northern portion of the Project site, which is particularly visible from the trail where it transects the western slopes of the mountain range, roughly paralleling the Project site boundary for approximately 2,000 feet. Figure 2.1-12 (Key View 7) was taken from this trail, at the northeastern corner of the Project site. This key view looks southwestward over the Project site, which can be seen in the middle of the photograph. The south- and west-facing slopes and the natural vegetation that exists within the northern portion of the Project site are visible in the foreground. The grassy areas are visible in the middle ground, and the riparian vegetated creek is visible beyond them. These areas of vegetation create uniform swaths of color within the view. The existing on-site residence is located just right of center in the photograph. I-15, located just west of the property, transects the middle ground of the view, and the hills west of the interstate comprise the background. The experience on the trail, however, is not completely natural. The trail joins a dirt access road to the water tank at the northeast corner of the property and the water tank can be notable.

Cross-section C (Figure 2.1-13) was drawn from a point on this trail directly north of the Project site, through the portion of the Project site north of proposed Baltimore Oriole Road. The cross-section illustrates the steep change in elevation at the northern end of the site beyond the edge of proposed grading.

As is clear from the cross-section and Key View 7, a large portion of the Proposed Project would be visible from this trail. Natural vegetation in the immediate foreground of the photograph would be retained. Single-family houses would be located within the northern portion of the Project development area, with the nearest one approximately 700 feet away from the location of Key View 7. A fire safety buffer would create a transition between the ornamental landscape within the residential development and the natural vegetation on the slopes surrounding the Proposed Project. Because the viewer is standing atop a steep slope at the key view site, some of the northernmost homes would be obscured by topography from this specific location.

Multi-family development, office professional buildings, parks, the Town Center, and the HOA recreation facility south of the single-family houses also would be visible from the trail. Horse Ranch Creek Road would border Project uses to the west (right) and south (behind), and would extend southeastward across the grassy areas visible in Key View 7. Office professional buildings and the active sports complex would be located along this road, west of the single-family houses, and multi-family dwellings would be located to the south. Pankey Place would bisect the property east-west from Pankey Road to Horse Ranch Creek Road. From elevated views such as the Monserate Mountain Trail, it would be discernable as a linear landscaped feature through an otherwise undeveloped portion of the site. In terms of its linear nature it would be similar in the existing roads bisecting the site and would not be unusual. Project landscaping would additionally obscure the road from views from the north. The riparian vegetation visible as a dark green patch in the middle ground of Key View 7 would be retained, as would approximately 85 acres of grassland, which are not a part of the Project parcel (see, however, Cumulative

Projects Palomar College). Although not developed under the Proposed Project, given the orientation of the parcel (linear rather than a block) and the fact that it would be edged by Project developed uses, it is expected that the open space associated with it would be screened by the heights of Project buildings, resulting in a fairly solid developed profile from this viewpoint.

The proposed buildings of this suburban level of proposed development would cover a large extent of the currently undeveloped land, creating new dominant visual elements that would contrast with and change the current predominantly natural and rural setting that makes up the foreground and mid-range view from this trail. The diversity created by the buildings and landscaping would contrast with current foreground views of fairly uniform areas of the undeveloped site. Landscaping and street trees would soften the architecture and shield detailed views of buildings within the Proposed Project but would not lessen the change from an undeveloped to a developed view.

The major changes in scale, diversity, and continuity proposed by the Project to foreground and middle ground elements would change the composition of views available from the Monserate Mountain Trail. The existing built elements that are visible, however, combined with the low number of viewers per annum, continue to render the impact related to changes in visual character from this specific locale **less than significant**.

Engel Family Preserve

The Engel Family Preserve is a 10-acre parcel owned and managed by the Fallbrook Land Conservancy located among the homes west of I-15. A hiking trail within the preserve, along which viewing benches are located, transects east-facing slopes and provides extensive, elevated views of the San Luis Rey River Valley and the I-15 corridor, including the Project site, as illustrated in Key View 6 (Figure 2.1-12). Within this panoramic key view, the Pala Mesa Resort golf course and the buildings associated with the Pala Mesa Resort are visible at the base of the hills that make up the foreground of the photograph. I-15 borders the resort golf course on the east side. The Project site is visible in the middle ground of the photograph, bordered on the west by I-15 and riparian vegetation within Horse Ranch Creek, and on the east by agricultural groves and Monserate Mountain, the related peaks of which provide a dominant visual element within the background of views from this trail.

Proposed single-family houses, multi-family residences, office professional buildings, parks, roads (including Pankey Place, as discussed above), parking lots, and the Town Center all would be visible from this trail, and would constitute a notable change to existing views from the Engel Family Preserve. The roofs of the buildings would be the most visible element of the Proposed Project. Street trees and proposed landscaping would soften building masses and shield views of streets and parking lots, and vegetation on the surrounding hillsides and within Horse Ranch Creek would be preserved. This landscaping would provide some screening of the buildings; however, the scale of the Project, developing most of the undeveloped land visible in the Project site, would result in changes in visual pattern to the otherwise natural and open space views east of I-15 from this viewpoint.

Although the Proposed Project would change the visual character of the Project site to be more developed (and therefore more consistent with development in the foreground of Key View 6) the impact would be less than significant. This would be due to the same reasons as stated for the less than significant changes to existing views from the surrounding private residences described above. In addition, the view illustrated in Key View 6 is experienced by a small number of people (approximately 100 to 160 visitors per annum) due to the relatively hard-to-find location of the trail and small size of the preserve. Although different from the existing setting, the distance from which this middle ground view is observed, the minimization of structure scale due to distance from (and elevation of) the viewer, the retention of diverse vegetative elements, and the continued extreme dominance of the background hills, all combine to result

in a **less than significant impact** for viewers from the Engel Family Preserve for the issue of view composition.

San Luis Rey River Trail

A future San Diego County Third Priority Trail is identified north of the San Luis Rey River in the vicinity of the Project site. Portions of this trail potentially would have views of the southernmost portion of the Project site. Key View 8 (Figure 2.1-14) illustrates a view looking north from the approximate location of this trail, near Shearer Crossing and the southern terminus of Pankey Road south of SR 76. The portion of the Project site located immediately north of SR 76 is represented in the middle ground of the photograph, next to dense vegetation associated with Horse Ranch Creek and beyond a recently mowed, empty lot in the foreground. The empty lot in the foreground borders the Project site on the south. Nearby groves are visible at the right edge of the photograph. Surrounding hillsides to the north, east (right), and west (left) of the Project site make up the background of the photograph. Power lines and poles provide notable, non-natural elements in this view. Some of these exist on the Project site or bordering SR 76. The closest utility lines in the view exist on the undeveloped lot from which the photograph was taken. SR 76 is located north of the trail and south of the Project site, and is represented in Key View 8 only by street signs.

The portion of the Proposed Project that potentially would be most visible from this trail would be the pump station and trail staging area east of Pankey Road. Both of these facilities would be sited downslope of grade, however, and the recessed slopes would be vegetated. The distance of the viewer from the area combined with the small size of the pump station structure, and ground-level nature of the parking lot, would shield visibility to the site from this southerly trail. The surrounding landforms would continue to provide a background to views from this point. As a result of these considerations, the proposed changes would result in a **less than significant** change in the composition of views from this future trail location.

Effects of Illumination/Lighting

The currently open and primarily undeveloped character of the Project site results in a nighttime setting with only light from the one existing residence visible on site. Lighting associated with existing residential and commercial uses, as well as I-15 and other area roads, exists off site.

Development of the Proposed Project would introduce lighting sources into the valley for safety and aesthetic reasons. The new lighting would include indoor lights; safety and accent lights within private residential lots; street lights; pedestrian pathway lighting; parking lot lighting in both multi-family areas and among non-residential uses; and accent lighting on signs and within Project landscape areas; and pathway/parking lot lighting as necessary. Each light would include louvers and shields to prevent glare and light spill onto neighboring properties, roadways, and adjacent open space, as discussed below under Guideline No. 4.

Due to the scale of the Proposed Project and the inclusion of lighting into all portions of the Proposed Project (except the preserved open space areas), the resulting new night lighting could become a noticeable element in the nighttime views of the valley east of I-15. This lighting would contrast with existing conditions, although its effects would be lessened as landscaping became mature (higher than), and obscures light sources. A number of elements, however, contribute to rendering potential change to existing composition related to nighttime lighting **less than significant**. These include: (1) the undevelopable open space on site; (2) the required shielding assumed as part of Project design (and in compliance with County ordinance); (3) the use of low-sodium lights along Project roadways and in Project parking lots; (4) the amount of light currently associated with I-15 and existing residential uses; as

well as (5) the nighttime "black space" that would remain due to the undeveloped nature of the hills located easterly of the Proposed Project.

Off-site Project Elements

The Proposed Project proposes the construction of two on-site Circulation Element roadways to off-site connections. Horse Ranch Creek Road, the proposed main community access road, would diverge from the eastern Property boundary and would be aligned southeast of the Project site. It would join SR 76 approximately 0.25 mile away from the southeastern corner of the Project site. Most of the neighboring property through which this road would be aligned is currently undeveloped. One private residence is located along the current alignment of SR 76, and is accessed via an unpaved road. The southerly extension of Horse Ranch Creek Road would overlap most of this existing dirt road, and although it would not disturb the residence, it would overlay part of the property's landscaping. The extended road would meet SR 76 at its anticipated southerly alignment, cutting through existing citrus groves located south of the Project site and SR 76.

The proposed Horse Ranch Creek Road generally would follow the alignments of existing dirt roads (and was realigned to avoid riparian habitat as part of the Proposed Project). The extended roadway, however, would remove existing dense vegetation at the existing residence and among the citrus grove, include associated lighting, and be wider than the existing dirt roads. For these reasons, Horse Ranch Creek Road would be more visible to motorists on SR 76 (and the non-vehicular travelers along the SR 76 pathway) than the current roads. This portion of SR 76 is not a scenic highway, however, and the larger visual landscape surrounding the roadway would not be disturbed. (The reader is referred to the discussion of Incompatible Change in the Composition of the Visual Environment [Guideline No. 1], above, for information regarding general visibility and potential Project effects.) In addition, roadway landscaping would be required as part of Project design. The design incorporates trees and shrubs as detailed on Table 1-6, Community Entry Road Landscape Acceptable Plant Species, with drought tolerant and native species that visually reference both native and historic inland planting schemes in the County. The proposed off-site extension of Horse Ranch Creek Road, therefore, would result in a **less than significant impact**.

Pala Mesa Drive would be extended from its terminus at Old Highway 395 west of the Project site and I-15 via the currently unused overcrossing at I-15, eastward across undeveloped property west of the Project site to connect to an extended section of Pankey Road, which extends northward from SR 76. By making use of an existing overcrossing, the proposed alignment would not introduce any new elements into the view along the I-15 corridor at that point; additionally, the easternmost portion of Pala Mesa Drive would be minimally visible from northbound I-15. Similarly, by making use of an existing intersection at SR 76, views from this roadway would be minimally altered. Therefore, this extension of this roadway would result in a **less than significant impact**.

The series of off-site intersection improvements proposed as part of Project design or mitigation (refer to Section 1.1.3 of Chapter 1.0) would all occur on existing roadways. These proposed improvements are generally focused in extent, consisting of installation of a signal and/or addition of intersection-specific turn lanes. The isolated and primarily ground-level elevation of these improvements would result in **less than significant impacts** to the current viewers' visual experience.

The loop north- and southbound on-ramps proposed at the I-15/Pala Road interchange is not so restricted in size and also would have increased visibility. These ramps would be seen by up travelers on Pala Road and I-15, and would be visible to viewers located on hillsides west of I-15, and from nearby Old Highway 395. Some of the mature trees within in this area would be removed to accommodate the new on-ramps. The existing diamond ramps and most of the trees in the interchange area would remain, and the proposed

loop ramps would not contrast with the existing visual environment of the interchange area. Therefore, despite the high traffic volume, the new ramps would result in a **less than significant impact**.

A water line is proposed within Pala Mesa Drive/Pankey Road. This line would be installed below grade and would not be visible, nor would it require the removal of trees or highly visible vegetation. Short-term visual impacts related to the construction of the pipeline would result in **less than significant impacts**.

Views to On-site Sound Walls

As detailed in the 2009 (as amended) Project Acoustical Assessment Report for Campus Park (Appendix E), assessment of I-15 and future on-site traffic noise was completed for the Project. Based on this assessment, potential noise attenuation barriers would be required in several locations to mitigate for noise levels resulting from proposed roadways, as shown in Figure 3.1-10, Locations of Noise Attenuation Barriers. Barriers would range from 9 to 10 feet in height adjacent to single- and multi-family residential uses. Barriers of this height and extent (see Figure 3.1-10) are not common elements within this portion of the County, as they are generally associated with larger urban/suburban uses rather than the single-family large-lot residences predominant in this area. Project noise attenuation walls would be located either at the edge of buildings pads where the pads are above street level, or closer to the edge of the right-of-way if the pad is located at or below the street level.

With the exception of the noise attenuation walls proposed for the multi-family housing development areas, barriers would be located off the primary Project roadways and generally east of other Project uses, such as the single-family housing located east of the office professional development and the PA R-1 multi-family development located east of the Town Center. Noise attenuation walls would be screened by the intervening uses and landscaping from vehicular or pedestrian viewers along Horse Ranch Creek Road and other points westerly.

Some sound barriers also would include berming, which would reduce the need for higher walls. For the multi-family development located at the intersection of Horse Ranch Creek Road and Harvest Glen Lane (MF-2), a six- to eight-foot-high wall would be sited on a berm two to four feet in height. A six-foot high community theme wall provided for privacy along Horse Ranch Creek Road would be sited on a two-foot berm. As discussed above, Project-proposed slope and berm revegetation includes shrubs and groundcover for erosion control, as well as fairly extensive streetscape planting. Project-proposed landscaping would additionally screen some of these walls, where the pedestrian/equestrian path and related shrubs and trees would intervene between the roadway viewer and potential walls.

Additional vegetation, such as vines that would attach to the walls pursuant to the landscape plan and medium-height shrubs planted on the slopes below or in front of the walls, where possible, would ensure that the visual appearance of the walls from Horse Ranch Creek Road is mitigated by screening the walls and helping them blend into the Proposed Project. Following installation and establishment, these areas would require long-term maintenance in order to ensure that the beneficial screening continues. This maintenance is committed to as part of Project design, and would be sustained through the HOA. (Without this long-term maintenance, visual effects would be adverse and significant.) These design elements would combine to reduce adverse impacts to on-site views of these walls to less than significant levels.

For off-site viewers, the location of these walls within (and generally behind) the larger seen development area, the distance from the viewers, the incorporation of the extensive streetscape landscaping, and the Project-required wall-specific screening vegetation, all would combine to eliminate the ability to identify

the sound walls as specific elements from the seen view. A **less than significant impact** related to view composition for Project-required sound walls is identified.

Short-term Construction-related Visual Effects

While exact details of Project phasing ultimately would be driven by market conditions, it is currently anticipated that the Proposed Project would be graded in two overall south/north phases, with the various structures associated with the development constructed in multiple product stages. The southern two-thirds of the Project site (south of Pala Mesa Heights Drive) would be in the first phase. Construction in the northern portion of the Project site would follow. The initial phase of Project development also would include utilities services extensions and off-site road improvements. In terms of product phasing, single-family residential areas south of Pala Mesa Heights Drive would be included in a first product stage. Multi-family residential areas in the central portion of the Project site would be constructed in a second stage. More residential units, the sports complex, and one HOA park site would be developed in third and fourth stages. The office professional buildings would be developed in the fifth phase. The development of the Town Center in the central portion of the Project site would comprise the final stage of the development.

Visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements, including raw soil, newly cut or filled slopes, construction period fencing, construction equipment, and construction materials stockpiling and storage. If new Project residents or noise-sensitive species are present during construction within specified distances (see Subchapters 3.1 and 3.3 of this EIR), temporary sound barriers may be erected between the source of the construction noise and the sensitive receptor. These barriers would be temporary in nature as the specific locale of construction activities would move over the entire site, and would only be located in one specific area for a limited period of time. Some or all of these elements would be visible from each key view location discussed above, including the views from a scenic highway (I-15), the Monserate Mountain Trail, and a future County Priority 1 recreational trail (along the San Luis Rey River).

With the exception of the mass grading – which would be hydro-seeded to minimize erosion as well as visibility of the graded area – phasing of the construction activities would restrict the amount of site under active build at any one time. Landscaping, installed subsequent to each construction phase, would help lessen adverse visual effects of grading activities and building construction. Nonetheless, though the development phases may overlap slightly, construction of the Proposed Project currently is anticipated to occur over approximately five-to-six years (the timeframe could extend based on constraints such as market conditions). Construction activities would disrupt the existing visual character of the Project site during this time.

Landscaping, installed subsequent to each construction phase, would reduce the adverse visual effects of grading activities and building construction. Following Project construction and sale, lighting effects would result in increased glow over existing conditions. While street trees and internal landscaping, when mature, would help buffer the homes from views of the Proposed Project from off-site areas, softening sharp edges, visually unifying the Project, and diminishing Project lighting and glare, this would not be the case in the short term. While "temporary" in nature and addressed through Project design landscaping over the long term, the time frame of these construction-period visual impacts and their effect on overall view composition would result in a **significant impact**. (**Impact AE-1**)

Degrade the Quality of an Identified Visual Resource (Guideline No. 2)

There are no ridgelines or public parks on the Project site. The property does contain steep slopes and undisturbed native vegetation including riparian trees and vegetation associated with Horse Ranch Creek. Steep slopes (i.e., natural slopes with a 25 percent or greater slope gradient and with a 50-foot rise in elevation) are located in the northern area of the Project site on the hillside near the northwestern portion of the property and on the hillsides rising northward and eastward toward the mountains; refer to Figure 2.1-1 of this subchapter. Although the Project was exempted from compliance with the RPO in 2004, as noted above, visual effects of steep slope impacts are reviewed here in accordance with the Hillside Review Policy.

No grading would occur to steep slopes located on the west or north sides of the property. Some portions of steep slopes on the eastern side of the property would be altered by a Project roadway. On site, an incursion of 800 linear feet, with a vertical maximum height of 45 feet on the east side of a cul-de-sac (Song Sparrow Drive) would be visible to individuals accessing 16 homes on the west side of the cul-de-sac. Song Sparrow Drive south of Baltimore Oriole Road would provide access to the houses along this easternmost edge of the Project site. The road would be located approximately 35 feet above the neighboring house pads on the west, and would result in the modification of roughly 800 linear feet of slopes just east of the Project site as well as emergency access to off-site (future Meadowood) houses. The resulting slope would be a maximum of 65 feet higher than the roadway. The modification of this small area of steep slope in an area dominated by the notable forms of Monserate, Rosemary's and Lancaster Mountains would not substantially degrade the visual quality of that resource. The physical constraints associated with the steep slopes would remain, and their overall visual importance would not be diminished by this focused encroachment. Revegetation for slope stabilization would provide both erosion/water quality and aesthetic benefits. This is consistent with the Hillside Policy goal of preserving natural terrain to the extent possible while still providing home sites.

As described previously, the native vegetation on site includes riparian vegetation in the southern third of the site, grasslands in the central third of the site, and a variety of native vegetation including Diegan coastal sage scrub among the hills and canyons of the northern third of the site. Large sycamore and oak trees and a wide swath of riparian vegetation grow near Horse Ranch Creek, covering nearly the entire width of the Project site in the southern third of the property.

The grassy area mainly consists of low-growing vegetation on flat ground or low hills. North of Pala Mesa Heights Drive the topography and vegetation are more varied, with oak trees and large shrubs growing in the canyons and scattered stands of eucalyptus growing near the current residence and former home sites. The hills in this northern portion of the site mainly are covered with low-growing shrubs or grasses. Native vegetation consisting of dense, shrubby vegetation similar to that found in the surrounding hills grows on the higher elevations, near the property boundaries.

Much of the native vegetation on site would be preserved within dedicated open space lots. A biological open space lot in the southern portion of the Project site would protect most of the existing riparian vegetation including almost all of the contiguous riparian area along the western project boundary (visible as a dark-green mass on the aerial photograph in Figure 2.1-2). This area includes valuable southern riparian forest, as well as freshwater marsh. Approximately 101.7 acres of open space preserve would be provided in PAs OS-2 and OS-4 in the southern portion of the Project, permanently protecting this habitat and retaining visual effect provided by the large swath of greenery. The Project detention basin would be surrounded by a berm which would be planted with the Riparian Transition Zone palette detailed on Table 1-4. Containing trees, shrubs and groundcovers, this palette contains species appropriate to transition to the natural riparian habitat as well as conceal the landform modification and any related fencing associated with this facility.

Most of the on-site central non-native grasslands would be eliminated, but this habitat is disturbed and is not considered an identified visual resource. Of the approximately 130 acres of undisturbed Diegan coastal sage scrub habitat, 87.3 acres, or 67 percent, would be preserved within permanent open space lots. The area of disturbance in this habitat would be on the lower, less visible portions of the hills, while the native vegetation on upper slope areas would remain intact.

Horse Ranch Creek flows in a human-made earthen channel adjacent to I-15. In the southern Project area (on site), the creek is not contained within a channel, but rather sheet-flows within the riparian habitat area. Horse Ranch Creek is a major drainage, but surface waters do not constitute a visible resource element. (Refer, however, to the paragraph above for discussion of the import of associated vegetation.)

Because (1) a very small area of steep slope lands within a less visible area at the toe of slope would be disturbed, (2) a majority of native vegetation would be preserved within open space lots including the more visible area on the hillsides, and (3) surface waters and major drainages would not be visually degraded, **less than significant impacts** would occur to identified visual resources.

Change the Visual Environment of a Designated Scenic Highway, Scenic Vista, or the I-15 Corridor Subregional Plan Area (Guideline No. 3)

As mentioned above, portions of the Project site are visible from I-15, a County designated Third Priority Scenic Highway and a State "Eligible" Scenic Highway. General viewshed analysis with regard to Project impacts to existing views was addressed under Guideline No. 1. Specifically with regard to impacts to the viewshed of a scenic highway, it is relevant and necessary to evaluate the conformity of the Proposed Project with approved design guidelines. These guidelines were created to guide the anticipated growth and development of land within the I-15 corridor and Fallbrook community in such a way as to maintain the scenic eligibility of the roadway as well as visual elements identified as important to the maintenance of community character. They therefore provide appropriate standards against which to evaluate the potential effect of the Proposed Project for these issues.

Each of the Planning Standards of the Fallbrook Community Plan/I-15 Corridor Subregional Plan and Fallbrook Design Guidelines relating to site planning; walls, fences and berms; landform; parking and circulation; lighting; landscaping; non-motorized circulation; building equipment and services; architecture; and signage are cited, and conformity is addressed, in Table 2 of Appendix B.

The overall scale of the proposed development would be compatible with existing and planned development within the I-15 Corridor Subregional Plan area. Higher intensity development would occur within the Town Center area. Lower density residential development would be located in the northern area to transition to open space. Steep slopes on the property mainly occur in the northern and eastern portion of the Project site, in the Monserate Mountain foothills. Most of the Proposed Project buildings would be located in flatter portions of the Project site, in order to preserve steep slopes and rock outcrops. Isolated cuts into steep slopes at the eastern extent of the Project would occur. These locales would not be highly visible from area roadways or neighboring communities due to distance, relatively small size and intervening elements; although they may be visible from closer existing and proposed trails. The edges of graded slopes would be softened through the use of contour grading techniques, and the slopes would be planted with a native and locally appropriate palette that would provide a visual transition from the developed portions of the Proposed Project to the existing native plant communities surrounding the Project site, and therefore would not be highly visible in the long-term.

Overall, approximately 189.4 acres of existing vegetation (46 percent or more of the Project site) would be preserved on site, including the Horse Ranch Creek riparian corridor, steep slope areas in the northern

portion of the property, and approximately half of the oak woodlands. Although some mature trees would be removed in portions of the Project site, the Project's comprehensive landscape plan includes extensive planting of trees along roadways and within the development areas, which ultimately would result in an increase in the number of mature trees on the site relative to the current condition.

Multi-family residential buildings would be designed and positioned to create courtyards and common areas connected by landscaped walkways. Although some Town Center commercial buildings would be up to 40 feet in height, including roof heights and architectural projections, pedestrian-scale design elements, per the Specific Plan for the Proposed Project, would be included to minimize the buildings' visual scale and mass. Proposed architecture would include "village style" features such as porches, columns, arcades, retail window displays, overhangs, seating areas, and shade trees, as appropriate to the building use, thereby visually reducing structural scale of the buildings. Continuity between buildings would be provided through the use of common material and landscaping. Signs within the Proposed Project would be designed to provide direction without being visually dominant. Styles, materials, and colors of signs would reflect the Proposed Project's architecture.

County community design guidelines discourage the use of large areas of glass. The Proposed Project would restrict use of expanses of glass to the office-professional buildings. These structures generally would consist of non-glare glass façades accented by two-by-two stone (or stone-like) tiles. The proposed glass material would be non-reflective and therefore would not attract a viewer's eye due to reflection/glare, or otherwise be visually intrusive. Additionally, the north and west elevations of the buildings that face I-15 and generally would have the highest visibility to westerly viewers would include more stone-tile detailing than the internally facing façades (the reader is referred to Figures 1-12a and 12b). Because: (1) of the restriction of glass to only one type of building (office professional), in itself restricted to the northern extent of the project area and comprising a relatively small portion of the overall development footprint; (2) the use of non-reflective glass where it is used, and (3) the incorporation of stone elements (encouraged in the guidelines); no significant adverse aesthetic impact is identified. The reader also is referred to discussion of this topic in Subchapter 4.1, Section 4.1.5, Land Use and Planning.

The Proposed Project would provide walkways, bike and equestrian paths, as well as landscaping and human-scale architectural elements to encourage pedestrian connections between homes, businesses, retail areas, parks, and trails. All streetscapes along the major Project roadways would include parkways landscaped with trees and flowering shrubs, as well as sidewalks and/or trails. Landscaping adjacent to roadways and within parking lots would minimize the visual impact of the proposed hardscape. Off-street parking, service/loading, storage and other utilitarian areas would be screened from public view by buildings, walls, and/or landscaping. Proposed Project landscaping has been designed to reflect a rural atmosphere and provide transitions between the Proposed Project and the adjacent native landscape, and between the Proposed Project and groves located on adjacent properties.

Community theme and entry walls would incorporate stone or high quality faux stone (manufactured stone appearing to be "real") design elements. No noise attenuation walls would exceed 10 feet in height. Taller walls (e.g., between 8 and 10 feet in height) would be constructed using a variety of techniques, such as berms where feasible, to minimize the visual impact of a solid wall. Post and rail fences would edge roadways and trails where equestrian uses are permitted. Black or dark green coated chain link fence would be used, between the landscaped setback and the preserved open space, where it would be screened by the proposed streetscape.

The Proposed Project lighting plan's standards provide for lighting at an appropriate scale and intensity for each proposed land use and require directional lighting and shielding to avoid spillover into residential areas, neighboring properties, adjacent roadways, or open space areas, and to minimize illumination into the night sky.

In conclusion, while Proposed Project elements would result in visible change to the visual environment east of I-15, Project design elements would conform to the community planning guidelines set forth in the Fallbrook Community Plan and Fallbrook Design Guidelines, as detailed in Table 2 of Appendix B, particularly with regard to site planning; walls, fences and berms; landform; parking and circulation; lighting; non-motorized circulation; building equipment and services; architecture; and signage. In doing so, the Proposed Project also would comply with design guidelines set forth by the I-15 Corridor Subregional Plan. The Proposed Project's conformance to the guidelines would ensure a **less than significant impact**.

Outdoor Light Fixtures and Conformance to the San Diego County Light Pollution Code (Guideline No. 4)

The Proposed Project would include a lighting plan that would conform to the San Diego Light Pollution Code (Sections 59.108-59.110). Low-pressure sodium lights would be used for street lights and parking lot lighting. Lights would be shielded to prevent glare onto neighboring roadways and adjacent open space, and would be restricted to 4,050 lumens in conformance with the LPC Zone B requirements. Therefore, the Proposed Project would result in less than significant visual impacts to dark skies/Palomar observatory. As discussed in Subchapter 4.2, Section 4.2.1 of this EIR, adverse effects for this issue were found to be less than significant during staff preparation of the Project Initial Study. A **less than significant impact** is identified, pursuant to Guideline No. 4.

Highly Reflective Building Materials Visible Along Roadways, Pedestrian Walkways, or in the Line of Sight of Adjacent Properties (Guideline No. 5)

The exterior surfaces of buildings within the Proposed Project generally would be covered in stucco or concrete, and may include stone architectural accents. Within the non-residential portions of the Proposed Project, the main color of all buildings would be earth tones with limited use of accent bolder/brighter colors. Within the office professional areas, steel-frame construction with glass exterior materials would be allowed; glass would not, however, exceed 70 percent of the exterior of any single building, and would not be reflective in nature. Office professional building heights would be limited to 35 feet and there would be no expansive areas of reflective materials.

Screening planting is specifically required, and would contribute to visual buffering of the office professional uses from the I-15 corridor. Vegetation within the Proposed Project, particularly street trees, would not only soften architectural masses, but also would block some of the potential glare from roadways, pedestrian walkways, and neighboring properties. Therefore, the Proposed Project would result in **less than significant impacts** due to the glare from highly reflective building materials, pursuant to Guideline No. 5.

2.1.4 Cumulative Impact Analysis

As noted in CEQA Guidelines Definitions and Section 15130, cumulative impacts are those resulting from a combination of two or more individual effects, either within a single project or from a combination of multiple projects. Projects contributing to regionally cumulative visual effects (including the Proposed Project) in the evaluated area include those within the above-described Project viewshed. This encompasses the area within which the viewer is most likely to observe both the Project and surrounding community uses. Although these projects are all within the Project viewshed, not all would be visible at any one time or from one point due to local topography, vegetation, and intervening structures and land uses. As shown on Table 2.1-1, Projects in the Campus Park Cumulative Viewshed, and Figure 2.1-15, Visual Resources Cumulative Projects, the projects within the viewshed include approximately 34

development projects. Ranging in size from 1 to a possible 886 dwelling units, implementation of all of these cumulative projects would result in the development of more than 1,650 residences, as well as commercial and retail businesses, civic uses, a college campus, hotels, offices, parks, a wastewater treatment plant and a potential elementary school within the I-15 corridor in addition to the Proposed Project.

A number of the cumulative projects would subdivide existing private lots for the purpose of building one to seven new single-family residences (Nos. 8, 9, 10, 13, 16, 17, 20, 21, 24, 47, 48, 52, 75, 81, 82, 91, and 92). These proposed minor subdivisions are generally located west of the Proposed Project, within the existing neighborhoods on the east-facing slope of the hills west of I-15; one is north of the Proposed Project (No. 17). Additionally, one of the cumulative projects, located north of SR 76 and west of I-15, involves development of a single-unit home (No. 82); one other would create two residential/ agricultural lots (No. 9). The proposed minor subdivisions and the single-family residences would result in the construction of approximately 73 new single-family houses within the Project viewshed. Visual changes associated with these cumulative projects would be minor; these proposed structures would be located within existing neighborhoods and generally at higher elevations than the Proposed Project. They would be consistent with the surrounding individual residences in terms of use and lot sizing. With anticipated residence-specific ornamental landscaping, these would visually blend with similar surrounding uses and would result in cumulatively **less than significant impacts**.

Several of the cumulative projects consist of 10 to 51 single-family residential developments (Nos. 4, 6, 18, 33, 49, and 60). These proposed cumulative projects would result in the construction of 123 single-family residences. Most of these single-family residential projects are located west of the Proposed Project on the east-facing slope of the hills west of I-15. One single-family residential cumulative project (No. 6) is located north of the Proposed Project, east of I-15 near Stewart Canyon Road. The two larger single-family residential projects are located near the edge of the viewshed. Although several would be converting areas that currently are used for agriculture (e.g., groves), the majority would create large lots with characteristics similar to the existing residential development in the area. Most of the cumulative projects are at higher elevations than the Proposed Project and include landscaping, and therefore would visually blend in with surrounding uses.

One multi-family development (No. 29) west of I-15 and the Proposed Project would create 39 condominium units near the existing Pala Mesa Resort. Although visual effects associated with these units are potentially significant due to community character conflicts, they would not be highly visible in conjunction with the Proposed Project due to screening provided by existing mature trees at the Pala Mesa Resort, the I-15 concrete center barrier, vehicles on I-15, chain-link fences, and vegetation. One proposed project would consist of expansion of the existing facilities at the Pala Mesa Resort and the addition of new hotel rooms (No. 11). Visual elements of Pala Mesa Resort, located directly west of I-15 from the Project site, consist of a golf course, low-rise resort facilities, and low-rise residential buildings. The resort is currently surrounded by ornamental landscaping; the additions also would include landscaping. The addition of new resort rooms and more landscaped acreage would not result in major visual changes to the viewshed. Much of the proposed development would not be visible from scenic highways, recreational trails, or area residences. Therefore, the changes proposed by this cumulative project would result in **less than significant impacts**.

Another cumulative project would consist of additional units at a bed and breakfast north of the Proposed Project (No. 7). The existing facility is located at a relatively low elevation within the viewshed, and would not be highly visible in conjunction with the Proposed Project. The expansion of this bed and breakfast would not result in major visual changes to the viewshed. Therefore, the changes proposed by this cumulative project would result in **less than significant impacts**.

The addition of commercial buildings to an existing commercial site (No. 90) on Old Highway 395 just northwest of the intersection of I-15 and SR 76 similarly would not result in major visual changes within

the viewshed. The visual elements of the area within which these new buildings would be developed currently include a "grocery store," parking lots, a service station, and a take-out restaurant. The additional five buildings proposed by this cumulative project would result in **less than significant impacts**. Additionally, views toward the Project site are restricted from this location due to intervening topography and vegetation, as shown in TV 6, Figure 2.1-3c, discussed above.

One cumulative project relates to the exploration of pipeline and water storage options (No. 28). This project would not create visible changes to the viewshed.

Four of the largest proposed cumulative projects are described below. Three of these, Meadowood (No. 1), Campus Park West (No. 2), and Palomar College (No. 26), would be located on property immediately abutting the Project site. One proposed development, Pala Mesa Highlands (No. 3), would be located west of I-15 and north of SR 76. Altogether, these four cumulative projects would develop a projected minimum of 647 single-family houses, 1,130 multi-family residences, commercial uses, hotel, offices, parks, a college site, and a potential elementary school. These projects are discussed in more detail in the Visual Impact Analysis (Appendix B, Section 3.3.3).

These four projects and the Proposed Project would be visible from area roadways and recreational trails. Refer to the key views and photographs discussed above and in particular Key Views 2 and 4 (Figures 2.1-8 and 2.1-11). The groves visible in these photographs at the base of Rosemary's Mountain are located on the Meadowood Project site. A large portion of the Meadowood project would be visible from this viewpoint and within views from other points along southbound I-15, as would the Campus Park West project. Palomar College would be located in the foreground of the Key Views from I-15, between the viewer and the Project site. The Palomar College master plan locates the buildings in the center of the site with parking lots and fields on the north and south ends. The master plan includes landscaping within parking lots, surrounding buildings, and along streets. Trees would be planted along the western edge of the site, abutting the I-15 right-of-way. The Campus Park West project would introduce residential and other buildings into the area. These projects, containing visual elements similar to the Campus Park Proposed Project, would each introduce suburban elements into a currently open view of grasslands and orchards.

Campus Park and surrounding proposed projects would be visible along several miles of I-15. Figure 2.1-16, Cumulative View, illustrates views from the southernmost point in the Project's viewshed, along northbound I-15, just north of the Lilac Road over-crossing. The Project site is visible in the middle ground of the photograph, surrounded by hills and peaks, including Monserate Mountain to the right (east) of the Project site. Single-family houses south of the San Luis Rey River are visible to the right of the interstate. The existing groves on the Meadowood site are visible at the foot of Rosemary's Mountain just above the red-roofed houses to the right of the interstate in the photograph. The Palomar College site is tucked between the Project site and I-15. The cumulative project sites west of I-15 also are visible; however, the Campus Park West Project site is blocked from view at this point on northbound I-15 due to its location behind the small hill visible in the center of the photograph. Each of these four proposed cumulative projects and the Campus Park project would introduce a large number of buildings and suburban elements into areas that are currently undeveloped and/or used for agriculture. The College would introduce large-scale buildings and parking areas into a locale abutting I-15. Meadowood would remove groves currently providing irrigated agricultural visual elements on steep slopes of the westward facing eastern hills. While some development currently is visible within the valley and the I-15 corridor's viewshed east of the freeway (e.g., the housing development south of the river), the projects would combine to create a major change in visual character.

Overall, the visual environment of the I-15 corridor viewshed in this area would be adversely affected by the major change in composition introduced by the cumulative projects that would be incompatible with the existing visual character of the area and be visible from a designated scenic highway. Therefore, the cumulative visual effect would be a **significant impact**. (**Impact AE-2**)

Views to the Project site and surrounding area from recreational trails also would be affected. Portions of the cumulative projects in this area (in particular, landscaping associated with the Proposed Project and developed uses/landscaping associated with proposed Campus Park West) would be visible from the proposed San Luis Rey River trail. Some or all of the four largest proposed cumulative projects and the Project site would be visible from the Monserate Mountain Trail, and the Engel Family Preserve, both of which have extensive overviews of the project area from higher elevations. Refer to the key views from these trails, discussed above, and in particular, Key View 6 (Figure 2.1-13), taken from the Engel Family Preserve. Within this view, the Meadowood site groves located on the slopes of Monserate Mountain to the east of the Project site are dominant visual elements. The Palomar College site is located closer to the viewer than the Project site, between the Project site and I-15. Additionally, the northern portion of the Campus Park West project site is visible at the right edge of the photograph, next to I-15. The Proposed Project would comprise a major element within the view from the Engel Family Preserve and from the Monserate Mountain Trail. The proposed cumulative projects would create the same type of development in the surrounding area, extending the suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots. The overall effect would result in physical changes that would degrade the open, undeveloped views from these trails, creating a **significant impact**. (**Impact AE-3**)

2.1.5 Significance Prior to Mitigation

The following significant impacts related to aesthetics would occur with Project implementation:

Impact AE-1 The proposed construction would cause the site character to temporarily conflict with the surrounding characteristics. While this impact is temporary, short-term adverse visual impacts would be significant.

Impact AE-2 The visual environment of the I-15 corridor viewshed in the Project area would be affected by the change in composition introduced by the cumulative projects that would be incompatible with the prior visual character of the area.

Impact AE-3 The cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with less open space is considered significant.

2.1.6 Mitigation

The Proposed Project has been designed to include a number of important elements that serve to avoid a majority of the potential significant impacts to visual resources. Project design features such as landscaping, building setbacks, and architectural details all would help to reduce the visual impacts created by the Proposed Project by screening parking lots, buildings, and lighting at Project buildout. The extensive streetscapes also play a primary role in reducing the potential for views to Project elements from viewers located west of the Project.

With regard to construction-period effects, with the exception of mass grading (hydroseeded to minimize erosion as well as visibility of the graded area), phasing of the construction activities would restrict the amount of site under active build at any one time. Landscaping, installed subsequent to each construction phase, also would help minimize visual effects of grading activities and building construction. Nonetheless, incompatible changes to the existing visual character due to construction-period effects related to vegetation removal and the introduction of built elements into a rural setting, as well as night-lighting, would degrade the quality of views from the surrounding areas in the short term. Similarly, implementation of Campus Park in combination with cumulative projects would result in significant cumulative impacts related to overall changes in view composition from surrounding areas, including area trails. No mitigation beyond Project design features already incorporated is available for these impacts.

2.1.7 Conclusion

The Proposed Project generally would not significantly change the composition of the visual environment in terms of dominance, scale, diversity, and continuity (Guideline No. 1); would not result in physical changes that would substantially degrade the quality of an identified visual resource (Guideline No. 2); and would not result in physical changes adversely affecting the viewshed of a scenic highway (Guideline No. 3). All outdoor light fixtures would conform to the LPC (Guideline No. 4), and no highly reflective building materials visible from I-15 would be installed (Guideline No. 5). Beyond design elements described in detail above, the Project would meet all applicable policies and be consistent with planning documents that relate to the above issues.

Short-term visible construction activities would contrast with existing conditions due to removal of existing vegetation and the introduction of new, visually dominant elements; including raw soil, newly cut or filled slopes, construction-period fencing, construction equipment, potential construction-period sound barriers, and construction materials stockpiling and storage. While temporary in nature and addressed through Project design landscaping over the long-term, short-term adverse visual impacts would be significant. (Guidelines No. 1 and 3; Impact AE-1)

The proposed Campus Park Project and the surrounding proposed projects assessed for cumulative effects would be visible from I-15 (a scenic highway) and area roadways and trails. The scale of neighboring proposed projects and the significant visual impacts assessed for the proposed Campus Park Project would create major physical changes in the composition of the visual environment that would be inconsistent with the existing visual character of the area. Though additional development in this area has been projected and planned for (see the Fallbrook Community Plan and 1983 Hewlett-Packard Specific Plan), the character of this valley would visibly change with implementation of these projects, and the cumulative visual impacts would be significant. (Guidelines No. 1 and 3; Impact AE-2) Additionally, the proposed cumulative projects would extend suburban elements into surrounding hillsides and adjacent undeveloped/agricultural lots visible from the Monserate Mountain and Engel Family Preserve trails. The overall effect would result in cumulative physical changes that would degrade the open, undeveloped views from these trails, thereby creating a long-term significant visual impact. (Guideline No. 1; Impact AE-3)

Several project design features such as landscaping, building setbacks, and architectural details would help to reduce the visual impacts created by the Proposed Project (and adjacent projects) by screening parking lots, buildings, and lighting. These features would not affect the dominance of the cumulative projects due to their scale, however, and therefore would not reduce the Project contribution to cumulative visual impacts to less than significant levels. These effects remain unmitigable and long-term for Impacts AE-2 and 3. The Proposed Project construction-period impact (Impact AE-1) would be eliminated with landscaping maturity, and would be substantially lessened within five-to-seven years after planting.

Overall, any Project alternative that includes structures would contribute to changes planned to the open, undeveloped views from I-15 and from the trails. These projected cumulative impacts also would result whether or not the Proposed Project is built based on anticipated implementation of the Palomar College campus and future Campus Park West and Meadowood projects. Nonetheless, a no build alternative is analyzed in Subchapter 5.2, Analysis of the No Project/No Development Alternative. In addition, several other alternatives are analyzed in Chapter 5.0 that would result in fewer structures or a different mix of structures being built. Although it is possible to lessen the magnitude of the cumulative effect, the impacts would remain significant and unmitigated, regardless of any change (or absence) of the Proposed Project.

Table 2.1-1
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

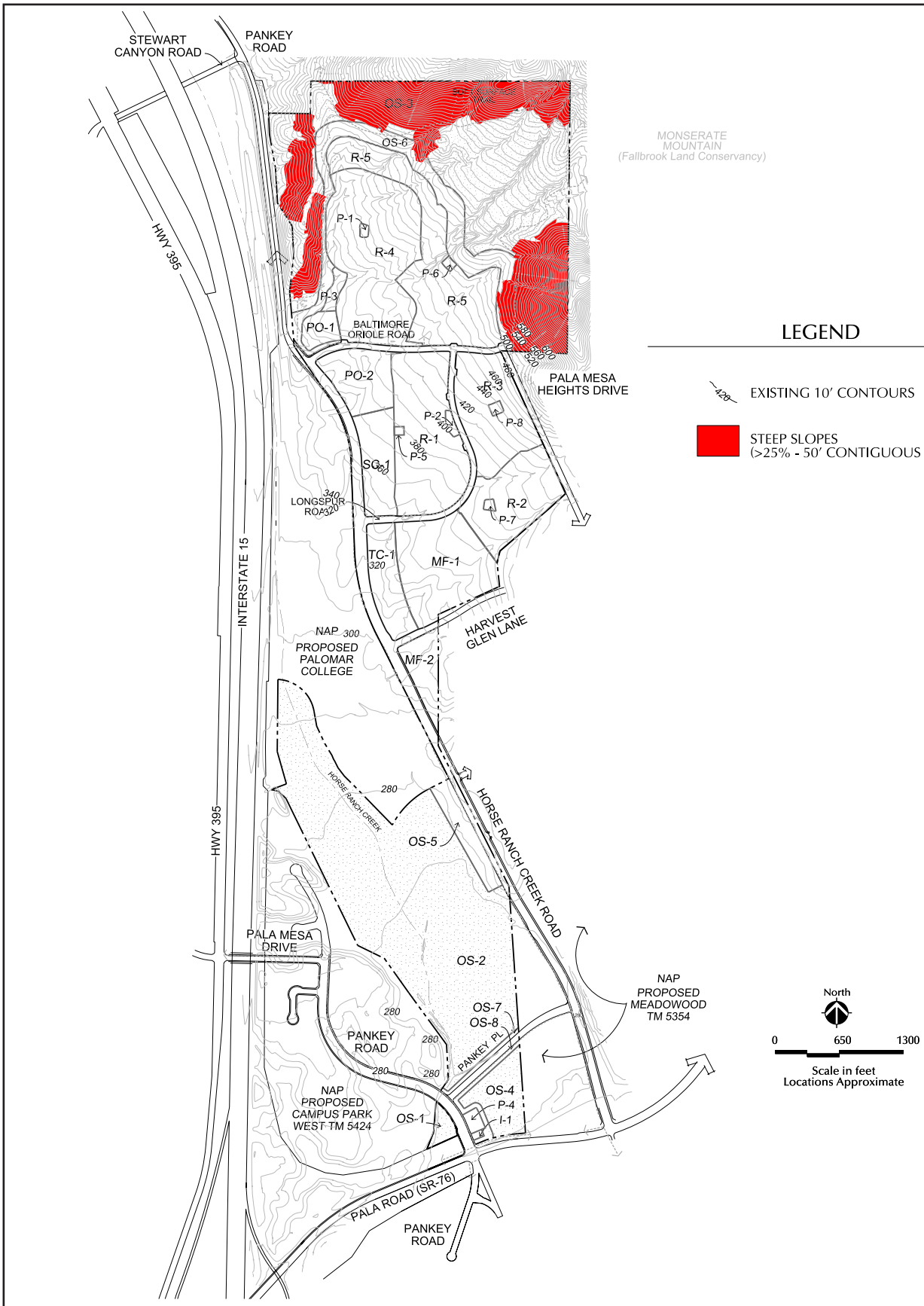
Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
1	TM 5354 SP 0401 GPA 04-02 R 04-04 S 04-007	Meadowood	Just east of I-15 at SR 76 and Pankey Rd.	390	Residential development, including: 355 SFR, 325 MFR attached, and 164 MFR detached, with densities from 3.5 to 19.9 DU/acre, designation of a site for a future elementary school (with a possibility of 886 homes if the school is not built), 6 private parks, 4 miles of trails, community facilities and infrastructure, 125.3 acres of open space, and 49.3 acres of active agriculture (citrus groves, using groundwater)
2	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	Campus Park West	Northeast quadrant of I-15 and SR 76	107	Mixed-use development including approximately 355 MFR units, 347,000 s.f. light industrial, approximately 50,000 s.f. each of office and commercial uses, 350,000 s.f. general commercial, a potential wastewater treatment plant and a potential civic use.
3	TM 5187 RPL[11] SPA 99-005 MUP 99-020 R 99-020 MUP/REZ 04-024	Pala Mesa Highlands	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte	84.6	Maximum of 130 SFR Density 1.6 DU/acre Lot sizes vary from 5,500 s.f. to 23,500 s.f., two parks totaling 4.3 acres, 36.5 acres of open space. SPA to allow clustering
4	TM 4729 RPL[3] TE	Tedder TM	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane	29.5	Split lot into 13 SF lots ranging in size from 1.0 to 6.43 acres net
6	TM 5532 S 07-012	Frulla-Fallbrook Ranch	East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook	Unknown	11 SFR lots
7	MUP 03-127	Los Willows Inn and Spa	532 Stewart Canyon Road	Unknown	Add additional units to a bed and breakfast
8	TPM 20411	Reeve TPM	2987 Sumac Road, Fallbrook	8.8	Minor residential subdivision. 3 SFR lots (2 acres minimum)
9	TPM 20491 93-02-00A	Evans TPM	West side of Sage Road between Sumac Road and Pala Road, Fallbrook	4.10	Minor subdivision into 2 residential/ agricultural parcels (2.00 and 2.10 acres). Private septic system
10	TPM 20841	Bridge Pac West I TPM	3321 Sage Road, Fallbrook	15.90	Minor residential subdivision 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each)

Table 2.1-1 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
11	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10] MUP 04-005	Pala Mesa Resort	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15	181.2	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres
13	TPM 20440	Chipman TPM	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook	13.54	Minor residential subdivision 4 SFR lots plus one remainder lot ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system
16	TPM 20581	Treister TPM	Donut-shaped parcel surrounding 401 Ranger Rd., Fallbrook	21.81	Minor residential subdivision 4 SFR lots plus one remainder lot
17	TPM 20793 03-02-068	Mission Ridge Road TPM	235 Mission Ridge Road, East of I-15 off Mission Rd.	19.55	Minor residential subdivision 4 SFR lots
18	TM 5413	Rancho Alegre TPM	West side of Ranger Road approximately 0.4 mile north of Reche Road	70	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement
20	TPM 20936	Fernandez TPM	3838 Foxglove Lane, Fallbrook	10.4	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on site
21	TPM 20944	Rabuchin TPM	4065 Calle Canonero, Fallbrook	9.91	Subdivision of 2 lots into 4 SFR lots. One existing SFR remains
23	MUP 87-021 P87-021 RPL[2] RP87-001 RPL[2]	Rosemary's Mountain/ Palomar Aggregates Quarry	North side of SR 76, 1.25 miles east of I-15	96.4	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Also, realignment of SR 76 from project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities
24	TPM 20542	Patapoff Minor Residential Subdivision	Southern end of Rainbow Hills Road	59.1	Subdivide property into 4 parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8 acres, and a 33-acre parcel
26	NA	Palomar College North Education Center District Master Plan	East side of I-15 between existing Pankey Rd. and Pala Mesa Heights Dr.	85	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements

Table 2.1-1 (cont.)
PROJECTS IN THE CAMPUS PARK CUMULATIVE VIEWSHED

Map Key	Identifying Project No.	Project Name	Location	Acres	Proposed Improvements
27	NA	Caltrans Realignment of SR 76	From I-15 to west of Rice Canyon Road	Unknown	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps
28 (not map-ped)	NA	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road	Over 3,000	Exploration of pipeline and water storage options
29	TM 5231 RPL4 MUP 00-034	Pala Mesa Subdivision	Canonita Drive and Old Hwy 395, Fallbrook	30.48	39 condo units
33	TM 5449	Fallbrook Oaks	Reche Road and Ranger Road, Fallbrook	26	19 SFR lots
47	TPM 20451	De Jong/Pala Minor Subdivision	Canonita Drive between I-15 and Tecalote Drive	5.62	Minor residential subdivision 3 SFR lots (1.03, 2.06 and 2.31 net acres each)
48	TPM 20800	Crossroads Investors Minor Subdivision	Ranger Road, Fallbrook	15.5	Minor residential subdivision 4 SFR lots plus one remainder lot. Existing SRF and grove on site
49	TM 5217/ 5225/5227/ 5228 MUP 00-027	Chaffin/Red Mountain Ranch Subdivisions	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook	455.9	TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres) TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each).TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres)
52	TPM 20976	Dien N Do TPM	405 Ranger Road	Unknown	4 SFR lots plus remainder lot
60	TM 5158 RPL3	Palisades Estates	3880 Dos Niños Road/Elevado Road	408.4	51 lots
75	TM 5398	Murray Davidson	3956 Pala Mesa Road, Bonsall	4.28	7 lots
81	TPM 21076	Sumac TPM	3111 Sumac Road	Unknown	4 lots
82	S 03-024	Janikowski SFR	9686 Pala Rd. (SR 76), Fallbrook, on north side of SR 76	5.12	3,200 s.f. SFR
90	S 02-061	Pala Shopping Center	On Old Highway 395 just northwest of the intersection of I-15 and SR 76	3.88	Addition of 5 commercial buildings to an existing commercial site with grocery store
91	TM 5489	Monserate TM	3624 Monserate Hill Road	24.6	4 SFR
92	TPM 21075	Dimitri, Diffendale, and Kirk TPM	Monserate Hill Road and Monserate Place	Unknown	4 lots



Source: DDS/GA (2010)

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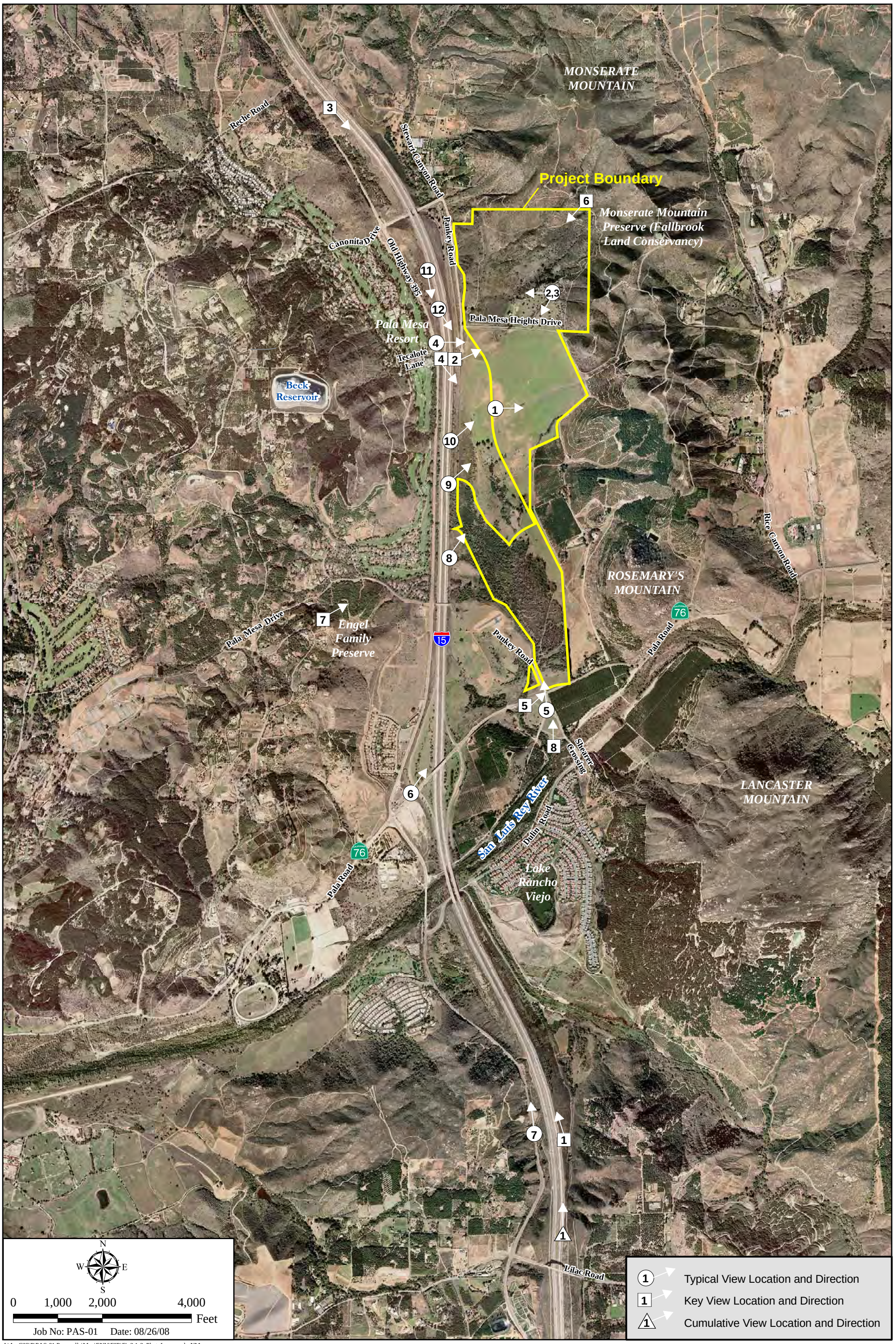
Steep Slope Map

CAMPUS PARK PROJECT

HELIX

Figure 2.1-1



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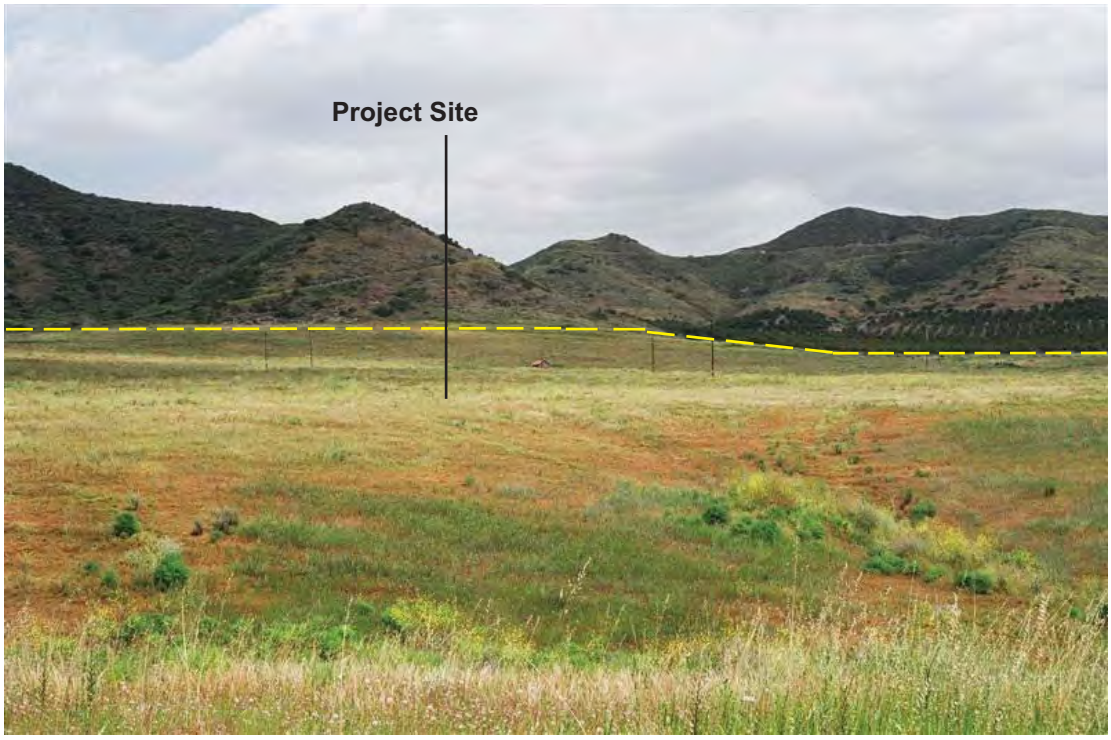
Photograph Location Map

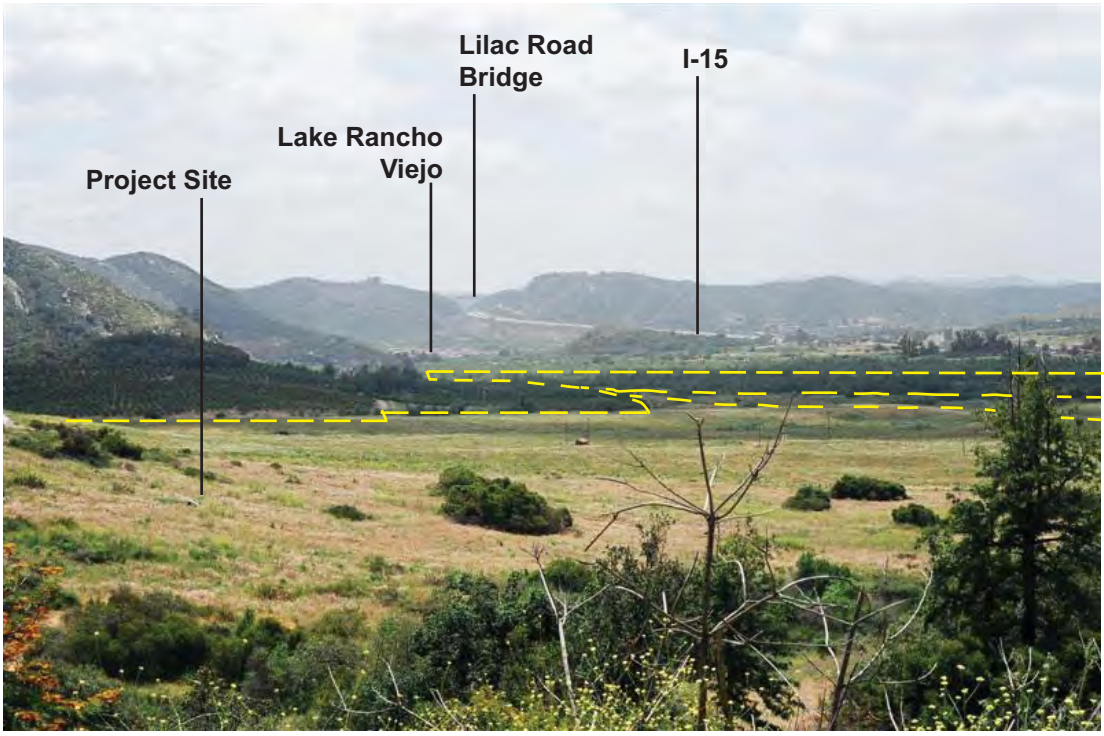
CAMPUS PARK PROJECT

HELIX

Figure 2.1-2



Typical View 1: View eastward from central portion of project site.



Typical View 2: View southward from house foundation in northern portion of project site.

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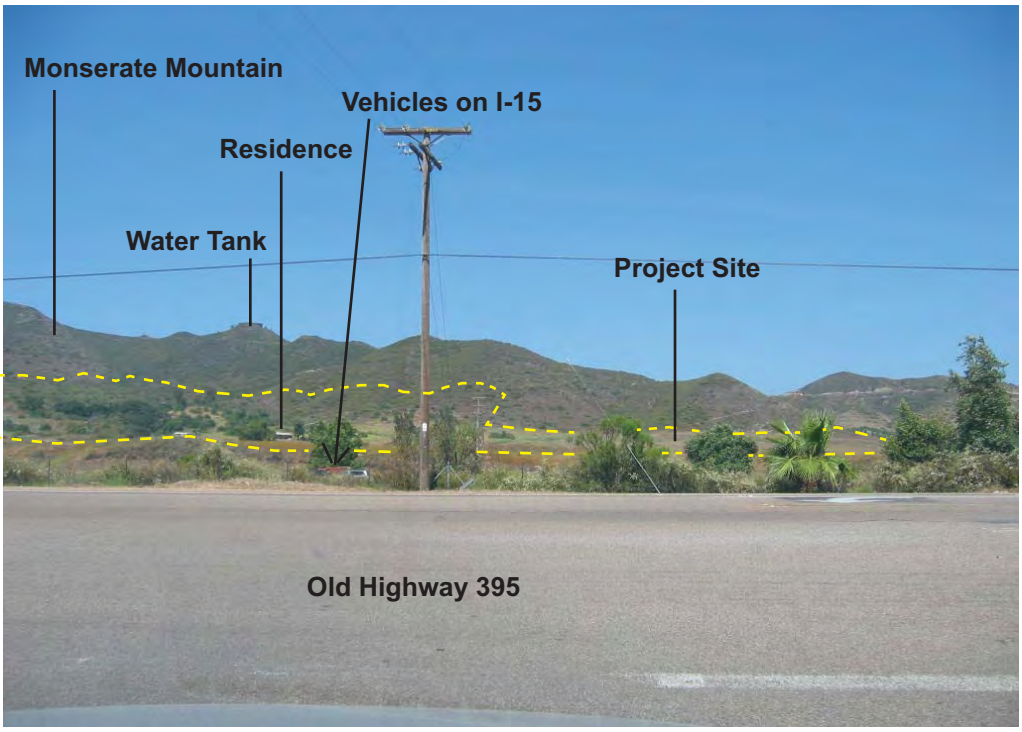
Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3a

Typical View 3: View westward from house foundation in northern portion of site.



Typical View 4: View eastward from Tecalote Lane.

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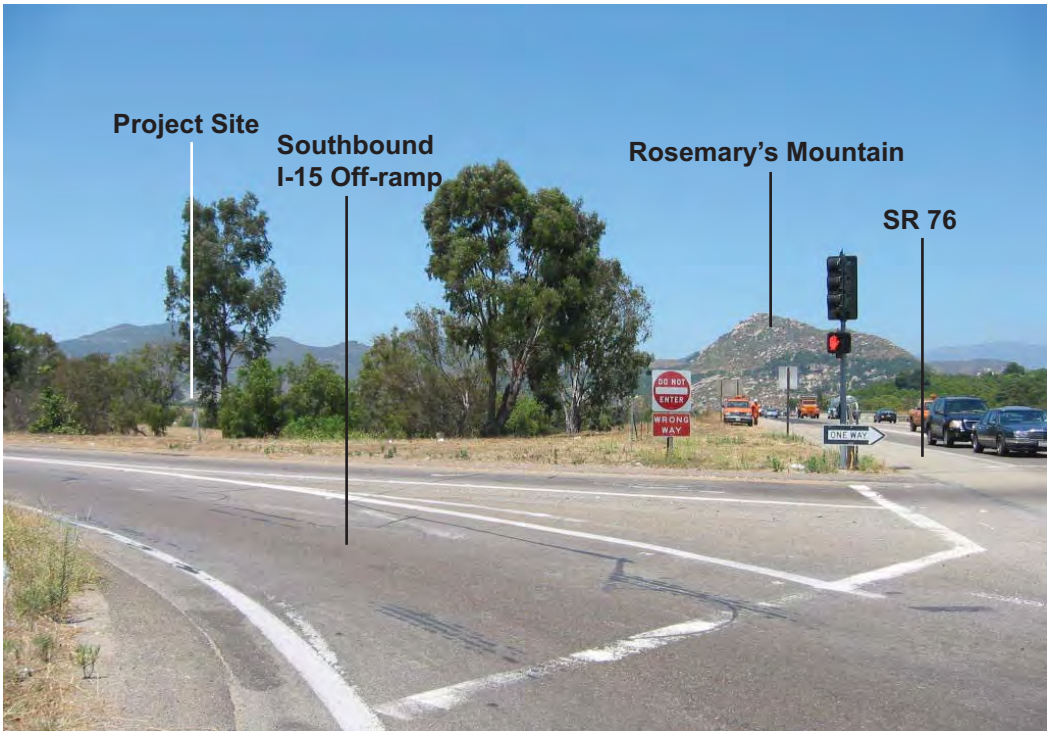
Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3b

Typical View 5: View northward from Pankey Road at SR 76.



Typical View 6: View eastward from northwest corner of I-15/ SR 76 interchange.

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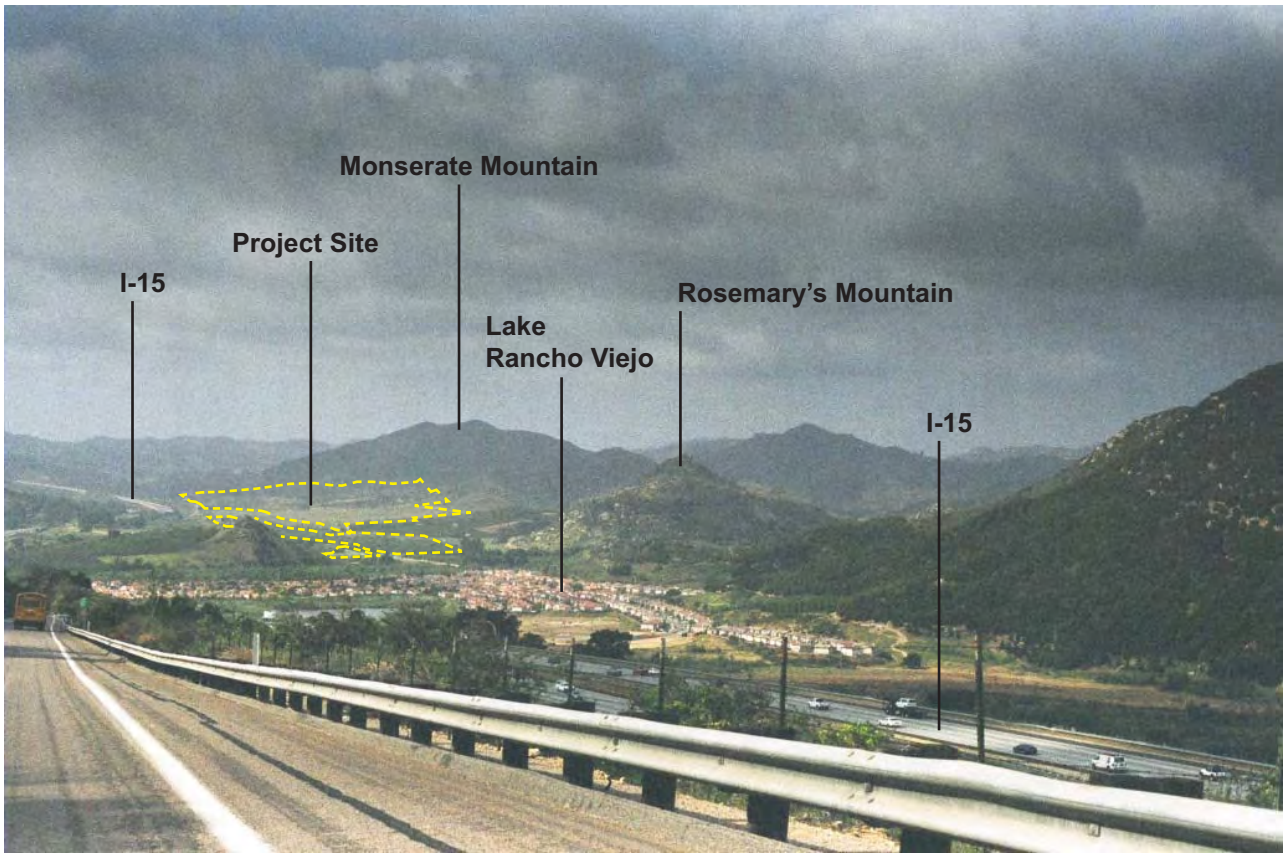
Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3c



Typical View 7: View northward from Old Highway 395, north of Lilac Road overcrossing.

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Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3d

Typical View 8:
View from northbound I-15 adjacent to south/central portion of project site.

Typical View 9:
View from northbound I-15 adjacent to central portion of project site, north of TV 8 location.

Typical View 10:
View from northbound I-15 to central portion of project site, north of TV 9 location.

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Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3e

Typical View 11: View from southbound I-15 adjacent to north/central portion of project site.

Typical View 12: View from southbound I-15 adjacent to north/central portion of project site, south of TV 11 location.

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Typical Views

CAMPUS PARK PROJECT

HELIX

Figure 2.1-3f

MONSERATE MOUNTAIN
Reche Road
Stewart Canyon Road
Canonita Drive
Old Highway 395
Pankey Road
Monserate Mountain Preserve (Fallbrook Land Conservancy)
Pala Mesa Resort
Pala Mesa Heights Drive
Tecalote Lane
Beck Reservoir
Rice Canyon Road
ROSEMARY'S MOUNTAIN
Pala Mesa Drive
Engel Family Preserve
15
Pankey Road
Pala Road
76
Shearer Crossing
San Luis Rey River
Dulin Road
Lake Rancho Viejo
LANCASTER MOUNTAIN
Pala Road
Lilac Road
N
W
E
S
0 1,500 3,000 6,000
Feet
Job No: PAS-01 Date: 08/26/08
Project Boundary
Viewshed

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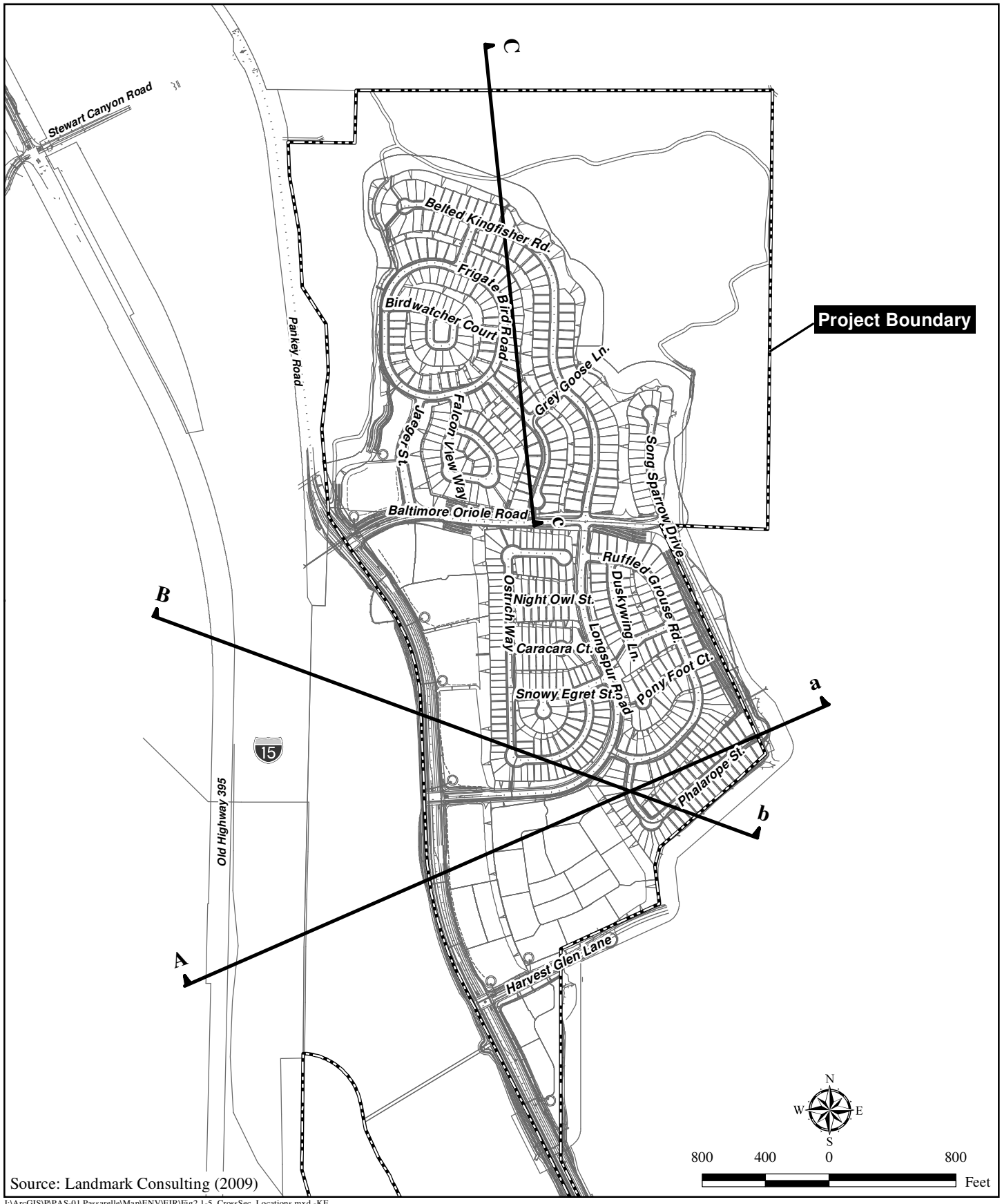
Viewshed Map

CAMPUS PARK PROJECT

Figure 2.1-4

HELIX



Source: Landmark Consulting (2009)

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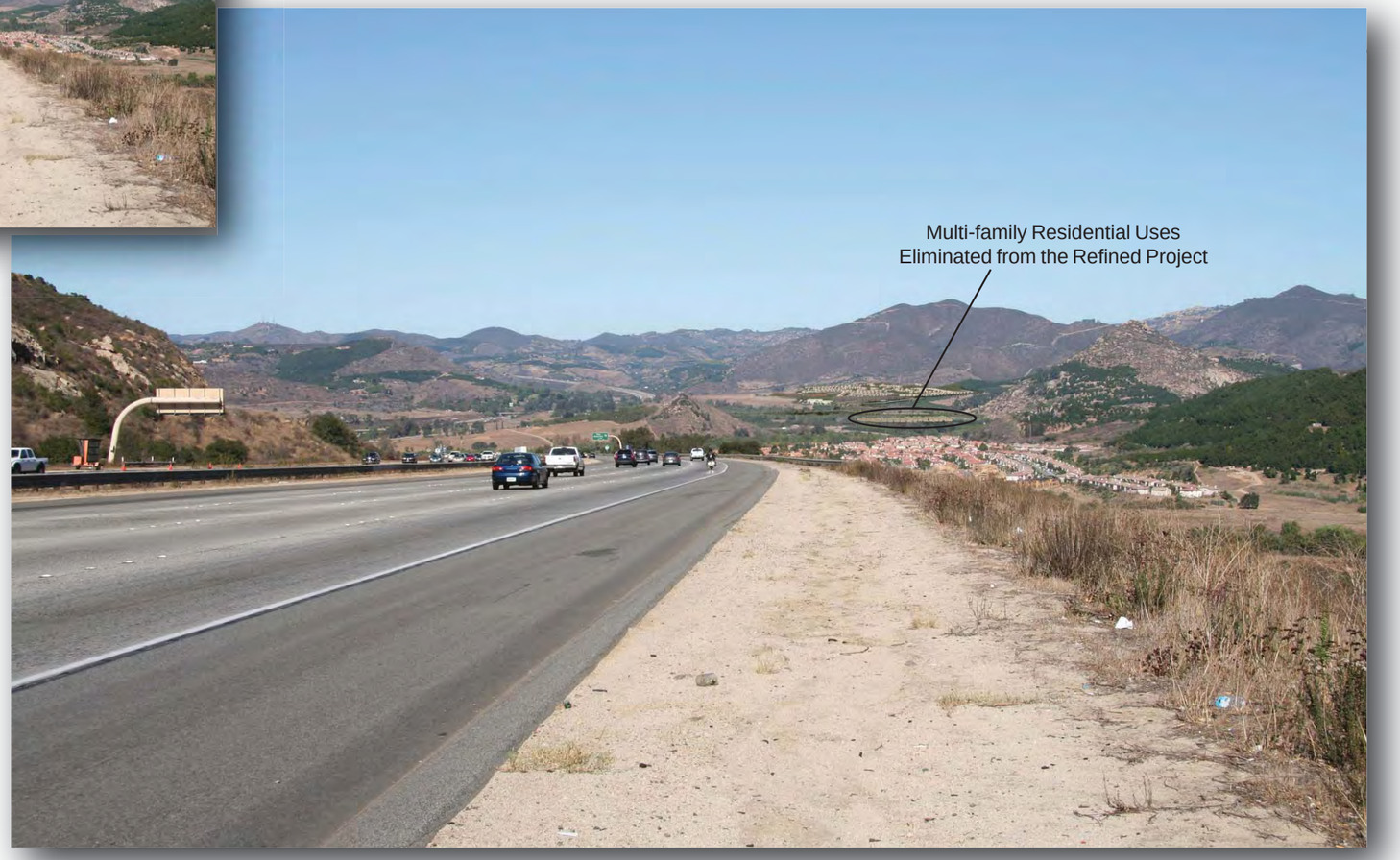
Cross-section Locations

CAMPUS PARK PROJECT

HELIX

Figure 2.1-5

Existing Condition



Simulation

Key Map
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Source: DDS/GA (2009)

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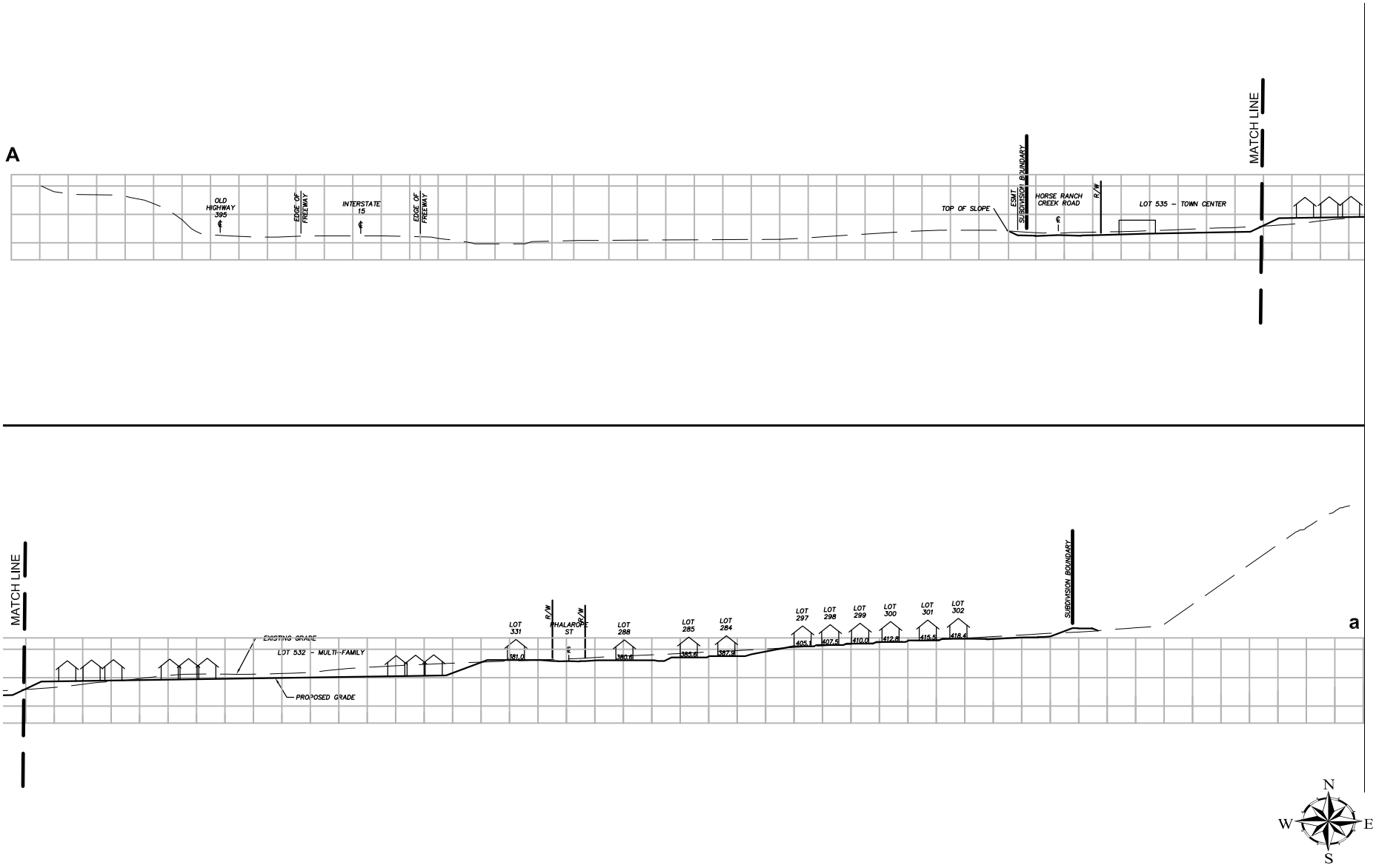
Photo Simulation Viewpoint 1

CAMPUS PARK PROJECT

HELIX

Figure 2.1-6



Source: Landmark 2009

NOT TO SCALE

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Cross-section A

CAMPUS PARK PROJECT

Figure 2.1-7

HELIX

Existing Condition

Simulation

Key Map
no scale

Source: DDS/GA (2009)

NOT TO SCALE

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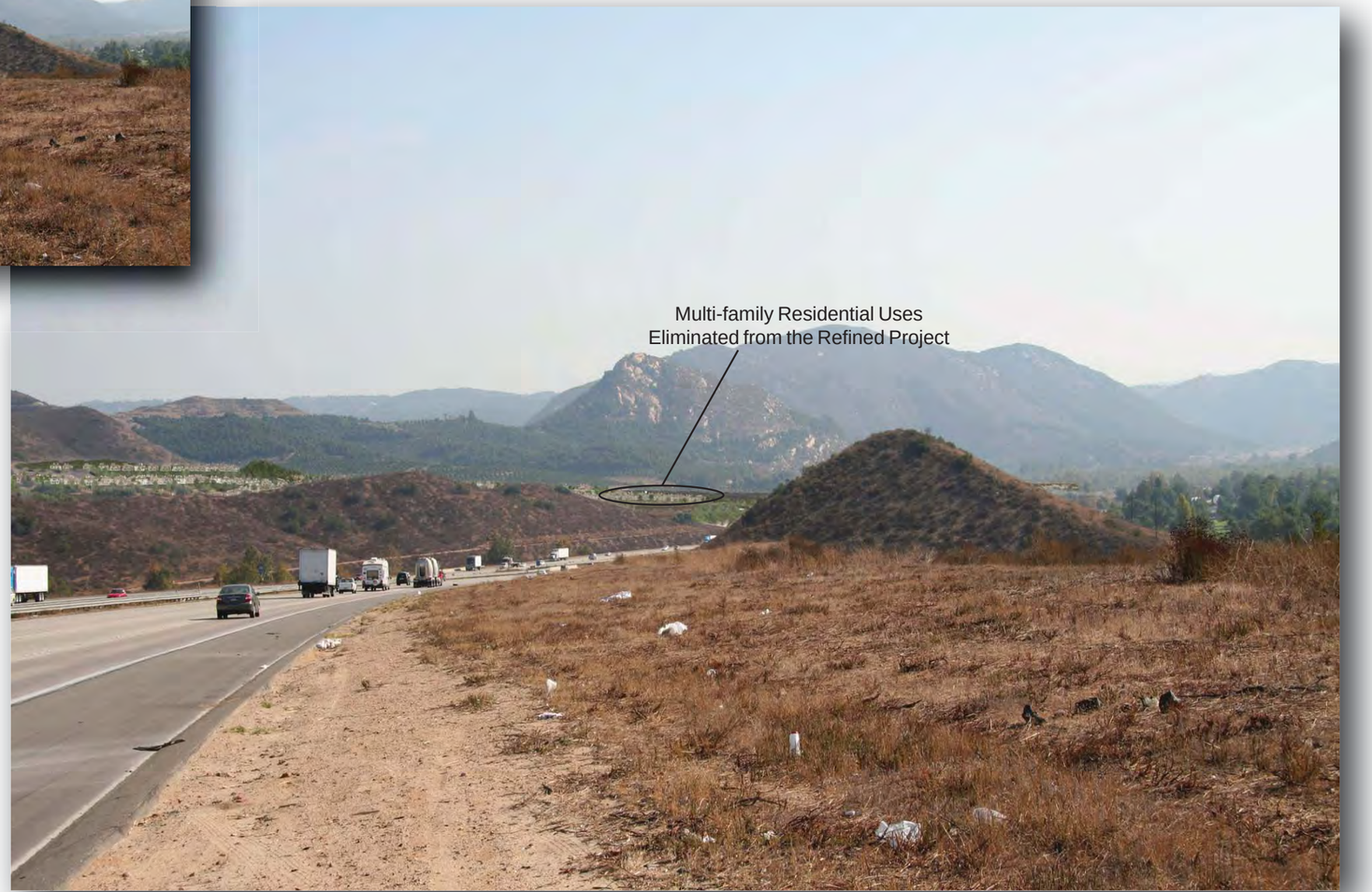
Photo Simulation Viewpoint 2

CAMPUS PARK PROJECT

Figure 2.1-8

HELIX

Existing Condition



Key Map
no scale

Simulation

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NOT TO SCALE

Source: DDS/GA (2009)

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Photo Simulation Viewpoint 3

CAMPUS PARK PROJECT

HELIX

Figure 2.1-9

Source: Landmark 2009

NOT TO SCALE

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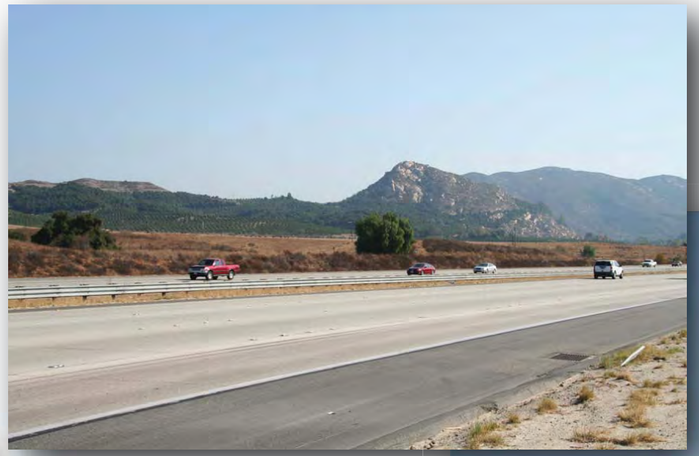
Cross-section B

CAMPUS PARK PROJECT

Figure 2.1-10

HELIX



Existing Condition

Simulation

Key Map
no scale

Source: DDS/GA (2009)

NOT TO SCALE

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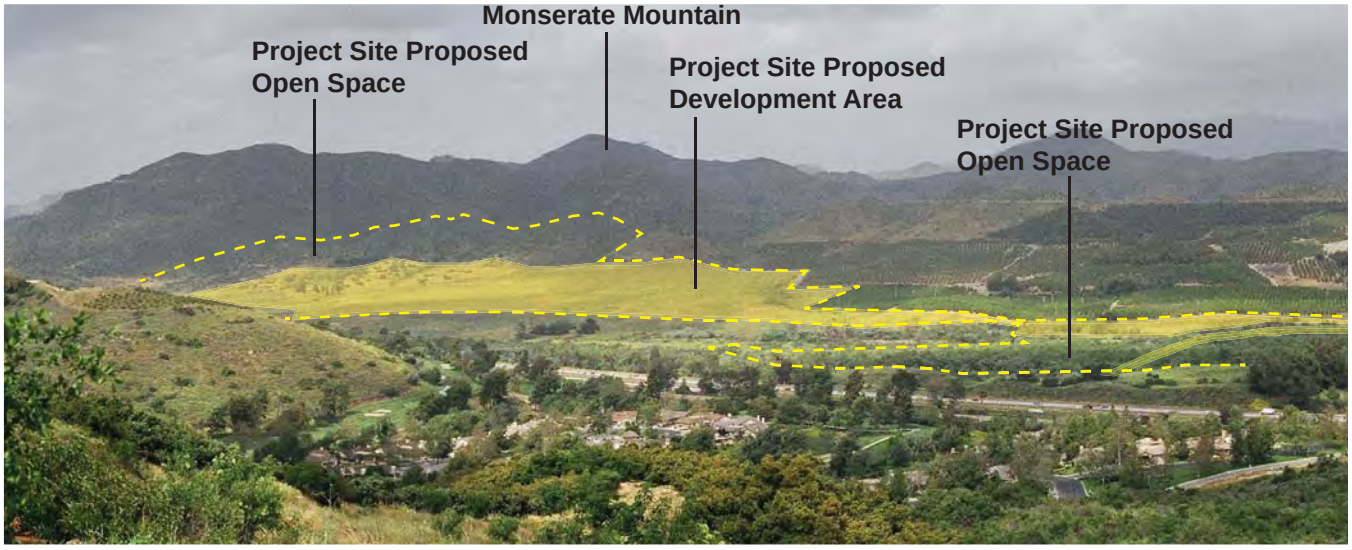
Photo Simulation Viewpoint 4

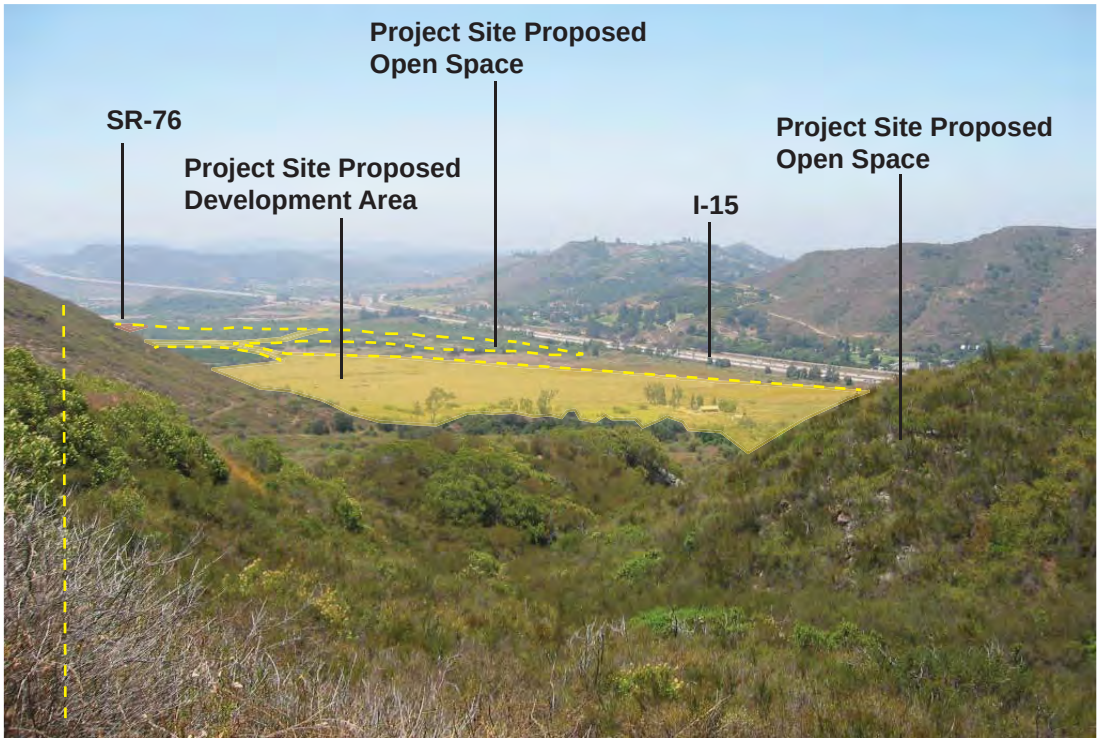
CAMPUS PARK PROJECT

Figure 2.1-11

HELIX



Key View 6: View toward northeast from Engel Family Preserve.



Key View 7: View toward southwest from Monserate Mountain Trail.

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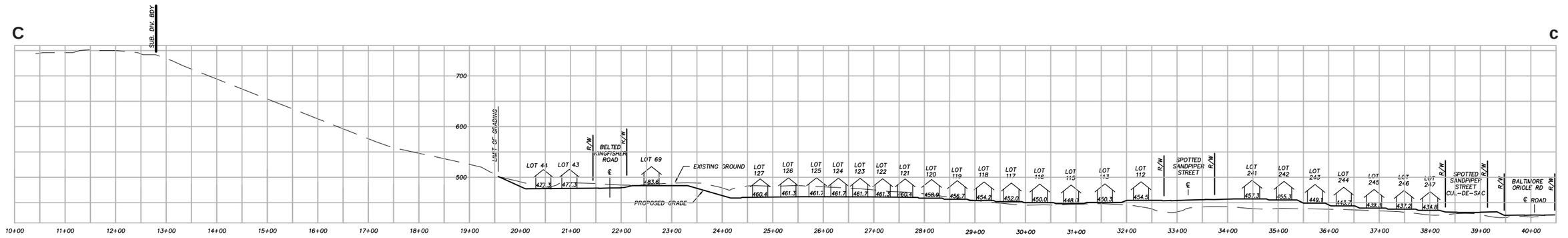
Key Views 6 and 7

CAMPUS PARK PROJECT

HELIX

Figure 2.1-12



Cross-section c-C

0 200 400 Feet

Source: Landmark Consulting (2009)

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Cross-section C

CAMPUS PARK PROJECT

Figure 2.1-13

HELIX

Key View 8: View northward from San Luis Rey River Trail (proposed).

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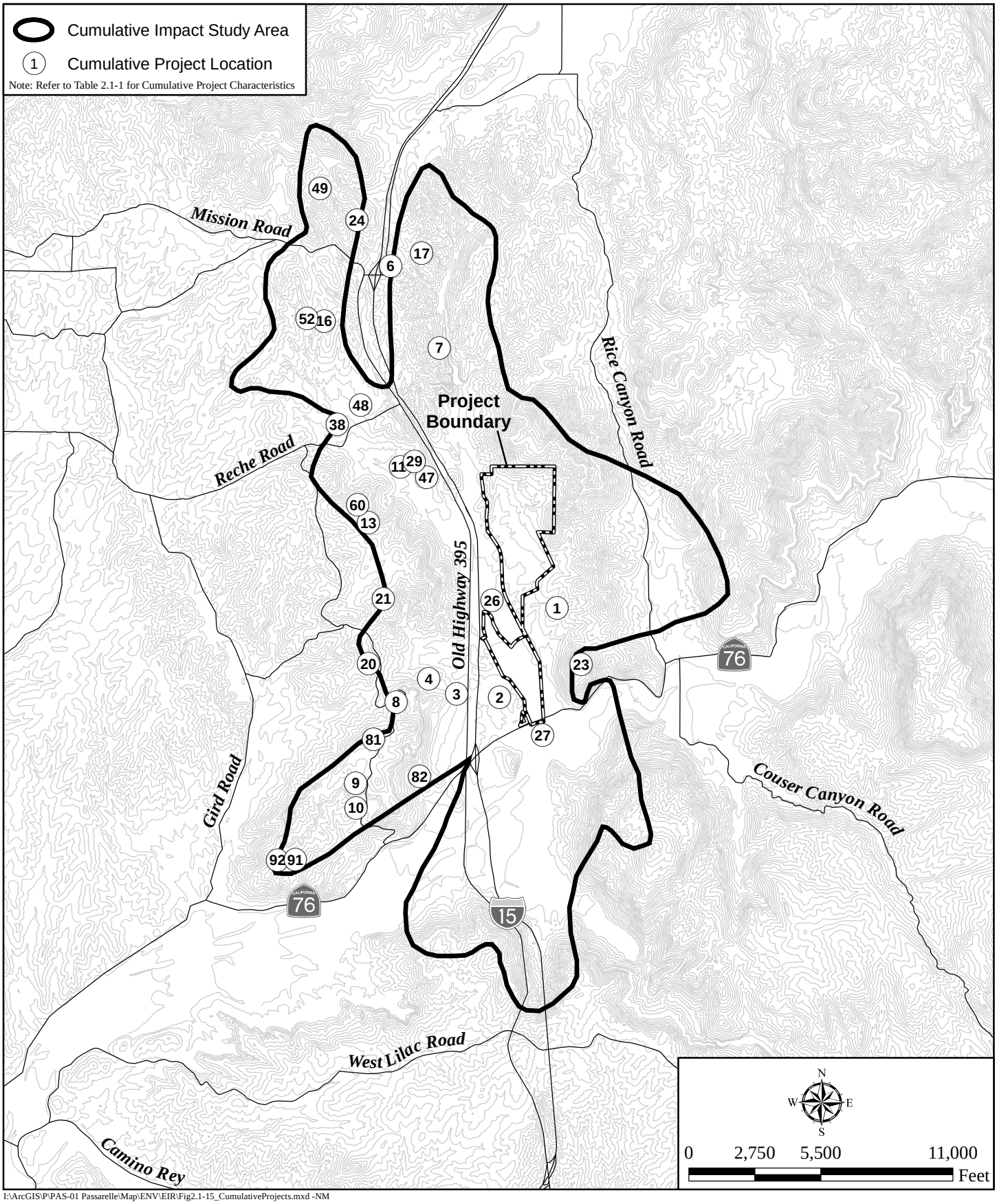
Key View 8

CAMPUS PARK PROJECT

HELIX

Figure 2.1-14



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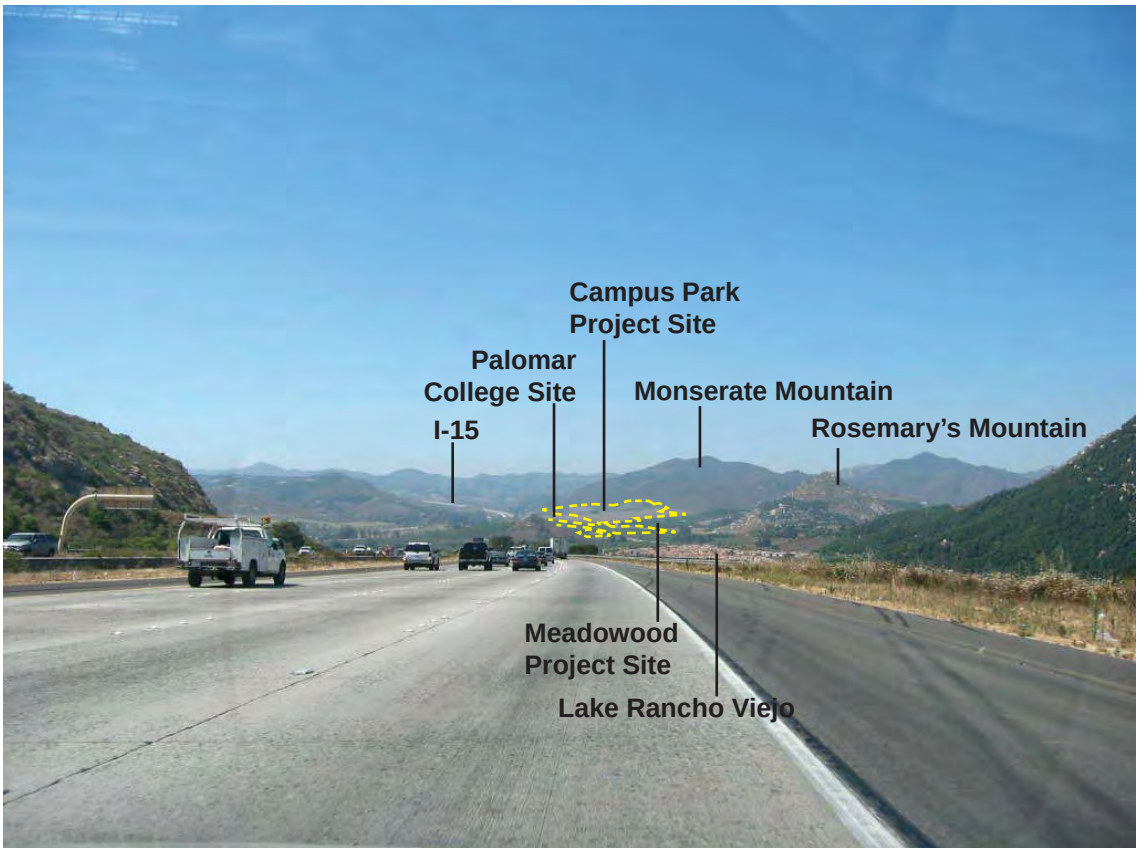
County Cumulative Projects

CAMPUS PARK PROJECT

HELIX

Figure 2.1-15



Cumulative View: View from northbound I-15, north of West Lilac Road.

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Cumulative View

CAMPUS PARK PROJECT

HELIX

Figure 2.1-16

SUBCHAPTER 2.2

TRANSPORTATION/TRAFFIC

2.2 Transportation/Traffic

Traffic was addressed in Subchapters 3.14 and 7.9 in the 1981 document. That document assumed 9,072 average daily trips (ADT) and concluded that project-generated traffic would have a less than significant impact.

The 1983 EIR identified traffic concerns as significant but mitigable. It analyzed trips generated by a projected 6,500 employees associated with the Hewlett-Packard facility as well as trips related to the mobile-home park, condominiums, golf course and commercial uses. Combined, these uses were projected to total 22,486 ADT at buildout. Proposed mitigation for that number of trips did not extend east of the project or west of Old Highway 395.

Traffic loading on area roads has changed since completion of the 1982 traffic technical study. Overall development density in the area surrounding the Project (although not within the Project) has increased. (As an example, in 1982 there were 2,300 ADT on SR 76 east of I-15. The current Traffic Impact Study [TIS] reports over 9,000 ADT for the same segment.) Although traffic generation under the Proposed Project would be lesser but similar (19,941 ADT as addressed in the Draft EIR and 17,341 under the refined Project) and some internal capture is assumed, the geographic extent of Proposed Project effects is currently assessed as wider, and significant impacts are assessed and mitigation measures are proposed at additional locations. More detailed information is available by both segment and intersection/interchange. Cumulative conditions incorporating traffic generated by off-site conditions through 2030 are also included.

These considerations lead to the need for new subsequent analysis based on substantial changes having occurred with respect to the circumstances under which the Project would be undertaken, as well as the fact that there is new information of substantial importance which would result in significant effects not previously discussed. The reader is referred to text below for new and/or revised evaluation of all issues related to traffic for the Project.

The following summary of transportation and circulation impacts is based on the circulated 2009 TIS for Campus Park prepared by LOS Engineering, Inc. (2009, as amended). Although the refined Project description proposed for approval would generate 2,600 fewer trips than the Project addressed in the Draft EIR, review of circulation impacts associated with the lower ADT did not affect CEQA significance conclusions. Specifically, although the potential effect might lessen in duration, Project-related impacts identified as significant assuming 19,941 trips remained significant assuming 17,341 trips. The following text was therefore not revised with regard to ADT specifics and constitutes a conservative analysis. The information is included within the 2010 TIS, which can be found in its entirety in Appendix C, including all supporting tables, figures, and traffic modeling results (including specifics relating to the refined Project).

2.2.1 Existing Conditions

Existing Setting

Parameters of the transportation/traffic study area were determined using a 50 trip criterion for direct project analyses and 25-trip criterion for cumulative analyses, as required by the County Guidelines for Determining Significance and Report Format and Content Requirements – Transportation and Traffic (December 5, 2007). Specifically, if the Project would add 50 or more peak hour trips in either direction of a roadway, the roadway was included within the study area for direct project analyses and 25 or more peak hour trips in either direction for cumulative analyses. A total of 17 roadway segments, 10 state route segments, 3 freeway segments, and 25 intersections were evaluated in the traffic analysis for direct

impacts, and a total of 26 roadway segments, 15 state route segments, 3 freeway segments, and 37 intersections were evaluated in the traffic analysis for cumulative analyses. Figure 2.2-1a, Existing Roadway Segment Conditions, shows the existing roadway network and Figures 2.2-1b and 2.2-1c, Existing Intersection Conditions, show those intersections that were included in the traffic analysis. A brief description of the existing Project area roadways follows. Speed limits, where available, and 85th percentile speeds (the travel speed which 85 percent of drivers are driving at or below in terms of mph) are identified below. All roadway classifications identified below are cited from the September 2005 San Diego County Circulation Element map.

Existing Roadway Characteristics

I-15 is a generally north-south trending interstate freeway that links the San Diego metropolitan area with the cities of Temecula and Riverside to the north. In the Fallbrook area, I-15 has eight lanes and a center divider. The travel lanes are generally 12 feet in width and the shoulder is generally 10 to 12 feet in width. The posted speed limit is 70 mph along I-15 in the vicinity of the project.

SR 76 (Pala Road) extends east-west between the City of Oceanside and SR 79. From Melrose Drive to South Mission Road, SR 76 is classified as an Expressway. SR 76 is classified as a Prime Arterial with bike lanes from South Mission Road to I-15 and as a Major Road with bike lanes from I-15 to Pala Mission Road and where it fronts on the Proposed Project. From Melrose Drive to South Mission Road, SR 76 is generally constructed as a two-lane undivided roadway (one travel lane of approximately 12 feet in width in either direction) with shoulder widths ranging from 1 to 5 feet, for a total pavement width of approximately 26 to 34 feet. From South Mission Road to Old Highway 395, SR 76 is generally constructed as a two-lane undivided roadway (one travel lane of approximately 12 feet in each direction) with shoulder widths ranging from 2 to 8 feet (total pavement width ranges from approximately 28 feet to approximately 40 feet). From Old Highway 395 to I-15 southbound (SB) ramps, SR 76 is constructed within approximately 76 feet of pavement with a center two-way left-turn lane of approximately 12 feet, two travel lanes in each direction for approximately 24 feet, and a paved shoulder in each direction of approximately 8 feet. From I-15 SB ramps to I-15 northbound (NB) ramps, SR 76 is constructed within approximately 56 feet of pavement with one travel lane of approximately 13 feet in each direction, a back-to-back left turn lane of approximately 14 feet, and a shoulder of approximately 8 feet for each travel direction. From I-15 NB ramps to Pala Mission Road, SR 76 is constructed within approximately 28 feet, with one travel lane of approximately 12 feet, and a shoulder of approximately two feet, in each direction. Speed limit signs of 55 mph were observed between Melrose Drive and North River Road. In addition, several horizontal alignment signs (arrow warning drivers of turns in the road) are posted along SR 76.

SR 76 from the I-15 NB ramps easterly for a distance of approximately 1.4 miles has been widened from two to four lanes. This widening has recently been completed in 2010, which is before Campus Park has requested certificates of occupancy. Therefore, the SR 76 segment analyses used two lanes for existing conditions and four lanes for all other scenarios.

SR 76 has two identified widening projects that include the Caltrans SR 76 Middle Project (from approximately Melrose Drive to South Mission Road) and the Caltrans SR 76 East Project (from approximately South Mission Road to the I-15 NB ramps). On October 24, 2008, the SANDAG Board approved the redistribution of funds between SR 76 corridor projects to fully fund the construction phase of the Caltrans SR 76 Middle Project. The estimated completion date for the Caltrans SR 76 Middle Project is 2012. The Caltrans SR 76 East Project has identified TransNet as a funding source and the current estimation of completion is 2015.

Old Highway 395 is a two-lane, undivided roadway extending north-south between northern Escondido and Temecula. Between Mission Road and Dulin Road, it is classified as a Collector with bike lanes and between Dulin Road and West Lilac Road, it is classified as a Rural Collector with bike lanes. Old Highway 395 has two 12-foot-wide lanes and 2 to 8-foot-wide shoulders on either side. Overall, pavement width ranges from 28 to 40 feet. The posted speed limit along Old Highway 395 between Mission Road and SR 76 is 55 mph. As detailed in the TIS, 85th percentile speeds for Old Highway 395 range from 54 to 63 mph. Old Highway 395 is located on the west side of I-15 in the vicinity of the Project site.

Pankey Road from Stewart Canyon Road to Dulin Road is classified as a Light Collector. From Stewart Canyon Road south to a cul-de-sac approximately 0.7 mile, Pankey Road is constructed with approximately 32 feet of pavement with a NB travel lane of approximately 20 feet and SB travel lane of approximately 12 feet. From SR 76 north to an existing bridge over Horse Ranch Creek and SR 76 south to Shearer Crossing, Pankey Road has a width of approximately 40 feet of pavement and one travel lane in each direction. No posted speed limits were observed. As detailed in the TIS, 85th percentile speed for Pankey Road is 30 mph.

Pala Mesa Drive from its intersection with Sage Road/Wilt Road to Pankey Road is classified as a Light Collector on the September 2005 San Diego County Circulation Element map. Pala Mesa Drive between Sage Road/Wilt Road and Old Highway 395 is generally constructed within approximately 24 feet of pavement with one travel lane in each direction; however, some portions closer to Sage Road/Wilt Road narrow to approximately 19 feet of pavement. A posted speed limit was not observed on this segment. Pala Mesa Drive east of Old Highway 395 only exists as a bridge over I-15 that is closed to traffic.

Stewart Canyon Road is classified as a Collector from Old Highway 395 to Pankey Road. This roadway is a two-lane undivided roadway with 40-foot-wide pavement. No posted speed limits were observed. As detailed in the TIS, 85th percentile speed for Stewart Canyon Road is 41 to 43 mph.

Reche Road is classified as a Rural Collector from its intersection with Green Canyon Road/Green Canyon Norte to Gird Road and as a Rural Collector with bike lanes from Gird Road to Old Highway 395. This roadway is a two-lane undivided street from Green Canyon Road/Green Canyon Norte to Old Highway 395. The pavement width generally ranges from 26 to 28 feet wide which includes 12-foot-wide travel lanes and 1 to 2-foot-wide shoulders. The posted speed is 45 mph. As detailed in the TIS, 85th percentile speeds for Reche Road range from 38 to 50 mph.

Shearer Crossing is classified as a light collector. This road is a two-lane, undivided roadway trending northwest to southeast from Pankey Road (southern extension), terminating after approximately 1,000 feet at its intersection with Dulin Road. This roadway has up to 40 feet of pavement, with each travel lane generally 12 feet in width and shoulder widths varying from 4 to 8 feet.

Dulin Road is classified as a light collector from Old Highway 395 to Shearer Crossing. The northern portion of Dulin Road becomes Shearer Crossing. This road is a two-lane collector that turns west and extends farther southwest, where it joins Old Highway 395 on the west side of I-15. The portion of Dulin Road east of Old Highway 395 is four lanes. Each travel lane is generally 12 feet wide. Shoulder widths vary from four to eight feet, and speeds vary from 25 mph in the residential areas to 40 mph along the generally undeveloped segment. Within the residential community, this roadway has an eight-foot-wide parking lane. As detailed in the TIS, 85th percentile speeds for Dulin Road range from 42 to 44 mph.

Existing Levels of Service

Level of service (LOS) designations comprise a professional industry standard by which the operating condition of a given roadway, state route, or freeway segment, or intersection is measured. LOS is defined using letter designations from "A" to "F," wherein LOS A represents the best operating conditions and LOS F represents the worst operating conditions (Table 2.2-1a, Level of Service Thresholds for Roadway Segments, Table 2.2-1b, Level of Service Thresholds for State Routes, Table 2.2-1c, Level of Service Thresholds for Freeways, and Table 2.2-1d, Level of Service Thresholds for Intersections). LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having highly unstable, congested conditions and low operating speeds. LOS E and F generally are not accepted for urban design purposes.

The volume-to-capacity ratio (V/C) is a measure of traffic demand on state and local facilities (expressed as volume; V) compared to its traffic-carrying capacity (C). In evaluating the performance of a roadway segments under the existing conditions, V/C is considered together with LOS.

Traffic volumes on study area segments and intersections during AM and PM peak hours are based on recent daily roadway traffic counts and peak period manual traffic counts at intersections. Data were collected on December 4, 2007 and between November 11, 2008 and January 6, 2009. (Please note that the intersection of SR 76/Pankey Road was closed as part of the SR 76 widening from two to four lanes east of I-15; therefore, the December 4, 2007 count was utilized.) The freeway segment analysis is based on 2006 Caltrans volume data. Figure 2.2-2a, Existing Average Daily Traffic – Roadway Segments, shows existing ADT for the roadway segments in the study area. Existing roadway, state route, and freeway segment capacities, volumes, and LOS are provided in Table 2.2-2, Road Segment Operations Under Existing and Existing Plus Project Conditions, Table 2.2-3, SR 76 Operations Under Existing and Existing Plus Project Conditions, and Table 2.2-4, I-15 Operations Under Existing and Existing Plus Project Conditions.

Existing Roadway Segments

All of the analyzed local roadway segments currently operate at LOS D or better (Table 2.2-2).

Existing State Route Segments

A total of 12 state route segments currently operate at LOS E and/or F during peak hours, which is considered unacceptable. These 12 segments are represented by stretches itemized below and include SR 76 between:

- Melrose Drive and North River Road (LOS F westbound [WB] during the AM peak hour and LOS F eastbound [EB] during the PM peak hour along two segments)
- North River Road and Olive Hill Road (LOS E EB during the AM peak hour, LOS F WB during the AM peak hour, and LOS F EB during the PM peak hour)
- Olive Hill Road and South Mission Road (LOS F EB and WB during the AM and PM peak hours)
- South Mission Road and Gird Road (LOS E WB during the AM peak hour and LOS F EB during the PM peak hour along two segments)
- I-15 SB ramps and I-15 NB ramps (LOS E EB during the AM peak hour and LOS F WB during the PM peak hour)
- I-15 NB ramps and Couser Canyon Road (LOS E WB during the PM peak hour along four segments)
- Couser Canyon Road and Pala Mission Road (LOS F WB during the PM peak hour)

With improvements by Granite Construction Company completed, SR 76 between the I-15 NB ramps and Horse Ranch Creek Road beyond Horse Ranch Creek are projected to operate at acceptable levels of service during peak hours (LOS A and B); however, all of the other above-mentioned segments of SR 76 would continue to operate at LOS E or F.

All other state route segments operate at acceptable LOS D or better during peak hours.

Existing I-15 Freeway Segments

All three I-15 freeway segments in the Project study area (between Old Highway 395 and Rainbow Valley Road) currently operate at an acceptable LOS D or better.

Existing Intersections

Intersection LOS for AM and PM peak hour intersection traffic volumes was calculated using procedures identified in the 2000 Highway Capacity Manual (HCM; Transportation Research Board 2000). Figures 2.2-2b and 2.2-2c, Existing Average Daily Traffic – Intersections, illustrates the ADT at intersections within the study area at which the Project would contribute 50 or more peak hour trips. Intersection LOS is based on total vehicle delay (in seconds), with an objective of LOS D or above. Table 2.2-5, Intersection Operations Under Existing and Existing Plus Project Conditions, shows existing AM and PM peak hour intersection traffic volumes in the study area. As shown in Table 2.2-5, four intersections (or elements of intersections) currently operate at LOS E or F during AM and/or PM peak hours:

- SR 76 and Via Monserate (LOS F during AM and PM peak hours for minor leg critical movement; however, overall intersection operates at LOS A during AM and PM peak hours)
- SR 76/East Vista Way (LOS E during AM peak hour)
- SR 76/North River Road (LOS E during AM peak hour)
- Old Highway 395/Reche Road (LOS E during PM peak hour for minor leg critical movement; however, overall intersection operates at LOS B during AM and PM peak hours)

All other intersections operate at acceptable LOS D or better during the peak hours.

Regulatory Framework

Transportation and circulation for the Proposed Project are directed by guidance from the federal government, regional transportation programs, and the County General Plan Circulation Element. Applicable federal, regional, and County programs and regulations are discussed below.

Federal

2000 Highway Capacity Manual

Prepared by the Transportation Research Board, the 2000 Highway Capacity Manual is a collaborative effort between the Transportation Research Board, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials to provide concepts, guidelines, and computational procedures for calculating capacity and quality of service for highway facilities, including freeways, intersections (signalized and unsignalized), and rural highways. In addition, the 2000 Highway Capacity Manual addresses the effects of transit, pedestrians, and bicycles on transportation system performance.

Regional

Regional Transportation Plan

The Regional Transportation Plan (RTP), also called MOBILITY2030, was created and approved by SANDAG on March 23, 2003 and last updated in November 2007, with the intent of addressing challenges to mobility in the San Diego region due to population growth. It also aims to maintain, manage, and improve the existing transportation system in the region.

State Transportation Improvement Program

The 2002 State Transportation Improvement Program (STIP) is a multi-year program of federally and state-funded projects that are developed locally and approved by the California Transportation Commission. Once approved, the STIP is incorporated into the Regional Transportation Improvement Program (RTIP), which includes all other locally funded transportation projects.

Regional Transportation Improvement Program

The RTIP is also a multi-year program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region. The 2008 RTIP was adopted in July 2008, for Fiscal Years 2008 to 2013.

Congestion Management Program

First launched in 1991, the CMP is a state-mandated means for monitoring roadway congestion and assessing overall performance of the region's transportation system. The guidelines, which were developed by SANDAG, contain specific strategies and improvements to reduce traffic congestion and improve performance of the region's multi-modal system. Example strategies include an increased emphasis on public transportation and rideshare programs, mitigation for new development impacts, and better coordination of land use and transportation planning. A 2002 update to the CMP guidelines was adopted in January 2003.

The CMP guidelines stipulate that any development project generating 2,400 or more ADT, or 200 or more peak hour trips, requires enhanced CEQA review. The CMP requires that, as part of the additional CMP analysis, freeway links with 50 or more peak hour project trips (in either direction) must be addressed as part of the traffic impact analysis. Also, a ramp meter analysis would be required if project trips would generate 20 or more trips at freeway on-ramps with existing ramp meters. Although none of the existing ramps have meters, the Proposed Project would generate peak hour trips above the threshold for freeways. As such, enhanced CEQA review is required for the Proposed Project.

Regional Growth Management Strategy

The Regional Growth Management Strategy, as originally adopted in 1993 by SANDAG, is a comprehensive framework for dealing with regional growth impacts in order to preserve and improve the regional quality of life. One facet of quality of life considered in the Regional Growth Management Strategy is transportation and congestion management. The Regional Growth Management Strategy was amended in July 1999, at which time the new growth strategy was titled REGION2020.

Guide for the Preparation of Traffic Impact Studies

Caltrans' Guide for the Preparation of Traffic Impact Studies (2002a) outlines recommended procedures for traffic study contents. While thresholds are not identified in this guide, Caltrans staff have indicated that freeway operations at or above LOS D are considered acceptable. For the San Diego region, Caltrans' staff have previously indicated that an impact to a freeway is generally identified when project traffic causes the operations to drop one letter grade (i.e., from LOS E to LOS F).

County

General Plan Circulation Element

The Circulation Element of the existing County General Plan identifies the general location and extent of existing and proposed major roads and bicycle routes.

The County of San Diego has developed LOS threshold tables based on the different functional street classifications and their ability to carry traffic. In addition, on August 2, 2006, the County Board of Supervisors approved the proposed Year 2020 road standards. Year 2020 road standards, identified as "GP Update" in this subchapter, evaluate road segments on the basis of capacity. A statement of "Under Capacity" (Un) is shown in the LOS threshold tables (no roadways were "Over Capacity"). These capacity statements are used in place of LOS where a proposed road would be implemented that is not part of the current Circulation Element (e.g., the "Boulevard" classification proposed for Horse Ranch Creek Road).[1]

The study area for the Existing Plus Project condition is based on the County's criterion of where the Project would add 50 or more peak-hour trips to existing roadway traffic (as opposed to 25 or more peak-hour trips under Existing Plus Cumulative Plus Project conditions, analyzed below). Accordingly, several of the roadway and state route segments, as well as intersections, analyzed in the Existing Plus Cumulative Plus Project scenario do not show as impacts under the Existing Plus Project scenario because there are not 50 or more peak hour trips added by the Project.

County of San Diego Public Facility Element Policy 1.1 of Section 4, Transportation, states that new development shall provide on-site improvements to maintain LOS C on circulation element roads during peak hours. New development shall provide off-site improvements to contribute to the overall achievement of an LOS D on circulation element roads.

2.2.2 Guidelines for the Determination of Significance

Guidelines of Significance

1. A significant transportation/traffic impact would occur if the additional or redistributed ADT generated by the Proposed Project would:
   a. Cause an adjacent or nearby (off-site) County Circulation Element road to operate below LOS D and significantly increase congestion as identified in Threshold Matrix 1 or cause an on-site County Circulation Element road to operate below LOS C;
   b. Cause a residential street to exceed its design capacity; or

[1] Actual capacity on some segments may be higher due to intersection widening, restricted access, and/or lane widening.

c. Significantly increase congestion on a Circulation Element road, state highway, or intersection currently operating at LOS E or LOS F as identified in Threshold Matrix 1.

Threshold Matrix 1
Measures of Significant Project Traffic Impacts from Congestion
Allowable Increases on Congested Roads and Intersections[1]

Road Segments			
LOS	**2-lane Road**	**4-lane Road**	**6-lane Road**
E	200 ADT	400 ADT	600 ADT
F	100 ADT	200 ADT	300 ADT

Intersections		
LOS	**Signalized**	**Unsignalized**
E	Delay of 2 seconds	20 peak hour trips on a critical movement[2]
F	Delay of 1 second, or 5 peak hour trips on a critical movement[2]	5 peak hour trips on a critical movement

[1] Allowable increase measured in terms of ADT
[2] A critical movement is one that is experiencing excessive queues.
Notes: By adding Proposed Project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
The County may also determine that impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable LOS, when such traffic uses a significant amount of remaining road capacity.

2. A significant impact to Circulation Element roads, signalized intersections, and ramps would occur if the Proposed Project exceeds the thresholds in Threshold Matrix 2.

Threshold Matrix 2
Measure of Significant Project Traffic Impacts for
Circulation Element Roads, Signalized Intersections, and Ramps

LOS With Project	**Allowable Change Due to Project Impact**						
	Freeways*		**Roadway Segments[1]**		**Signalized Intersections**	**Ramps**	**Ramps with >15 min. delay**
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)[2]	Delay (min.)[2]	Delay (min.)[2]
LOS E and F	0.01	1	0.02	1	2	-	2

[1] For County arterials that are not identified in SANDAG's RTP and CMP as regionally significant arterials, significance may be measured based upon an increase in ADT. The allowable change in ADT due to Project impacts in this instance would be identified in Threshold Matrix 1.
[2] Delay = Average stopped delay per vehicle measured in seconds (sec.) or minutes (min.)
> = greater than
* It is noted that SANDAG does not have jurisdiction over freeways. Caltrans, the agency with jurisdiction over freeways within the study area, considers impacts to freeways significant if additional traffic causes the operations to drop one letter grade. The Caltrans thresholds are used in the analysis below.

3. A significant volume and/or LOS traffic impact on a signalized intersection would occur if additional or redistributed ADT generated by the Proposed Project would:

    a. Cause a signalized intersection to operate below LOS D and significantly increase congestion as identified in Threshold Matrix 1; or

    b. Significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F as identified in Threshold Matrix 1.

4. A significant volume and/or LOS traffic impact on an unsignalized intersection would occur if additional or redistributed ADT generated by the Proposed Project would:

    a. Generate 20 or more peak hour trips to a critical movement of an unsignalized intersection and cause the unsignalized intersection to operate below LOS D, or the unsignalized intersection currently operates at LOS E;

    b. Generate five or more peak hour trips to a critical movement of an unsignalized intersection and cause the unsignalized intersection to operate below LOS E, or the unsignalized intersection currently operates at LOS F; or

    c. Generate rates lower than those specified above based on an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance, and/or other factors.

5. A significant impact from congestion at a freeway ramp would occur if additional or redistributed ADT generated by the Proposed Project would exceed the thresholds in Threshold Matrix 2. Other factors affecting these values would be considered, including ramp metering, location (rural vs. urban), ramp design, and the proximity of adjacent intersections.

6. A significant traffic hazard impact due to a design feature would occur if the Proposed Project would (on a case-by-case basis):

    a. Have design features/physical configurations of access roads that would adversely affect the safe transport of vehicles along the roadway;

    b. Result in a percentage and/or magnitude of increased traffic on the road that would affect the safety of the roadway;

    c. Result in physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping, or other barriers that could result in vehicle conflicts with other vehicles and/or stationary objects; or

    d. Not conform to the requirements of the private or public road standards, as applicable.

7. A significant traffic hazard impact to pedestrians and/or bicyclists would occur if the Proposed Project would (on a case-by-case basis):

    a. Result in design features/physical configurations that would adversely affect the visibility of pedestrians and/or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;

    b. Result in an amount of pedestrian activity at the project access points that may adversely affect pedestrian safety;

    c. Result in the preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site;

    d. Result in a percentage and/or magnitude of increased traffic on the road due to the Proposed Project that may adversely affect pedestrian and bicycle safety;

e. Result in physical conditions on the project site and surrounding area, such as curves, slopes, walls, landscaping, or other barriers that could result in vehicle/pedestrian, vehicle/bicycle conflicts;

f. Not conform to the requirements of the private or public road standards, as applicable; or

g. Result in a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Guidelines Sources

Guidelines No. 1 through 7 are based on the County's Guidelines for Determining Significance for Traffic (Part XV-A) and County Report Format and Content Requirements – Transportation and Traffic (December 5, 2007). The County guidelines for potential traffic impacts were based on the San Diego Traffic Engineers' Council (SANTEC) and the Institute of Transportation Engineers (ITE – California Border Section) guidelines for the determination of significance.

Roadway and State Route Segments

The significance guidelines for roadway (including state route) segments (Guidelines No. 1 and 2) and the corresponding threshold matrices are based on a general assessment and average conditions. The roadway segments were analyzed based on the functional classification of the roadway using the County of San Diego Average Daily Vehicle Trips capacity table located in the County's Road Standards (1999), as illustrated in Table 2.2-1a. The state route segments were analyzed using V/C as outlined in the 2000 HCM, as shown in Table 2.2-1b.

Freeway Segments and Ramps

Guidelines Nos. 2 and 5 pertain to freeway segments and ramps. As noted in Caltrans' Guide for the Preparation of Traffic Impact Studies (2002a), the Caltrans-accepted methodology for analysis of freeway sections is to use the most current edition of the HCM. The freeway segments were analyzed based on a multi-lane highway LOS criterion using a V/C ratio, as outlined in the 2000 HCM.

Freeway LOS is determined on a peak hour basis and divided by the capacity of the segment to determine a V/C ratio for each freeway segment. Peak hour data from Caltrans, freeway ADT counts, and grades and truck percentages are used as the basis for existing conditions. The ADT is multiplied by the peak hour percentages and directional splits provided by Caltrans to provide a realistic peak hour volume by direction and peak hour for each freeway segment. Truck factors also are determined so that traffic splits, heavy vehicles, and grades can be taken into effect. Dividing by the capacity and using the LOS definitions based on V/C ratio provided by Caltrans, the LOS for each freeway segment (by direction) in the study area can be determined. The Guide for the Preparation of Traffic Impact Studies (2002a) also documents a maximum service flow rate of 2,350 passenger cars per hour per lane. Freeway LOS operations are based on the SANDAG's 2006 Congestion Management Program Update V/C ratios (Table 2.2-1c).

Signalized Intersections

The significance guidelines for signalized intersections (Guidelines No. 1 through 3) provided above and the criteria identified in the corresponding threshold matrices allow an increase of two seconds in the overall delay at an intersection operating at LOS E. An increased wait time of two seconds would not be noticeable to the average driver and thus would not constitute a significant traffic impact. This same rationale applies to an additional wait of one second at signalized intersections operating at LOS F. For

LOS F conditions, however, an additional guideline based on the number of trips added to a critical movement was used. (A critical movement is defined as a traffic movement that is experiencing excessive queues.) This threshold directly relates to the number of vehicles that can be added to an existing queue forming at an intersection without causing a noticeable disruption. A threshold of five peak hour trips per critical movement was used in Threshold Matrix 1.

"Operational method" procedures from Chapter 9 of the HCM 2000 are used to determine the peak hour LOS for signalized intersections. This method determines and reports LOS based on the total control delay per vehicle for a 15-minute analysis period, expressed in seconds. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 2.2-1d, summarizes the control delay and LOS criteria for both signalized and unsignalized intersections.

Unsignalized Intersections

The operating parameters and conditions for unsignalized intersections greatly differ from those of signalized intersections. For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement; it is not defined for the intersection as a whole. Even very small volume increases on one leg or turn/through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. The significance of impacts to unsignalized intersections is based on a minimum overall number of trips added to a critical movement (i.e., a left-turn lane estimated to operate at LOS E or F).

The significance guidelines provided above for unsignalized intersections (Guidelines Nos. 1 and 4) set a minimum overall number of trips added to a critical movement at such an intersection and are supported by a standard also identified in Threshold Matrix 1. These guidelines are based on the number of trips added to a critical movement, since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical movements. Thus, Guidelines Nos. 1 and 4 relate to the number of vehicles that can be added to an existing queue forming at an intersection. A significance threshold of 20 peak hour trips per critical movement was used for LOS E conditions. A significance threshold of five peak hour trips per critical movement was used for LOS F conditions (i.e., Significance Guidelines 1 and 4).

Direct Versus Cumulative Impacts

The County Guidelines for Determining Significance – Transportation and Traffic (December 5, 2007) further establish criteria for determining project impacts to the road system, including a discussion of direct versus cumulative impacts. A direct impact is an impact "that would result [when one or more of the significance criteria outlined above is exceeded] solely from the implementation of the project." A cumulative impact would occur as a result of traffic growth both from the project and from other projects in the area. Thus, a direct project impact would potentially occur under the Existing Plus Project conditions, and a cumulative impact would potentially occur under the Existing Plus Cumulative Plus Project or Buildout (Year 2030) Plus Project conditions.

2.2.3 Analysis of Project Effects and Determination as to Significance

Impacts to Road Segments (Guidelines Nos. 1 and 2)

Short-term (Construction) Impacts

As noted in Chapter 1.0, construction traffic is anticipated to primarily access the site via I-15, with minor numbers of workers or delivery trucks using SR 76. A total of 80 workers (worst case) and a maximum

of 25 truck trips per day for delivery of materials were assumed for each construction phase (including off-site improvements). Although construction traffic could slow or interrupt flow along area roadways, there are no plans to close area roads during construction or identify alternative routes for through traffic.

As noted in Subchapter 1.1, Proposed Project grading is projected to be balanced on and off site, and import or export of earthwork is not expected, reducing the number of truck trips to and/or from the site during the construction phase.

Project construction is anticipated to be ongoing over a period of five-to-six years (although market conditions, funding for public facilities, and similar conditions beyond the control of the developer may result in the extension of the construction period). During this period, construction traffic may contribute to temporary congestion and/or traffic delays in the Project vicinity. Due to the length of the construction period and the fact that various components of construction would overlap, projecting the delays on specific road segments and intersections (including off site) for the full six years would be speculative and would not result in a modification to the planned implementation of standard traffic control measures. Off-site roadway improvements would be limited to adding turn/through lanes and traffic signals to existing intersections. The Proposed Project includes the preparation and approval of a Traffic Control Plan (TCP), identified on Table 1-13, which would include measures to reduce traffic delays and minimize public safety impacts both on and off site. The TCP would include measures such as the use of flagmen; traffic cones; k-rails; lane-shifting; small, isolated detours and advanced notification signage; pedestrian/equestrian detours; and movement restrictions, as necessary. Because the Project site is located immediately north of SR 76, no temporary road closures are anticipated. In addition, the construction contractor would provide a means for public liaison/contact information for public inquiries and concerns. The TCP would be part of the Project and is included in the list of discretionary Project approvals, Project Design considerations enumerated on Table 1-13, and Chapter 8.0, List of Mitigation Measure and Environmental Design Considerations. The plan would have to be approved by the Director of County DPW. While construction traffic would be a nuisance to motorists in the Project vicinity (both on and off site) and could result in adverse short-term traffic impacts, these short-term effects would be lowered to a **less than significant** level via Project-mandated implementation of the TCP.

Operational Impacts

Proposed Project Roadway Network Improvements

In addition to each of the entirely on-site roads described in Chapter 1.0 of this EIR, the Project includes the construction or improvement of several Project roadways extending off site, and intersections with abutting off-site roadways as a part of Project design. These improvements are illustrated in Figure 2.2-3a, Existing Plus Project Roadway Segment Conditions, and Figures 2.2-3b and 2.2-2c, Existing Plus Project Intersection Conditions, as well as detailed in Chapter 8.0, List of Mitigation Measures and Environmental Design Considerations. Each of these Project-required design features were assumed to be in place as part of Existing Plus Project modeling. These Project features include the following:

- Segment of Horse Ranch Creek Road from Baltimore Oriole Road to SR 76: Applicant to construct a four-lane roadway per GP Update "Boulevard" standards
- Segment of Pala Mesa Drive from Old Highway 395 to north of Pankey Road: Project Applicant to construct (28 feet within a 40-foot roadbed), designed within a two-lane light collector
- Segment of Pankey Road from Pala Mesa Drive to the Pankey Road bridge is 28 feet wide on a 40-foot roadbed. From the bridge to SR 76: Project Applicant to construct two-lane light collector

- Segment of Pankey Place from Pankey Road to Horse Ranch Creek Road: Project Applicant to construct two-lane light collector
- Intersection of SR 76/Horse Ranch Creek Road: Project Applicant to construct a traffic signal, right and left turn lanes on EB and WB SR 76
- Project Applicant to construct five roadway intersections along Horse Ranch Creek Road at Baltimore Oriole Road, Longspur Road, Harvest Glen Lane, Pardee South Loop, and Pankey Place.
- Project Applicant to construct the intersection of Pankey Place/Pankey Road.

As noted above, SR 76 from I-15 easterly for a distance of approximately 1.4 miles was being widened from two to four lanes during Project analysis. Because improvements were completed prior to Proposed Project approval, the segment of SR 76 between I-15 and Horse Ranch Creek Road was analyzed as a four-lane roadway under Existing Plus Project conditions.

Project Traffic Generation

The Proposed Project would generate 19,941 daily trips, resulting in 1,423 trips during the AM peak hour period and 2,095 trips during the PM peak hour period (LOS Engineering, Inc. 2009, as amended). Table 2.2-6, Proposed Project Trip Generation, provides the trip generation rates for each land use, the projected volumes, and the AM and PM peak hour volumes. The Project's traffic generation rates are based upon 2002 SANDAG trip generation rates for the various types of land uses proposed.

Project Traffic Distribution

Project trips were distributed based on a SANDAG Series 11 traffic model. This traffic model is based on a regional model per the 2007 RTP, which incorporates anticipated traffic associated with all of the cities and unincorporated areas. Project trips were distributed based on existing traffic flow on County roads in the Project site vicinity and SANDAG select zone assignment (SZA). It is noted that under the cumulative scenario, a distribution adjustment to the SANDAG SZA was made. A 16 percent distribution to the Traffic Analysis Zone (TAZ) just south of SR 76 and Pankey Road was redistributed out to and along I-15. The SANDAG select zone is a computerized traffic forecast that has been plotted with Project-only trips from the Project zone shown distributed onto the street network. The traffic model works by matching up productions (i.e., residential units) with attractions (e.g., retail, education, office, etc.). These productions and attractions exist in certain discrete locations called traffic analysis zones that correspond to existing or proposed locations throughout the County of San Diego. The productions and attractions are based on land use data supplied by various agencies for use in planning situations such as population growth and traffic forecasts for the San Diego Region. As indicated above, SANDAG collects these data and maintains a region-wide traffic forecast model.

Because the Proposed Project contains many interacting uses that create the equivalent of a small town, some Proposed Project traffic would remain within the internal roadway system. Therefore, distribution of the Proposed Project traffic was modeled using SANDAG traffic assumptions with an internal capture rate. The internal capture area (northeast of I-15 and SR 76) is divided into multiple TAZs; to include Campus Park, Campus Park West (excluding the commercial area south of SR 76), Meadowood, and Palomar College. It was determined that if the Proposed Project was fully built-out, it would have a 33 percent internal capture rate, regardless of whether or not Campus Park West, Meadowood, and Palomar College are built. To be conservative, however, the 33 percent was rounded down to 30 percent. The use of this conservative capture rate was approved by Caltrans and the County, as documented within the TIS (LOS Engineering, Inc. 2009, as amended).

The Proposed Project would be constructed in phases, which affects the internal capture rate. The residential portion is planned to be constructed first, and the internal capture rate would thus be zero. As commercial development and other uses are added, the internal capture rate would increase. To be conservative, the near-term and long-term distribution scenarios assume that the entire Project would be developed and also assume a 30 percent internal capture rate (refer to Figure 7 of the TIS for an illustration of the conservative nature of the modeling).

Existing Plus Project Roadway Segment Impacts

As discussed under the Existing Levels of Service for Road Segments section above, none of the existing local roadway segments currently operates at unacceptable LOS (E or F) without the Project. Figure 2.2-4a, Existing Plus Project Average Daily Traffic – Roadway Segments, illustrates the Existing plus Project roadway ADT distribution. All analyzed roadway segments also would operate LOS D or better under Existing Plus Project conditions, including Old Highway 395, Stewart Canyon Road, Pankey Road, Pala Mesa Drive, Pankey Place, and Horse Ranch Creek Road. A portion of Horse Ranch Creek Road (between Baltimore Oriole Road to SR 76) would be classified as a Boulevard and would operate under capacity. As a result, all impacts to analyzed roadway segments under Existing Plus Project conditions would be **less than significant** per the County Guidelines and CMP.

Existing Plus Project State Route Segment Impacts

Proposed Project traffic would add a significant amount of traffic to six segments of SR 76 in the AM and/or PM peak hours by increasing the V/C by more than 0.02. Overall, the Proposed Project would cause a significant impact per the County Guidelines to the following segments of SR 76:

- South Mission Road to Via Monserate (LOS E WB during the AM peak hour and LOS F EB during the PM peak hour)
- Via Monserate to Gird Road (LOS E EB in the AM peak hour, LOS E WB during the AM peak hour, LOS F EB during the PM peak hour, and LOS E WB during the PM peak hour)
- Sage Road to Old Highway 395 (LOS E WB during the PM peak hour)
- I-15 NB ramps to I-15 NB ramps (LOS E EB during the AM and PM peak hours and LOS F WB during the PM peak hour)
- Horse Ranch Creek Road to Rice Canyon Road (LOS F WB during the PM peak hour)
- Rice Canyon Road to Couser Canyon Road (LOS F WB during the PM peak hour)

The Project would therefore result in direct **significant impacts** to these six state route segments. **(Impact TR-1)**

Impacts to Freeway Segments (Guideline No. 2)

As shown in Table 2.2-4, all three analyzed freeway segments would continue to operate at an acceptable LOS (A to D) with the addition of the Project traffic. In addition, the Project would not exceed Guideline No. 2. The Proposed Project would therefore result in a **less than significant impact** to freeway segments.

Impacts to Signalized Intersections (Guidelines No. 1, 2, and 3)

Figures 2.2-4b and 2.2-4c, Existing Plus Project Average Daily Traffic – Intersections, shows the distribution of all Project trips at each of the analyzed intersections. Table 2.2-5 shows the results of the Existing Plus Project analysis. The results of this analysis are summarized below.

A total of 14 signalized intersections exist within the Existing Plus Project study area. As noted above, the Proposed Project would signalize the intersection of SR 76 and Horse Ranch Creek Road; which is therefore assumed in Project modeling for Existing Plus Project conditions.

Under the existing conditions, all of the signalized intersections operate at acceptable levels. With the addition of the Proposed Project to the existing conditions, LOS at SR 76/I-15 NB ramps would be reduced from D to E during the PM peak hour. All other intersections would continue to operate at acceptable levels. Since the Proposed Project would add a delay greater than two seconds at the intersection of SR 76/I-15 NB ramps in the PM peak hour, the Project would result in a direct **significant impact** on this signalized intersection prior to mitigation. **(Impact TR-2)**

Impacts to Unsignalized Intersections (Guidelines No. 1 and 4)

A total of 11 unsignalized intersections were analyzed to determine Project-related impacts (Table 2.2-5). Under Existing conditions, Old Highway 395/Reche Road operates at LOS C and E during the AM and PM peak hour**s**, respectively. Under Existing Plus Project conditions, this intersection would operate at LOS E and F during the AM and PM peak hours, respectively**,** and would add more than five trips to a critical movement. The Project would therefore result in a direct **significant impact** to this unsignalized intersection prior to mitigation. **(Impact TR-3)**

Traffic Hazards Due to Design Feature (Guideline No. 6)

Local and neighborhood streets within the Project would be constructed per County standard rights-of-way and specifications. All internal streets would be constructed with streetlights and standard curb and gutter and are designed to accommodate anticipated long-term traffic volumes. On-street parking would be permitted along both sides of most proposed residential roads within the site; parking would not be permitted along Horse Ranch Creek Road, Pankey Place, or Pankey Road/Pala Mesa Drive.

The Proposed Project includes a request for modifications to road standards related to driveway corner sight distance requirements and driveway spacing requirements. These modifications were approved by the County on October 14, 2008. Proposed modifications would not create any traffic hazards. Based on final plan consideration of feasible driveway/intersection separation (where corner landscaping might obscure visibility) to the extent allowed by lot lines, it was determined that the Project would not adversely affect the safety and flow of traffic. All other proposed on- and off-site road improvements would be constructed consistent with County road standards, which ensure safety in use and design, and because the Project site has been designed to ensure a usable and pedestrian-friendly community, complete with pedestrian-friendly roadways and driver-friendly view corridors, traffic hazard impacts relating to design features **would not occur** as a result of Project development.

It is noted that SR 76 has several potential hazards that were previously identified by the SR 76 East Corridor Study prepared by Reservation Transportation Authority (March). The identified potential hazards include a curve correction from Post Mile 18.80 to 19.00 and left-turn channelization at Rice Canyon Road Post Mile 19.39. These hazards currently exist and would not result from the Proposed Project. In addition, new alignments and widening of SR 76 east of Granite Construction variously

proposed by Caltrans, the Pala Band and the Warner Ranch projects would resolve several of these existing traffic hazards.

Traffic Hazard to Pedestrians/Bicyclists (Guideline No. 7)

Sidewalks and/or trails would be provided along all Project roads, which would separate pedestrians/equestrians from vehicular traffic and increase their safety along these roadways. Bike lanes would be provided along Horse Ranch Creek Road and Pankey Road/Pala Mesa Drive, as well as adjacent to Pankey Place along SR 76 on the north side of the road. Where the Project would complete intersection improvements as part of Project design, all new trails and bikeways would be constructed per County standards. Because of these provisions, impacts to pedestrian and bicyclist safety **would not occur** as a result of the Proposed Project.

2.2.4 Cumulative Impact Analysis

Each project has the potential to contribute vehicle trips and traffic impacts to the same road segments and intersections as those evaluated in the Proposed Project traffic analysis. Two cumulative analysis scenarios are addressed, including near-term development (once the Project is built out) of cumulative projects plus the Proposed Project (Cumulative Plus Project conditions), as well as the Year 2030 traffic forecast (prepared at SANDAG using the Series 10 Year 2030 model) plus development of the Proposed Project (Year 2030 Plus Project conditions).

Cumulative projects were accounted for through a General Plan summary approach where SANDAG provided a Series 10 Year 2030 model that included all cumulative projects that are consistent with the current land use plan, all cumulative projects that will require a variance such as a GPA, and all casino projects that have been submitted to the County. This cumulative traffic model approach is currently being utilized by the County for the General Plan Update.

County roadway traffic volumes for the Year 2030 study area were compared between the Series 10 existing General Plan model, the Series 10 update General Plan model, and the current SANDAG Year 2030 Series 11 model. The higher volumes between the traffic models were used for County roadways.

The reader should note that this is a conservative (i.e., assessed impacts are greater) cumulative analysis in that it includes all of the traffic projected as resulting from cumulative projects but does not assume the mitigation proposed by these other projects. In other words, the analysis is conservative because existing, rather than projected improved roadway conditions, provide the basis for analysis. (The reader should also note that applications submitted to the County, and included within projected cumulative conditions, frequently assume higher densities [with higher associated traffic generation] than what is ultimately permitted during project approval.)

Cumulative Plus Project Impacts

The Existing Plus Cumulative traffic conditions were determined by adding the SANDAG traffic model cumulative traffic volumes onto the existing traffic.

Roadway improvements already constructed (i.e., the widening of SR 76 from two to four lanes by the Granite Construction Company) or roadway improvements needed to achieve access to the Project site (i.e., Horse Ranch Creek Road, Pala Mesa Drive, Pankey Road, Pankey Place, and all associated internal intersections) were incorporated into the cumulative analysis. These configurations are shown on Figure 2.2-5a, Existing Plus Cumulative Roadway Segment Conditions, and Figure 2.2-5b, Existing Plus Cumulative Intersection Conditions. Other roadway improvements are planned by the Pala Tribe and

Caltrans; however, these improvements were not incorporated into the cumulative analysis. The improvements not included in the analysis are:

- Pala Tribe (widening approximately 2,900 feet of SR 76 around the intersection of SR 76/Pauma Reservation Road)
- Caltrans SR 76 Middle Project (widen SR 76 to four lanes from Melrose Drive to South Mission Road)
- Caltrans SR 76 East Project (widen SR 76 to four lanes from South Mission Road to the easterly ramps at I-15)

Unknown improvements from other cumulative projects that would generate significant amounts of traffic also are not included. The other significant cumulative projects that would likely include traffic improvements include:

- Meadowood
- Campus Park West
- Pala Mesa Resort
- Palomar College
- Warner Ranch
- Pauma Tribe
- Pala Shopping Center
- Gregory Landfill

Road Segments (Guidelines No. 1 and 2)

Existing Plus Cumulative Roadway Segment Conditions (Without Proposed Project)

Figure 2.2-6a, Existing Plus Cumulative Average Daily Traffic – Roadway Segments, depicts the ADT distribution on roadways within the cumulative study area. Table 2.2-7, Road Segment Operations Under Existing Plus Cumulative Conditions, demonstrates that nine road segments would operate at an unacceptable LOS (E or F) in the Existing Plus Cumulative scenario (without the Proposed Project). Those roadway segments include seven segments of Old Highway 395 between East Mission Road and West Lilac Road and two segments of Reche Road between Green Canyon Norte and Gird Road.

Existing Plus Cumulative Plus Project Roadway Segment Conditions Before Mitigation

As shown on Figure 2.2-7a, Existing Plus Cumulative Plus Project Average Daily Traffic – Roadway Segments, as well as Table 2.2-8, Road Segment Operations Under Existing and Existing Plus Cumulative Plus Project Conditions, 11 roadway segments would operate at an unacceptable LOS in the Existing Plus Cumulative Plus Project scenario. The Proposed Project traffic in conjunction with cumulative traffic would exceed the ADT limits above levels indicated in Threshold Matrix 1 at each of the 11 roadway segments operating at unacceptable levels (LOS E or F) and exceed the 200 or 100 ADT contribution threshold for LOS E and F, respectively. The roadways that would be cumulatively impacted include:

- Old Highway 395 between:
  - East Mission Road and Reche Road (LOS F)
  - Reche Road and Stewart Canyon Road (LOS F)
  - Stewart Canyon Road and Tecalote Lane (LOS F)
  - Tecalote Lane and Pala Mesa Drive (LOS F)

  - Pala Mesa Drive and SR 76 (LOS F)
  - SR 76 and Dulin Road (LOS E)
  - Dulin Road and West Lilac Road (LOS F)

- Reche Road between:
  - Green Canyon Norte and Live Oak Park Road (LOS E)
  - Live Oak Park Road to Gird Road (LOS E)

- Pankey Road between:
  - SR 76 and Shearer Crossing (LOS E)

- Pala Mesa Drive between:
  - Wilt Road/Sage Road and Old Highway 395 (LOS E)

Based on the preceding analysis, the Proposed Project would contribute to cumulatively **significant impacts** to the above-listed 11 roadway segments prior to implementation of mitigation. **(Impact TR-4)**

State Route Segments (Guidelines No. 1 and 2)

Existing Plus Cumulative State Route Segment Conditions (Without Proposed Project)

Figure 2.2-6a shows the ADT distribution on SR 76 within the cumulative study area. As shown on Table 2.2-9, SR 76 Operations Under Existing Plus Cumulative Conditions, 12 segments of SR 76 would operate at an unacceptable LOS (E or F) in Existing Plus Cumulative conditions (without the Proposed Project). Those segments include eight segments between Melrose Drive and Old Highway 395, I-15 SB ramps and I-15 NB ramps, and three segments between Horse Ranch Creek Road and Pala Mission Road.

Existing Plus Cumulative Plus Project State Route Segment Conditions Before Mitigation

As shown on Figure 2.2-7a and Table 2.2-10, SR 76 Operations Under Existing and Existing Plus Cumulative Plus Project Conditions, the same 12 segments of SR 76 would operate at an unacceptable LOS in the Existing Plus Cumulative Plus Project scenario. Cumulative impacts to these segments would be significant:

- Melrose Drive to Old Highway 395 (LOS F EB and WB during the AM and PM peak hours along eight segments)
- I-15 NB ramps to I-15 SB ramps (LOS F EB and WB during the AM and PM peak hours)
- Horse Ranch Creek Road to Rice Canyon Road (LOS F west bound during the AM peak hour and LOS F EB and WB during the AM and PM peak hours)
- Rice Canyon Road to Couser Canyon Road (LOS F EB and LOS E WB during the AM peak hour and LOS F EB and WB during the PM peak hour)
- Couser Canyon Road to Pala Mission Road (LOS E EB during the AM and PM peak hours and LOS F WB during the PM peak hour)

Based on the preceding analysis, the Proposed Project would contribute to cumulatively **significant impacts** to the above-noted 12 segments of SR 76 prior to mitigation. **(Impact TR-5)**

Freeway Segments (Guideline No. 2)

Existing Plus Cumulative Freeway Segment Conditions (Without Proposed Project)

Under Existing Plus Cumulative conditions (without the Proposed Project), all analyzed I-15 freeway segments within the cumulative study area operate at acceptable levels of service during both the AM and PM peak hours (Table 2.2-11, I-15 Operations Under Existing Plus Cumulative Conditions).

Existing Plus Cumulative Plus Project Freeway Segment Conditions

Table 2.2-12, I-15 Operations Under Existing, Cumulative Plus Project, and Existing Plus Cumulative Plus Project Conditions, shows the peak hour analysis results under cumulative traffic conditions for Project area freeway segments. All freeway segments within the study area would operate at acceptable levels with the addition of cumulative and Proposed Project traffic during AM and PM peak hours. Therefore, impacts would be **less than significant**.

Signalized Intersections (Guidelines No. 1, 2, and 3)

Existing Plus Cumulative Signalized Intersection Conditions (Without Proposed Project)

The intersection configuration and ADT used in the cumulative analysis is illustrated in Figures 2.2-6b and 2.2-6c, Existing Plus Cumulative Average Daily Traffic – Intersections. As shown in Table 2.2-13, Intersection Operations Under Existing Plus Cumulative Conditions, 12 signalized intersections would operate at an unacceptable LOS under Existing Plus Cumulative conditions without the Proposed Project. Those intersections include the following:

- SR 76/Gird Road (LOS F during the PM peak hour)
- SR 76/Old Highway 395 (LOS F during the AM and PM peak hours)
- SR 76/I-15 SB ramps (LOS F during the AM and PM peak hours)
- SR 76/I-15 NB ramps (LOS E during the AM peak hour and LOS F during the PM peak hour)
- Mission Road/Old Highway 395 (LOS F during the PM peak hour)
- Mission Road/I-15 SB ramps (LOS E during the AM peak hour)
- Mission Road/I-15 NB ramps (LOS F during the PM peak hour)
- SR 76/Melrose Drive (LOS F during the AM peak hour and LOS E during the PM peak hour)
- SR 76/East Vista Way (LOS F during the AM and PM peak hours)
- SR 76/North River Road (LOS F during the AM and PM peak hours)
- SR 76/Olive Hill Road (LOS F during the AM and PM peak hours)
- SR 76/South Mission Road (LOS F during the PM peak hour)

Existing Plus Cumulative Plus Project Signalized Intersection Conditions Before Mitigation

Figures 2.2-7b and 2.2-7c, Existing Plus Cumulative Plus Project Average Daily Traffic – Intersections, illustrate the ADT for each intersection analyzed in the Existing Plus Cumulative Plus Project scenario. Under this scenario, 12 signalized intersections would operate at unacceptable LOS with a change in delay of greater than two seconds (Table 2.2-14, Intersection Operations Under Existing and Existing Plus Cumulative Plus Project Conditions). Overall, the Proposed Project, along with other cumulative projects, would cause significant cumulative impacts to the following signalized intersections in the near-term:

- SR 76/Gird Road (LOS F during the PM peak hour)
- SR 76/Old Highway 395 (LOS F during the AM and PM peak hours)

- SR 76/I-15 SB ramps (LOS F during the AM and PM peak hours)
- SR 76/I-15 NB ramps (LOS F during the AM and PM peak hours)
- Mission Road/Old Highway 395 (LOS F during the PM peak hour)
- Mission Road/I-15 SB Ramps (LOS E in the AM peak hour and LOS F during the PM peak hour)
- Mission Road/I-15 NB Ramps (LOS F during the PM peak hour)
- SR 76/Melrose Drive (LOS F during the AM and PM peak hours)
- SR 76/East Vista Way (LOS F during the AM and PM peak hours)
- SR 76/North River Road (LOS F during the AM and PM peak hours)
- SR 76/Olive Hill Road (LOS F during the AM and PM peak hours)
- SR 76/South Mission Road (LOS F during PM peak hour)

The Proposed Project would cause Significance Guidelines No. 1 and 2 to be exceeded at the above intersections; therefore, the Project would contribute to cumulatively **significant impacts** upon the 12 identified signalized intersections before mitigation. **(Impact TR-6)**

Unsignalized Intersections (Guidelines No. 1 and 4)

Existing Plus Cumulative Unsignalized Intersection Conditions (Without Project)

As shown in Table 2.2-13, 10 unsignalized intersections would operate at an unacceptable LOS under Existing Plus Cumulative conditions without the Proposed Project. The unsignalized intersections that would operate at unacceptable levels in the Existing Plus Cumulative scenario include the following:

- SR 76/Via Monserate (LOS F during the AM and PM peak hours)
- SR 76/Sage Road (LOS F during the AM and PM peak hours)
- Old Highway 395/Dulin Road (LOS E during the PM peak hour)
- SR 76/Pankey Road (LOS F during AM and PM peak hours)
- SR 76/Rice Canyon Road (LOS F during the AM and PM peak hours)
- SR 76/Couser Canyon Road (LOS F during the AM and PM peak hours)
- Old Highway 395/Pala Mesa Drive (LOS F during AM and PM peak hours)
- Old Highway 395/Stewart Canyon Road (LOS F during AM and PM peak hours)
- Old Highway 395/Reche Road (LOS F during AM and PM peak hours)
- Reche Road/Live Oak Park Road (LOS E during the AM peak hour)

Existing Plus Cumulative Plus Project Unsignalized Intersection Conditions Before Mitigation

Table 2.2-14 shows that 10 of the analyzed 37 unsignalized intersections would operate at unacceptable LOS E or F with a change in delay of greater than two seconds during the AM and/or PM peak hour periods under the Existing Plus Cumulative Plus Project scenario. The Project, along with other cumulative projects, are expected to add significantly to the unacceptable LOS experienced at 10 unsignalized intersections, which are listed below:

- SR 76/Via Monserate (LOS F during the AM and PM peak hours)
- SR 76/Sage Road (LOS F during the AM and PM peak hours)
- Old Highway 395/Dulin Road (LOS F during the PM peak hour)
- SR 76/Pankey Road (LOS F during AM and PM peak hours)
- SR 76/Rice Canyon Road (LOS F during the AM and PM peak hours)
- SR 76/Couser Canyon Road (LOS F e during the AM and PM peak hours)
- Old Highway 395/Pala Mesa Drive (LOS F during AM and PM peak hours)

- Old Highway 395/Stewart Canyon Road (LOS F during AM and PM peak hours)
- Old Highway 395/Reche Road (LOS F during AM and PM peak hours)
- Reche Road/Live Oak Park Road (LOS E during AM peak hour)

It has therefore been determined that the Project would contribute to cumulatively **significant impacts** to 10 unsignalized intersections before mitigation. **(Impact TR-7)**

Buildout (Year 2030) Plus Project Impacts

The Buildout (Year 2030; Horizon Year) traffic analysis evaluates long-term future traffic conditions in the Project area using the SANDAG Series 10 (Year 2030) and SANDAG Series 11 (Year 2030) traffic model and considering traffic with and without development of the Proposed Project. The study area is based on the limit of where 50 peak hour projects would travel. Implementation of the Horse Ranch Creek Road, Pala Mesa Drive, and Pankey Road extensions were assumed for the purposes of the Year 2030 analysis. The model also assumes that all of SR 76 within the study area would be widened to four lanes. The Year 2030 roadway and intersection conditions assumed in the analysis below are illustrated in Figure 2.2-8a, Buildout (Year 2030) Roadway Segment Conditions, and Figure 2.2-8b, Buildout (Year 2030) Intersection Conditions.

Road Segments (Guidelines No. 1 and 2)

Buildout (Year 2030) Roadway Segment Conditions (Without Proposed Project)

Under the Buildout (Year 2030) scenario (without the Proposed Project), 1 of the 17 analyzed roadway segments (Pankey Road between SR 76 and Shearer Crossing) would operate at an unacceptable LOS F (Table 2.2-15, Roadway Segment Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions, and Figure 2.2-9a, Buildout (Year 2030) Without Project Average Daily Traffic – Roadway Segments).

Buildout (Year 2030) Plus Project Roadway Segment Conditions Before Mitigation

Table 2.2-15 provides a comparison of Buildout (Year 2030) ADT with and without the Proposed Project. Figure 2.2-10a, Buildout (Year 2030) Plus Project Average Daily Traffic – Roadway Segments, illustrates the ADT distribution. As can be seen in Table 2.2-15, 1 of the 17 analyzed roadway segments (Pankey Road between SR 76 and Shearer Crossing) would operate at an unacceptable LOS F under Buildout (Year 2030) Plus Project conditions. In summary, the Project would contribute to cumulatively **significant impacts** to one roadway segment in the Year 2030 before mitigation. **(Impact TR-8)**

State Route Segments (Guidelines No. 1 and 2)

Buildout (Year 2030) State Route Segment Conditions (Without Proposed Project)

As shown in Table 2.2-16, SR 76 Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions, and Figure 2.2-9a, under the Buildout (Year 2030) scenario (without the Proposed Project), all of the 10 analyzed segments of SR 76 would operate at acceptable levels of service (LOS D or better).

Buildout (Year 2030) Plus Project State Route Segment Conditions

Similar to the Buildout (Year 2030) scenario without the Proposed Project, under Buildout (Year 2030) Plus Project conditions, all analyzed segments of SR 76 would operate at acceptable levels of service

(LOS D or better; Table 2.2-16). Therefore, impacts to SR 76 would be **less than significant** with or without implementation of the Proposed Project.

Freeway Segments (Guideline No. 2)

Buildout (Year 2030) Freeway Segment Conditions (Without Proposed Project)

The three freeway segments within the cumulative study area would operate at LOS E or F under the Buildout (Year 2030) scenario without the Proposed Project (Table 2.2-17, I-15 Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions). The freeway segments include:

- NB I-15 from Rainbow Valley Boulevard to Mission Road (LOS F in the AM and PM peak hours)
- SB I-15 from Rainbow Valley Boulevard to Mission Road (LOS E in the AM peak hour and LOS F in the PM peak hour)
- NB and SB I-15 from Mission Road to SR 76 (LOS F in the PM peak hour)
- NB I-15 from SR 76 to Escondido Highway (LOS E in the PM peak hour)
- SB I-15 from SR 76 to Escondido Highway (LOS F in the PM peak hour)

Buildout (Year 2030) Plus Project Freeway Segment Conditions

Table 2.2-17 shows a comparison of the peak-hour analysis results under Buildout (Year 2030) Plus Project conditions for the freeway segments within the Project study area. With the addition of the Project, all three freeway segments within the cumulative study area would continue to operate at the same LOS as under the Year 2030 without project conditions, with the exception of one (I-15 from SR 76 to Old Highway 395 NB during the AM peak hour), which would decrease from LOS C to D with the Project. Because the change in V/C would be 0.01 or less for each of these freeway segments, cumulative impacts to I-15 under Buildout (Year 2030) conditions are considered **less than significant**.

Signalized Intersections (Guidelines No. 1, 2, and 3)

Buildout (Year 2030) Signalized Intersection Conditions (*Without Proposed Project)*

As shown in Table 2.2-18, Intersection Operations Under Buildout (Year 2030) and Buildout (Year 2030) Plus Project Conditions, all signalized intersections would operate at LOS D or better under Buildout (Year 2030) conditions without the Project. The ADT traveling through each intersection under Buildout (Year 2030) conditions without the Proposed Project are displayed in Figure 2.2-9b, Buildout (Year 2030) Without Project Average Daily Traffic – Intersections.

Buildout (Year 2030) Plus Project Signalized Intersection Conditions

As with the Buildout (Year 2030) conditions without the Proposed Project, no signalized intersection would operate at unacceptable levels under the Buildout (Year 2030) Plus Project conditions (Table 2.2-18). The ADT distribution for this scenario is illustrated in Figure 2.2-10b, Buildout (Year 2030) Plus Project Average Daily Traffic – Intersections. The Project would add traffic to the signalized intersections within the traffic study area in the Year 2030. The affected intersections were analyzed with identified circulation element capacities, and each has the capacity to support Project-related traffic. As a result, the Project would have a cumulatively **less than significant impact** to signalized intersections under Buildout (Year 2030) conditions**.**

Unsignalized Intersections (Guidelines No. 1 and 4)

Buildout (Year 2030) Unsignalized Intersection Conditions (Without Proposed Project)

As shown in Table 2.2-18, all unsignalized intersections would operate at LOS D or better under Buildout (Year 2030) conditions without the Proposed Project.

Buildout (Year 2030) Plus Project Unsignalized Intersection Conditions

Similar to Buildout (Year 2030) conditions without the Proposed Project, no unsignalized intersection would operate at unacceptable levels of service under Buildout (Year 2030) Plus Project conditions (Table 2.2-18). The ADT distributions for this scenario is illustrated in Figure 2.2-10b. The Project would add traffic to the unsignalized intersections within the traffic study area in the Year 2030. The affected intersections were analyzed with identified circulation element capacities, and each has the capacity to support Project-related traffic. As a result, the Project would have a cumulatively **less than significant impact** to unsignalized intersections under Buildout (Year 2030) conditions.

2.2.5 Significance Prior to Mitigation

Prior to mitigation and under current roadway conditions, the Proposed Project would result in significant direct and cumulative impacts to a number of roadway and state route segments and intersections (both signalized and unsignalized).

Impact TR-1 Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following segments of SR 76:

- South Mission Road to Gird Road
- Sage Road to Old Highway 395
- I-15 SB ramps to I-15 NB
- Horse Ranch Creek Road to Couser Canyon Road

Impact TR-2 Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following signalized intersection:

- SR 76/I-15 NB ramps (PM peak hour)

Impact TR-3 Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following unsignalized intersection:

- Old Highway 395/Reche Road (AM and PM peak hours)

Impact TR-4 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following local roadway segments:

- Old Highway 395 from East Mission Road to West Lilac Road
- Reche Road from Green Canyon Norte to Gird Road
- Pankey Road from SR 76 to Shearer Crossing
- Pala Mesa Drive from Wilt Road/Sage Road to Old Highway 395

Impact TR-5 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following segments of SR 76:

- Melrose Drive to Old Highway 395
- I-15 SB ramps to I-15 NB ramps
- Horse Ranch Creek Road to Pala Mission Road

Impact TR-6 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following 12 signalized intersections:

- SR 76/Gird Road (PM peak hour)
- SR 76/Old Highway 395 (AM and PM peak hours)
- SR 76/I-15 SB ramps (AM and PM peak hours)
- SR 76/I-15 NB ramps (AM and PM peak hours)
- Mission Road/Old Highway 395 (PM peak hour)
- Mission Road/I-15 SB ramps (AM and PM peak hours)
- Mission Road/I-15 NB ramp (PM peak hour)
- SR 76/Melrose Drive (AM and PM peak hours)
- SR 76/East Vista Way (AM and PM peak hours)
- SR 76/North River Road (AM and PM peak hours)
- SR 76/Olive Hill Road (AM and PM peak hours)
- SR 76/South Mission Road (PM peak hour)

Impact TR-7 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would add a cumulatively significant amount of traffic to the following 10 unsignalized intersections:

- SR 76/Via Monserate (AM and PM peak hours)
- SR 76/Sage Road (AM and PM peak hours)
- SR 76/Pankey Road (AM and PM peak hours)
- SR 76/Rice Canyon Road (AM and PM peak hours)
- SR 76/Couser Canyon Road (AM and PM peak hours)
- Old Highway 395/Pala Mesa Drive (AM and PM peak hours)
- Old Highway 395/Stewart Canyon Road (AM and PM peak hours)
- Old Highway 395/Reche Road (AM and PM peak hours)
- Old Highway 395/Dulin Road (PM peak hour)
- Reche Road/Live Oak Park Road (AM peak hour)

Impact TR-8 Under Year 2030 plus Project conditions, the Proposed Project would significantly contribute to cumulative impacts at the following roadway segment:

- Pankey Road from SR 76 to Shearer Crossing

2.2.6 Mitigation

As enumerated in Section 2.2.5, the Proposed Project would result in significant direct and cumulative impacts to both local roadway and state route segments and intersections. Mitigation measures proposed to address Project-specific impacts as well as the Project contribution to cumulative impacts are identified below and summarized in Tables 2.2-19, Summary of Traffic Impacts and Mitigation. Mitigation

measures for direct impacts are shown in Figures 2.2-11a, Key Map – Project Features and Mitigation Measures, and Figures 2.2-11b through 2.2-11d, Project Features and Mitigation Measures. Mitigation phasing on these figures is based on implementation of residential units. In order to address phasing of non-residential uses, the square footage of those commercial/business uses would be converted to ADT.

All cumulative impacts are mitigated by the Project Applicant paying into the County TIF. The County's TIF Program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is a fee offered to developers to facilitate compliance with the CEQA mandate that development projects mitigate their cumulative traffic impacts. The County TIF Program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts.

TIF fees are collected into 23 local Community Planning Area accounts, 3 regional accounts, and 3 regional freeway ramp accounts. TIF funds are only used to pay for improvements to roadway facilities identified for inclusion in the TIF Program, which include both County roads and Caltrans highway facilities. TIF funds collected for a specific local or regional area must be spent in the same area. For example, TIF fees collected in the North Region TIF account may only be used for improvements to TIF facilities in the North Region. By ensuring TIF funds are spent for the specific roadway improvements identified in the TIF Program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

As part of the TIF Program process, the transportation infrastructure needs are characterized as existing deficiencies, direct impacts of future development, or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies and cannot be financed with impact fees. The TIF Program is not intended to mitigate direct impacts, which will continue to be the responsibility of individual development projects. Therefore, the TIF Program is only designed to address the cumulative impacts associated with new growth.

The County TIF Program enables projects to complete CEQA compliance and move forward by paying a fair share of the cost of improving roads in the future as the levels of service become unacceptable due to increased traffic volume caused by the cumulative impacts of various developments. The County's TIF Program goes into great detail in identifying anticipated development, affected roads, roadway costs, and the existing and projected levels of service on those roads. As sufficient funds become available, the County will implement the improvements to which it has committed.

In general, contribution to the TIF Program will mitigate a project's cumulative impacts within the unincorporated area. However, there will be some development projects that do not conform to the County's existing or proposed land use plan (e.g., GPAs and SPAs), which would result in increases in density or intensity where the adopted TIF projections did not analyze their cumulative impacts, and which would prevent the County's planned Circulation Element road system from operating at its planned levels of service at buildout. If approved, GPA, Specific Plan, and SPA projects resulting in increased densities will need to fully mitigate their direct and cumulative impacts. The direct impact mitigation required for the non-conforming projects are expected to address cumulative roadway deficiencies not envisioned as part of the TIF Program and/or the County's planned Circulation Element roadway system.

M-TR-1 Direct impacts to SR 76 from I-15 SB ramps to I-15 NB ramps shall be mitigated by Project Applicant construction of a loop on-ramp at the intersection of SR 76/I-15 SB ramps and restriping of the bridge to four lanes.

Direct impacts to other segments of SR 76 shall require the following mitigation:

• SR 76 from South Mission Road to Gird Road	Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements.
• SR 76 from Sage Road to Old Highway 395	Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements.
• SR 76 from Horse Ranch Creek Road to Couser Canyon Road	Under Caltrans, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before Caltrans improvements.

M-TR-2 Direct impacts to the SR 76/I-15 NB ramps signalized intersection shall be mitigated by Project Applicant construction of an EB to NB loop ramp and restriping of the bridge to four through lanes (two lanes in each direction). A NB right-turn lane and WB right-turn lane shall be added to the SR 76 and I-15 NB on- and off-ramps.

M-TR-3 Direct impacts to the Old Highway 395/Reche Road unsignalized intersection shall be mitigated by Project Applicant installation of a traffic signal.

M-TR-4 Existing Plus Cumulative Plus Project impacts to roadway segments listed below shall be mitigated through Project Applicant participation in the Transportation Impact Fee (TIF) Program:

- Old Highway 395 from East Mission Road to West Lilac Road
- Reche Road from Green Canyon Norte to Gird Road
- Pankey Road from SR 76 to Shearer Crossing
- Pala Mesa Drive from Wilt Road/Sage Road to Old Highway 395

M-TR-5 Existing Plus Cumulative Plus Project impacts to segments of SR 76 listed below shall be mitigated through Project Applicant participation in the TIF Program:

- Melrose Drive to Old Highway 395
- I-15 SB ramps to I-15 NB ramps
- Horse Ranch Creek Road to Pala Mission Road

M-TR-6 Existing Plus Cumulative Plus Project impacts to the signalized intersections listed below shall be mitigated through Project Applicant participation in the TIF Program:

- SR 76/Gird Road
- SR 76/Old Highway 395
- SR 76/I-15 SB ramps
- SR 76/ I-15 NB ramps
- Mission Road/Old Highway 395
- Mission Road/I-15 SB ramps
- Mission Road/I-15 NB ramp
- SR 76/Melrose Drive
- SR 76/East Vista Way
- SR 76/North River Road
- SR 76/Olive Hill Road
- SR 76/South Mission Road

M-TR-7 Existing Plus Cumulative Plus Project impacts to the unsignalized intersections listed below shall be mitigated through Project Applicant participation in the TIF Program:

- SR 76/Via Monserate
- SR 76/Sage Road
- Old Highway 395/Dulin Road
- SR 76/Pankey Road
- SR 76/Rice Canyon Road
- SR 76/Couser Canyon Road
- Old Highway 395/Pala Mesa Drive
- Old Highway 395/Stewart Canyon Road
- Old Highway 395/Reche Road
- Reche Road/Live Oak Park Road

M-TR-8 Buildout (Year 2030) Plus Project impacts to roadway segment listed below shall be mitigated through Project Applicant participation in the TIF Program:

- Pankey Road from SR 76 to Shearer Crossing (suggested mitigation: widen roadway to four-lane collector)

In response to community concerns raised at Planning Group Meetings, the Project Applicant is also proposing an alternative mitigation approach for the cumulative and buildout (Year 2030) impacts addressed in M-TR-6 through M-TR-8, above, in conjunction with TIF payments. This alternative proposal is presented as M-TR-6a to 8a, below.

M-TR-6a to 8a

Existing Plus Cumulative Plus Project and Buildout (Year 2030) Plus Project impacts to signalized and unsignalized intersections, as well as roadway segments, would be mitigated through the Project Applicant allocating the monies identified as TIF payments for the Proposed Project to design and construct specific intersection improvements, thereby providing the community with completed intersection upgrades when needed rather than

waiting until all the TIF payments by others are collected and design efforts are completed. The improvements completed by the Project Applicant under this scenario would include:

- Old Highway 395/ Pala Mesa Drive — Project Applicant shall install a traffic signal, and construct additional NB and SB through lanes and EB to NB and WB to SB left-turn lanes.
- Old Highway 395/ Stewart Canyon Road — Project Applicant shall install a traffic signal and add a WB to SB left-turn lane.
- SR 76/Pankey Road — Project Applicant shall revamp Pankey Road to tie into existing SR 76.

2.2.7 Conclusion

Development of the Proposed Project would result in potentially significant direct and cumulative traffic impacts to a number of study area road segments and intersections. The mitigation measures proposed above would mitigate all direct Project-related effects to roadway segments and intersections (through improvement to an acceptable LOS) to below a level of significance with the exception of SR 76 segments between South Mission Road and Gird Road, Sage Road and Old Highway 395, and Horse Ranch Creek Road and Couser Canyon Road, which would be completed by others (Table 2.2-19, Summary of Traffic Impacts and Mitigation) and are additionally discussed below. Cumulative impacts would be mitigated through participation in the TIF Program or, alternatively, through participation in the TIF Program and partial construction of selected intersection improvements.

To mitigate the direct impacts to intersections, the Project proposes to complete intersection improvements (M-TR-2 and M-TR-3). Under M-TR-2, direct impacts to the SR 76/I-15 NB ramps signalized intersection shall be mitigated by Project Applicant construction of an EB to NB loop ramp and restriping of the bridge to four through lanes (two lanes in each direction). A NB right-turn lane and WB right-turn lane shall be added to the SR 76 and I-15 NB on- and off-ramps. Under M-TR-3, direct impacts to the Old Highway 395/Reche Road unsignalized intersection shall be mitigated by Project Applicant installation of a traffic signal. This improvement would reduce intersection overall delay (wait time), resulting in improved intersection LOS. The proposed improvements would improve all the intersections to operate at acceptable levels, as shown in Table 2.2-20, Mitigation for Direct Impacts to Intersections, thereby appropriately mitigating the impacts.

As noted above, there are several projects in the vicinity that have either recently completed or plan to widen SR 76 (Table 2.2-21, Mitigation for Direct Impacts to SR 76 to be Completed by Other Responsible Parties). Once the roadway is widened, its capacity would increase and Project-related ADT would no longer contribute to unacceptable LOS. Specifically, improvements associated with widening of SR 76 from I-15 to east of the Proposed Project (just east of the Granite Construction driveway) are completed at this time. The Caltrans TransNet SR 76 Widening Project (TransNet), which would widen SR 76 from South Mission Road to Old Highway 395 to four lanes, including the I-15/SR 76 interchange, is under design and EIR review. The Warner Ranch project would widen SR 76 from the Granite driveway to Couser Canyon Road; and the County is reviewing a preliminary design for this improvement. Because the TransNet and the Warner Ranch projects are still in planning stages and improvements to SR 76 are under the jurisdiction of Caltrans, the impacts to SR 76 from South Mission Road to Old Highway 395 and from the Granite Construction driveway to Couser Canyon Road would remain significant and unmitigated at this time.

To fully alleviate the short-term direct impacts to SR 76 within the study area, the road would need to be widened to four lanes along all of the impacted segments (a total of approximately 4.1 miles). Given the magnitude and ongoing nature of the projects/plans summarized above, widening SR 76 along these affected segments would require detailed engineering and construction beyond the capability of a single private applicant (including extensive conversion of existing land uses beyond their purview/ability). These improvements would require regional highway modifications of a magnitude and scope disproportionate to the current development project and outside the jurisdiction of the County to approve. The resolution of the existing and projected inadequate service capacities along SR 76, which is a designated state highway, must occur on a regional level. As noted, the lead agency with authority to approve and implement these improvements is Caltrans, and they are already underway in planning and coordination with others regarding focused segment improvements. The County, Caltrans and the Project Applicant have met and conferred regarding Project impacts and appropriate mitigation and Caltrans has confirmed that proposed Project mitigation is appropriate (Armstrong, pers. comm., October 25, 2010). Also as noted in the text above, impacts would be partially mitigated by implementation of required intersection Project design features and mitigation measures. Intersections create "choke points" along a roadway, and intersection improvements facilitate better traffic flow overall as a result of better flow through the improved intersection. Turn pockets at future Horse Ranch Creek Road would be implemented by the Project in order to move turning traffic out of through lanes on SR 76 and the SR 76 and I-15 on-ramps would be improved by the Project (or others as partially funded as mitigation by the Applicant) prior to Project implementation Additionally, completion of east-west Pankey Place as a Circulation Element light collector would be expected to remove some traffic accessing future Campus Park West, Campus Park and/or Meadowood traffic from SR 76.

Despite the mitigative elements discussed above, short-term impacts to SR 76 would temporarily remain significant and unmitigated. A Statement of Overriding Considerations would be required for the *direct* segment Project impacts identified above and that cannot be mitigated by the Applicant. The reader should note, however, that these unmitigated impacts would occur over the short-term and ultimately would be addressed, as described in the paragraph below.

With regard to all roadway and state route segments and associated intersections impacted under Existing Plus Cumulative Plus Project and Buildout (Year 2030) Plus Project conditions, the Project would mitigate impacts through the participation in the TIF program (Table 2.2-19). The TIF program was specifically designed to address cumulative issues (i.e., those impacts not great enough on a project level to require mitigation, but which, when combined with the incremental adverse effects of other area-wide projects, reach a level of impact requiring mitigation). The TIF program addresses improvements required to support adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects coming on line in order to collect fees to cover costs of those improvements when implemented. Since the TIF program was designed to address cumulative concerns and the associated appropriate payment for specified improvements, participation in the TIF program constitutes effective and adequate mitigation for this issue. With participation in the TIF program, the Proposed Project would reduce cumulative impacts to below a level of significance.

Alternatively, as stated in M-TR-6a to 8a in Section 2.2.6 of this subchapter, the Project Applicant would construct improvements at the SR 76 and Pankey Road intersection and at two intersections with Old Highway 395 (at Pala Mesa Drive and Stewart Canyon Road). This proposal would not improve the additional intersections and segments noted in M-TR-6 through M-TR-8; however, it would accelerate implementation of the stated improvements so that the community could utilize and benefit from them within a quicker time-frame. This is because under a straight TIF program mitigation implementation would be deferred until enough additional projects come online/TIF payments are made to complete costs of design and construction. Although this alternative mitigation would not directly address the other affected intersections and roadway segments, because it would free existing or future TIF payments by others to address those items, it is considered an acceptable alternative mitigation; with the same or better immediate effect as that cited for more traditional TIF program implementation.

Table 2.2-1a
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS

Circulation Element Road Classification	Cross Sections	Daily Capacity				
		LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
Town Collector	54/74	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Non-Circulation Roads						
Residential Collector	40/60	NA	NA	<4,500	NA	NA
Residential Road	36/56	NA	NA	<1,500	NA	NA

Source: County Guidelines for Determining Significance – Transportation and Traffic (December 5, 2007)

Table 2.2-1b
LEVEL OF SERVICE THRESHOLDS FOR STATE ROUTES

Measure of Effectiveness	LOS A - C	LOS D	LOS E	LOS F
Volume/Capacity Ratio	0.00 - 0.70	0.71 – 0.85	0.86 – 0.99	> 1.00

Source: SANDAG

Table 2.2-1c
LEVEL OF SERVICE THRESHOLDS FOR FREEWAYS

Measure of Effectiveness	LOS A - C	LOS D	LOS E	LOS F
Volume/Capacity Ratio	0.00 - 0.79	0.80 - 0.92	0.93 - 1.00	> 1.00

Source: 2006 SANDAG Congestion Management Program

Table 2.2-1d
LEVEL OF SERVICE THRESHOLDS FOR INTERSECTIONS

Signalized Vehicles Total Control Delay Per Vehicle*	Unsignalized Intersections Average Control Delay per Vehicle*	Level of Service
0 – 10	0 – 10	A
10 – 20	10 – 15	B
20 – 35	15– 25	C
35– 55	25– 35	D
55 – 80	35– 50	E
more than 80	more than 50	F

Source: Highway Capacity Manual 2000
*Delay measured in seconds per vehicle

Table 2.2-2
ROAD SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Existing			Existing + Project			Δ ADT	Δ V/C	County Significant Impact?	CMP Significant Impact?
			ADT	V/C	LOS	ADT	V/C	LOS				
OLD HIGHWAY 395												
East Mission Road to Reche Road	Collector	16,200	5,155	0.318	C	2,580	0.477	D	7,735	0.159	No	No
Reche Road to Stewart Canyon Road			5,646	0.349	C	9,023	0.557	D	3,377	0.208	No	No
Stewart Canyon Road to Tecalote Lane			6,405	0.395	C	7,119	0.439	D	714	0.044	No	No
Tecalote Lane to Pala Mesa Drive			6,603	0.408	C	7,420	0.458	D	817	0.050	No	No
Pala Mesa Drive to SR 76			8,302	0.512	D	9,492	0.586	D	1,190	0.073	No	No
STEWART CANYON ROAD												
Old Highway 395 to Horse Ranch Creek Road	Light Collector	16,200	590	0.036	A	3,549	0.219	B	2,959	0.183	No	No
PANKEY ROAD												
Pankey Place (Street R) to SR 76	Collector	NA	NA	NA	NA	483	0.03	A	483	0.03	No	No
SR 76 to Shearer Crossing	Light Collector	16,200	936	0.058	A	1,644	0.10	A	708	0.044	No	No
HORSE RANCH CREEK ROAD												
Stewart Canyon Road to Baltimore Oriole Road	Light Collector	16,200	40	0.002	A	3,102	0.19	B	3,062	0.154	No	No
Baltimore Oriole Road to Longspur Road	Boulevard 4.2A	27,000	NA	NA	NA	5,764	0.21	Un	5,764	0.213	No	No
Longspur Road to Harvest Glen Lane			NA	NA	NA	8,806	0.33	Un	8,806	0.326	No	No
Harvest Glen Lane to Intersection #26			NA	NA	NA	11,141	0.41	Un	11,141	0.413	No	No
Intersection #26 to Park/School			NA	NA	NA	10,421	0.39	Un	10,421	0.386	No	No
Park/School to Pankey Place (Street R)			NA	NA	NA	10,421	0.39	Un	10,421	0.386	No	No
Pankey Place (Street R) to SR 76			NA	NA	NA	7,397	0.27	Un	7,397	0.274	No	No

Table 2.2-2 (cont.)
ROAD SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Existing			Existing + Project			Δ ADT	Δ V/C	County Significant Impact?	CMP Significant Impact?
			ADT	V/C	LOS	ADT	V/C	LOS				
PALA MESA DRIVE												
Old Highway 395 to Pankey Place (Street R)	Light Collector	16,200	0	0.000	A	3,017	0.19	B	3,017	0.186	No	No
PANKEY PLACE (STREET R)												
Pala Mesa/Pankey Place to SR 76	Light Collector	16,200	0	0.000	A	3,988	0.25	B	3,988	0.246	No	No

Source: LOS Engineering, Inc. 2009, as amended
[1] Note: The study area is based on the County criteria of where the Project would add 25 or more peak-hour trips in either direction to the existing roadway traffic.
Bold = Road segments currently operates or would operate at an unacceptable LOS.
NA= not applicable; Un=under capacity; Δ = change in

Table 2.2-3
SR 76 OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	Existing			Existing + Project			Δ	Δ	Significant
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	Impact?
AM Peak Hour												
South Mission Road to Via Monserate	Prime Arterial	EB	950	745	0.78	D	792	0.83	D	47	0.05	No
		WB		901	0.95	**E**	947	1.00	**E**	46	0.05	**Yes**
Via Monserate to Gird Road	Prime Arterial	EB	950	808	0.85	D	857	0.90	**E**	49	0.05	**Yes**
		WB		895	0.94	**E**	946	1.00	**E**	51	0.05	**Yes**
Gird Road to Sage Road	Prime Arterial	EB	950	740	0.78	D	789	0.83	D	49	0.05	No
		WB		542	0.57	C	593	0.62	C	51	0.05	No
Sage Road to Old Highway 395	Prime Arterial	EB	950	760	0.80	D	809	0.85	D	49	0.05	No
		WB		534	0.56	C	585	0.62	C	51	0.05	No
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	1,507	0.74	D	1,531	0.75	D	24	0.01	No
		WB	2,028	665	0.33	B	683	0.34	B	18	0.01	No
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	844	0.89	**E**	927	0.98	**E**	83	0.09	**Yes**
		WB		539	0.57	C	696	0.73	D	157	0.17	No
I-15 NB ramps to Pankey Road (with Granite improvements)	Major Road	EB	3,100	559	0.18	A	760	0.25	A	201	0.06	No
		WB	3,030	606	0.20	A	834	0.28	A	228	0.08	No
Pankey Road to Horse Ranch Creek Road (with Granite improvements)	Major Road	EB	1,806	589	0.33	B	809	0.45	B	220	0.12	No
		WB	2,028	540	0.27	A	759	0.37	B	219	0.11	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	588	0.62	C	628	0.66	C	40	0.04	No
		WB		539	0.57	C	584	0.61	C	45	0.05	No
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	589	0.62	C	627	0.66	C	38	0.04	No
		WB		540	0.57	C	580	0.61	C	40	0.04	No
PM Peak Hour												
South Mission Road to Via Monserate	Prime Arterial	EB	950	1,064	1.12	**F**	1,137	1.20	**F**	73	0.08	**Yes**
		WB		618	0.65	C	682	0.72	D	64	0.07	No
Via Monserate to Gird Road	Prime Arterial	EB	950	1,077	1.13	**F**	1,156	1.22	**F**	79	0.08	**Yes**
		WB		786	0.83	D	853	0.90	**E**	67	0.07	**Yes**
Gird Road to Sage Road	Prime Arterial	EB	950	645	0.68	C	724	0.76	D	79	0.08	No
		WB		742	0.78	D	809	0.85	D	67	0.07	No
Sage Road to Old Highway 395	Prime Arterial	EB	950	638	0.67	C	717	0.75	D	79	0.08	No
		WB		768	0.81	D	835	0.88	**E**	67	0.07	**Yes**
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	816	0.40	B	848	0.41	B	32	0.02	No
		WB	2,028	1,258	0.62	C	1,291	0.64	C	33	0.02	No

Table 2.2-3 (cont.)
SR 76 OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	Existing			Existing + Project			Δ	Δ	Significant
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	Impact?
PM Peak Hour (cont.)												
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	718	0.76	D	853	0.90	**E**	135	0.14	**Yes**
		WB		1,153	1.21	**F**	1,352	1.42	**F**	199	0.21	**Yes**
I-15 NB ramps to Pankey Road (with Granite improvements)	Major Road	EB	3,100	696	0.22	A	1,039	0.34	B	343	0.11	No
		WB	3,030	820	0.27	A	1,102	0.36	B	282	0.09	No
Pankey Road to Horse Ranch Creek Road (with Granite improvements)	Major Road	EB	1,806	631	0.35	B	977	0.54	C	346	0.19	No
		WB	2,028	897	0.44	B	1,204	0.59	C	307	0.15	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	631	0.66	C	692	0.73	D	61	0.06	No
		WB		897	0.94	**E**	963	1.01	**F**	66	0.07	**Yes**
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	526	0.55	C	581	0.61	C	55	0.06	No
		WB		930	0.98	**E**	991	1.04	**F**	61	0.06	**Yes**

Source: LOS Engineering, Inc. 2009, as amended
Bold = State route segment currently operates or would operate at an unacceptable LOS.
Δ = change in

Table 2.2-4
I-15 OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Segment[1]	ADT	Direction	Peak Hour	Existing			Existing + Project			Δ ADT	Δ V/C	Direct Significant Impact?	CMP Significant Impact?
				ADT	V/C	LOS	ADT	V/C	LOS				
Rainbow Valley Boulevard to Mission Road	136,000	NB	AM	1,515	0.161	A	1,671	0.178	A	156	0.017	No	No
			PM	6,991	0.744	C	7,158	0.761	C	167	0.018	No	No
		SB	AM	7,650	0.814	D	7,768	0.826	D	118	0.013	No	No
			PM	3,936	0.419	A	4,157	0.442	B	221	0.024	No	No
Mission Road to SR 76	127,000	NB	AM	1,415	0.150	A	1,486	0.158	A	71	0.008	No	No
			PM	6,528	0.694	C	6,611	0.703	C	83	0.009	No	No
		SB	AM	7,143	0.760	C	7,202	0.766	C	59	0.006	No	No
			PM	3,675	0.391	A	3,778	0.402	A	103	0.011	No	No
SR 76 to Old Highway 395	120,000	NB	AM	1,569	0.167	A	1,687	0.179	A	118	0.013	No	No
			PM	6,722	0.715	C	6,930	0.737	C	208	0.022	No	No
		SB	AM	6,318	0.672	C	6,457	0.687	C	139	0.015	No	No
			PM	2,943	0.313	A	3,109	0.331	A	166	0.018	No	No

Source: LOS Engineering, Inc. 2009, as amended
[1] All freeway segments are four lanes with a capacity of 9,400 in each direction.
Δ = change in

Table 2.2-5
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	S/U	Movement	Peak Hour	Existing		Existing + Project[2]		Δ Delay[2]	CM Volume[3]	County Significant Impact?	CMP Significant Impact?
				Delay[2]	LOS	Delay[2]	LOS				
1) SR 76/Via Monserate	U	SB LR	AM	86.1	**F**	118.7	**F**	NA	0	No	NA
		SB LR	PM	91.4	**F**	138.0	**F**	NA	0	No	NA
		All	AM	5.0	A	6.5	A	1.5	NA	NA	No
		All	PM	2.9	A	4.0	A	1.1	NA	NA	No
2) SR 76/Gird Road	S	All	AM	12.9	B	13.6	B	0.7	NA	No	No
		All	PM	12.6	B	13.6	B	1.0	NA	No	No
3) SR 76/Sage Road	U	SB LR	AM	22.6	C	24.9	C	NA	0	No	NA
		SB LR	PM	33.0	D	39.8	**E**	NA	0	No	NA
		All	AM	0.2	A	0.3	A	0.1	NA	NA	No
		All	PM	0.4	A	0.5	A	0.1	NA	NA	No
4) SR 76/Old Highway 395	S	All	AM	29.7	C	33.9	C	4.2	NA	No	No
		All	PM	30.2	C	36.3	C	6.1	NA	No	No
6) SR 76/I-15 SB ramps	S	All	AM	27.5	C	29.1	C	1.6	NA	No	No
		All	PM	28.4	C	28.9	C	0.5	NA	No	No
7) SR 76/I-15 at NB ramps	S	All	AM	22.4	C	28.6	C	6.2	NA	No	No
		All	PM	46.7	D	63.7	**E**	17.0	NA	**Yes**	**Yes**
8) SR 76/Pankey Road	U	NB LTR	AM	12.2	B	15.0	B	NA	29	No	No
		NB LTR	PM	14.6	B	26.2	D	NA	36	No	No
		SB LTR	AM	0.0	A	13.1	B	NA	29	No	No
		SB LTR	PM	0.0	A	17.8	C	NA	15	No	No
9) SR 76/Horse Ranch Creek Road	S	All	AM	DNE	NA	16.1	B	NA	NA	No	No
		All	PM	DNE	NA	20.3	C	NA	NA	No	No
10) SR 76/Rice Canyon Road	U	SB LR	AM	10.5	B	10.8	B	0.3	5	No	No
		SB LR	PM	12.4	B	13.1	B	0.7	5	No	No
11) SR 76/Couser Canyon Road	U	NB LR	AM	11.4	B	12.6	B	1.2	15	No	No
		NB LR	PM	13.5	B	15.5	C	2.0	13	No	No

Table 2.2-5 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Project[2]		Δ Delay[2]	CM Volume[3]	County Significant Impact?	CMP Significant Impact?
				Delay[2]	LOS	Delay[2]	LOS				
12) Old Highway 395/Pala Mesa Drive (east leg completed with Project)	U	EB LTR	AM	11.0	B	14.2	B	NA	34	No	No
		EB LTR	PM	11.1	B	18.2	C	NA	40	No	No
		WB LTR	AM	DNE	NA	17.5	C	NA	94	No	No
		WB LTR	PM	DNE	NA	24.3	C	NA	160	No	No
14) Old Highway 395/Stewart Canyon Road	U	WB LTR	AM	10.8	B	11.3	B	NA	131	No	No
		WB LTR	PM	11.9	B	16.7	C	NA	126	No	No
15) Old Highway 395/Reche Road	U	EB LR	AM	18.4	C	39.5	**E**	NA	20	**Yes**	NA
		EB LR	PM	35.9	**E**	219.2	**F**	NA	45	**Yes**	NA
		All	AM	10.6	B	17.6	B	7.0	NA	NA	No
		All	PM	17.6	B	77.9	**F**	60.3	NA	NA	**Yes**
19) Mission Road/Old Highway 395	S	SB L	AM	12.2	B	12.8	B	0.6	NA	No	No
		SB L	PM	27.3	C	40.7	D	13.4	NA	No	No
20) Mission Road/I-15 SB ramps	S	SB LTR	AM	20.6	C	34.8	D	14.2	NA	No	No
		SB LTR	PM	19.3	B	36.6	D	17.3	NA	No	No
21) Mission Road/I-15 NB ramps	S	All	AM	17.2	B	19.0	B	1.8	NA	No	No
		All	PM	37.5	D	49.1	D	11.6	NA	No	No
22) Stewart Canyon Road/Horse Ranch Creek Road/Pankey Road	U	EB LR	AM	8.7	A	9.3	A	NA	88	No	No
		EB LR	PM	8.7	A	9.6	A	NA	180	No	No
23) Horse Ranch Creek Road/Baltimore Oriole	S	All	AM	DNE	NA	10.9	B	NA	NA	No	No
		All	PM	DNE	NA	13.3	B	NA	NA	No	No
24) Horse Ranch Creek Road/Longspur Road	S	All	AM	DNE	NA	8.7	A	NA	NA	No	No
		All	PM	DNE	NA	11.9	B	NA	NA	No	No
25) Horse Ranch Creek Road/Harvest Glen Lane	S	All	AM	DNE	NA	10.1	B	NA	NA	No	No
		All	PM	DNE	NA	20.8	C	NA	NA	No	No
26) Horse Ranch Creek Road/Pardee South Loop	S	All	AM	DNE	NA	10.7	B	NA	NA	No	No
		All	PM	DNE	NA	11.9	B	NA	NA	No	No
27) Horse Rnach Creek Road/School/Park Access	U	WB R	AM	DNE	NA	0.0	A	NA	NA	No	No
		WB R	PM	DNE	NA	0.0	A	NA	NA	No	No

Table 2.2-5 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Project[2]		Δ Delay[2]	CM Volume[3]	County Significant Impact?	CMP Significant Impact?
				Delay[2]	LOS	Delay[2]	LOS				
28) Horse Ranch Creek Road/Pankey Place (Street R)	S	All	AM	DNE	NA	10.1	B	NA	NA	No	No
		All	PM	DNE	NA	16.1	C	NA	NA	No	No
29) Pankey/Pala Mesa Drive/Pankey Place (Street R)	U	WB LR	AM	DNE	NA	9.4	A	NA	NA	No	No
		WB LR	PM	DNE	NA	9.5	A	NA	NA	No	No
34) SR 76/South Mission Road	S	All	AM	18.9	B	19.4	B	0.5	NA	No	No
		All	PM	21.5	C	22.1	C	0.6	NA	No	No

Source: LOS Engineering, Inc. 2009, as amended
[1] S= Signalized; U=Unsignalized
[2] Delay measured in seconds
[3] CM Volume = Critical Movement Volume; used to show Project volumes on the critical movement
DNE = does not exist; NA = not applicable
Bold = Intersections currently operates or would operate at an unacceptable LOS in the AM and/or PM peak hour period(s).
Note: The study area is based on the County criteria of where the Project will add 50 or more peak-hour trips in either direction to the existing roadway traffic. This means that several intersections are not analyzed under existing plus project conditions because the Project would add less than 50 peak-hour trips in either direction to these intersections.
NA= not applicable; Δ = change in

Table 2.2-6
PROPOSED PROJECT TRIP GENERATION

Use	Daily Trip Rate[1]	Density or Intensity	ADT	AM Peak Hour					PM Peak Hour				
				% of Total ADT	% In	% Out	Volume		% of Total ADT	% In	% Out	Volume	
							In	Out				In	Out
Single-family Residential	10/DU	521 DU	5,210	8	30	70	125	292	10	70	30	365	156
Multi-family Residential	8/DU	555 DU	4,440	8	20	80	71	284	10	70	30	311	133
Town Center	120/ksf	61,200 sf	7,344	4	60	40	178	118	10	50	50	368	367
Office	17/ksf	157 ksf	2,669	13	90	10	312	35	14	20	80	75	298
Neighborhood Park	5/acre	3.6 acres	18	4	50	50	0	0	8	50	50	1	1
Neighborhood Park- Sports Complex	50/acre	5.2 acres	260	4	50	50	5	5	8	50	50	10	10
TOTAL[2]			**19,941**	**--**	**--**	**--**	**689**	**734**	**--**	**--**	**--**	**1,130**	**965**

Source: LOS Engineering, Inc. 2009, as amended
[1] Rates based on "Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region" (SANDAG, April 2002).
[2] Number totals may not add up due to rounding.
DU= dwelling unit; ksf = thousand square feet; sf = square feet

Table 2.2-7
ROADWAY SEGMENT OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Segment	Classification	Capacity	No. of Lanes	ADT	V/C[1]	LOS
DULIN ROAD						
Old Highway 395 to Pankey Road	Light Collector	16,200	2	6,992	0.43	C
OLD HIGHWAY 395						
East Mission Road to Reche Road	Collector	16,200	2	17,320	1.07	**F**
Reche Road to Stewart Canyon Road				19,923	1.23	**F**
Stewart Canyon Road to Tecalote Lane				16,886	1.04	**F**
Tecalote Lane to Pala Mesa Drive				18,583	1.15	**F**
Pala Mesa Drive to SR 76 (Pala Road)				19,710	1.22	**F**
SR 76 to Dulin Road				4,401	0.89	**E**
Dulin Road to West Lilac Road	Rural Collector	16,200	2	16,705	1.03	**F**
RECHE ROAD						
Green Canyon Norte to Live Oak Park Road	Rural Collector	16,200	2	13,202	0.81	**E**
Live Oak Park Road to Gird Road				11,399	0.70	**E**
Gird Road to Wilt Road				8,899	0.55	D
Wilt Road to Tecalote Road				8,199	0.51	D
Tecalote Road to Old Highway 395				9,802	0.61	D
STEWART CANYON ROAD						
Old Highway 395 to Horse Ranch Creek Road	Light Collector	16,200	2	5,731	0.35	C
PANKEY ROAD						
Pankey Place (Street R) to SR 76 (Pala Road)	Collector	34,200	4 (by Campus Park West)	8,326	0.24	A
SR 76 to Shearer Crossing	Light Collector	16,200	2	7,175	0.44	D
HORSE RANCH CREEK ROAD						
Stewart Canyon Road to Baltimore Oriole Road	Light Collector	16,200	2	4,831	0.30	C
Baltimore Oriole Roadto Longspur Road	Boulevard 4.2A	27,000	4 (by Proposed Project, Meadowood, and Palomar College)	5,436	0.20	Un
Longspur Road to Harvest Glen Lane				6,705	0.25	Un
Harvest Glen Lane to Intersection #26				9,092	0.34	Un
Intersection #26 to Park/School				10,925	0.40	Un
Park/School to Pankey Place (Street R)				11,186	0.41	Un
Pankey Place (Street R) to SR 76 (Pala Road)				6,188	0.23	Un

Table 2.2-7 (cont.)
ROADWAY SEGMENT OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Segment	Classification	Capacity	No. of Lanes	ADT	V/C[1]	LOS
PALA MESA DRIVE						
Wilt Road/Sage Road to Old Highway 395	Light Collector	16,200	2	10,690	0.66	D
Old Highway 395 to Pankey Place (Street R)				4,405	0.27	C
PANKEY PLACE (STREET R)						
Pala Mesa/Pankey Place to Horse Ranch Creek Road	Light Collector	16,200	2	6,219	0.38	C

Source: LOS Engineering, Inc. 2009, as amended[1] The V/C analysis is provided for informational purposes only
Bold = Road segments currently operating or would operate at an unacceptable LOS
Un=Under capacity per the GP Update Standards; Δ = change in

Table 2.2-8
ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Existing			Cumulative ADT	Project ADT	Existing + Cumulative + Project			Significant Cumulative Impact?
			ADT	V/C[1]	LOS			ADT	V/C[1]	LOS	
DULIN ROAD											
Old Highway 395 to Pankey Road	Light Collector	16,200	5,770	0.36	C	1,222	708	7,700	0.48	D	No
OLD HIGHWAY 395											
East Mission Road to Reche Road	Collector	16,200	5,155	0.32	C	12,165	2,580	19,900	1.23	**F**	**Yes**
Reche Road to Stewart Canyon Road			5,646	0.35	C	14,277	3,377	23,300	1.44	**F**	**Yes**
Stewart Canyon Road to Tecalote Lane			6,405	0.40	C	10,481	714	17,600	1.09	**F**	**Yes**
Tecalote Lane to Pala Mesa Drive			6,603	0.41	C	11,980	817	19,400	1.20	**F**	**Yes**
Pala Mesa Drive to SR 76 (Pala Road)			8,302	0.51	D	11,408	1,190	20,900	1.29	**F**	**Yes**
SR 76 to Dulin Road			6,668	0.41	C	7,733	399	14,800	0.91	**E**	**Yes**
Dulin Road to West Lilac Road	Rural Collector	16,200	4,163	0.26	C	12,542	495	17,200	1.06	**F**	**Yes**
RECHE ROAD											
Green Canyon Norte to Live Oak Park Road	Rural Collector	16,200	10,162	0.63	D	3,040	598	13,800	0.85	**E**	**Yes**
Live Oak Park Road to Gird Road			10,380	0.64	D	1,019	701	12,100	0.75	**E**	**Yes**
Gird Road to Wilt Road			8,301	0.51	D	598	701	9,600	0.59	D	No
Wilt Road to Tecalote Road			7,814	0.48	D	385	701	8,900	0.55	D	No
Tecalote Road to Old Highway 395			7,420	0.46	D	2,382	798	10,600	0.65	D	No
STEWART CANYON ROAD											
Old Highway 395 to Horse Ranch Creek Road	Light Collector	16,200	590	0.04	A	4,445	2,959	7,994	0.49	D	No
PANKEY ROAD											
Pankey Place (Street R) to SR 76 (Pala Road)	Collector	34,200	0	0.00	A	8,140	483	8,622	0.25	A	No
SR 76 to Shearer Crossing	Light Collector	16,200	936	0.06	A	7,376	3,589	11,902	0.73	**E**	**Yes**

Table 2.2-8 (cont.)
ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Existing			Cumula-tive ADT	Project ADT	Existing + Cumulative + Project			Significant Cumulative Impact?
			ADT	V/C[1]	LOS			ADT	V/C[1]	LOS	
HORSE RANCH CREEK ROAD											
Stewart Canyon Road to Baltimore Oriole Road	Light Collector	16,200	40	0.00	A	4,158	3,062	7,260	0.45	D	No
Baltimore Oriole Roadto Longspur Road	Boulevard 4.2A	27,000	0	0.00	Un	5,182	5,764	10,945	0.41	Un	No
Longspur Road to Harvest Glen Lane			0	0.00	Un	6,905	8,806	15,711	0.58	Un	No
Harvest Glen Lane to Intersection #26			0	0.00	Un	9,298	11,141	20,439	0.76	Un	No
Intersection #26 to Park/School			0	0.00	Un	10,190	10,421	20,611	0.77	Un	No
Park/School to Pankey Place (Street R)			0	0.00	Un	10,338	10,421	20,759	0.77	Un	No
Pankey Place (Street R) to SR 76 (Pala Road)			0	0.00	Un	5,146	7,397	12,544	0.46	Un	No
PALA MESA DRIVE											
Wilt Road/Sage Road to Old Highway 395	Light Collector	16,200	604	0.04	A	10,086	810	11,500	0.71	**E**	**Yes**
Old Highway 395 to Pankey Place (Street R)			0	0.00	A	3,994	3,017	7,011	0.43	C	No
PANKEY PLACE (STREET R)											
Pala Mesa/Pankey Place to Horse Ranch Creek Road	Light Collector	16,200	0	0.00	A	6,379	3,988	10,367	0.64	D	No

Source: LOS Engineering, Inc. 2009, as amended
[1] The V/C analysis is provided for informational purposes only
Bold = Road segments currently operating or would operate at an unacceptable LOS
Un=Under capacity per the GP Update Standards; Δ = change in

Table 2.2-9
SR 76 OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	ADT	V/C	LOS
AM Peak Hour						
Melrose Drive to East Vista Way	Expressway	EB	1,300	1,357	1.04	**F**
		WB		2,397	1.84	**F**
East Vista Way to North River Road	Expressway	EB	950	1,172	1.23	**F**
		WB		1,953	2.06	**F**
North River Road to Olive Hill Road	Expressway	EB	950	1,371	1.44	**F**
		WB		2,389	2.51	**F**
Olive Hill Road to South Mission Road	Expressway	EB	950	1,471	1.55	**F**
		WB		2,527	2.66	**F**
South Mission Road to Via Monserate	Prime Arterial	EB	950	1,045	1.10	**F**
		WB		1,687	1.78	**F**
Via Monserate to Gird Road	Prime Arterial	EB	950	1,091	1.15	**F**
		WB		1,745	1.84	**F**
Gird Road to Sage Road	Prime Arterial	EB	950	1,082	1.14	**F**
		WB		1,288	1.36	**F**
Sage Road to Old Highway 395	Prime Arterial	EB	950	1,169	1.23	**F**
		WB		1,310	1.38	**F**
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	1,319	0.64	C
		WB	2,028	1,247	0.61	C
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	939	0.99	**E**
		WB		837	0.88	**E**
I-15 NB ramps to Pankey Road	Major Road	EB	3,100	641	0.21	A
		WB	3,030	817	0.27	A
Pankey Road to Horse Ranch Creek Road	Major Road	EB	1,806	384	0.21	A
		WB	2,028	965	0.48	B
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	564	0.59	C
		WB		1,139	1.20	**F**
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	1,686	1.77	**F**
		WB		800	0.84	D
Couser Canyon Road to Pala Mission Road	Major Road	EB	950	823	0.87	**E**
		WB		653	0.69	C
PM Peak Hour						
Melrose Drive to East Vista Way	Expressway	EB	1,300	2,625	2.02	**F**
		WB		1,711	1.32	**F**
East Vista Way to North River Road	Expressway	EB	950	2,020	2.13	**F**
		WB		1,398	1.47	**F**
North River Road to Olive Hill Road	Expressway	EB	950	2,550	2.68	**F**
		WB		1,583	1.67	**F**
Olive Hill Road to South Mission Road	Expressway	EB	950	2,521	2.65	**F**
		WB		1,814	1.91	**F**
South Mission Road to Via Monserate	Prime Arterial	EB	950	2,200	2.32	**F**
		WB		1,437	1.51	**F**
Via Monserate to Gird Road	Prime Arterial	EB	950	1,998	2.10	**F**
		WB		1,294	1.36	**F**
Gird Road to Sage Road	Prime Arterial	EB	950	1,321	1.39	**F**
		WB		1,169	1.23	**F**
Sage Road to Old Highway 395	Prime Arterial	EB	950	1,444	1.52	**F**
		WB		1,381	1.45	**F**
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	1,454	0.71	C
		WB	2,028	1,498	0.74	D

Table 2.2-9 (cont.)
SR 76 OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	ADT	V/C	LOS
PM Peak Hour (cont.)						
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	1,222	1.29	**F**
		WB		1,086	1.14	**F**
I-15 NB ramps to Pankey Road	Major Road	EB	3,100	1,106	0.36	B
		WB	3,030	780	0.26	A
Pankey Road to Horse Ranch Creek Road	Major Road	EB	1,806	934	0.52	C
		WB	2,028	1,050	0.52	C
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	1,219	1.28	**F**
		WB		1,291	1.36	**F**
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	977	1.03	**F**
		WB		1,282	1.35	**F**
Couser Canyon Road to Pala Mission Road	Major Road	EB	950	813	0.86	D
		WB		1,203	1.27	**F**

Source: LOS Engineering, Inc. 2009, as amended
Bold = State route segment currently operating or would operate at an unacceptable LOS
Δ = change in

Table 2.2-10
SR 76 OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	Existing			Existing + Cumulative + Project			Δ ADT	Δ V/C	Significant Impact?
				ADT	V/C	LOS	ADT	V/C	LOS			
AM Peak Hour												
Melrose Drive to East Vista Way	Expressway	EB	1,300	999	0.77	D	1,368	1.05	**F**	369	0.28	**Yes**
		WB		1,469	1.13	**F**	2,416	1.86	**F**	947	0.73	**Yes**
East Vista Way to North River Road	Expressway	EB	950	718	0.76	D	1,187	1.25	**F**	469	0.49	**Yes**
		WB		1,040	1.09	**F**	1,984	2.09	**F**	944	0.99	**Yes**
North River Road to Olive Hill Road	Expressway	EB	950	852	0.90	**E**	1,391	1.46	**F**	539	0.57	**Yes**
		WB		1,200	1.26	**F**	2,421	2.55	**F**	1,221	1.29	**Yes**
Olive Hill Road to South Mission Road	Expressway	EB	950	1,031	1.09	**F**	1,498	1.58	**F**	467	0.49	**Yes**
		WB		1,245	1.31	**F**	2,567	2.70	**F**	1,322	1.39	**Yes**
South Mission Road to Via Monserate	Prime Arterial	EB	950	745	0.78	D	1,092	1.15	**F**	347	0.37	**Yes**
		WB		901	0.95	**E**	1,733	1.82	**F**	832	0.88	**Yes**
Via Monserate to Gird Road	Prime Arterial	EB	950	808	0.85	D	1,140	1.20	**F**	332	0.35	**Yes**
		WB		895	0.94	**E**	1,796	1.89	**F**	901	0.95	**Yes**
Gird Road to Sage Road	Prime Arterial	EB	950	740	0.78	D	1,131	1.19	**F**	391	0.41	**Yes**
		WB		542	0.57	C	1,339	1.41	**F**	797	0.84	**Yes**
Sage Road to Old Highway 395	Prime Arterial	EB	950	760	0.80	D	1,218	1.28	**F**	458	0.48	**Yes**
		WB		534	0.56	C	1,361	1.43	**F**	827	0.87	**Yes**
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	1,507	0.74	D	1,600	0.78	D	93	0.05	No
		WB	2,028	665	0.33	B	1,265	0.62	C	600	0.30	No
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	844	0.89	**E**	1,022	1.08	**F**	178	0.19	**Yes**
		WB		539	0.57	C	994	1.05	**F**	455	0.48	**Yes**
I-15 NB ramps to Pankey Road	Major Road	EB	3,100	559	0.18	A	842	0.27	A	283	0.09	No
		WB	3,030	606	0.20	A	1,045	0.34	B	439	0.14	No
Pankey Road to Horse Ranch Creek Road	Major Road	EB	1,806	589	0.33	B	782	0.43	B	193	0.11	No
		WB	2,028	540	0.27	A	1,184	0.58	C	644	0.32	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	588	0.62	C	782	0.82	D	194	0.20	No
		WB		539	0.57	C	1,184	1.25	**F**	645	0.68	**Yes**
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	589	0.62	C	1,724	1.81	**F**	1,135	1.19	**Yes**
		WB		540	0.57	C	840	0.88	**E**	300	0.32	**Yes**
Couser Canyon Road to Pala Mission Road	Major Road	EB	950	634	0.67	C	857	0.90	**E**	223	0.23	**Yes**
		WB		357	0.38	B	678	0.71	D	321	0.34	No

Table 2.2-10 (cont.)
SR 76 OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	Existing			Existing + Cumulative + Project			Δ ADT	Δ V/C	Significant Impact?
				ADT	V/C	LOS	ADT	V/C	LOS			
PM Peak Hour												
Melrose Drive to East Vista Way	Expressway	EB	1,300	1,456	1.12	**F**	2,651	2.04	**F**	1,195	0.92	**Yes**
		WB		1,001	0.77	D	1,727	1.33	**F**	726	0.56	**Yes**
East Vista Way to North River Road	Expressway	EB	950	1,107	1.17	**F**	2,059	2.17	**F**	952	1.00	**Yes**
		WB		652	0.69	C	1,419	1.49	**F**	767	0.81	**Yes**
North River Road to Olive Hill Road	Expressway	EB	950	1,176	1.24	**F**	2,593	2.73	**F**	1,417	1.49	**Yes**
		WB		781	0.82	D	1,611	1.70	**F**	830	0.87	**Yes**
Olive Hill Road to South Mission Road	Expressway	EB	950	1,457	1.53	**F**	2,576	2.71	**F**	1,119	1.18	**Yes**
		WB		1,069	1.13	**F**	1,851	1.95	**F**	782	0.82	**Yes**
South Mission Road to Via Monserate	Prime Arterial	EB	950	1,064	1.12	**F**	2,273	2.39	**F**	1,209	1.27	**Yes**
		WB		618	0.65	C	1,501	1.58	**F**	883	0.93	**Yes**
Via Monserate to Gird Road	Prime Arterial	EB	950	1,077	1.13	**F**	2,077	2.19	**F**	1,000	1.05	**Yes**
		WB		786	0.83	D	1,361	1.43	**F**	575	0.61	**Yes**
Gird Road to Sage Road	Prime Arterial	EB	950	645	0.68	C	1,400	1.47	**F**	755	0.79	**Yes**
		WB		742	0.78	D	1,236	1.30	**F**	494	0.52	**Yes**
Sage Road to Old Highway 395	Prime Arterial	EB	950	638	0.67	C	1,523	1.60	**F**	885	0.93	**Yes**
		WB		768	0.81	D	1,448	1.52	**F**	680	0.72	**Yes**
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	2,050	816	0.40	B	1,486	0.72	D	670	0.33	No
		WB	2,028	1,258	0.62	C	1,531	0.75	D	273	0.13	No
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	950	718	0.76	D	1,357	1.43	**F**	639	0.67	**Yes**
		WB		1,153	1.21	**F**	1,285	1.35	**F**	132	0.14	**Yes**
I-15 NB ramps to Pankey Road	Major Road	EB	3,100	696	0.22	A	1,449	0.47	B	753	0.24	No
		WB	3,030	820	0.27	A	1,062	0.35	B	242	0.08	No
Pankey Road to Horse Ranch Creek Road	Major Road	EB	1,806	631	0.35	B	1,280	0.71	C	649	0.36	No
		WB	2,028	897	0.44	B	1,357	0.67	C	460	0.23	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	631	0.66	C	1,280	1.35	**F**	649	0.68	**Yes**
		WB		897	0.94	**E**	1,357	1.43	**F**	460	0.48	**Yes**
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	526	0.55	C	1,032	1.09	**F**	506	0.53	**Yes**
		WB		930	0.98	**E**	1,343	1.41	**F**	413	0.43	**Yes**

Table 2.2-10 (cont.)
SR 76 OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment of SR 76	Classification	Direction	Capacity	Existing			Existing + Cumulative + Project			Δ ADT	Δ V/C	Significant Impact?
				ADT	V/C	LOS	ADT	V/C	LOS			
PM Peak Hour (cont.)												
Couser Canyon Road to Pala Mission Road	Major Road	EB	950	434	0.46	B	848	0.89	**E**	414	0.44	**Yes**
		WB		950	1.00	**F**	1,251	1.32	**F**	301	0.32	**Yes**

Source: LOS Engineering, Inc. 2009, as amended
Bold = State route segment currently operating or would operate at an unacceptable LOS
Δ = change in

Table 2.2-11
I-15 OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Segment[1]	Direction	Peak Hour	ADT	V/C	LOS
Rainbow Valley Boulevard to Mission Road	NB	AM	1,825.87	0.19424	A
		PM	7,409.58	0.78825	C
	SB	AM	7,954.51	0.84622	D
		PM	4,399.61	0.46804	B
Mission Road to SR 76	NB	AM	1,612.62	0.17156	A
		PM	6,870.97	0.73095	C
	SB	AM	7,395.29	0.78673	C
		PM	3,958.17	0.42108	B
SR 76 to Old Highway 395	NB	AM	2,278.69	0.24241	A
		PM	8,061.8	0.85764	D
	SB	AM	7,274.13	0.77384	C
		PM	3,758.9	0.39988	A

Source: LOS Engineering, Inc. 2009, as amended
[1] All freeway segments are four lanes with a capacity of 9,400 in each direction.

Table 2.2-12
I-15 OPERATIONS UNDER EXISTING, CUMULATIVE PLUS PROJECT, AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Segment[1]	Direction	Peak Hour	Existing			Existing + Cumulative			Existing + Cumulative + Project			Δ V/C	Significant Cumulative Impact?
			ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS		
Rainbow Valley Boulevard to Mission Road	NB	AM	1,515	0.161	A	1,826	0.194	A	1,925	0.205	A	0.011	No
		PM	6,991	0.744	C	7,410	0.788	C	7,507	0.799	C	0.010	No
	SB	AM	7,650	0.814	D	7,955	0.846	D	8,023	0.853	D	0.007	No
		PM	3,936	0.419	A	4,400	0.468	B	4,536	0.483	B	0.014	No
Mission Road to SR 76	NB	AM	1,415	0.150	A	1,613	0.172	A	1,627	0.173	A	0.001	No
		PM	6,528	0.694	C	6,871	0.731	C	6,884	0.732	C	0.001	No
	SB	AM	7,143	0.760	C	7,395	0.787	C	7,404	0.788	C	0.001	No
		PM	3,675	0.391	A	3,958	0.421	B	3,977	0.423	B	0.002	No
SR 76 to Old Highway 395	NB	AM	1,569	0.167	A	2,279	0.242	A	2,352	0.250	A	0.008	No
		PM	6,722	0.715	C	8,062	0.858	D	8,190	0.871	D	0.014	No
	SB	AM	6,318	0.672	C	7,274	0.774	C	7,360	0.783	C	0.009	No
		PM	2,943	0.313	A	3,759	0.400	A	3,861	0.411	A	0.011	No

Source: LOS Engineering, Inc. 2009, as amended
[1] All freeway segments are four lanes with a capacity of 9,400 in each direction.

Table 2.2-13
INTERSECTION OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Delay[2]	LOS
1) SR 76/Via Monserate	U	SB LR	AM	>500	**F**
		SB LR	PM	>500	**F**
		All	AM	>500	**F**
		All	PM	>500	**F**
2) SR 76/Gird Road	S	All	AM	43.4	D
		All	PM	97.7	**F**
3) SR 76/Sage Road	U	SB LR	AM	125.8	**F**
		SB LR	PM	>500	**F**
		All	AM	1.2	A
		All	PM	3.5	A
4) SR 76/Old Highway 395	S	All	AM	246.9	**F**
		All	PM	232.4	**F**
5) Old Highway 395/Dulin Road	U	WB LR	AM	25.6	D
		WB LR	PM	40.6	**E**
6) SR 76/I-15 SB ramps	S	All	AM	88.9	**F**
		All	PM	120.2	**F**
7) SR 76/I-15 NB ramps	S	All	AM	73.3	**E**
		All	PM	107.9	**F**
8) SR 76/Pankey Road	U	NB LTR	AM	>500	**F**
		NB LTR	PM	>500	**F**
		SB LTR	AM	29.7	C
		SB LTR	PM	165.9	**F**
9) SR 76/Horse Ranch Creek Road	U	All	AM	16.3	B
		All	PM	15.3	B
10) SR 76/Rice Canyon Road	U	SB LR	AM	154.3	**F**
		SB LR	PM	472.0	**F**
11) SR 76/Couser Canyon Road	U	NB LR	AM	55.0	**F**
		NB LR	PM	233.2	**F**
12) Old Highway 395/Pala Mesa Drive	U	EB LTR	AM	>500	**F**
		EB LTR	PM	>500	**F**
		WB LTR	AM	>500	**F**
		WB LTR	PM	>500	**F**
13) Pala Mesa Drive/Sage Road	U	NB LTR	AM	9.9	A
		SB LTR	AM	11.3	B
		NB LTR	PM	10.0	B
		SB LTR	PM	11.3	B
14) Old Highway 395/Stewart Canyon Road	U	WB LTR	AM	118.1	**F**
		WB LTR	PM	>500	**F**
15) Old Highway 395/Reche Road	U	EB LR	AM	>500	**F**
		EB LR	PM	>500	**F**
		All	AM	>500	**F**
		All	PM	>500	**F**
16) Reche Road/Tecalote Drive	U	NB LR	AM	14.6	B
		NB LR	PM	16.2	C
17) Reche Road/Wilt Road	U	NB LR	AM	14.8	B
		NB LR	PM	18.2	C
18) Reche Road/Gird Road	S	All	AM	15.7	B
		All	PM	15.0	B

Table 2.2-13 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING PLUS CUMULATIVE CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Delay[2]	LOS
19) Mission Road/Old Highway 395	S	SB L	AM	45.1	D
		SB L	PM	105.2	**F**
20) Mission Road/I-15 SB ramps	S	SB LTR	AM	56.2	**E**
		SB LTR	PM	41.6	D
21) Mission Road/I-15 NB ramps	S	All	AM	26.5	C
		All	PM	84.8	**F**
22) Stewart Canyon Road/Horse Ranch Creek Road/Pankey Road	U	EB LR	AM	9.9	A
		EB LR	PM	10.7	B
23) Horse Ranch Creek Road/Baltimore Oriole	U	WB LR	AM	13.7	B
		WB LR	PM	13.6	B
24) Horse Ranch Creek Road/Longspur Road	U	All	AM	17.4	B
		All	PM	15.7	B
25) Horse Ranch Creek Road/Harvest Glen Road	U	All	AM	15.5	B
		All	PM	15.9	B
26) Horse Ranch Creek Road/Pardee South Loop	U	WB LR	AM	15.9	B
		WB LR	PM	14.7	B
27) Horse Ranch Creek Road/School/Park Access	U	WB LR	AM	11.8	B
		WB LR	PM	12.7	B
28) Horse Ranch Creek Road/Pankey Place (Street R)	U	All	AM	6.8	A
		All	PM	8.5	A
29) Pankey/Pala Mesa Drive/Pankey Place (Street R)	S	WB LR	AM	23.2	C
		WB LR	PM	34.8	C
30) SR 76/Melrose Drive	S	All	AM	128.2	**F**
		All	PM	78.0	**E**
31) SR 76/East Vista Way	S	All	AM	276.0	**F**
		All	PM	254.9	**F**
32) SR 76/North River Road	S	All	AM	308.6	**F**
		All	PM	256.5	**F**
33) SR 76/Olive Hill Road	S	All	AM	232.6	**F**
		All	PM	176.8	**F**
34) SR 76/South Mission Road	S	All	AM	39.6	D
		All	PM	80.3	**F**
35) Reche Road/Live Oak Park Road	U	SB LR	AM	36.8	**E**
		SB LR	PM	22.8	C
36) Reche Road/Green Canyon Norte	S	All	AM	26.5	C
		All	PM	24.3	C
37) SR 76/Pala Mission Road	S	All	AM	35.2	D
		All	PM	40.4	D

Source: LOS Engineering, Inc. 2009, as amended
[1] U=Unsignalized, S= Signalized
[2] Delay is measured in seconds; > = greater than
Bold = Intersections currently operating or would operate at an unacceptable LOS.
DNE = does not exist; NA = not applicable; Δ = change in

Table 2.2-14
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project		Δ Delay[2]	Significant Cumulative Impact?
				Delay[2]	LOS	Delay[2]	LOS		
1) SR 76/Via Monserate	U	SB LR	AM	86.1	**F**	>500	**F**	>2.0	**Yes**
		SB LR	PM	91.4	**F**	>500	**F**	>2.0	**Yes**
		All	AM	5.0	A	>500	**F**	>2.0	**Yes**
		All	PM	2.9	A	>500	**F**	>2.0	**Yes**
2) SR 76/Gird Road	S	All	AM	12.9	B	51.5	D	38.6	No
		All	PM	12.6	B	118.0	**F**	105.4	**Yes**
3) SR 76/Sage Road	U	SB LR	AM	22.6	C	154.9	**F**	132.3	**Yes**
		SB LR	PM	33.0	D	>500	**F**	>2.0	**Yes**
		All	AM	0.2	A	1.4	A	1.2	No
		All	PM	0.4	A	4.6	A	4.2	No
4) SR 76/Old Highway 395	S	All	AM	29.7	C	268.7	**F**	239.0	**Yes**
		All	PM	30.2	C	266.1	**F**	235.9	**Yes**
5) Old Highway 395/Dulin Road	U	WB LR	AM	11.2	B	32.9	D	21.7	No
		WB LR	PM	12.9	B	56.4	**F**	43.5	**Yes**
6) SR 76/I-15 SB ramps	S	All	AM	27.5	C	107.0	**F**	79.5	**Yes**
		All	PM	28.4	C	140.1	**F**	111.7	**Yes**
7) SR 76/I-15 NB ramps	S	All	AM	22.4	C	86.6	**F**	64.2	**Yes**
		All	PM	46.7	D	121.1	**F**	74.4	**Yes**
8) SR 76/Pankey Road	U	NB LTR	AM	12.2	B	>500	**F**	>2.0	**Yes**
		NB LTR	PM	14.6	B	>500	**F**	>2.0	**Yes**
		SB LTR	AM	0.0	A	>500	**F**	>2.0	**Yes**
		SB LTR	PM	0.0	**A**	>500	**F**	>2.0	**Yes**
9) SR 76/Horse Ranch Creek Road	U	All	AM	DNE	NA	20.9	C	NA	No
		All	PM	DNE	NA	22.6	C	NA	No
10) SR 76/Rice Canyon Road	U	SB LR	AM	10.5	B	211.4	**F**	>2.0	**Yes**
		SB LR	PM	12.4	B	>500	**F**	>2.0	**Yes**
11) SR 76/Couser Canyon Road	U	NB LR	AM	11.4	B	86.2	**F**	74.8	**Yes**
		NB LR	PM	13.5	B	427.4	**F**	>2.0	**Yes**

Table 2.2-14 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project		Δ Delay[2]	Significant Cumulative Impact?
				Delay[2]	LOS	Delay[2]	LOS		
12) Old Highway 395/Pala Mesa Drive	U	EB LTR	AM	11.0	B	>500	**F**	>2.0	**Yes**
		EB LTR	PM	11.1	B	>500	**F**	>2.0	**Yes**
		WB LTR	AM	DNE	NA	>500	**F**	>2.0	**Yes**
		WB LTR	PM	DNE	NA	>500	**F**	>2.0	**Yes**
13) Pala Mesa Drive/Sage Road	U	NB LTR	AM	8.6	A	9.9	A	1.3	No
		NB LTR	PM	8.7	A	10.0	B	1.3	No
		SB LTR	AM	9.0	A	11.4	B	2.4	No
		SB LTR	PM	9.1	A	11.4	B	2.3	No
14) Old Highway 395/Stewart Canyon Road	U	WB LTR	AM	10.8	B	>500	**F**	>2.0	**Yes**
		WB LTR	PM	11.9	B	>500	**F**	>2.0	**Yes**
15) Old Highway 395/Reche Road	U	EB LR	AM	18.4	C	>500	**F**	>2.0	**Yes**
		EB LR	PM	35.9	**E**	>500	**F**	>2.0	**Yes**
		All	AM	10.6	B	>500	**F**	>2.0	**Yes**
		All	PM	17.6	B	>500	**F**	>2.0	**Yes**
16) Reche Road/Tecalote Drive	U	NB LR	AM	13.1	B	15.2	C	2.1	No
		NB LR	PM	15.0	C	17.5	C	2.5	No
17) Reche Road/Wilt Road	U	NB LR	AM	14.8	B	15.6	C	0.8	No
		NB LR	PM	17.2	C	19.8	C	2.6	No
18) Reche Road/Gird Road	S	All	AM	14.4	B	15.9	B	1.5	No
		All	PM	13.9	B	15.3	B	1.4	No
19) Mission Road/Old Highway 395	S	SB L	AM	12.2	B	54.8	D	42.6	No
		SB L	PM	27.3	C	111.8	**F**	84.5	**Yes**
20) Mission Road/I-15 SB ramps	S	SB LTR	AM	20.6	C	75.6	**E**	55.0	**Yes**
		SB LTR	PM	19.3	B	88.2	**F**	68.9	**Yes**
21) Mission Road/I-15 NB ramps	S	All	AM	17.2	B	31.8	C	14.6	No
		All	PM	37.5	D	109.6	**F**	72.1	**Yes**
22) Stewart Canyon Road/Horse Ranch Creek Road/Pankey Road	U	EB LR	AM	8.7	A	11.1	B	2.4	No
		EB LR	PM	8.7	A	13.7	B	5.0	No

Table 2.2-14 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project		Δ Delay[2]	Significant Cumulative Impact?
				Delay[2]	LOS	Delay[2]	LOS		
23) Horse Ranch Creek Road/Baltimore Oriole	U	WB LR	AM	DNE	NA	17.8	B	NA	No
		WB LR	PM	DNE	NA	17.7	B	NA	No
24) Horse Ranch Creek Road/Longspur Road	U	All	AM	DNE	NA	21.4	C	NA	No
		All	PM	DNE	NA	24.2	C	NA	No
25) Horse Ranch Creek Road/Harvest Glen Road	U	All	AM	DNE	NA	17.7	B	NA	No
		All	PM	DNE	NA	26.0	C	NA	No
26) Horse Ranch Creek Road/Pardee South Loop	U	WB LR	AM	DNE	NA	18.3	B	NA	No
		WB LR	PM	DNE	NA	24.6	C	NA	No
27) Horse Ranch Creek Road/School/Park Access	U	WB LR	AM	DNE	NA	15.2	C	NA	No
		WB LR	PM	DNE	NA	18.1	C	NA	No
28) Horse Ranch Creek Road/Pankey Place (Street R)	U	All	AM	DNE	NA	11.3	B	NA	No
		All	PM	DNE	NA	15.1	B	NA	No
29) Pankey/Pala Mesa Drive/Pankey Place (Street R)	S	WB LR	AM	DNE	NA	24.8	C	NA	No
		WB LR	PM	DNE	NA	43.3	D	NA	No
30) SR 76/Melrose Drive	S	All	AM	30.3	C	129.5	**F**	99.2	**Yes**
		All	PM	26.3	C	80.7	**F**	54.4	**Yes**
31) SR 76/East Vista Way	S	All	AM	60.9	**E**	281.7	**F**	220.8	**Yes**
		All	PM	48.4	D	261.1	**F**	212.7	**Yes**
32) SR 76/North River Road	S	All	AM	61.7	**E**	317.1	**F**	255.4	**Yes**
		All	PM	29.7	C	267.3	**F**	237.6	**Yes**
33) SR 76/Olive Hill Road	S	All	AM	53.8	D	239.7	**F**	185.9	**Yes**
		All	PM	52.9	D	184.1	**F**	131.2	**Yes**
34) SR 76/South Mission Road	S	All	AM	18.9	B	42.1	D	23.2	No
		All	PM	21.5	C	88.0	**F**	66.5	**Yes**
35) Reche Road/Live Oak Park Road	U	SB LR	AM	23.0	C	45.3	**E**	22.3	**Yes**
		SB LR	PM	18.0	C	26.3	D	8.3	No
36) Reche Road/Green Canyon Norte	S	All	AM	21.1	C	27.3	C	6.2	No
		All	PM	21.0	C	26.0	C	5.0	No

Table 2.2-14 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project		Δ Delay[2]	Significant Cumulative Impact?
				Delay[2]	LOS	Delay[2]	LOS		
37) SR 76/Pala Mission Road	S	All	AM	29.3	C	35.8	D	6.5	No
		All	PM	32.4	C	42.6	D	10.2	No

Source: LOS Engineering, Inc. 2009, as amended
[1] U=Unsignalized, S= Signalized
[2] Delay is measured in seconds.
Bold = Intersections currently operating or would operate at an unacceptable LOS.
DNE = does not exist; NA = not applicable; Δ = change in

Table 2.2-15
ROADWAY SEGMENT OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Buildout (Year 2030)			Buildout (Year 2030) + Project			Δ V/C	County Significant Impact?	CMP Significant Impact?
			ADT	V/C[1]	LOS	ADT	V/C[1]	LOS			
OLD HIGHWAY 395											
East Mission Road to Reche Road	Collector (four-lane undivided)	34,200	19,320	0.56	B	21,900	0.64	B	0.08	No	No
Reche Road to Stewart Canyon Road			21,823	0.64	B	25,200	0.74	C	0.10	No	No
Stewart Canyon Road to Tecalote Lane			20,586	0.60	B	21,300	0.62	B	0.02	No	No
Tecalote Lane to Pala Mesa Drive			22,383	0.65	B	23,200	0.68	C	0.02	No	No
Pala Mesa Drive to SR 76 (Pala Road)			22,210	0.65	B	23,400	0.68	C	0.03	No	No
STEWART CANYON ROAD											
Old Highway 395 to Horse Ranch Creek Road	Collector (two-lane undivided)	34,200	5,841	0.17	A	8,800	0.26	A	0.09	No	No
PANKEY ROAD											
Pankey Place (Street R) to SR 76	Collector (four-lane divided)	34,200	8,418	0.25	A	8,900	0.26	A	0.01	No	No
SR 76 to Shearer Crossing/Dulin Road	Light Collector (two-lane undivided)	16,200	16,411	1.01	**F**	20,000	1.23	**F**	0.22	**Yes**	**Yes**
HORSE RANCH CREEK ROAD											
Stewart Canyon Road to Baltimore Oriole Road	Light Collector (two-lane undivided)	16,200	4,838	0.30	C	7,900	0.49	D	0.19	No	No
Baltimore Oriole Road to Longspur Road	Boulevard 4.2A (four-lane divided)	27,000	5,636	0.21	Un	11,400	0.42	Un	0.21	No	No
Longspur Road to Harvest Glen Lane			7,194	0.27	Un	16,000	0.59	Un	0.33	No	No
Harvest Glen Lane to Intersection #26			9,659	0.36	Un	20,800	0.77	Un	0.41	No	No
Intersection #26 to Park/School			12,179	0.45	Un	22,600	0.84	Un	0.39	No	No
Park School to Pankey Place (Street R)			12,379	0.46	Un	22,800	0.84	Un	0.39	No	No
Pankey Place (Street R) to SR 76			6,203	0.23	Un	13,600	0.50	Un	0.27	No	No

Table 2.2-15 (cont.)
ROAD SEGMENT OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Segment	Classification	Capacity	Buildout (Year 2030)			Buildout (Year 2030) + Project			Δ V/C	County Significant Impact?	CMP Significant Impact?
			ADT	V/C[1]	LOS	ADT	V/C[1]	LOS			
PALA MESA DRIVE											
Old Highway 395 to Pankey Place (Street R)	Light Collector (two-lane undivided)	16,200	4,483	0.28	C	7,500	0.46	D	0.19	No	No
PANKEY PLACE/STREET R											
Pala Mesa/Pankey Place to Horse Ranch Creek Road	Light Collector (two-lane undivided)	16,200	6,312	0.39	C	10,300	0.64	D	0.25	No	No

Source: LOS Engineering, Inc. 2009, as amended
[1]The V/C analysis is provided for informational purposes only.
Bold = Road segments would operate at an unacceptable LOS.
Un= Under capacity per the GP Update Standards; Δ = change in

Table 2.2-16
SR 76 OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Segment of SR 76[1]	Classification	Direction	Buildout (Year 2030)			Buildout (Year 2030)+ Project			Δ ADT	Δ V/C	Significant Impact?
			ADT	V/C	LOS	ADT	V/C	LOS			
AM Peak Hour											
South Mission Road to Via Monserate	Prime Arterial	EB	1,045	0.33	B	1,092	0.35	B	47	0.01	No
		WB	1,794	0.54	C	1,840	0.56	C	46	0.01	No
Via Monserate to Gird Road	Prime Arterial	EB	1,091	0.33	B	1,140	0.35	B	49	0.01	No
		WB	1,765	0.56	C	1,816	0.57	C	51	0.02	No
Gird Road to Sage Road	Prime Arterial	EB	1,082	0.33	B	1,131	0.34	B	49	0.01	No
		WB	1,610	0.49	B	1,661	0.50	B	51	0.02	No
Sage Road to Old Highway 395	Prime Arterial	EB	1,169	0.61	C	1,218	0.64	C	49	0.03	No
		WB	1,600	0.48	B	1,651	0.50	B	51	0.02	No
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	1,319	0.44	B	1,343	0.44	B	24	0.01	No
		WB	1,247	0.61	C	1,265	0.62	C	18	0.01	No
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	939	0.31	A	1,022	0.34	B	83	0.03	No
		WB	837	0.28	A	994	0.33	B	157	0.05	No
I-15 NB ramps to Pankey Road	Major Road	EB	641	0.21	A	842	0.27	A	201	0.06	No
		WB	817	0.27	A	1,045	0.34	B	228	0.08	No
Pankey Road to Horse Ranch Creek Road	Major Road	EB	542	0.30	A	762	0.42	B	220	0.12	No
		WB	965	0.49	C	1,184	0.61	C	219	0.11	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	722	0.40	B	762	0.42	B	40	0.02	No
		WB	1,139	0.58	C	1,184	0.61	C	45	0.02	No
Rice Canyon Road to Couser Canyon Road	Major Road	EB	802	0.34	B	840	0.35	B	38	0.02	No
		WB	1,684	0.54	C	1,724	0.56	C	40	0.01	No
PM Peak Hour											
South Mission Road to Via Monserate	Prime Arterial	EB	2,200	0.67	C	2,273	0.69	C	73	0.02	No
		WB	1,437	0.68	C	1,501	0.71	C	64	0.03	No
Via Monserate to Gird Road	Prime Arterial	EB	1,998	0.69	C	2,077	0.71	D	79	0.03	No
		WB	1,294	0.39	B	1,361	0.41	B	67	0.02	No
Gird Road to Sage Road	Prime Arterial	EB	1,599	0.48	B	1,678	0.51	B	79	0.02	No
		WB	1,169	0.40	B	1,236	0.42	B	67	0.02	No
Sage Road to Old Highway 395	Prime Arterial	EB	1,596	0.69	C	1,675	0.73	D	79	0.03	No
		WB	1,381	0.42	B	1,448	0.44	B	67	0.02	No
Old Highway 395 to I-15 SB ramps	Prime Arterial	EB	1,454	0.48	B	1,486	0.49	B	32	0.01	No
		WB	1,498	0.74	D	1,531	0.75	D	33	0.02	No

Table 2.2-16 (cont.)
SR 76 OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Segment of SR 76[1]	Classification	Direction	Buildout (Year 2030)			Buildout (Year 2030)+ Project			Δ ADT	Δ V/C	Significant Impact?
			ADT	V/C	LOS	ADT	V/C	LOS			
PM Peak Hour (cont.)											
I-15 SB ramps to I-15 NB ramps	Prime Arterial	EB	1,222	0.40	B	1,357	0.45	B	135	0.04	No
		WB	1,086	0.36	B	1,285	0.42	B	199	0.07	No
I-15 NB ramps to Pankey Road	Major Road	EB	1,106	0.36	B	1,449	0.47	B	343	0.11	No
		WB	780	0.26	A	1,062	0.35	B	282	0.09	No
Pankey Road to Horse Ranch Creek Road	Major Road	EB	934	0.52	C	1,280	0.71	C	346	0.19	No
		WB	1,050	0.52	C	1,357	0.67	C	307	0.15	No
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	1,219	0.67	C	1,280	0.71	C	61	0.03	No
		WB	1,291	0.64	C	1,357	0.67	C	66	0.03	No
Rice Canyon Road to Couser Canyon Road	Major Road	EB	977	0.32	B	1,032	0.33	B	55	0.02	No
		WB	1,282	0.54	C	1,343	0.56	C	61	0.03	No

Source: LOS Engineering, Inc. 2009, as amended
[1] All segments are four lanes.
Bold = State route segment currently operating or would operate at an unacceptable LOS
Δ = change in

Table 2.2-17
I-15 OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Segment[1]	ADT	Direction	Peak Hour	Buildout (Year 2030)			Buildout (Year 2030) + Project			Δ ADT	Δ V/C	Significant Impact?
				ADT	V/C	LOS	ADT	V/C	LOS			
Rainbow Valley Boulevard to Mission Road	275,000	NB	AM	9,384	1.00	**F**	9,483	1.01	**F**	99	0.01	No
			PM	11,188	1.19	**F**	11,285	1.20	**F**	97	0.01	No
		SB	AM	9,417	0.97	**E**	9,215	0.98	**E**	68	0.01	No
			PM	10,905	1.16	**F**	11,041	1.17	**F**	136	0.01	No
Mission Road to SR 76	251,000	NB	AM	8,584	0.91	D	8,598	0.91	D	14	0.00	No
			PM	10,234	1.09	**F**	10,247	1.09	**F**	13	0.00	No
		SB	AM	8,330	0.89	D	8,339	0.89	D	9	0.00	No
			PM	9,931	1.06	**F**	9,950	1.06	**F**	19	0.00	No
SR 76 to Old Highway 395	231,000	NB	AM	7,465	0.79	C	7,538	0.80	D	73	0.01	No
			AM	9,148	0.97	**E**	9,276	0.98	**E**	128	0.01	No
		SB	PM	7,717	0.82	D	7,803	0.83	D	86	0.01	No
			PM	9,457	1.01	**F**	9,559	1.02	**F**	102	0.01	No

Source: LOS Engineering, Inc. 2009, as amended
[1] All freeway segments are four lanes with a capacity of 9,400 in each direction.
Bold = Freeway segments would operate at an unacceptable LOS.
Δ = change in

Table 2.2-18
INTERSECTION OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Buildout (Year 2030)		Buildout (Year 2030) + Project		Δ Delay[2]	CM Volume[3]	Significant Impact?
				Delay[2]	LOS	Delay[2]	LOS			
1) SR 76/Via Monserate	U	SB R	AM	24.3	C	25.3	C	1.0	0	No
		SB R	PM	19.4	C	19.7	C	0.3	0	No
2) SR 76/Gird Road	S	All	AM	12.3	B	12.5	B	0.2	NA	No
		All	PM	12.6	B	13.0	B	0.4	0	No
3) SR 76/Sage Road	U	SB R	AM	17.5	C	17.6	C	0.1	0	No
		SB R	PM	17.1	C	17.9	C	0.8	NA	No
4) SR 76/Old Highway 395	S	All	AM	43.4	D	51.0	D	7.6	NA	No
		All	PM	40.6	D	47.8	D	7.2	NA	No
6) SR 76/I-15 SB ramps	S	All	AM	33.6	C	34.0	C	0.4	NA	No
		All	PM	32.6	C	34.1	C	1.5	NA	No
7) SR 76/I-15 NB ramps	S	All	AM	36.8	D	41.2	D	4.4	NA	No
		All	PM	41.2	D	41.3	D	0.1	NA	No
8) SR 76/Pankey Road	S	All	AM	23.3	C	27.8	C	4.5	NA	No
		All	PM	34.9	C	45.4	D	10.5	NA	No
9) SR 76/Horse Ranch Creek Road	S	All	AM	16.9	B	21.8	C	4.9	NA	No
		All	PM	15.1	B	22.9	C	7.8	NA	No
10) SR 76/Rice Canyon Road	S	All	AM	8.3	A	8.5	A	0.2	NA	No
		All	PM	8.2	A	8.6	A	0.4	NA	No
11) SR 76/Couser Canyon Road	S	All	AM	7.4	A	7.7	A	0.3	NA	No
		All	PM	5.5	A	5.7	A	0.2	NA	No
12) Old Highway 395/Pala Mesa Drive	S	All	AM	28.3	C	34.2	C	5.9	NA	No
		All	PM	36.5	D	52.3	D	15.8	NA	No
14) Old Highway 395/Stewart Canyon Road	S	All	AM	20.5	C	22.6	C	2.1	NA	No
		All	PM	23.0	C	39.9	D	16.9	NA	No
15) Old Highway 395/Reche Road	S	All	AM	22.3	C	23.3	C	1.0	NA	No
		All	PM	45.1	D	50.9	D	5.8	NA	No
19) Mission Road/Old Highway 395	S	All	AM	24.2	C	27.5	C	3.3	NA	No
		All	PM	28.5	C	37.8	D	9.3	NA	No

Table 2.2-18 (cont.)
INTERSECTION OPERATIONS UNDER BUILDOUT (YEAR 2030) AND BUILDOUT (YEAR 2030) PLUS PROJECT CONDITIONS

Intersection	S/U[1]	Movement	Peak Hour	Buildout (Year 2030)		Buildout (Year 2030) + Project		Δ Delay[2]	CM Volume[3]	Significant Impact?
				Delay[2]	LOS	Delay[2]	LOS			
20) Mission Road/Old Highway 395	S	All	AM	28.3	C	36.8	D	8.5	NA	No
		All	PM	18.4	B	27.7	C	9.3	NA	No
21) Mission Road/I-15 NB ramps	S	All	AM	20.7	C	22.8	C	2.1	NA	No
		All	PM	26.7	C	29.9	C	3.2	NA	No
22) Stewart Canyon Road/Horse Ranch Creek Road/Pankey Road	U	EB LR	AM	10.5	B	12.2	B	1.7	88	No
		EB LR	PM	11.5	B	15.5	C	4.0	180	No
23) Horse Ranch Creek Road/Baltimore Oriole	S	All	AM	16.0	B	17.5	B	1.5	NA	No
		All	PM	16.8	B	19.6	B	2.8	NA	No
24) Horse Ranch Creek Road/Longspur Road	S	All	AM	22.4	C	23.6	C	1.2	NA	No
		All	PM	18.9	B	24.9	C	6.0	NA	No
25) Horse Ranch Creek Road/Harvest Glen Road	S	All	AM	18.4	B	22.2	C	3.8	NA	No
		All	PM	18.7	B	30.2	C	11.5	NA	No
26) Horse Ranch Creek Road/Pardee South Loop	S	All	AM	15.5	B	18.9	B	3.4	NA	No
		All	PM	16.8	B	27.3	C	10.5	NA	No
27) Horse Ranch Creek Road/School/Park Access	U	WB RT	AM	12.0	B	15.6	C	3.6	0	No
		WB RT	PM	12.9	B	18.7	C	5.8	0	No
28) Horse Ranch Creek Road/Pankey Place (Street R)	S	All	AM	11.0	B	11.8	B	0.8	NA	No
		All	PM	10.9	B	15.7	B	4.8	NA	No
29) Pankey/Pala Mesa Drive/Pankey Place (Street R)	S	All	AM	22.4	C	27.0	C	4.6	NA	No
		All	PM	38.6	D	48.0	D	9.4	NA	No
34) SR 76/South Mission Road	S	All	AM	38.8	D	41.2	D	2.4	NA	No
		All	PM	34.5	C	36.2	D	1.7	NA	No

Source: LOS Engineering, Inc. 2009, as amended
[1] S= Signalized, U=Unsignalized
[2] Delay measured in seconds
[3] CM Volume = Critical Movement Volume; used to show Project volumes on the critical movement
NA= not applicable; Δ = change in

Table 2.2-19
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION

Impact	Mitigation	Responsible Party	Significance After Mitigation
SIGNIFICANT DIRECT IMPACTS TO SR 76			
Impact TR-1: SR 76 (I-15 SB ramps to I-15 NB ramps)	Construct loop a on-ramp at the intersection of SR 76/ I-15 SB ramps and restripe bridge to four lanes	Project Applicant	Direct impact mitigated to below a level of significance
Impact TR-1: SR 76 (from South Mission Road to Gird Road)	Widen SR 76 from two to four lanes	TransNet SR 76 Widening	Direct impact mitigated to below a level of significance with TransNet improvements. Due to timing considerations, Project Applicant will require a Statement of Overriding Considerations if Proposed Project proceeds before TransNet improvements
Impact TR-1: SR 76 (Sage Road to Old Highway 395)	Widen SR 76 from two to four lanes	TransNet SR 76 Widening	Direct impact mitigated to below a level of significance with TransNet improvements. Due to timing considerations, Project Applicant will require a Statement of Overriding Considerations if Proposed Project proceeds before TransNet improvements
Impact TR-1: SR 76 (Horse Ranch Creek Road to Couser Canyon Road)	Widen SR 76 from two to four lanes	Caltrans	Direct impact mitigated to below a level of significance with TransNet improvements. Due to timing considerations, Project Applicant will require a Statement of Overriding Considerations if Proposed Project proceeds before TransNet improvements
SIGNIFICANT DIRECT INTERSECTION IMPACTS			
Impact TR-2: SR 76/I-15 NB ramps	Construct loop on-ramp for EB SR 76 to NB I-15	Project Applicant	Direct impact mitigated to below a level of significance
Impact TR-3: Old Highway 395/Reche Road	Install traffic signal	Project Applicant	Direct impact mitigated to below a level of significance
SIGNIFICANT CUMULATIVE SEGMENT AND SR 76 IMPACTS			
Impact TR-4: Old Highway 395 (East Mission Road to West Lilac Road)	Widen roadway to four-lane collector	TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-4: Reche Road (Green Canyon Norte to Live Oak Park Road)	Widen roadway to four-lane collector	TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-4: Reche Road (Live Oak Park Road to Gird Road)	Widen roadway to town collector	TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-4 and 8: Pankey Road (SR 76 to Shearer Crossing)	Widen roadway to four-lane collector	TIF[1]	Cumulative impact mitigated to below a level of significance

Table 2.2-19 (cont.)
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION

Impact	Mitigation	Responsible Party	Significance After Mitigation
SIGNIFICANT CUMULATIVE SEGMENT AND SR 76 IMPACTS (cont.)			
Impact TR-4: Pala Mesa Dr. (Wilt Road/Sage Road to Old Highway 395)	Widen roadway to town collector	TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-5: SR 76 (Melrose Drive to South Mission Road)	Widen SR 76 from two to six lanes	TransNet SR 76 Widening; TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-5: SR 76 (South Mission Road to Old Highway 395)	Widen SR 76 from two to four lanes	TransNet SR 76 Widening; TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-5: SR 76 (I-15 SB ramps to I-15 NB ramps)	Restripe SR 76 from two to four lanes	TransNet SR 76 Widening; TIF[1]	Cumulative impact mitigated to below a level of significance
Impact TR-5: SR 76 (Horse Ranch Creek Road to Pala Mission Road)	Widen SR 76 from two to four lanes	TIF[2]	Cumulative impact mitigated to below a level of significance
SIGNIFICANT CUMULATIVE INTERSECTION IMPACTS			
Impact TR-6: SR 76/ Melrose Drive	Additional EB and WB left-turn lane and through lane	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/East Vista Way	Additional EB through and right-turn lane, additional two WB through lanes, and additional NB and SB lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/ North River Road	Additional EB and WB through lanes and separate WB right-turn lane	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/Olive Hill Road	Additional EB through and separate right-turn lane, additional WB left-lane and through lane, additional NB through lane, additional SB left turn lane and right turn lane	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/ South Mission Road	Two additional EB through lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-7: SR 76/Via Monserate	Additional EB and WB lanes with either a traffic signal or restriction to SB left turns	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/Gird Road	Additional EB and WB lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-7: SR 76/Sage Road	Additional EB and WB lanes with either a traffic signal or restriction to SB left-turn lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance

Table 2.2-19 (cont.)
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION

Impact	Mitigation	Responsible Party	Significance After Mitigation
SIGNIFICANT CUMULATIVE INTERSECTION IMPACTS (cont.)			
Impact TR-6: SR 76/Old Highway 395	Additional EB right-turn lane, additional NB left-turn lane and through lane, additional dual SB left-turn lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/I-15 SB ramps	Additional EB and WB through lanes and interchange modifications of either loop ramps or additional turn lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/I-15 NB ramps	Additional EB and WB through lanes and interchange modifications of either loop ramps or additional turn lanes	TIF; TransNet SR 76 Widening	Cumulative impact mitigated to below a level of significance
Impact TR-6: SR 76/ Pankey Road	Install traffic signal and add EB and WB left-turn lanes, additional NB dual left-turn lanes and through lane, additional SB left-turn lane and through lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: SR 76/Rice Canyon Road	Install traffic signal and add EB left-turn lane and WB right-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: SR 76/ Couser Canyon Road	Install traffic signal and add EB right-turn lane and WB left-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-6: Old Highway 395/East Mission Road	Additional SB left-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-6: Mission Road/I-15 SB ramps	Additional EB through and EB right-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-6: Mission Road/I-15 NB ramps	Additional EB left-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: Old Highway 395/Reche Road	Install traffic signal and separate EB left-turn lane, additional NB and SB through lanes, separate SB right-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: Old Highway 395/Stewart Canyon Road	Install traffic signal and add additional NB and SB through lanes, additional EB and WB left-turn lane	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: Old Highway 395/Pala Mesa Drive	Install traffic signal and add additional NB and SB through lanes, additional EB and WB left-turn lanes	TIF	Cumulative impact mitigated to below a level of significance

Table 2.2-19 (cont.)
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION

Impact	Mitigation	Responsible Party	Significance After Mitigation
SIGNIFICANT CUMULATIVE INTERSECTION IMPACTS (cont.)			
Impact TR-7: Old Highway 395/Dulin Road	Install traffic signal	TIF	Cumulative impact mitigated to below a level of significance
Impact TR-7: Reche Road/Live Oak Park Road	Install traffic signal	TIF	Cumulative impact mitigated to below a level of significance

Source: LOS Engineering, Inc. 2009, as amended

1 The TIF Program provides a comprehensive facility financing fee program that addresses forecasted deficiencies to SR 76 and other public street facilities. Applicant's contribution to the TIF will fully mitigate the Proposed Project cumulative impacts to SR 76 and other public street facilities.

2 For cumulative segment impacts to SR 76 east of Couser Canyon Road, the TIF Program mitigates for cumulative impacts on SR 76 west of Couser Canyon Road. Improvements to that segment, paid for by the TIF Program, will increase the operational efficiency of SR 76 west of Couser Canyon Road, and these improvements will provide improved operational characteristics on SR 76 east of Couser Canyon Road.

Table 2.2-20
MITIGATION FOR DIRECT IMPACTS TO INTERSECTIONS

Intersection	Movement	Peak Hour	Existing		Existing + Project		Mitigation	Existing + Project with Mitigation		Impact Reduced to Below Significant?	
			Delay[1]	LOS	Delay[1]	LOS		Delay[1]	LOS	Direct	CMP
7) SR 76/I-15 NB ramps	All	PM	46.7	C	63.7	**E**	Construct a cloverleaf to the interchange	21.4	C	Yes	Yes
15) Old Highway 395/ Reche Road	EB LR	AM	18.4	C	39.5	**E**	Install a traffic signal	-	-	-	-
		PM	35.9	**E**	219.2	**F**		-	-	-	-
	All	AM	10.6	B	17.6	B		18.4	B	Yes	Yes
		PM	17.6	B	77.9	**F**		26.5	C	Yes	Yes

Source: LOS Engineering, Inc. 2009, as amended
[1] Delay measured in seconds
Bold = Intersections operating at an unacceptable LOS.
NA= not applicable

Table 2.2-21
MITIGATION FOR DIRECT IMPACTS TO SR 76 TO BE COMPLETED BY OTHER RESPONSIBLE PARTIES

Intersection	Classification	Movement	Capacity	Existing + Project			Mitigation	Existing + Project with Mitigation				Mitigation to Reduce Below Significant?	Impact Significance
				ADT	V/C	LOS		Capacity	ADT	V/C	LOS		
AM Peak Hour													
South Mission Road to Via Monserate	Prime Arterial	EB	950	792	0.83	D	4-lane Major (Caltrans)	3,164	792	0.25	A	Yes	Significant and unmitigated; beyond jurisdiction of the Lead Agency – under jurisdiction of Caltrans
		WB	950	947	1.00	**E**		3,300	947	0.29	A	Yes	
Via Monserate to Gird Road	Prime Arterial	EB	950	857	0.90	**E**		3,300	857	0.26	A	Yes	
		WB	950	946	1.00	**E**		3,162	946	0.30	A	Yes	
I-15 NB ramps to I-15 SB ramps	Prime Arterial	EB	950	927	0.98	**E**		3,030	927	0.31	A	Yes	
		WB	950	696	0.73	D		3,030	696	0.23	A	Yes	
PM Peak Hour													
South Mission Road to Via Monserate	Prime Arterial	EB	950	1,137	1.20	**F**	4-lane Major (Caltrans)	3,300	1,137	0.34	B	Yes	Significant and unmitigated; beyond jurisdiction of the Lead Agency – under jurisdiction of Caltrans
		WB	950	682	0.72	D		2,122	682	0.32	B	Yes	
Via Monserate to Gird Road	Prime Arterial	EB	950	1,156	1.22	**F**		2,912	1,156	0.40	B	Yes	
		WB	950	853	0.90	**E**		3,300	853	0.26	A	Yes	
Sage Road to Old Highway 395	Prime Arterial	EB	950	717	0.75	D		2,300	717	0.31	B	Yes	
		WB	950	835	0.88	**E**		3,300	835	0.25	A	Yes	
I-15 NB ramps to I-15 SB ramps	Prime Arterial	EB	950	853	0.90	**E**		3,030	853	0.28	A	Yes	
		WB	950	1,352	1.42	**F**		3,030	1,352	0.45	B	Yes	
Horse Ranch Creek Road to Rice Canyon Road	Major Road	EB	950	692	0.73	D	3-lane Town Collector (Granite/ Warner Ranch)[1]	1,806	692	0.38	B	Yes	
		WB	950	963	1.01	**F**		2,028	963	0.47	B	Yes	
Rice Canyon Road to Couser Canyon Road	Major Road	EB	950	518	0.61	C	3-lane Town Collector (Warner Ranch)	3,100	581	0.19	A	Yes	
		WB	950	991	1.04	**F**		2,382	991	0.42	B	Yes	

Source: LOS Engineering, Inc. 2009, as amended
[1] Granite Construction is planning to complete this improvement up to the Granite driveway. Warner Ranch is completing the improvements from Granite Construction Driveway to Rice Canyon Road.
Bold = Intersections operating at an unacceptable LOS.

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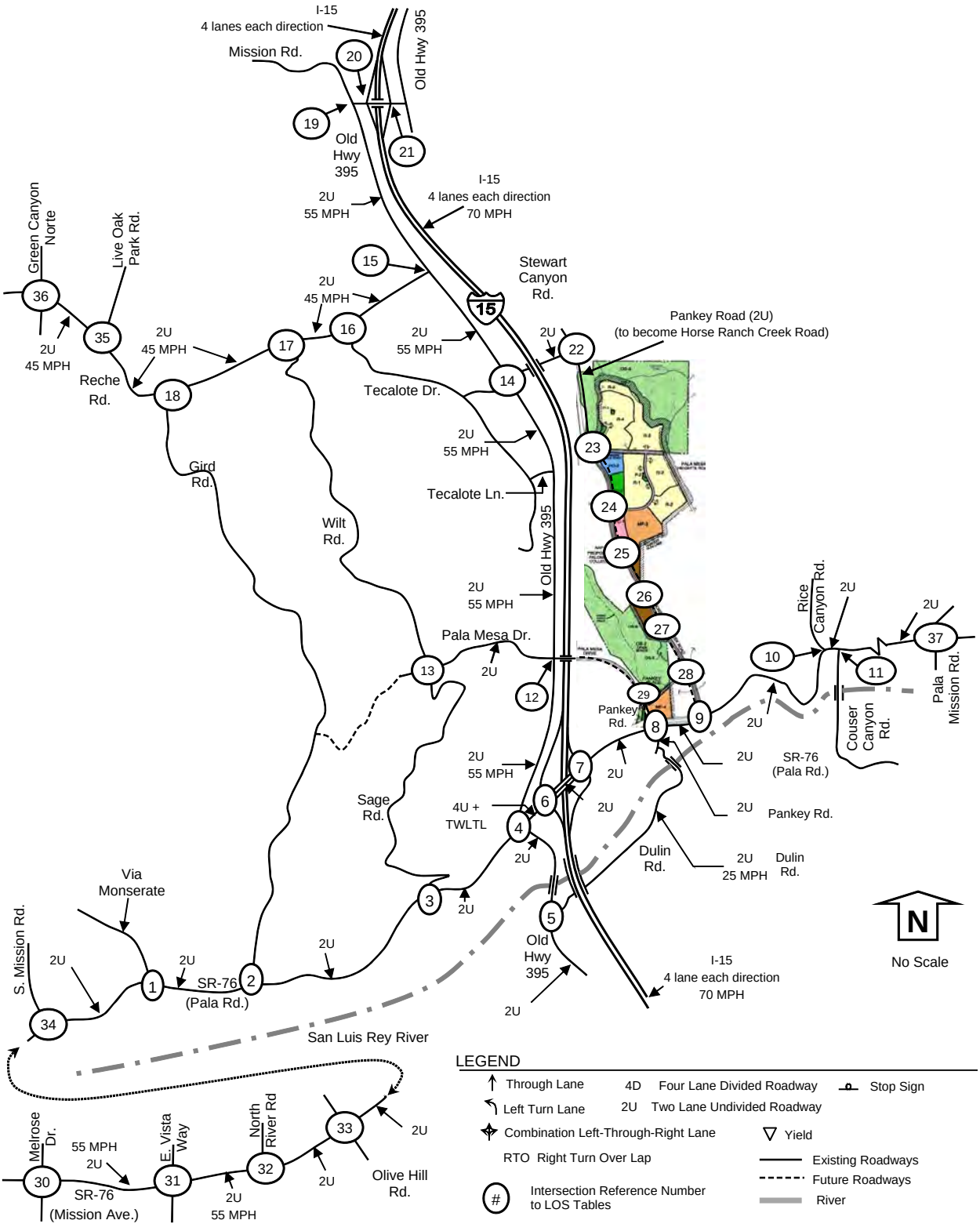


Source: LOS Engineering, Inc. (2009)

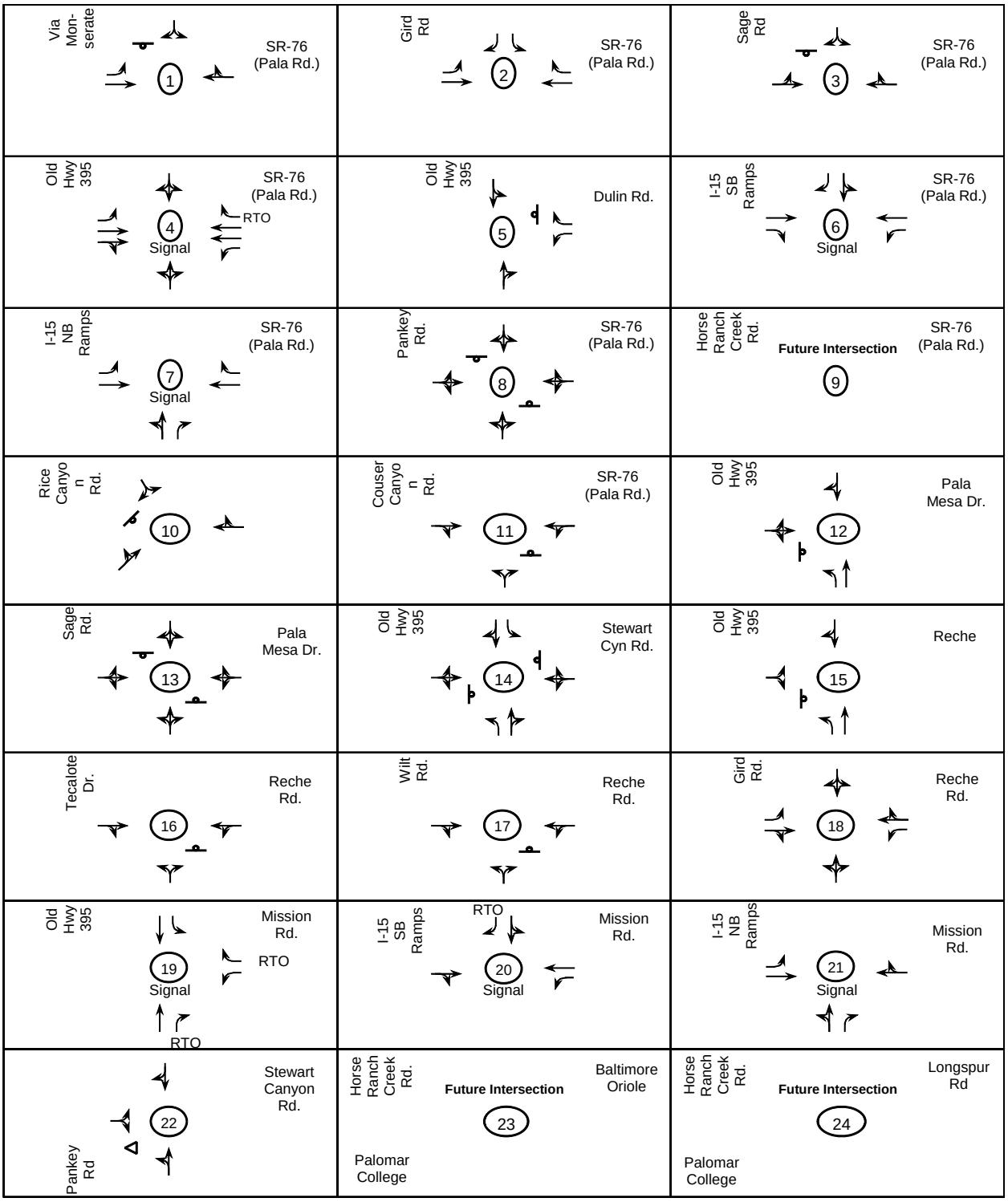
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-1a_Existing_Roadway_Conditions.pmd -NM

Existing Roadway Segment Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-1a



Source: LOS Engineering, Inc. (2009)

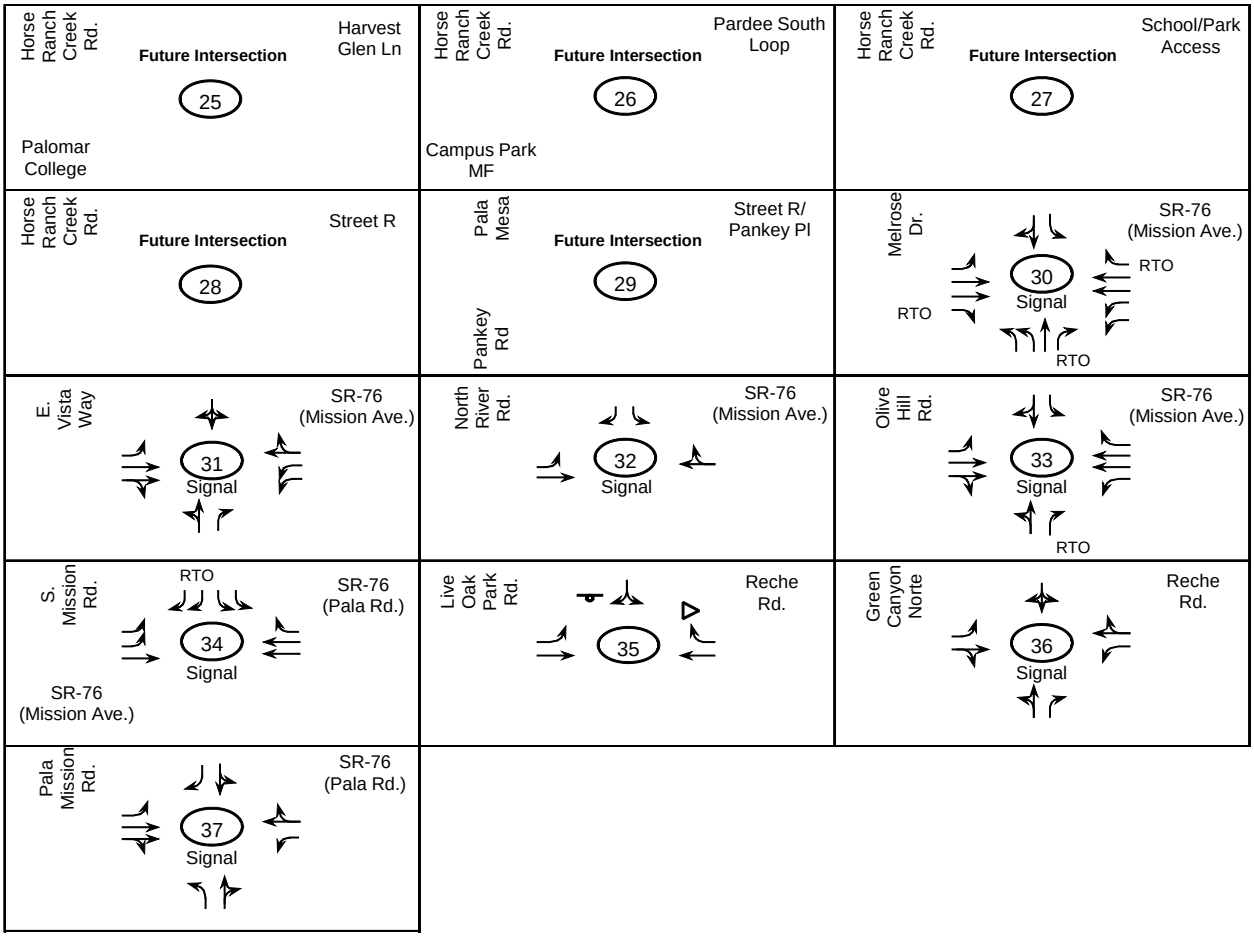
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-1b_Existing_Intersection_Conditions.pmd -KF

Existing Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-1b



Source: LOS Engineering, Inc. (2009)

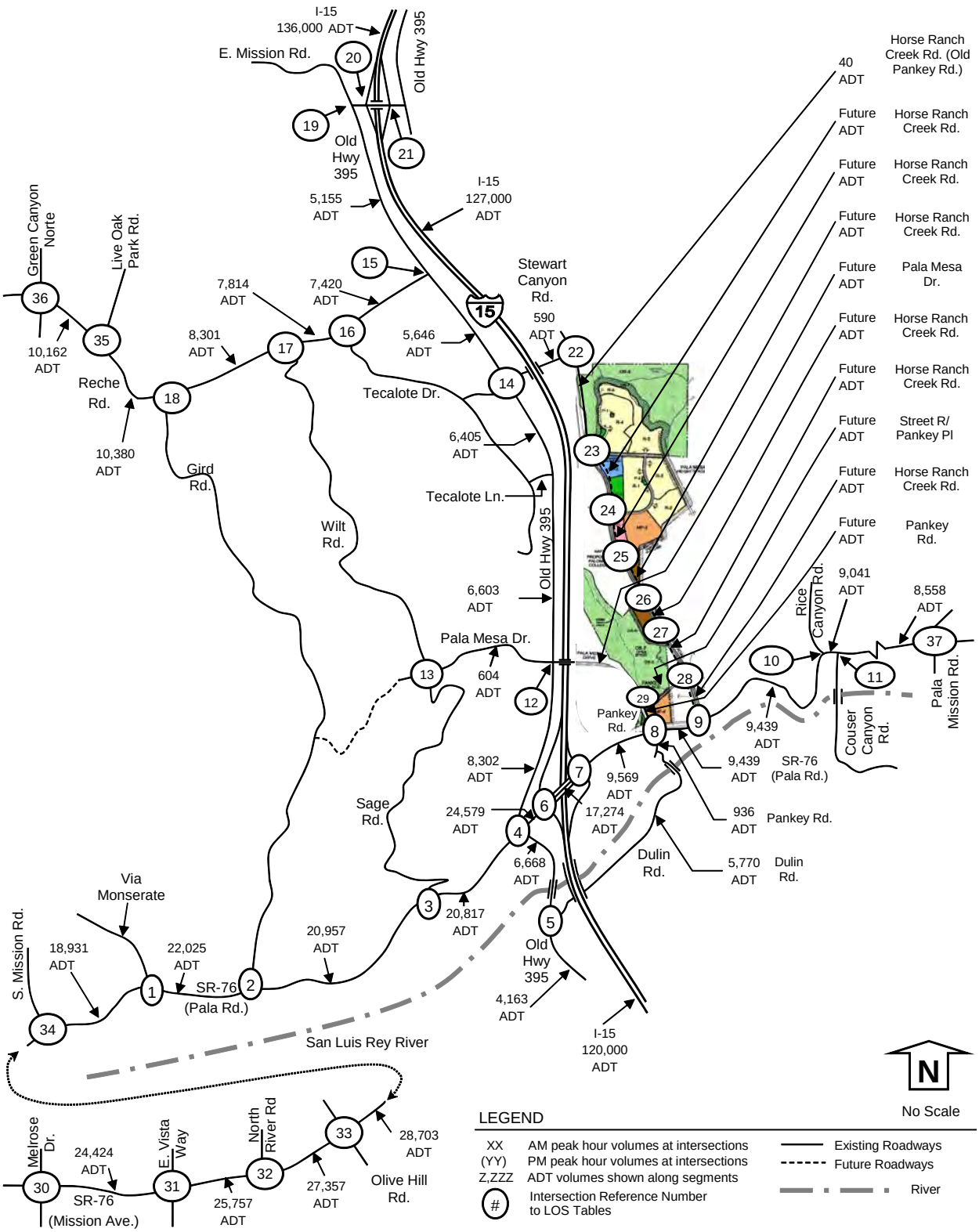
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-1c_Existing_Intersection_Conditions.pmd -NM

Existing Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-1c



Source: LOS Engineering, Inc. (2009)

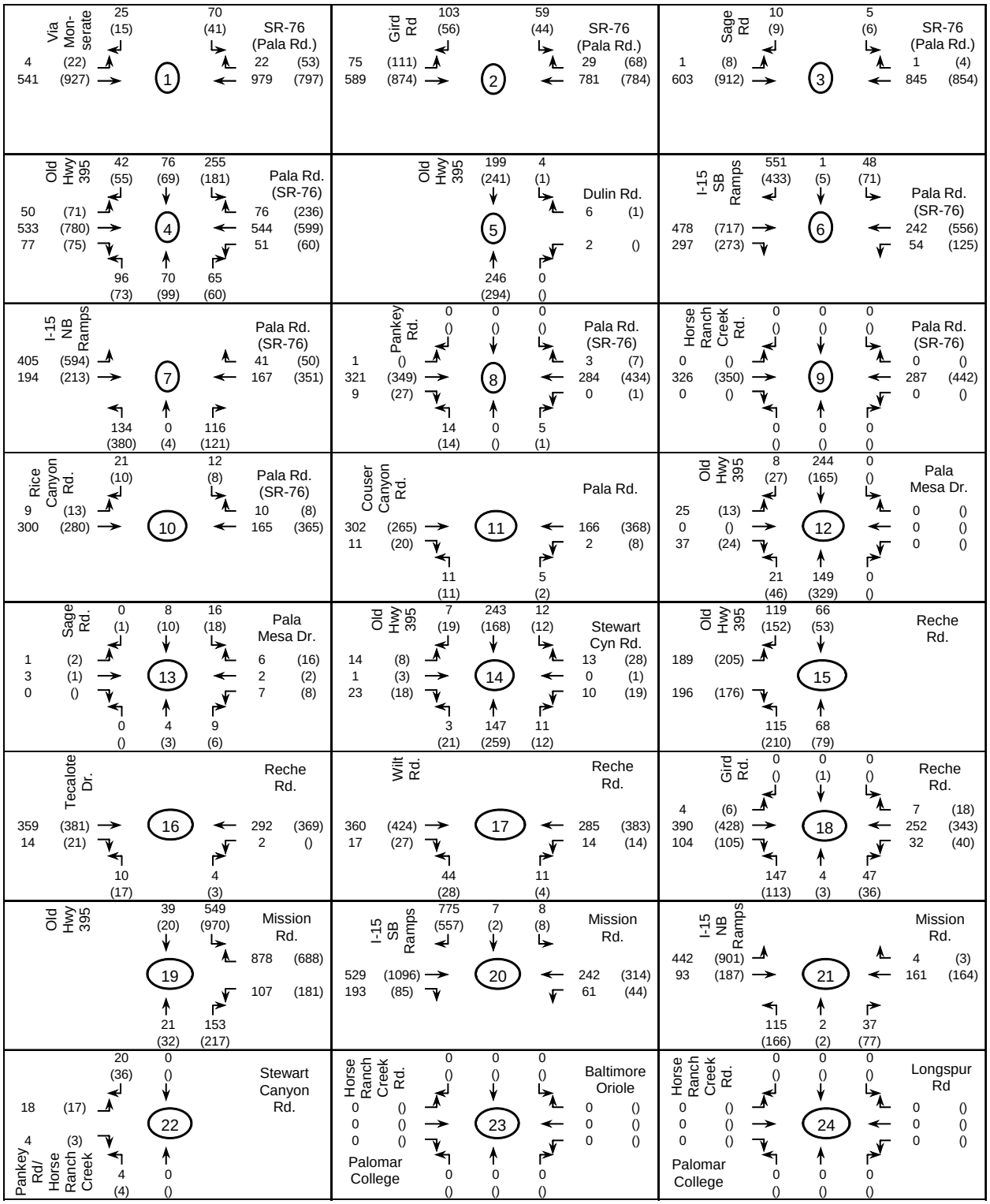
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-2a_Existing_Avg_Daily_Traffic.pmd -KF

Existing Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-2a



Source: LOS Engineering, Inc. (2009)

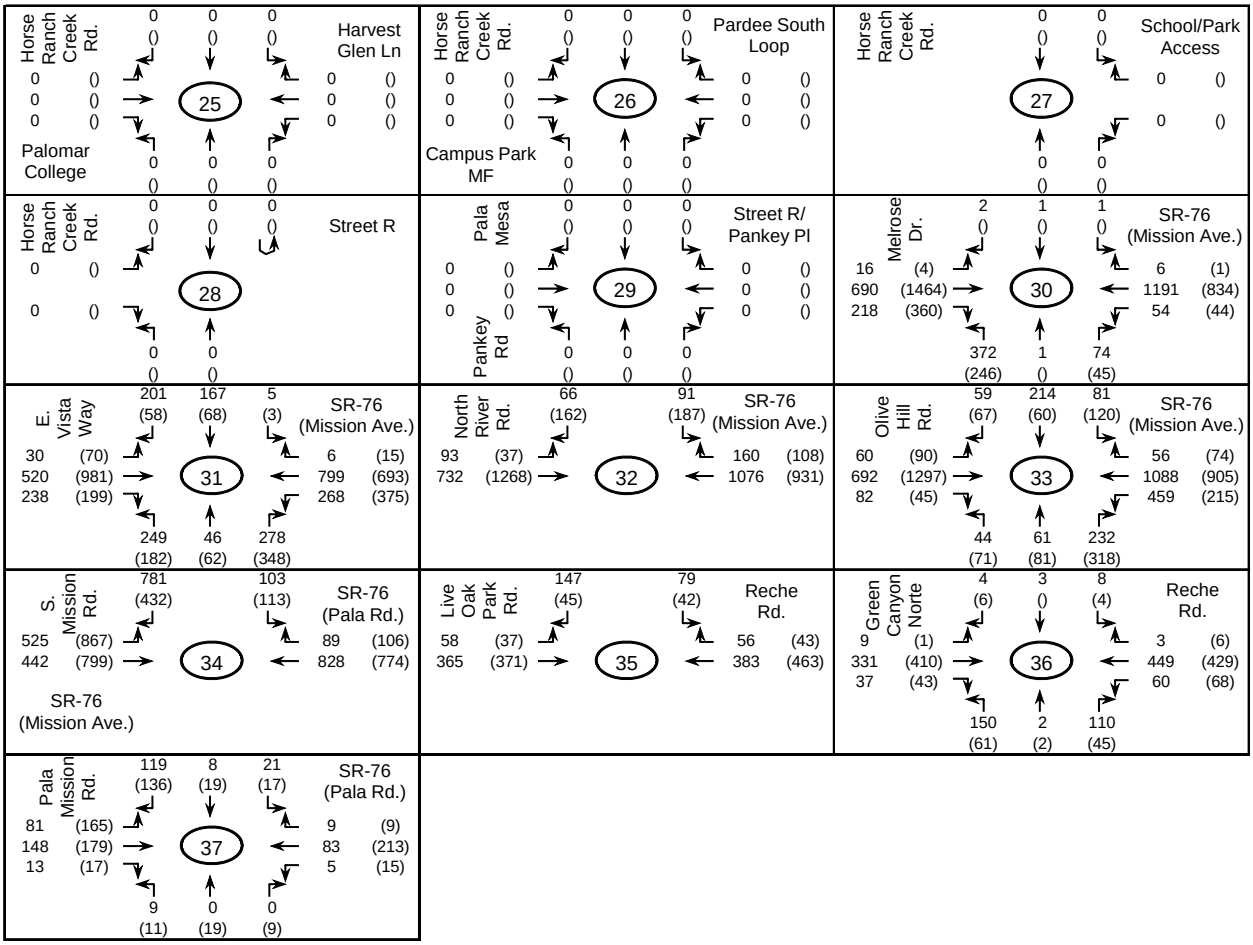
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-2b_Existing_Avg_Daily_Traffic.pmd -KF

Existing Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-2b



Source: LOS Engineering, Inc. (2009)

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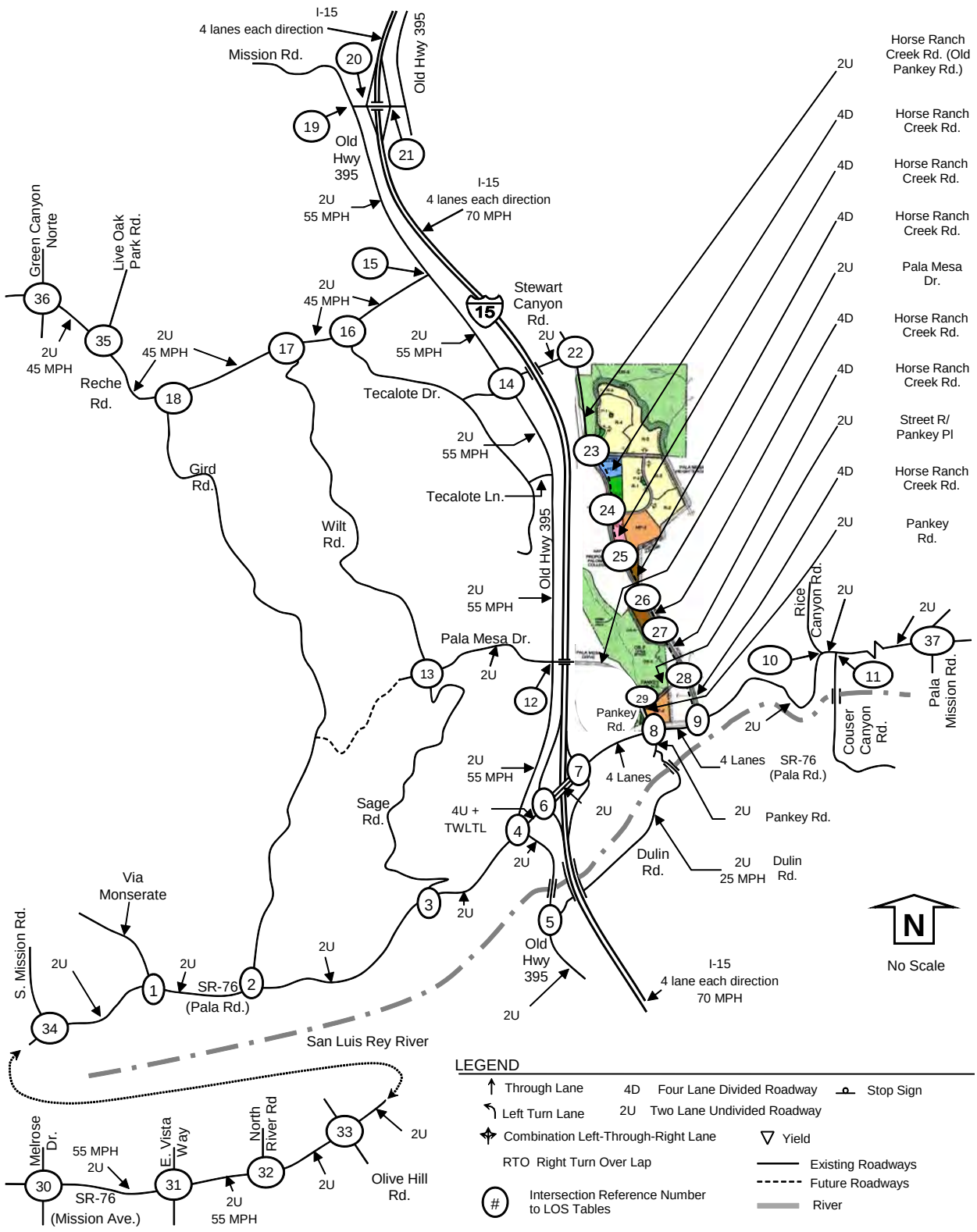
Existing Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-2c



Source: LOS Engineering, Inc. (2009)

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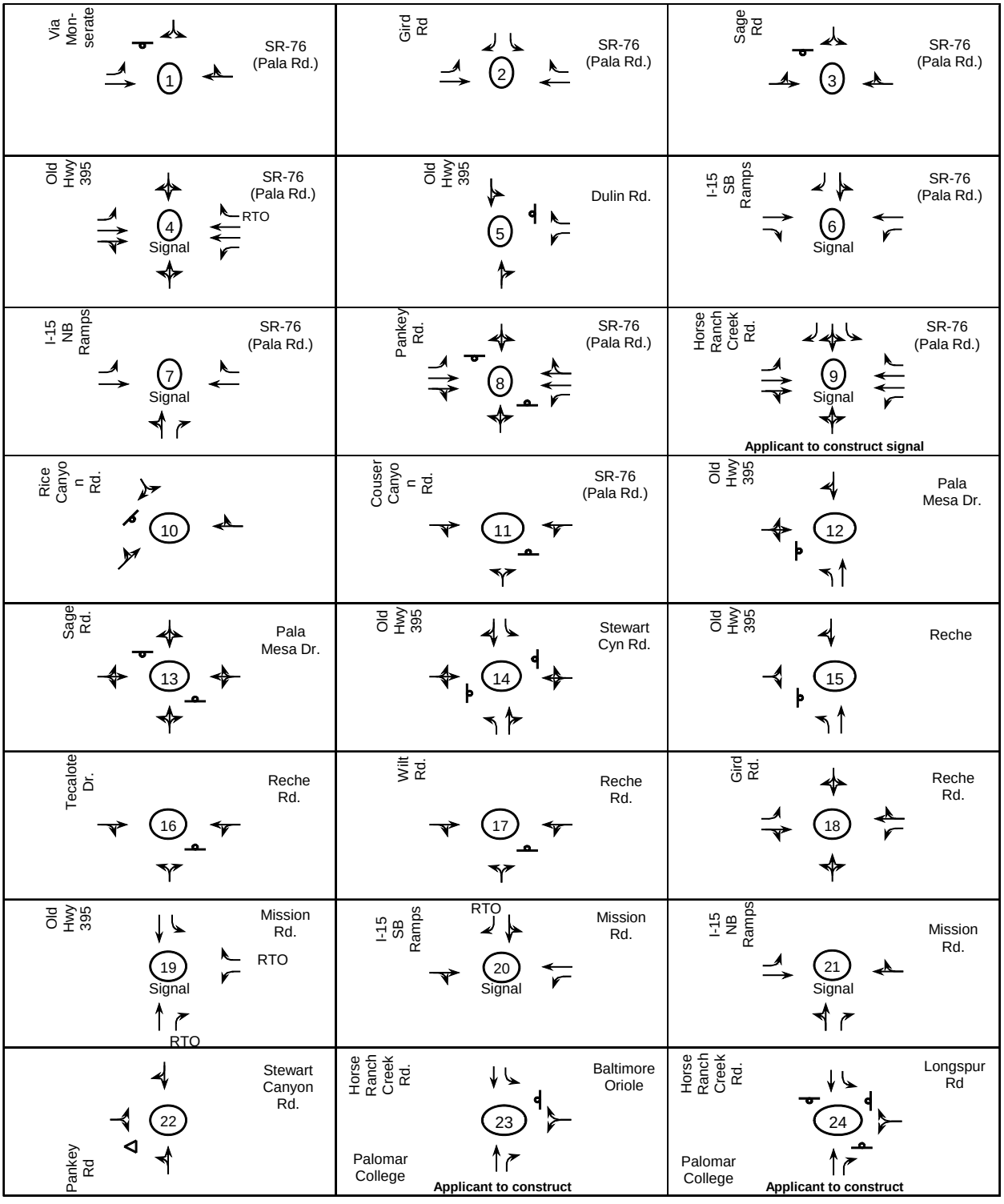
Existing Plus Project Roadway Segment Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-3a



Source: LOS Engineering, Inc. (2009)

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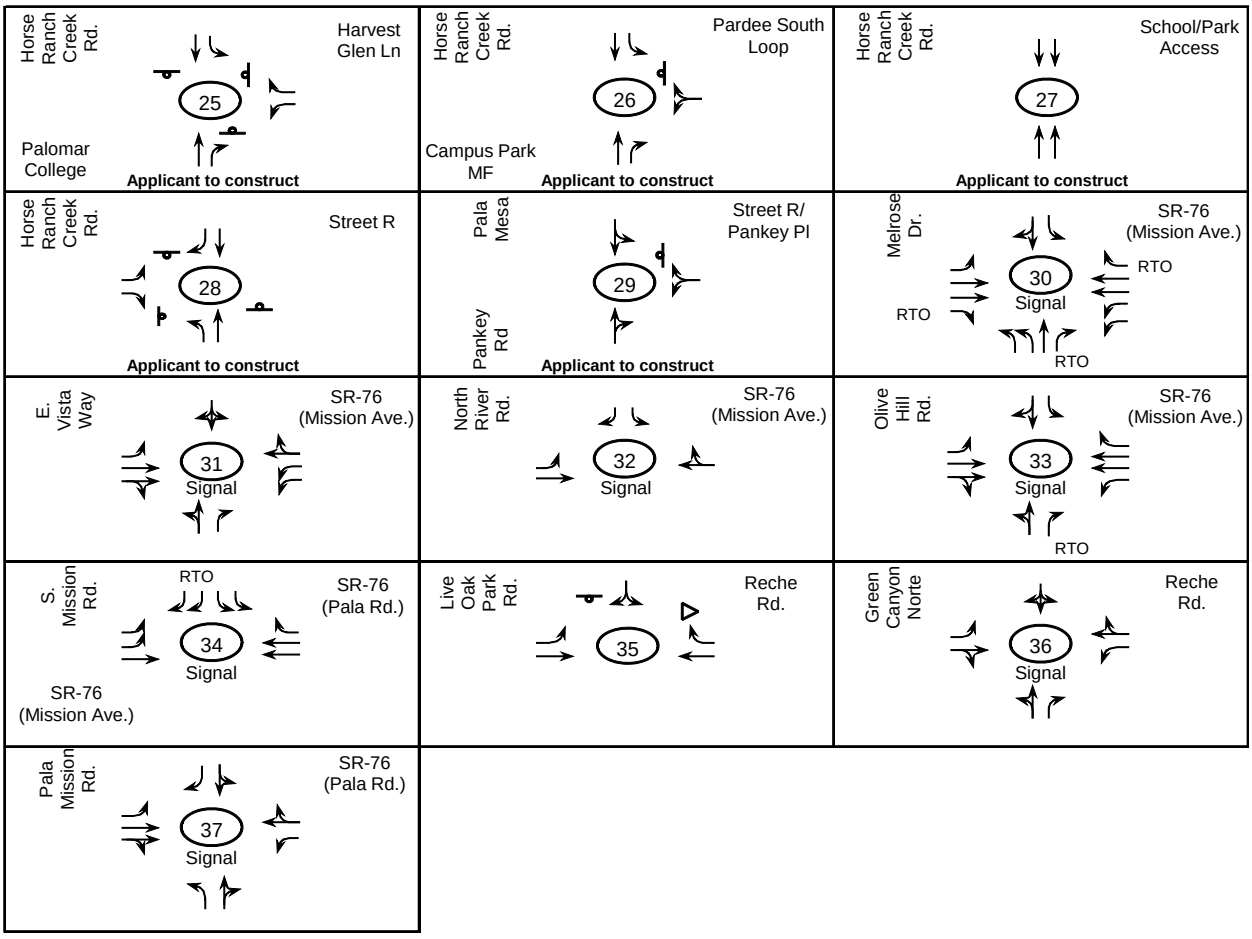
Existing Plus Project Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-3b



Source: LOS Engineering, Inc. (2009)

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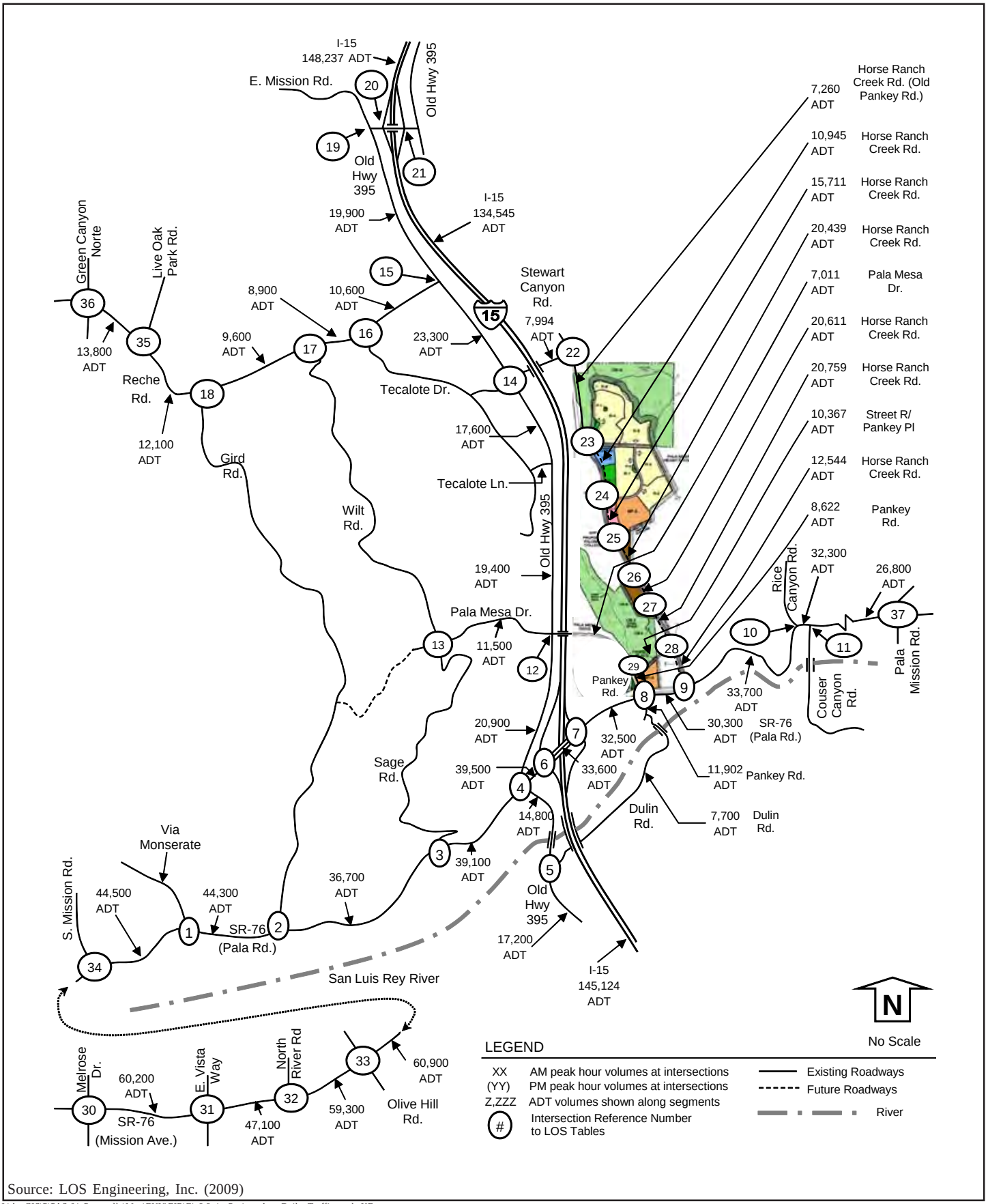
Existing Plus Project Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-3c



Source: LOS Engineering, Inc. (2009)

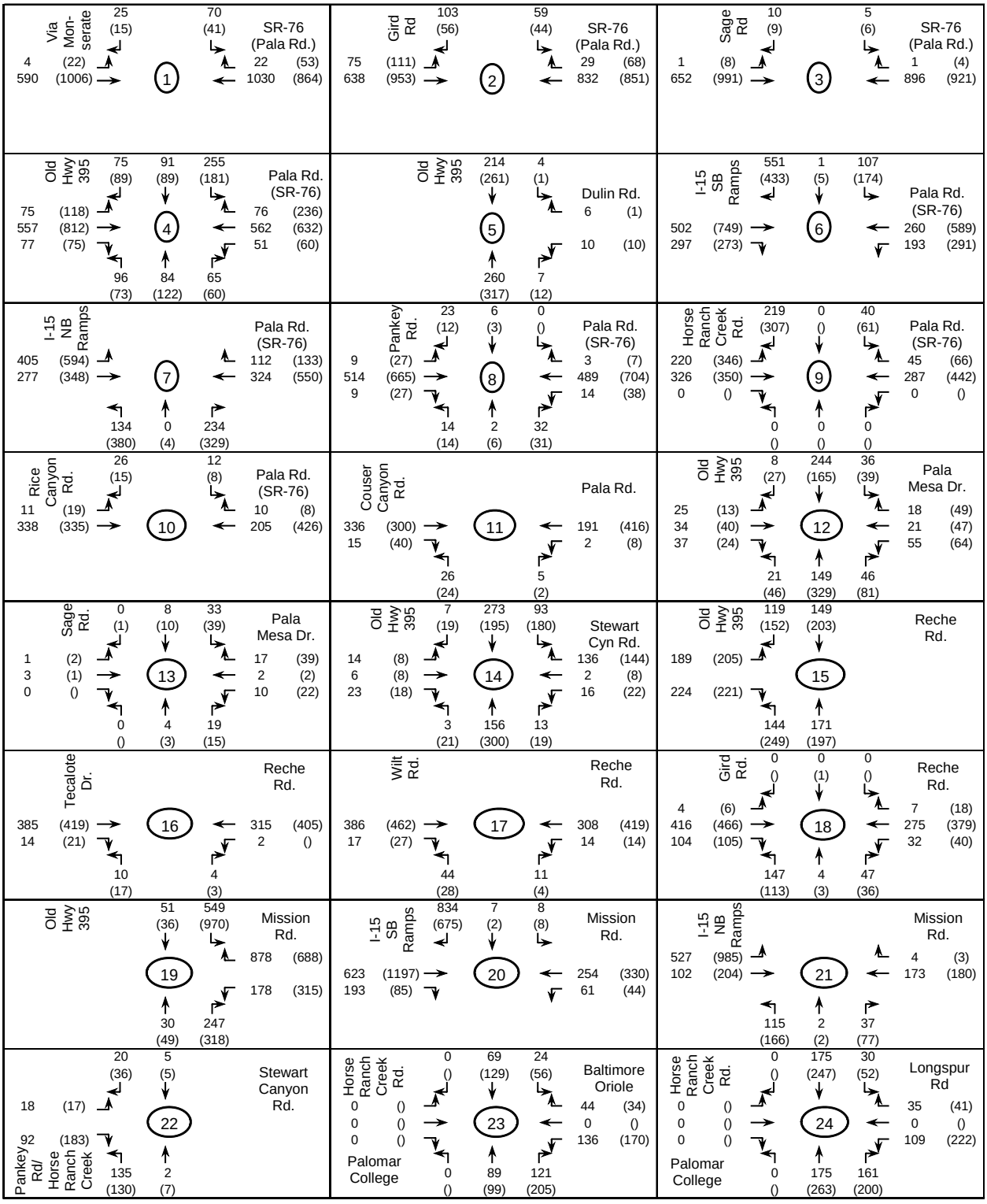
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-4a_Project_Avg_Daily_Traffic.pmd -KF

Existing Plus Project Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-4a



Source: LOS Engineering, Inc. (2009)

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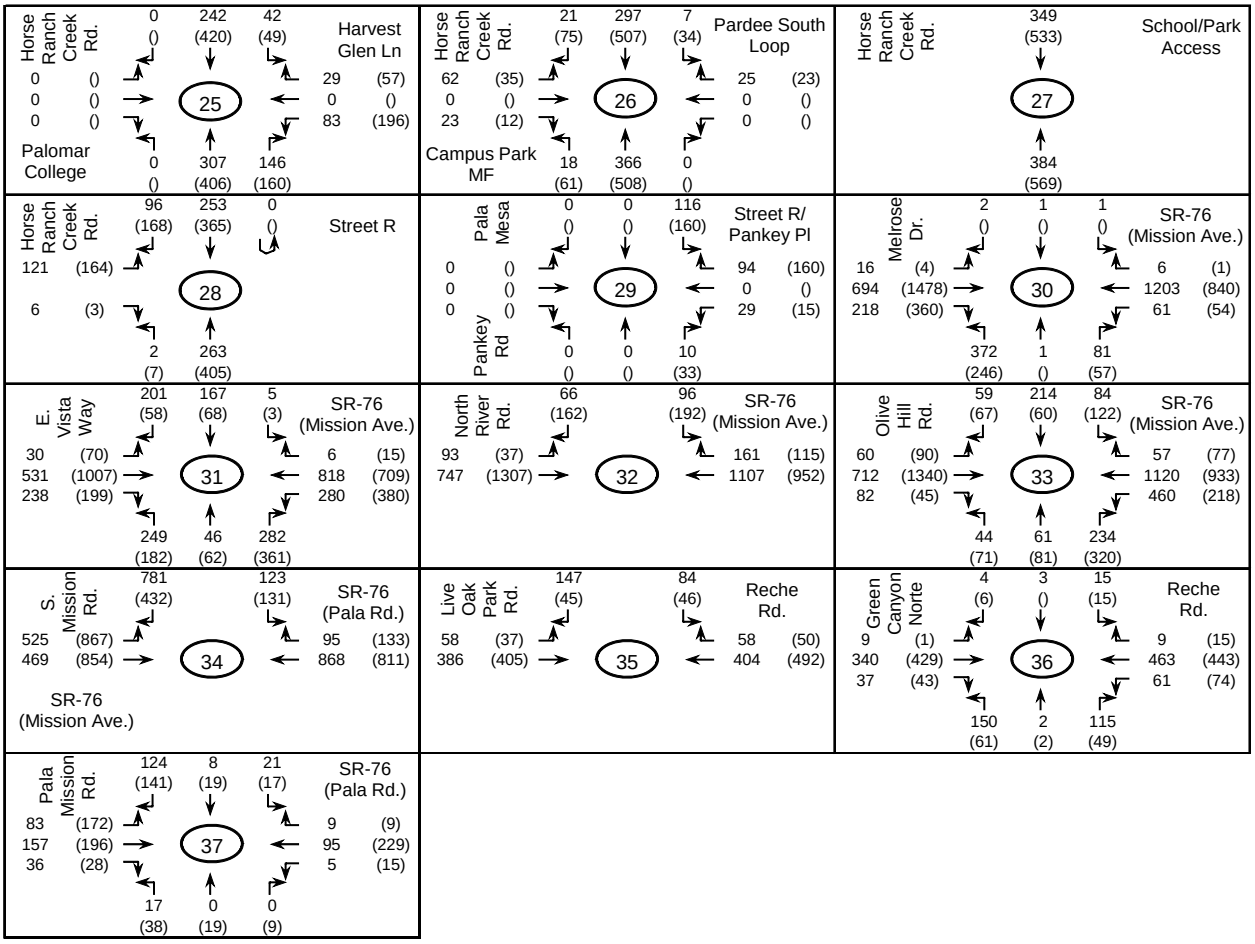
Existing Plus Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-4b



Source: LOS Engineering, Inc. (2009)

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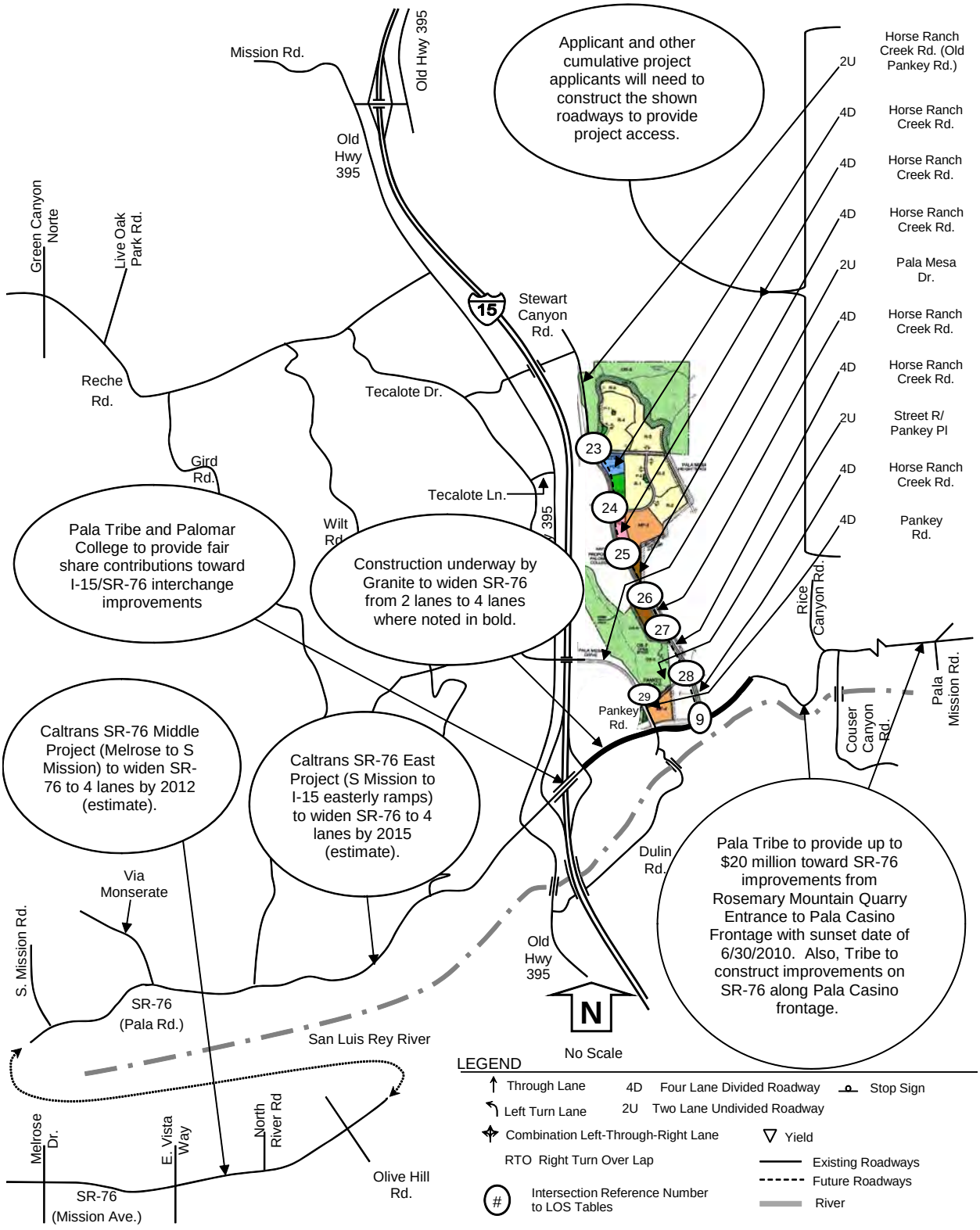
Existing Plus Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-4c



Source: LOS Engineering, Inc. (2009)

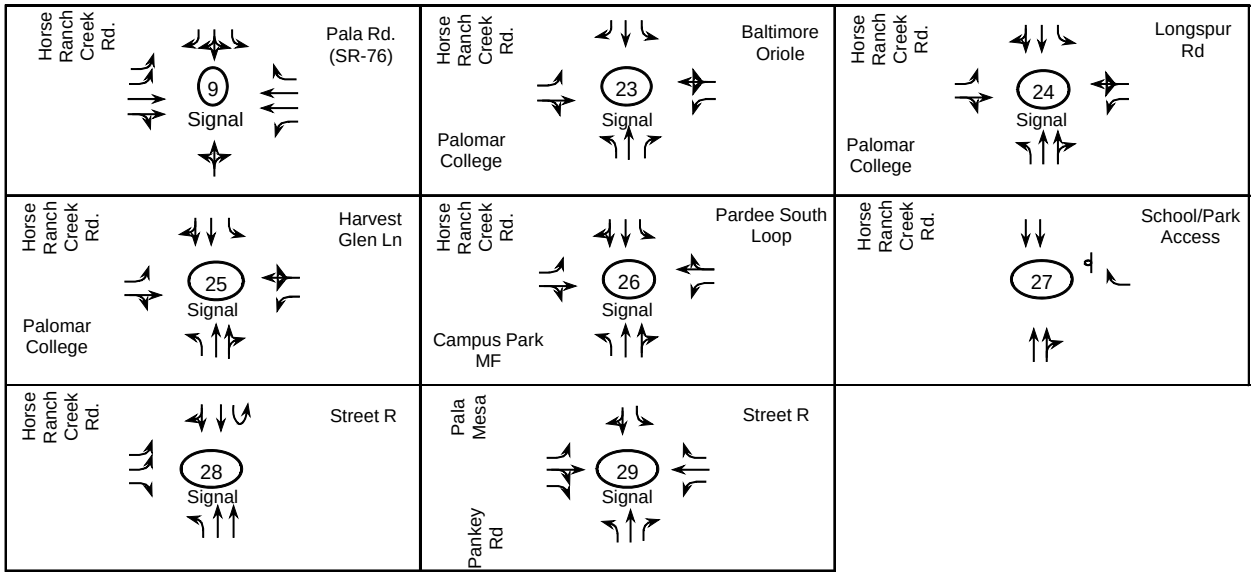
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-5a_Cumulative_Roadway_Conditions.pmd -NM

Existing Plus Cumulative Roadway Segment Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-5a



Source: LOS Engineering, Inc. (2009)

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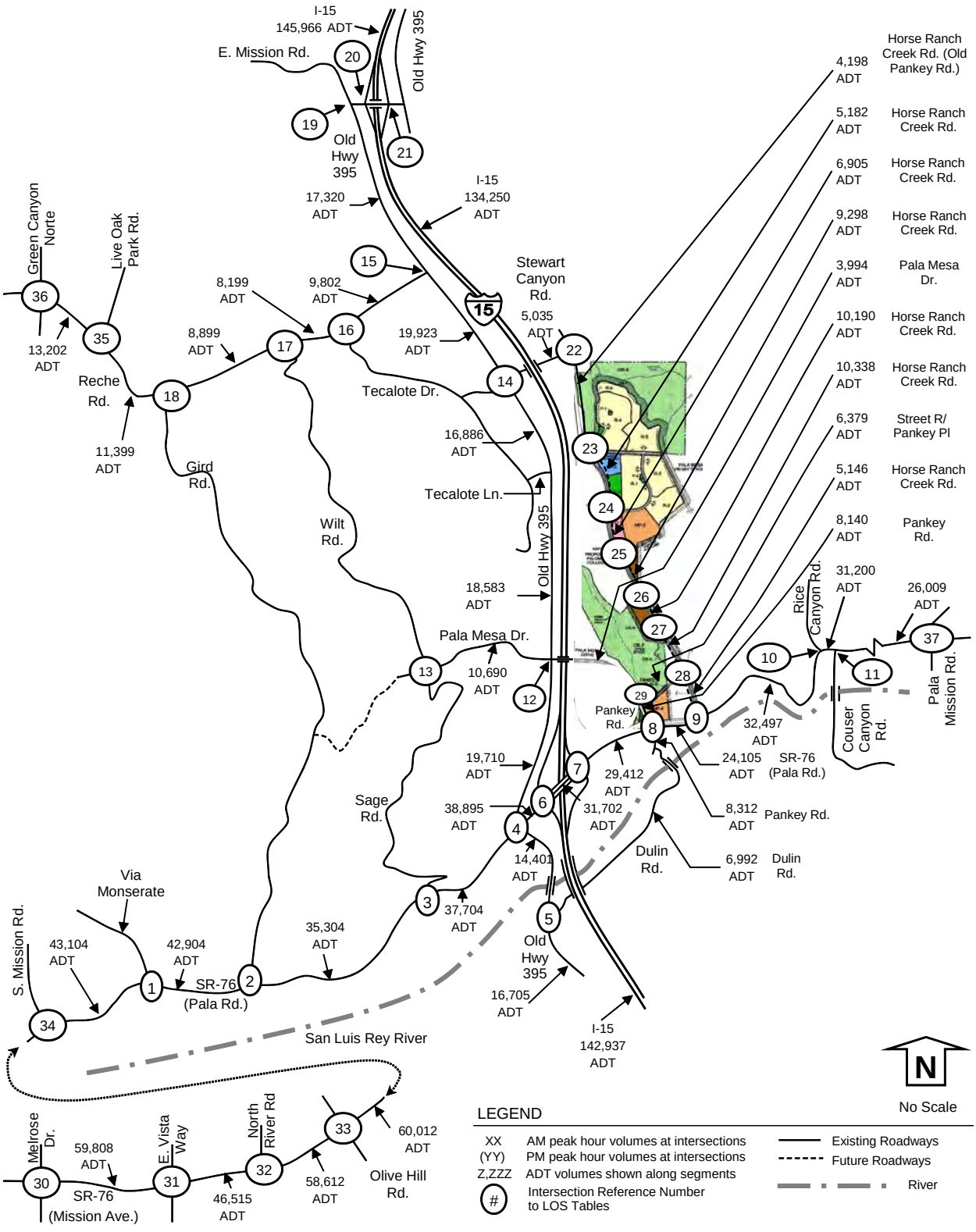
Existing Plus Cumulative Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-5b



Source: LOS Engineering, Inc. (2009)

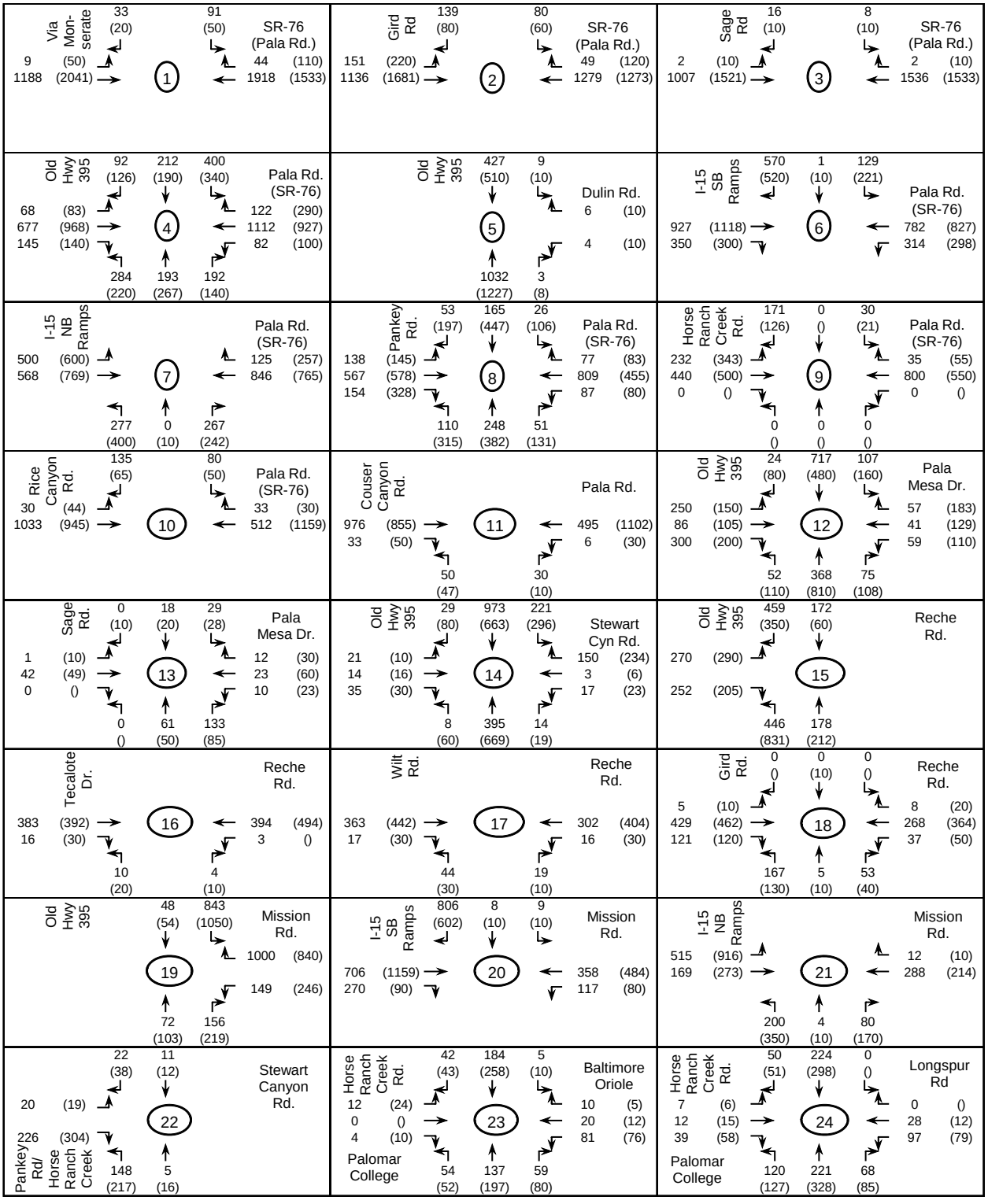
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-6a_Cumulative_Avg_Daily_Traffic.pmd -NM

Existing Plus Cumulative Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-6a



Source: LOS Engineering, Inc. (2009)

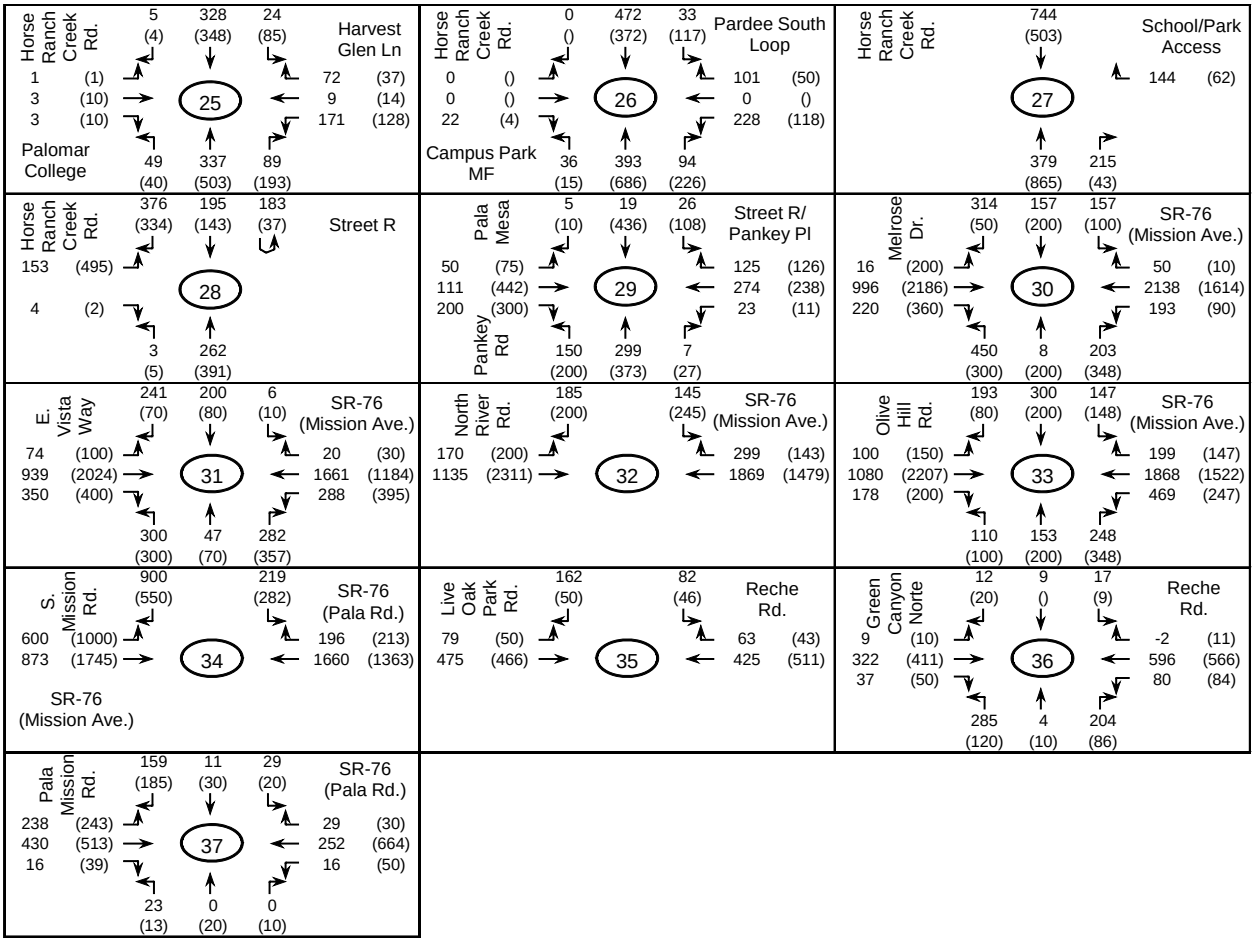
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-6b_Near-term_Avg_Daily_Traffic.pmd -KF

Existing Plus Cumulative Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-6b



Source: LOS Engineering, Inc. (2009)

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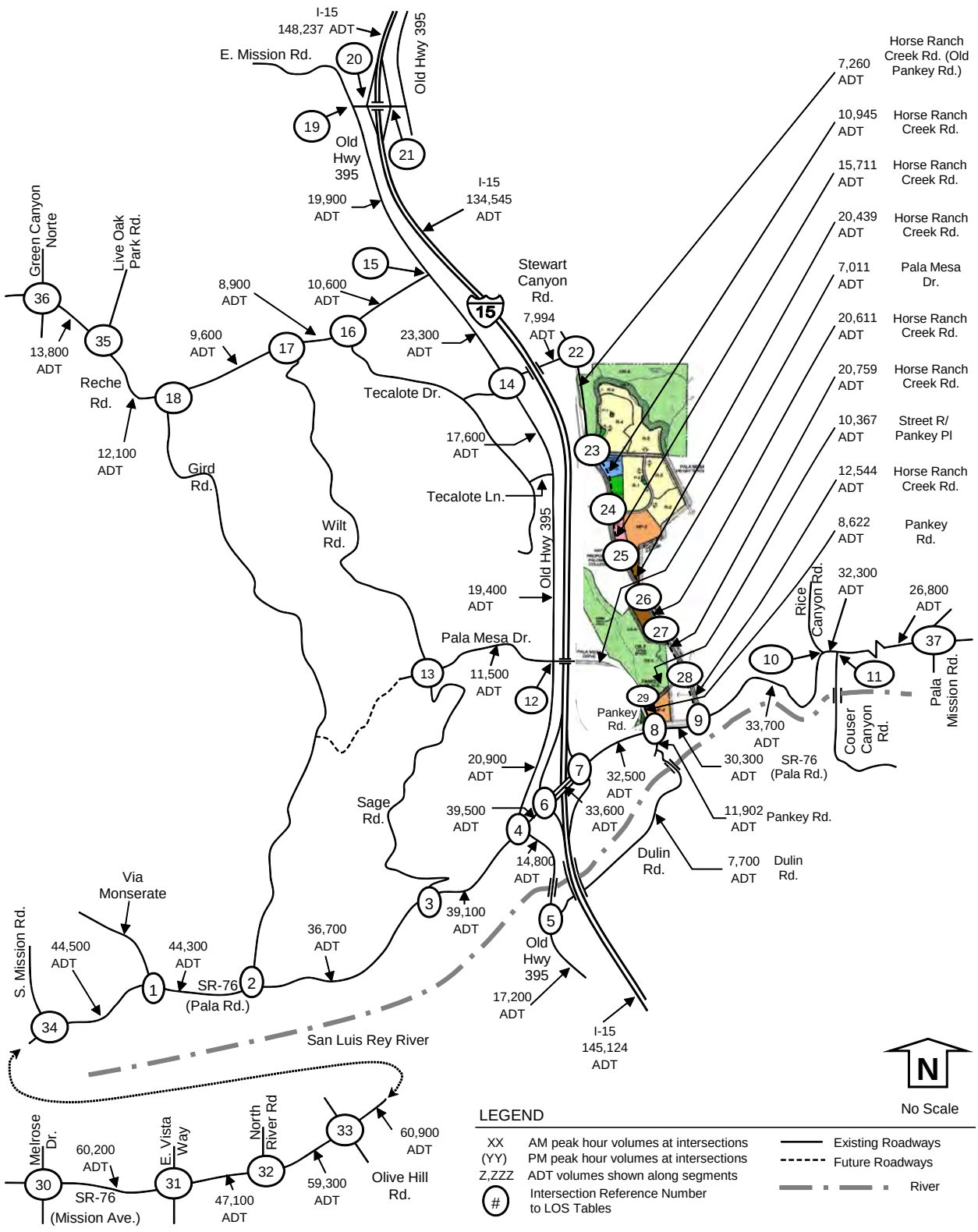
Existing Plus Cumulative Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-6c



Source: LOS Engineering, Inc. (2009)

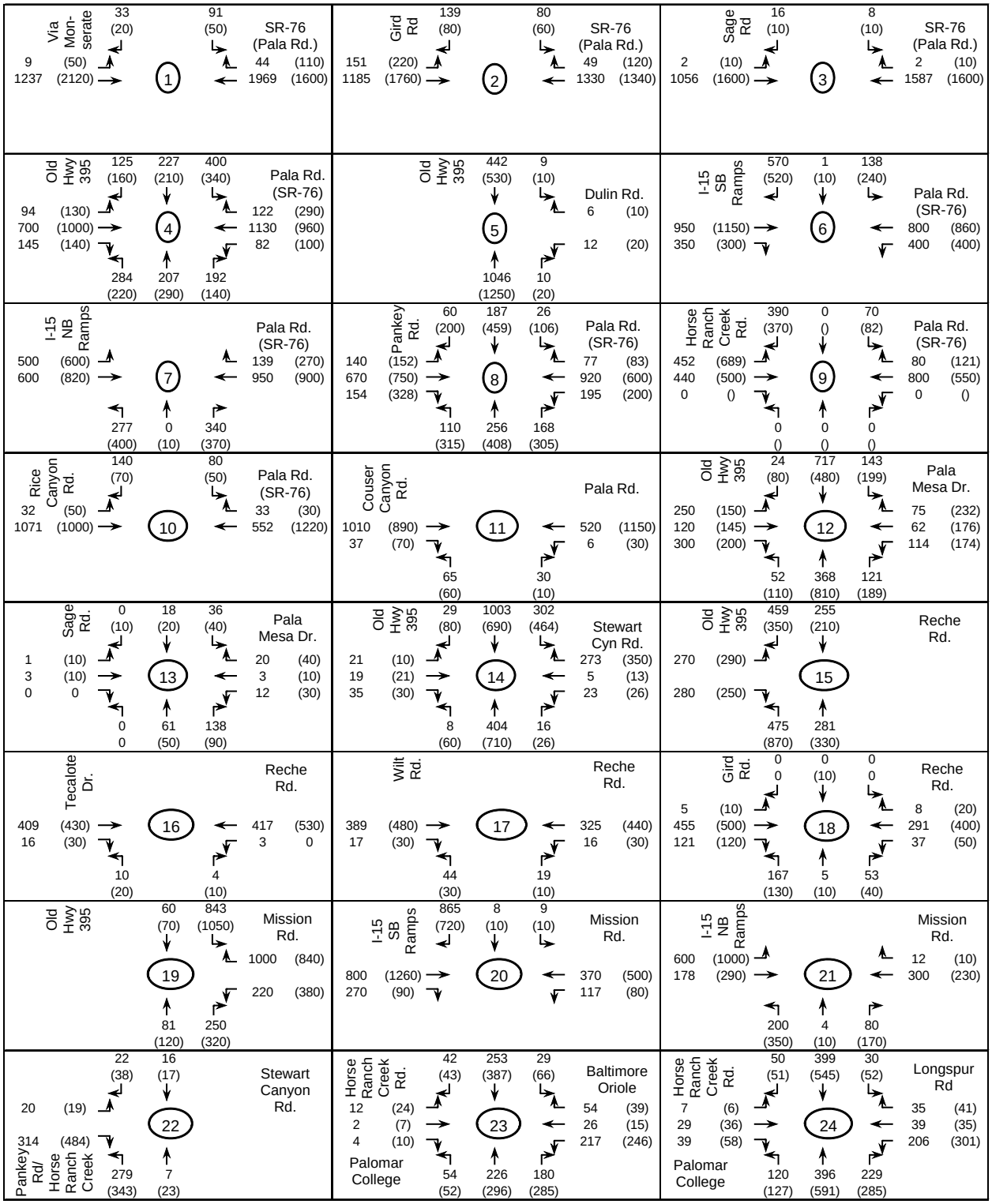
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-7a_Cumulative_Proj_Avg_Daily_Traffic.pmd -NM

Existing Plus Cumulative Plus Project Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-7a



Source: LOS Engineering, Inc. (2009)

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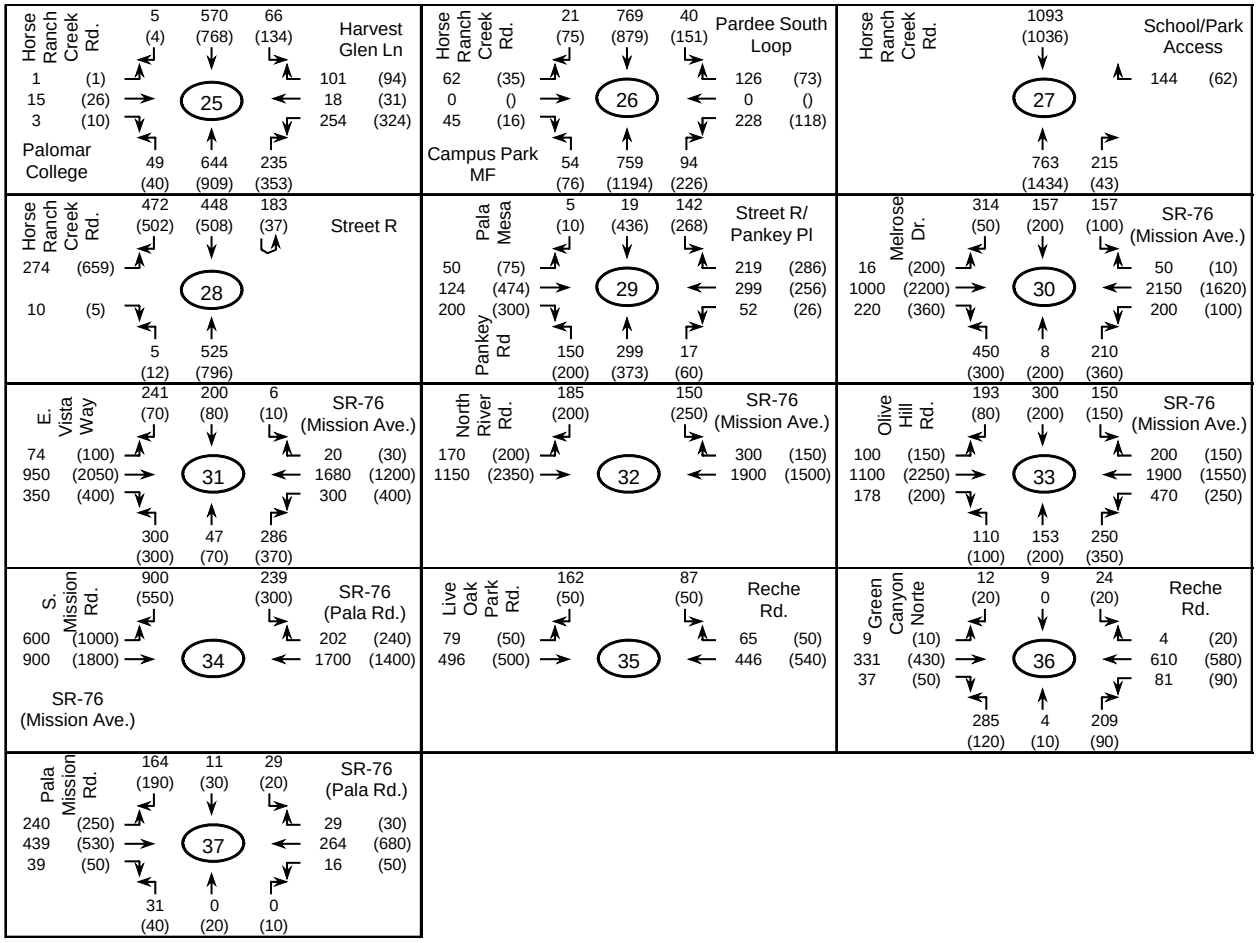
Existing Plus Cumulative Plus Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-7b



Source: LOS Engineering, Inc. (2009)

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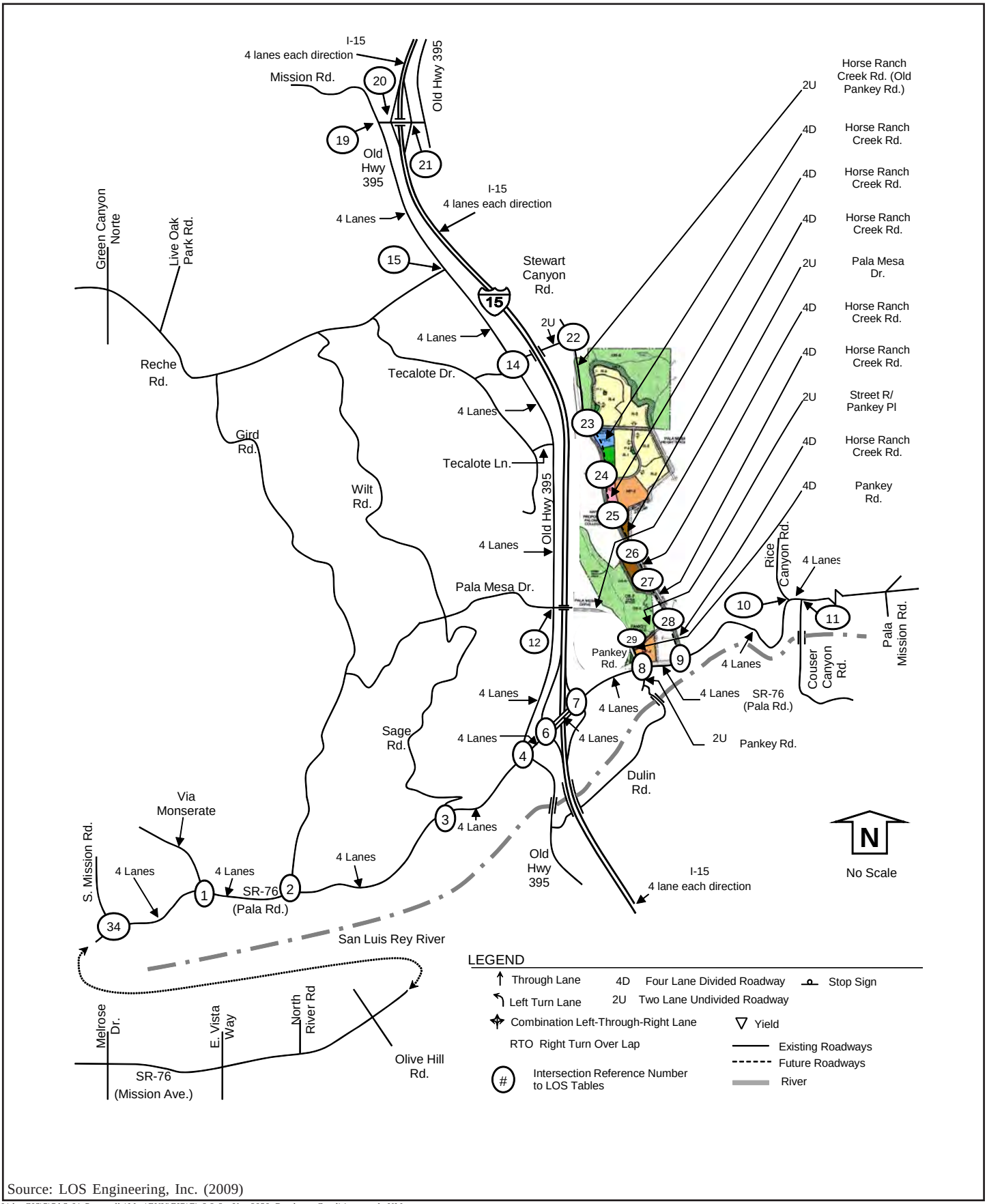
Existing Plus Cumulative Plus Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-7c



Source: LOS Engineering, Inc. (2009)

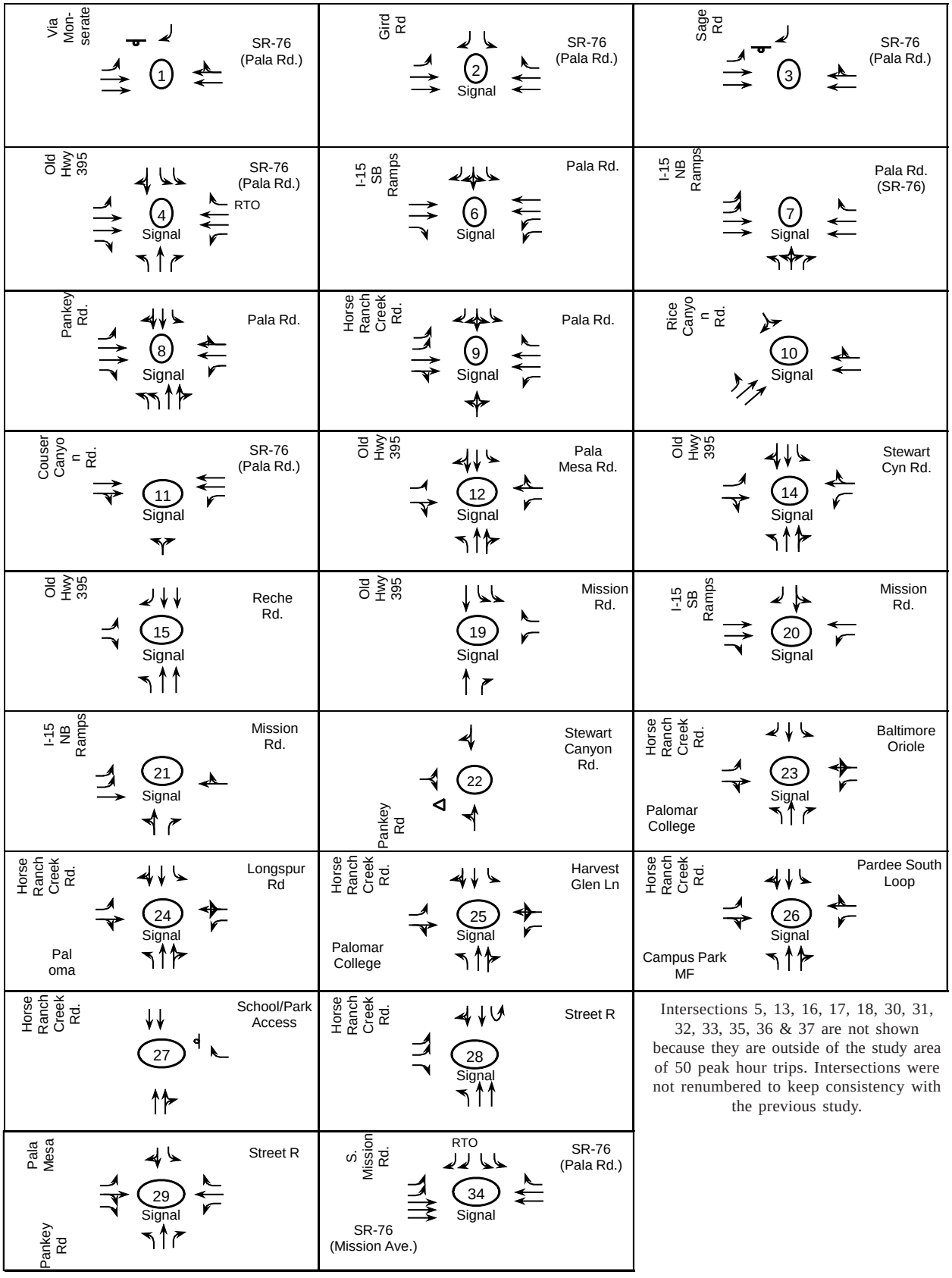
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-8a_Year2030_Roadway_Conditions.pmd -NM

Buildout (Year 2030) Roadway Segment Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-8a



Intersections 5, 13, 16, 17, 18, 30, 31, 32, 33, 35, 36 & 37 are not shown because they are outside of the study area of 50 peak hour trips. Intersections were not renumbered to keep consistency with the previous study.

Source: LOS Engineering, Inc. (2009)

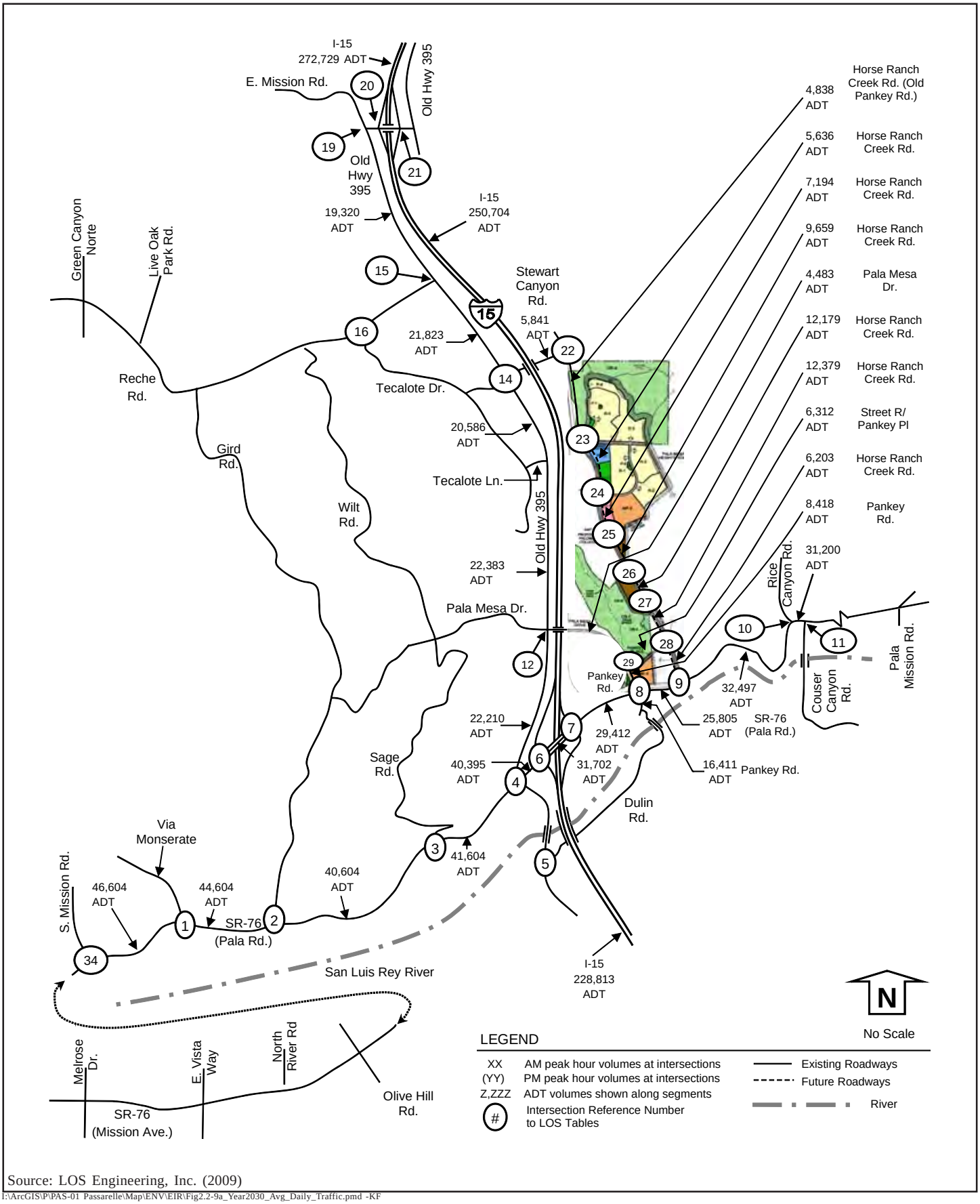
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-8b_Year2030_Intersection_Conditions.pmd -NM

Buildout (Year 2030) Intersection Conditions

CAMPUS PARK PROJECT

HELIX

Figure 2.2-8b



Source: LOS Engineering, Inc. (2009)

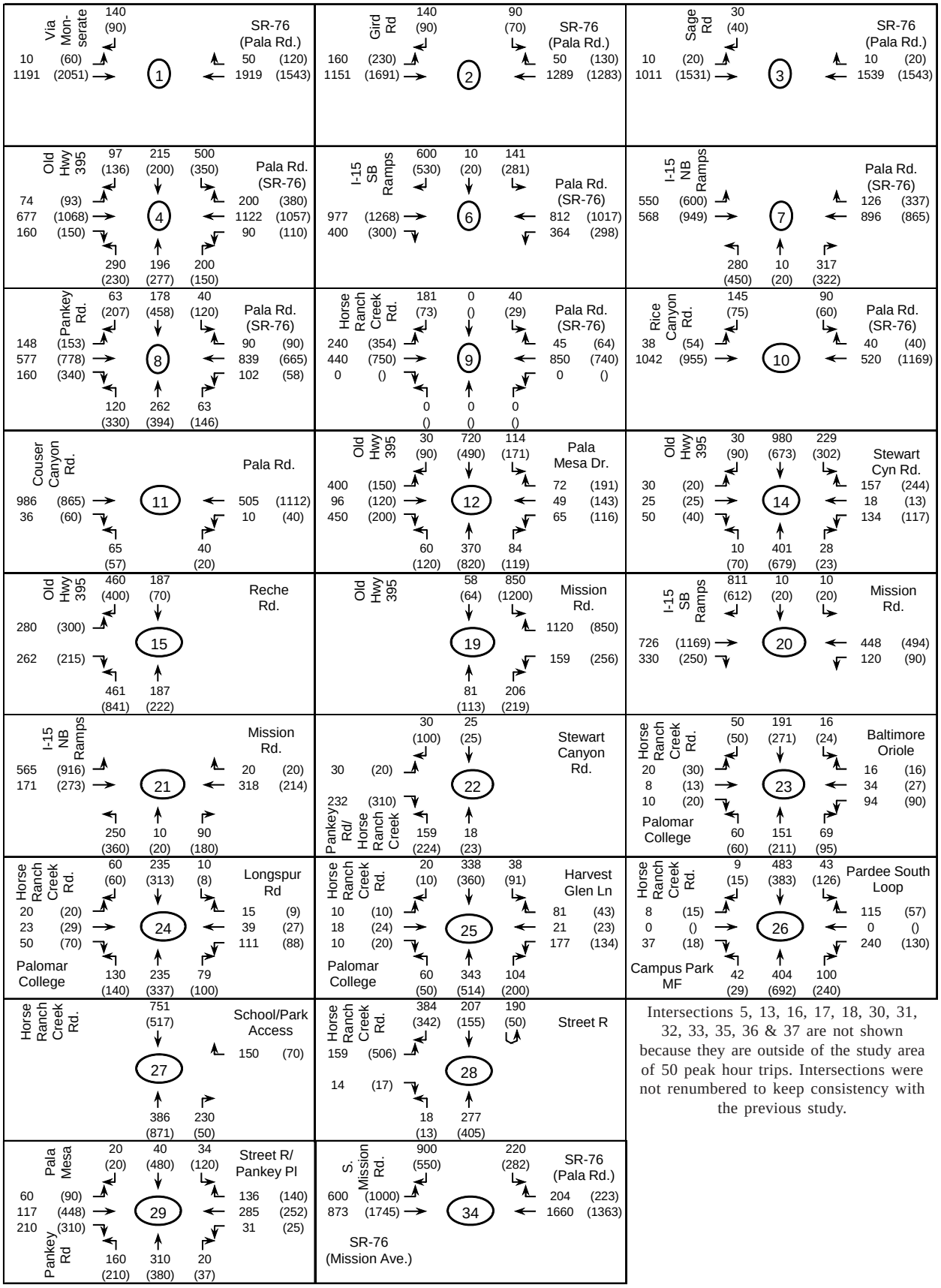
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-9a_Year2030_Avg_Daily_Traffic.pmd -KF

Buildout (Year 2030) Without Project Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-9a



Intersections 5, 13, 16, 17, 18, 30, 31, 32, 33, 35, 36 & 37 are not shown because they are outside of the study area of 50 peak hour trips. Intersections were not renumbered to keep consistency with the previous study.

Source: LOS Engineering, Inc. (2009)

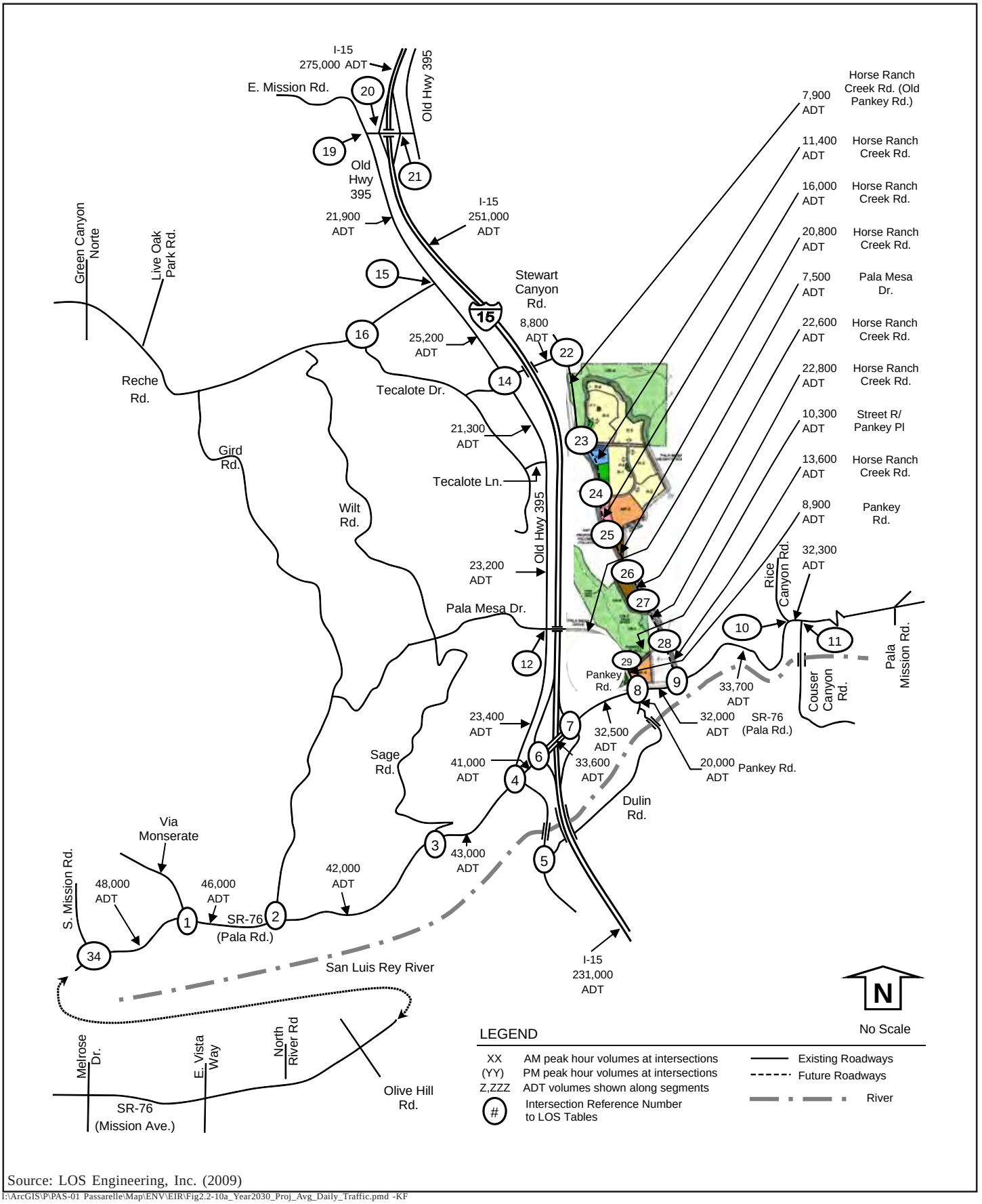
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-9b_Year2030_Avg_Daily_Traffic.pmd -NM

Buildout (Year 2030) Without Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-9b



Source: LOS Engineering, Inc. (2009)

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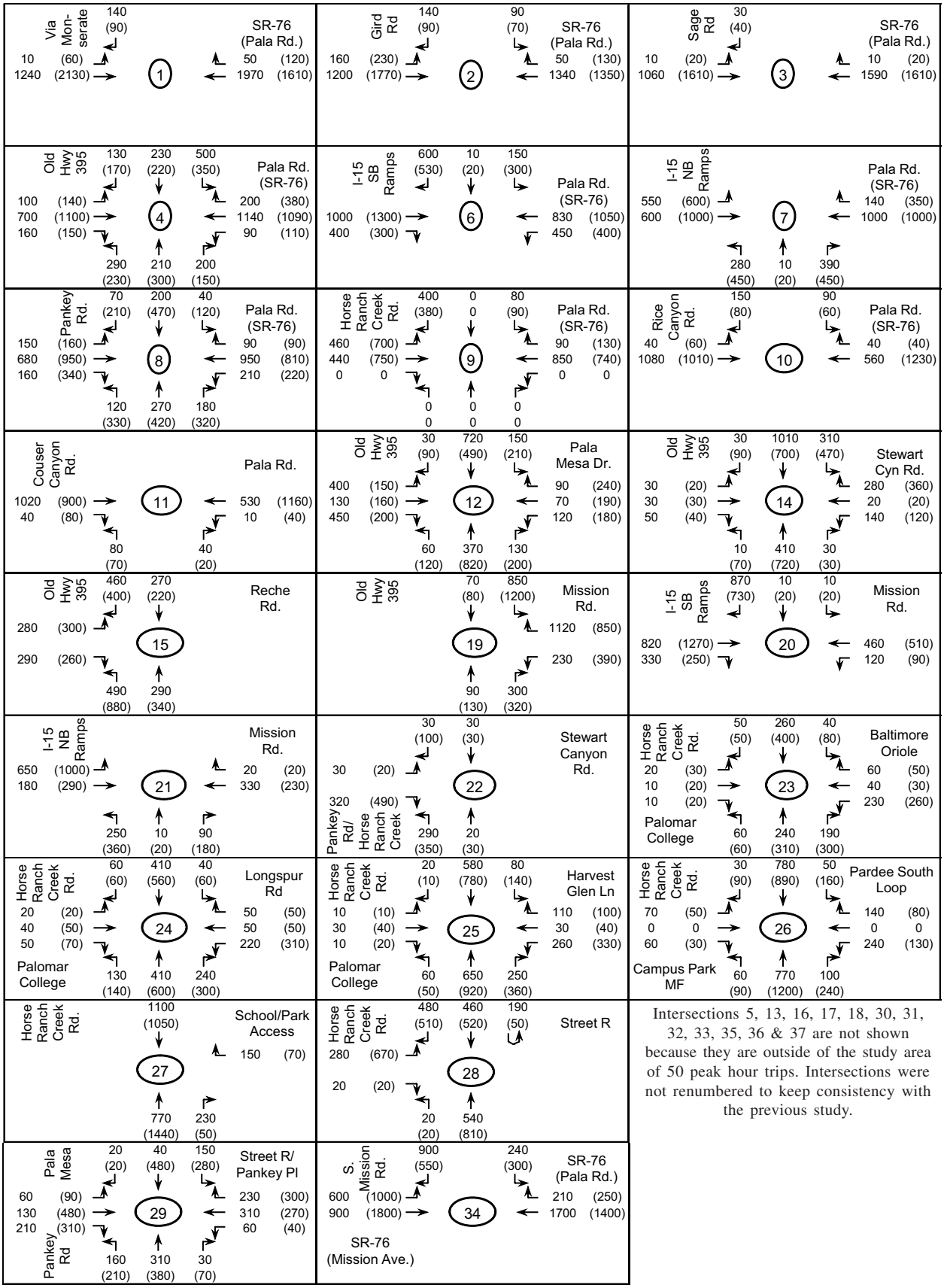
Buildout (Year 2030) Plus Project Average Daily Traffic - Roadway Segments

CAMPUS PARK PROJECT

HELIX

Figure 2.2-10a



Intersections 5, 13, 16, 17, 18, 30, 31, 32, 33, 35, 36 & 37 are not shown because they are outside of the study area of 50 peak hour trips. Intersections were not renumbered to keep consistency with the previous study.

Source: LOS Engineering, Inc. (2009)

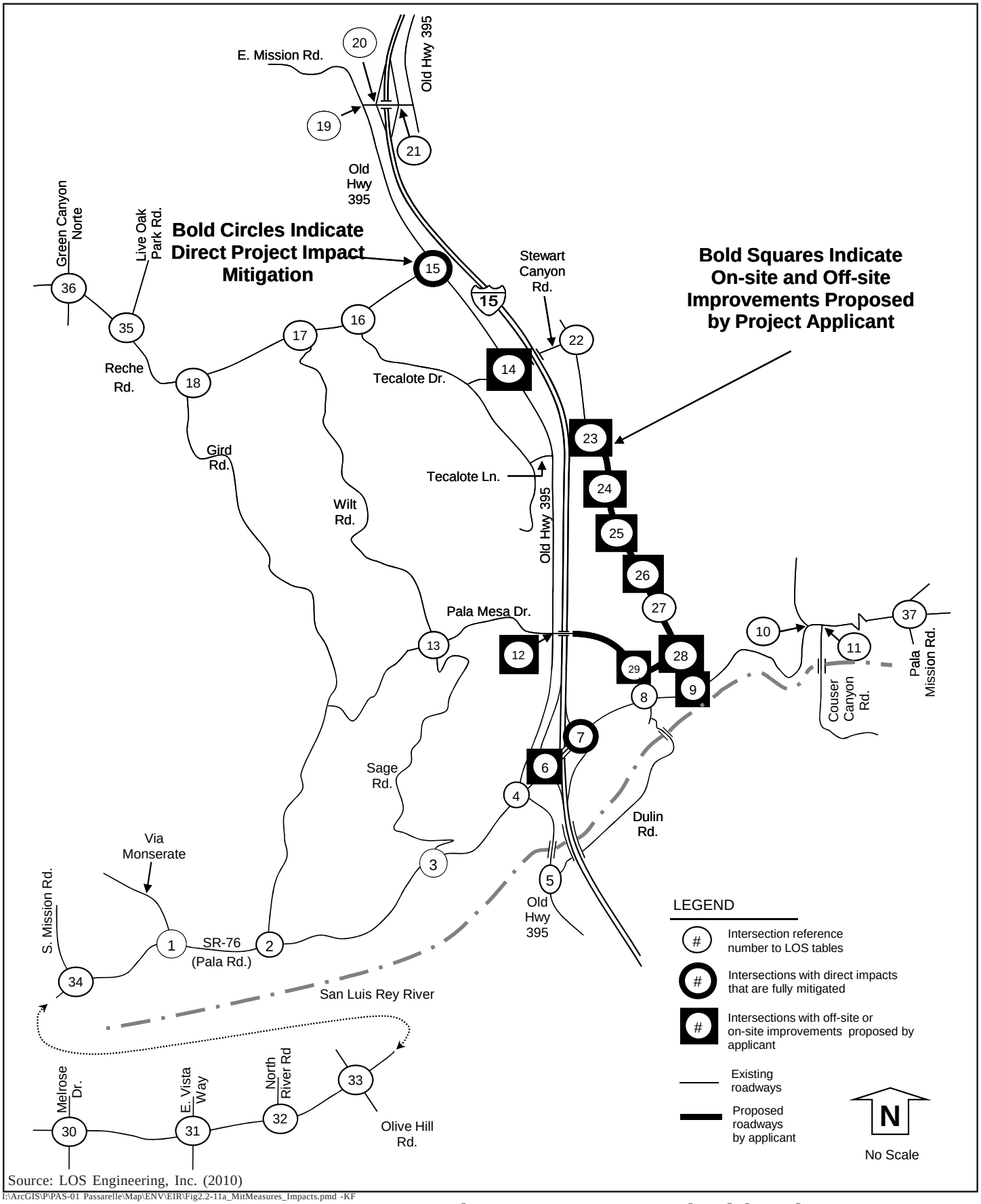
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-10b_Year2030_Proj_Avg_Daily_Traffic.pmd -NM

Buildout (Year 2030) Plus Project Average Daily Traffic - Intersections

CAMPUS PARK PROJECT

HELIX

Figure 2.2-10b



Source: LOS Engineering, Inc. (2010)

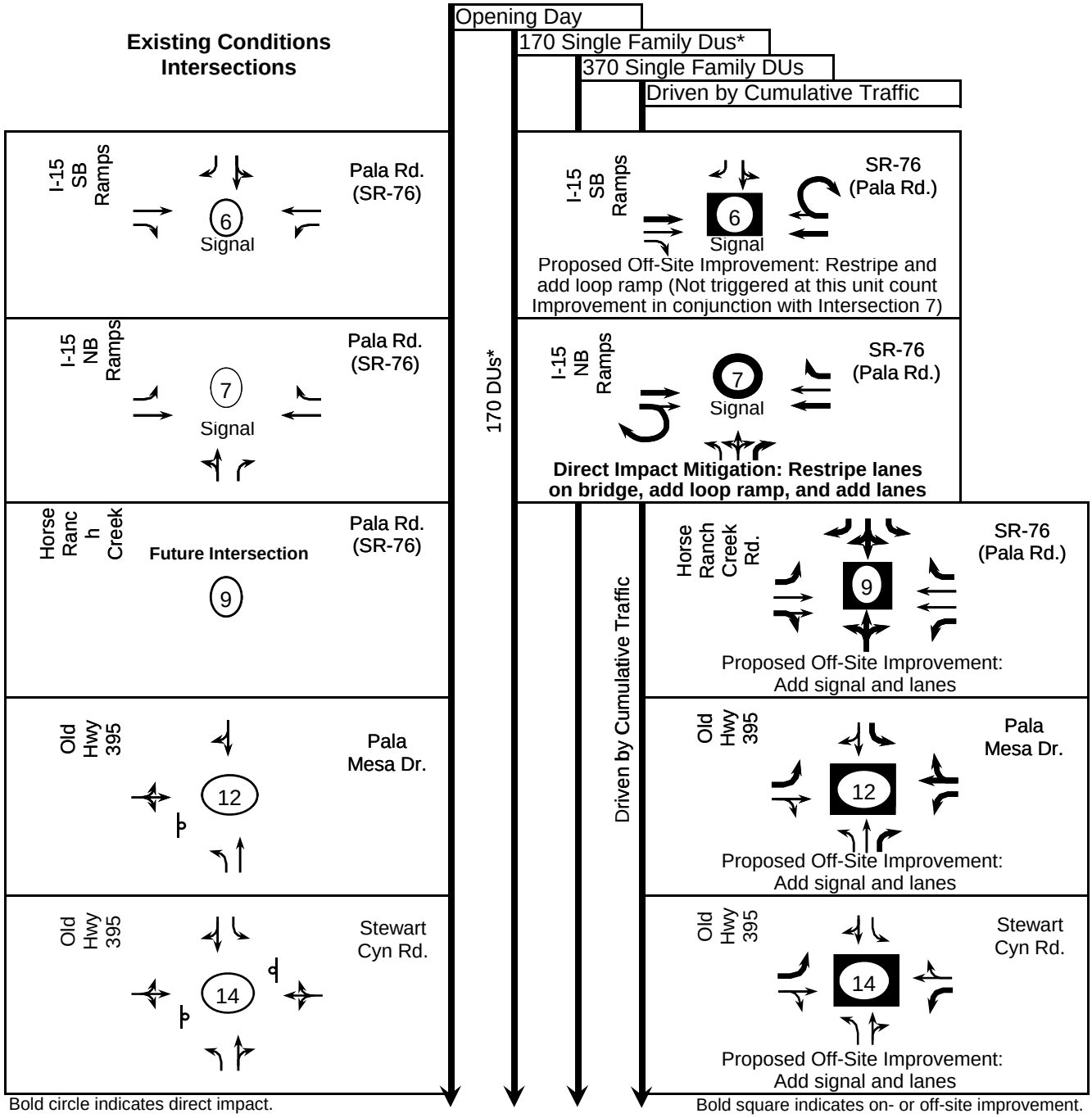
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-11a_MitMeasures_Impacts.pmd -KF

Key Map - Project Features and Mitigation Measures

CAMPUS PARK PROJECT

HELIX

Figure 2.2-11a



Bold circle indicates direct impact.

Bold square indicates on- or off-site improvement.

* Noted dwelling units include the commercial and office project traffic. If residential is to proceed first without commercial and office, then the trigger is 344 occupied residential units (275 single-family plus 69 multi-family).

Note: Appendix CC of EIR Appendix C contains the calculations for the phased traffic analysis.

Source: LOS Engineering, Inc. (2010)

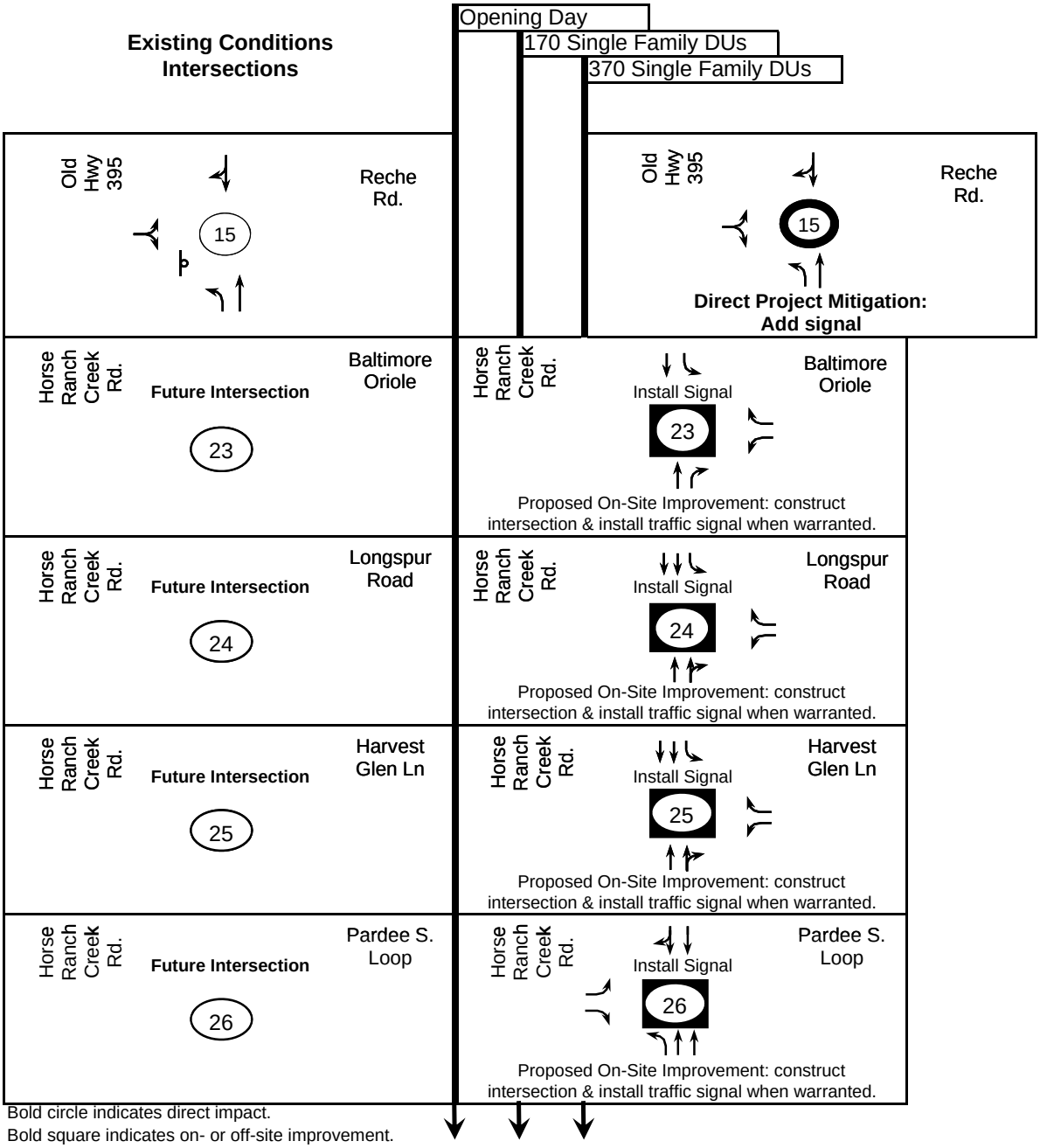
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-11b_MitMeasures_Impacts_Intersections.indd -KF

Project Features and Mitigation Measures

CAMPUS PARK PROJECT

HELIX

Figure 2.2-11b



Note: Appendix CC of EIR Appendix C contains the calculations for the phased traffic analysis.

Source: LOS Engineering, Inc. (2009)

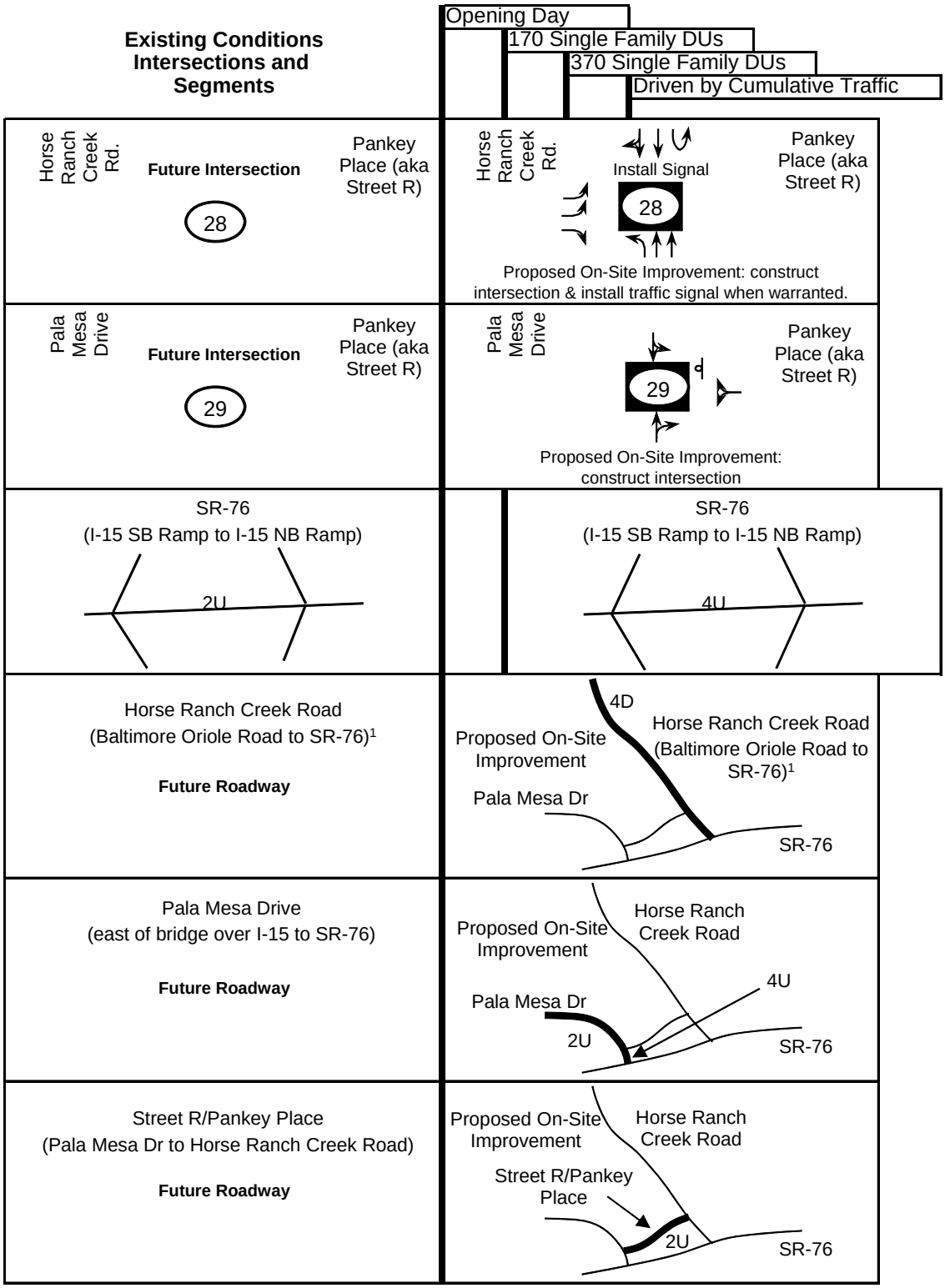
I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\ Fig2.2-11c_MitMeasures_Impacts_Intersections.indd -NM

Project Features and Mitigation Measures

CAMPUS PARK PROJECT

HELIX

Figure 2.2-11c



Notes: 4D = 4 lane divided roadway, 2U = 2 lane divided roadway
(1) includes transition to Pankey Road located south of Stewart Canyon Road
Bold roadway lines indicate project feature by applicant

Note: Appendix CC of EIR Appendix C contains the calculations for the phased traffic analysis.

Source: LOS Engineering, Inc. (2009)

I:\ArcGIS\P\PAS-01 Passarelle\Map\ENV\EIR\Fig2.2-11d_MitMeasures_Impacts_Intersections.pmd -KF

Project Features and Mitigation Measures

CAMPUS PARK PROJECT

HELIX

Figure 2.2-11d

SUBCHAPTER 2.3

AIR QUALITY

2.3 Air Quality

Air quality was addressed in Subchapters 3.7, 4.4, and 5.4 of the 1981 Sycamore Springs EIR, and in Chapter IV.D of the 1983 Campus Park EIR prepared for the Hewlett Packard Project.

The 1981 EIR provided information related to air quality monitoring based on data from the Temecula monitoring station. Incremental impacts related to then-proposed project uses associated with vehicles, electricity generation and wood-burning fireplaces were identified. These effects, as well as those resulting from construction period dust generation and fumes were identified as significant but mitigable. The 1983 EIR provided 1979, 1980, and 1981 air quality data for criteria pollutants based on the Escondido monitoring station. Compliance analysis focused on those data with the remainder of text addressing projected pollutants generation based on the mix of uses proposed (manufacturing, residential, research, etc.). Construction dust and emissions were characterized in 1983 as being "of minor significance."

Criterion pollutant data require updating as basin air quality is in a constant state of flux—it changes from year to year as pollutants from multiple sources within the air basin mix and can be quantified.

Project-specific pollutant generation varies by type of proposed use, and the uses proposed in 1980 (the large-scale mobile-home park and golf course), as well as those proposed in 1983 (the mixed residential, commercial uses and large-scale light industrial/manufacturing complex), would generate both quantities and types that would differ from those generated under the current proposal, which includes different numbers of and types of single- and multi-family residential, commercial, and office professional uses.

Since certification of the 1981 and 1983 documents, the importance of construction-period emissions, as well as some additional categories of pollutants (e.g., particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]) emissions has become better understood. Even more recently, the issue of climate change/greenhouse gases (GHGs) has been incorporated into baseline adequacy requirements.

These issues lead to the need for new subsequent analysis based on substantial changes having occurred with respect to the circumstances under which the Project would be undertaken, and that there is new information of substantial importance which would result in significant effects not previously discussed. The reader is referred to Sections 2.3.1 through 2.3.6 below for a revised evaluation of all issues related to air quality for the Project.

Scientific Resources Associated (SRA) prepared the Air Quality Technical Report (2009a) and the Global Climate Change Evaluation (2009b, as amended) for the Campus Park Specific Plan. These reports are summarized in the following discussion, with the complete reports included as Appendix D of this EIR.

2.3.1 Existing Conditions

Existing Setting

The Project site is located within the San Diego Air Basin (SDAB), which is a generally homogenous climatic zone that includes all of western San Diego County. The climate of the SDAB is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high-pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air

creates a temperature inversion that traps pollutants. The other type of inversion—a radiant inversion—develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone (O_3), commonly known as smog.

Regulatory Framework

Air Quality

Air quality is defined by ambient air concentrations of specified pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to the health and welfare of the general public. The USEPA is responsible for enforcing the federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both "primary" and "secondary" standards for several pollutants (called "criteria pollutants"). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

In September 1997, the USEPA promulgated national 8-hour O_3 as well as 24-hour and annual $PM_{2.5}$ standards. Although the United States District Court rescinded these standards and the USEPA's authority to enforce them (due to a lawsuit in May 1999), the United States Supreme Court in February 2001 upheld these standards subsequent to an appeal of this decision by the USEPA. As a result, this action has initiated a new planning process to monitor and evaluate emission control measures for these pollutants.

The CAA allows states to adopt ambient air quality standards and other regulations, provided they are at least as stringent as federal standards. The California Air Resources Board (ARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 and also has established CAAQS for additional pollutants including sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. On April 15, 2004, the SDAB was designated a basic nonattainment area for the eight-hour NAAQS for O_3. The SDAB is in attainment for the NAAQS for all other criteria pollutants. The SDAB is currently classified as a nonattainment area under the CAAQS for O_3, particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$.

The ARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The ARB is responsible for the development, adoption, and enforcement of the state's motor vehicle emissions program, as well as the adoption of the CAAQS. The ARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The Air Pollution Control District (APCD) is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County.

The APCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County RAQS was initially adopted in 1991 and most recently updated in 2004. The RAQS outlines APCD's

plans and control measures designed to attain the state air quality standards for O_3. The APCD has also developed the air basin's input to the State SIP, which is required under the federal CAA for areas that are out of attainment of air quality standards. The SIP includes the APCD's plans and control measures for attaining the eight-hour O3 NAAQS. The most recent SIP submittal for the SDAB, Eight-hour Ozone Attainment Plan for San Diego County, was submitted to the ARB in 2007.

The RAQS relies on information from ARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from them the strategies necessary for the reduction of emissions through regulatory controls. The ARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by area cities and by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development that is less dense than that anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the General Plan and SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the APCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for O_3.

Table 2.3-1, Ambient Air Quality Standards, presents a summary of the ambient air quality standards adopted by the CAA and California Clean Air Act, and Table 2.3-2, State Ambient Air Quality Standards With No Federal Counterpart, presents those standards applicable to California that do not have a federally applicable standard.

Climate Change

Gases that trap heat in the atmosphere are often called GHGs. GHGs are emitted by natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without these natural GHGs, the earth's surface would be about 61°F cooler (California Energy Commission [CEC] 2006). Emissions from human activities such as electricity production and vehicle use have elevated the concentration of these gases in the atmosphere.

Recognizing concern regarding climate change and recent California legislation on this topic, this section provides information and analysis on the regulatory setting relevant to analysis of climate change.

International and Federal Legislation

In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess "the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation" (Association of Environmental Professionals [AEP] 2007). The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In October 1993, former President Clinton announced his Climate Change Action Plan, which had a goal to return greenhouse gas emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives that relied on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions. On March 21, 1994, the United States joined other countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the UNFCCC, governments: gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change (AEP 2007).

In the past, the USEPA has not regulated GHGs under the CAA. On April 2, 2007 (in Massachusetts v. U.S. Environmental Protection Agency) the U.S. Supreme Court ruled that CO_2 is an air pollutant, as defined under the CAA, and that the USEPA has the authority to regulate GHG emissions. The USEPA announced on December 7, 2009 that GHGs threaten the public health and welfare of the American people. This finding did not impose any requirements on industry or other entities, but was a prerequisite to the final USEPA's GHG emissions standards for light duty vehicles, which were jointly implemented by the USEPA and the U.S. Department of Transportation's National Highway Traffic Safety Administration on April 1, 2010.

The federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the U.S. As part of the Energy and Security Act of 2007, CAFE standards were increased to require new light-duty vehicles to meet an average fuel economy of 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced plans to increase CAFE standards to require light-duty vehicles to meet 35.5 mpg by 2016.

California Legislation

In September 2006, Governor Schwartzenegger signed California Assembly Bill (AB) 32, the Global Warming Solutions Act, into law. AB 32 directs the ARB to do the following:

- Make publicly available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- Make publicly available a GHG inventory for 1990 and determine target levels for 2020.
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures.
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources that ARB finds necessary to achieve the statewide GHG emissions limit.
- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

AB 32 requires that ARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit equivalent to that level, to be achieved by 2020. The ARB has estimated that the 1990 GHG emissions level was 427 million metric tons (MMT) net carbon dioxide equivalent (CO_2e; ARB 2007d). In 2004, the emissions were estimated at 480 MMT net CO_2e (ARB 2007b). The

ARB estimates that a reduction of 169 MMT net CO_2e emissions below "business as usual" (BAU) levels of 596 MMT would be required by 2020 to meet the 1990 levels. This amounts to a 15 percent reduction from today's levels, and a 28.3 percent reduction from projected BAU levels in 2020. Attainment of GHG-related emissions at 80 percent below 1990 levels by 2050 has been projected as the level at which negative GHG effects could be appropriately controlled.

Following the passage of AB 32, in 2007 the ARB published "Proposed Early actions to Mitigate Climate Change in California." There are no early action measures specific to development projects included in the list of 36 measures identified for the ARB to pursue during calendar years 2007, 2008, 2009, and 2010. In addition, this publication indicated that the issue of GHG emissions in CEQA and General Plans was being deferred for later action, so the publication did not discuss any early action measures generally related to CEQA or to land use decisions. The ARB has, however, initiated a series of "early action measures" to reduce GHG emissions in advance of the full implementation of AB 32 in 2012 (ARB 2007e).

The ARB also adopted its Scoping Plan in December 2008, which provided estimates of the year 1990 GHG emissions level, and identified sectors for the reduction of GHG emissions. According to the CEC, transportation accounted for approximately 41 percent of California's GHG emissions in 2004 (CEC 2006). Growth in California has resulted in vehicle miles traveled (VMT) by state residents increasing three-fold during the period of 1975 to 2004. Scoping Plan measures applicable to development projects include the following:

- Maximum energy efficiency building and appliance standards, including more stringent building codes and appliance efficiency standards, and solar water heating;
- Use of renewable sources for electricity generation, such as photovoltaic solar associated with the Million Solar Roofs program;
- Regional transportation targets, including integration of development patterns and the transportation network to reduce vehicle travel, as identified in Senate Bill (SB) 375; and
- Green Building strategy, including siting near transit or mixed use areas; zero-net-energy buildings; "beyond-code" building efficiency requirements; and the use of the CEC's Tier II Energy Efficiency goal.

Relative to transportation, the Scoping Plan includes nine measures or recommended actions. One of these is measure T-3, Regional Transportation-Related GHG Targets, which relies on SB 375 implementation to reduce GHG emissions from passenger vehicles through reducing VMT. The other measures are related to vehicle GHG emissions, fuel, and efficiency measures and would be implemented statewide rather than on a project-by-project basis.

SB 97, enacted in 2007, amended the CEQA statutes to clearly state that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the State Office of Planning and Research to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" by July 1, 2009 and directed the Resources Agency to certify and adopt the CEQA guidelines by January 1, 2010.

The Resources Agency certified and adopted the guidelines on December 31, 2009. The new CEQA guidelines provide lead agencie with broad discretion in determining what methodology is used in assessing the impacts of GHG emissions in the context of a particular project. Although the new CEQA Guidelines did not establish a threshold of significance, the OPR guidance does state that the lead agency

can rely on qualitative or other performance based standards for estimating the significance of GHG emissions.

Executive Order (EO) S-3-05, signed by Governor Schwartzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions by 2050. EO S-3-05 also calls for the California Environmental Protection Agency to prepare biennial science reports on the potential impact of continued global climate change on certain sectors of the California economy. The first of these reports, "Our Changing Climate: Assessing Risks to California," and its supporting document "Scenarios of Climate Change in California: An Overview" were published by the California Climate Change Center in 2006. According to the report, projected temperature increases would result in a variety of impacts to the people, economy, and environment of California in association with a projected increase in extreme conditions. While the severity of these impacts would depend upon actual future emissions of GHGs and associated warming, identified potential impacts from global warming include, but are not limited to, public health, biology, rising sea levels, hydrology and water quality, and water supply.

Although not originally intended to reduce GHG emissions, California Code of Regulations Title 24 Part 6, California's Energy Efficiency Standards for Residential and Non-residential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

The 2008 Energy Efficiency Standards went into effect January 1, 2010. The Standards will continue to be upgraded over time to reduce electricity and peak demand, and California recognizes the role of the Standards in reducing energy related to meeting the state's water needs and in reducing GHG emissions. The Draft 2010 California Green Building Standards Code proposes measures required by the code as well as potential voluntary green building measures that local cities and counties may adopt. These draft standards, also referred to as CALGreen, are anticipated to become effective January 1, 2011.

California AB 1493 (Pavley), enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Regulations adopted by ARB apply to 2009 and later model year vehicles. To set its own GHG emissions limits on motor vehicles, California required a waiver from the USEPA; this waiver was issued in June 2009. When fully phased in, the near-term (2009 to 2012) standards would reduce GHG emissions by approximately 22 percent compared to the emissions from the 2002 fleet, while the mid-term (2013 to 2016) standards would result in a reduction of approximately 30 percent. Once implemented, emissions from new light-duty vehicles are expected to be reduced in San Diego County by 21 percent by 2020 (University of San Diego 2008).

EO S-01-07 was enacted by the Governor on January 18, 2007. Essentially, the order mandates that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California. It is assumed that the effects of the LCFS would be a 10 percent reduction in GHG emissions from fuel use by 2020.

The California Renewables Portfolio Standard (RPS) Program was adopted under SB 1078, which was enacted in 2002. SB 1078 initially set a target of 20 percent of energy to be sold by retail sellers of

electricity from renewable sources by the year 2017. In 2006 the schedule for implementation of the RPS was accelerated with the Governor's signing of SB 107, which accelerated the 20-percent RPS goal from 2017 to 2010. On November 17, 2008, the Governor signed EO S-14-08, which requires all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. The Governor signed EO S-21-09 on September 15, 2009, directing ARB to implement a regulation consistent with the 2020 33-percent renewable energy target by July 31, 2010.

Local Regulations and Standards

The County has implemented a number of outreach programs such as the Green Building Program, lawn mower trade-in program, and reduction of solid waste by recycling to reduce air quality impacts, as well as GHG emissions.

The SANDAG Climate Action Strategy serves as a guide to help policymakers address climate change as they make decisions to meet the needs of growing populations, as well as to maintain and enhance quality of life, and promote economic stability (SANDAG 2010). The purpose of the strategy is to identify land use, transportation, and other related policy measures that could reduce GHG emissions from passenger cars and light-duty trucks as part of the development of the Sustainable Communities Strategy for the 2050 Regional Transportation Plan in compliance with SB 375. Additional policy measures are identified for buildings and energy use, protecting transportation and energy infrastructure from climate impacts, and assisting SANDAG and other local agencies in reducing GHG emissions from their operations.

With regard to the topic of climate change, it is possible to document the current state of research regarding this topic and to forecast an emissions inventory for GHGs associated with the Proposed Project at build out. These data are provided below to allow for informed decision making and public participation regarding this topic.

Background Air Quality

The APCD operates a network of air monitoring stations throughout San Diego County to measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and NAAQS. The nearest ambient monitoring stations to the Project site are the Escondido East Valley Parkway station and the San Diego 12th Avenue station (which is the closest station that measures sulfur dioxide [SO_2]). Because both the Escondido and San Diego 12th Avenue monitoring stations are located in areas where there is substantial traffic congestion, it is likely that pollutant concentrations measured at those monitoring stations are higher than concentrations that would be observed or measured in the Project area, thereby providing a conservative estimate of background ambient air quality. Ambient concentrations of pollutants over the last three years are presented in Table 2.3-3, Ambient Background Concentrations.

The federal eight-hour O_3 standard, which was formally adopted in 2001 after legal arguments with the USEPA, was exceeded at the Escondido monitoring station twice in 2004 and twice in 2006. The more stringent California Standard was exceeded in 2004, 2005, and 2006. The federal 24-hour $PM_{2.5}$ standard was exceeded once in 2004. The Escondido monitoring station measured exceedances of the state PM_{10} and $PM_{2.5}$ standards during 2004 to 2006. The data from the monitoring stations indicate that air quality is in attainment of all other federal standards.

Concentrations of carbon monoxide (CO) at the Escondido monitoring station tend to be among the highest in the San Diego Air Basin because the monitor is located along East Valley Parkway in a congested area in downtown Escondido. As noted above, the station experiences higher concentrations of

CO than have historically been measured elsewhere in San Diego County, and the background data are not likely to be representative of background ambient CO concentrations at the Project site due to the site's location in a less developed area. Since 2000, CO has not been monitored at other stations in northern San Diego County.

Climate Change

This topic is new since 2007 and currently is under evaluation. The County's approach to this information and analysis is based on relevant available data regarding climate change and a project-specific emissions inventory for GHGs.

Global climate change alleged to be caused by GHGs is currently one of the most important and widely debated scientific, economic, and political issues in the U.S. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Historical records have shown that temperature changes have occurred in the past, such as during previous ice ages. Some data indicate that the current temperature record differs from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm CO_2e concentration is required to keep global mean warming below 2°C, which is assumed to be necessary to avoid dangerous climate change (AEP 2007).

GHGs have varying global warming potential (GWP). The GWP is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas" (AEP 2007); it is the potential of a gas or aerosol to trap heat in the atmosphere. The reference gas for GWP is CO_2, which has a GWP of one. For example, methane has a GWP of 21, which means that it has a greater global warming effect than carbon dioxide on a molecule per molecule basis. One teragram carbon dioxide equivalent (Tg CO_2e) is the emissions of the gas multiplied by the GWP. One Tg is equivalent to one MMT. The CO_2e is a good way to assess emissions because it gives weight to the GWP of the gas. The atmospheric lifetime and GWP of selected greenhouse gases are summarized in Table 2.3-4, Global Warming Potentials and Atmosphere Lifetimes. As shown in the table, GWP ranges from 1 for CO_2 to 23,900 for sulfur hexafluoride.

In 2004, the U.S. contributed the most GHG emissions of any other country (35 percent of global emissions), with U.S. GHG of 7,074.4 Tg CO_2e, (an increase of 15.8 percent from 1990 emissions; AEP 2007).

California is a substantial contributor of global GHGs; it is the second largest contributor in the U.S. and the sixteenth largest in the world (AEP 2007). In 2004, California produced 492 Tg CO_2e (AEP 2007), which is approximately 7 percent of U.S. emissions. The major source of GHG in California is transportation, contributing 41 percent of the state's total GHG emissions. Electricity generation is the second largest source, contributing 22 percent of the state's GHG emissions (AEP 2007).

Existing On-site Conditions Relating to Climate Change

The Project site currently is undeveloped and includes disturbed areas and native vegetation. It is being used as pasture/grazing land for approximately 50 head of cattle. According to the USEPA (2010), adult cows produce 80 to 110 kilograms of methane annually. Assuming the average cow produces 95 kilograms of methane, a total of 4,750 kilograms of methane are produced annually at the Project site due to livestock grazing. Methane's GWP is 21; therefore, it is estimated that livestock produce

approximately 100 metric tons annually of CO_2e at the site. Additional GHG emissions would be associated with vehicles and farming equipment used at the site; however, specific information is not available that would allow the calculation of GHG emissions from these sources.

Natural vegetation and soils temporarily store carbon as part of the terrestrial carbon cycle. Carbon is assimilated into plants and animals as they grow and then dispersed back into the environment when they die. There are two existing sources of carbon storage at the Project site: natural vegetation and soils.

Living vegetation stores carbon; however, it is difficult to assess net changes in carbon storage associated with the Project site. The key issue is the balance between the loss of natural vegetation and future carbon storage associated with landscaping. For example, the community's landscaping palette would feature shrubs and trees that may provide equal or greater carbon storage on a per acre basis. The situation is further complicated by changes in fire regime. Carbon in natural vegetation is likely to be released into the atmosphere through wildfire every 20 to 150 years. Carbon in landscaped areas would be protected from wildfire. The balance between these factors will influence the long-term carbon budget on the site.

The majority of carbon within the Project site is stored in the soil. Soil carbon accumulates from inputs of plant and animal matter, roots, and other living components of the soil ecosystem (e.g., bacteria, worms, etc.). Soil carbon is lost through biological respiration, erosion, and other forms of disturbance. Overall, soil carbon moves more slowly through the carbon cycle, and it offers greater potential for long-term carbon storage. Field observations suggest that urban soils can sequester relatively large amounts of carbon, particularly in residential areas where management increases inputs to the soil and reduces disturbance. Observations from across the U.S. suggest that cities in warmer and drier climates (such as southern California and, more specifically, San Diego) may have slightly higher soil organic matter levels when compared to equivalent areas before development.

2.3.2 Guidelines for the Determination of Significance

Guidelines of Significance

A significant air quality impact would occur if the Proposed Project would:

1. Obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP.

2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3. Result in a cumulatively considerable net increase of PM_{10} or exceed quantitative thresholds for O_3 precursors, PM_{10}, $PM_{2.5}$, nitrogen oxides (NO_x), and volatile organic compounds (VOCs).

4. Expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations.

5. Create objectionable odors or place sensitive receptors next to existing objectionable odor, which would affect a substantial number of people or the public.

A significant climate change impact would occur if the Proposed Project would:

6. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

7. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, including conflicting with goals and strategies of AB 32 to reduce GHGs to 1990 levels by 2020.

Guideline Sources

Guidelines 1, 2, 3, and 5 are taken from the County of San Diego Guidelines for Determining Significance – Air Quality (March 19, 2007).

Guideline No. 4 addresses whether the project would have a significant impact on sensitive receptors. Air quality regulators typically define sensitive receptors as schools (preschool through 12th grade), hospitals, resident care facilities, day care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal governments as toxic air contaminants (TACs) or hazardous air pollutants (HAPs). County DPLU identifies an excess cancer risk level of 1 in 1 million or less for projects that do not implement Toxics Best Available Control Technology (T-BACT), and an excess cancer risk level of 10 in 1 million or less for projects that do implement T-BACT. The significance guideline for non-cancer health effects is a health hazard index of one or less. These significance guidelines are consistent with the San Diego APCD's Rule 1210 requirements for stationary sources. Any project that has the potential to directly impact a sensitive receptor located within a one-mile radius and results in a health risk greater than the risk significance guidelines discussed above, would be deemed to have a potentially significant impact.

Guideline No. 6 is based on Appendix G of the State CEQA Guidelines and informed by AB 32. That is, to evaluate the Proposed Project's emissions under this significance criterion, the anticipated emissions are compared with ARB's emission inventory projections in order to determine if the Project is likely to be consistent with rules propagated for California to meet its 2020 emissions reduction mandate.

Guideline No. 7 is based on Appendix G of the State CEQA Guidelines.

2.3.3 Analysis of Project Effects and Determination as to Significance

The analysis of emissions of pollutants of concern from the Proposed Project includes long-term operational emissions (e.g., traffic associated with the Project) and short-term construction emissions.

Obstruction of or Conflict with Implementation of the RAQS or Applicable Portions of the SIP (Guideline No. 1)

The Project site is primarily vacant land that is designated as *Specific Planning Area* within the Community Plan. The Project proposes more intense development than accounted for in the current General Plan and therefore in the SIP. The Project site is located in the North County East Major Statistical Area, in the Fallbrook Subregional Area. The total cumulative housing projected for the Fallbrook Subregional Area for 2030, according to SANDAG projections, is an additional 9,630 dwelling units. The Project's projected growth of 751 dwelling units, when added to the cumulative housing units projected for the Fallbrook Subregional Area (based on the Campus Park Traffic Impact Study [TIS; LOS Engineering 2009, as amended]), totals 3,652 dwelling units. The projected total attributable to the

Proposed Project and cumulative projects within the Fallbrook Subregional Area is below SANDAG's 2030 projected growth for the North County East Major Statistical Area of 54,251 dwelling units and less than SANDAG's 2030 projected growth of 9,630 dwelling units for the Fallbrook Subregional Area. While the Project does propose more intense development on the Project site than previously accounted for, when considered in a regional context with other cumulative projects, it would not result in the construction of dwelling units in excess of that anticipated for the North County East Major Statistical Area or for the Fallbrook Subregional Area. For this reason, the Project would be consistent with the RAQS and SIP, and the growth projected for the Proposed Project would result in a **less than significant impact**.

Violation of Any Air Quality Standard or Contribution to an Air Quality Violation (Guideline No. 2)

Impacts associated with the violation of air quality standards include both operational (long-term) and construction (short-term) impacts. Operational impacts include emissions associated with the Project at full buildout, including traffic; construction impacts include emissions associated with construction of the Proposed Project.

Long-term (Operational) Emissions Air Quality Impacts

The main operational impacts associated with the Project would include impacts associated with traffic as well as area sources such as energy use, landscaping, and the use of fireplaces in residences.

Project-generated traffic was addressed in the Campus Park TIS and assumed 1,076 residential units as opposed to the 751 units assumed under the refined Project (LOS Engineering, Inc. 2009, as amended; Appendix C to this EIR). Based on that analysis, at full buildout the Project would generate 19,941 ADT (as opposed to the 17,341 trips currently anticipated), resulting in a conservative analysis. These trips would be associated with the residential development, commercial facilities, recreational facilities, and office professional uses. To estimate emissions associated with Project-generated traffic, the EMFAC2007 model was used. It was assumed that Project-related traffic would be comprised of light duty autos and light duty trucks (i.e., small trucks, sport utility vehicles, and vans). Based on recommendations in the Caltrans Intelligent Transportation Systems Transportation Project-Level Carbon Monoxide Protocol (Protocol; Caltrans 1998, Appendix B, Page B-3), it was assumed that the vehicle mix, when distributed between light duty autos and light duty trucks, would be 78 percent light duty autos and 22 percent light duty trucks.

For estimating emission factors associated with light duty autos and light duty trucks, it was assumed that these vehicles would be a mix of non-catalytic, catalytic, and diesel vehicles, as indicated in the EMFAC2007 outputs. For additionally conservative modeling purposes, factors representing the vehicle mix for 2015 (assumed to be the first year of full occupancy) were used to estimate emissions. (Based on the results of the EMFAC2007 model for subsequent years, emissions would decrease on an annual basis from 2015 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2007 model.) Vehicle speed was assumed to be 33 mph, based on an average free-flow speed of 45 mph on main roadways and using the recommended average cruise speed in Appendix B of the Caltrans Protocol, Table B.10, Average Cruise Speed, as a Function of Arterial Classification and Free-Flow Speed, for a minor, suburban arterial. Based on the Campus Park TIS (LOS Engineering, Inc. 2009, as amended), the internal capture rate is assumed to be 30 percent. The internal capture rate accounts for trips that would remain within the traffic analysis zones. The external trip ADT is therefore estimated to be 13,959, while internal trips would total 5,982 ADT. The average vehicle miles traveled was assumed to be approximately 17.1 miles, based on the average distance that would be traveled for the residential, commercial, and park uses (which account for 13,959 ADT) from the Project to the nearest commercial/occupational nodes, including San Marcos

(20.1 miles), Vista (12.6 miles), Escondido (17.6 miles), and Oceanside (18.1 miles). Trip lengths would be greater traveling to San Diego, but shorter traveling to Temecula or the workplaces, commercial development (shopping), and recreational facilities available to Campus Park residents; therefore, use of a travel distance of 17.10 miles provides a conservative estimate of vehicle miles traveled. The internal trips that would remain within the traffic analysis zone (5,982 ADT) were assumed to travel approximately 0.5 mile per trip. These trips were represented as a mix of all vehicles, including heavy trucks, based on the default vehicle mix in the EMFAC2007 model.

Operational impacts associated with energy use were estimated based on the South Coast Air Quality Management District's (SCAQMD's) emission factors for residential use. All units were assumed to have natural gas fireplaces. Area source emissions, including emissions from energy use, fireplaces, landscaping, and maintenance use of architectural coatings were calculated using the URBEMIS model. Operational emission calculations and URBEMIS model outputs are provided in Appendix D.

The results of the operational emission calculations, in pounds per day and tons per year, are summarized in Table 2.3-5, Total Operational Emissions Year 2015, along with emissions associated with area sources and a comparison with the County of San Diego significance criteria. The EMFAC2007 model outputs are presented in Appendix D. Table 2.3-5 presents a conservative estimate of emissions, because it assumes that all Project-related trips would occur by Year 2015.

Based on the estimates of emissions associated with Project operations, VOCs emissions would exceed 2015 significance criteria, resulting in an ultimately temporary, but **significant impact**. (**Impact AQ-1)**

Future emissions (assumed as Year 2040) also were calculated, and the results of the calculations are shown in Table 2.3-6, Total Operational Emissions Year 2040. By 2040, VOCs emissions would be reduced to less than significant levels due to the phase-out of older vehicles and increasingly stringent vehicle emission standards. Because the Proposed Project would not exceed the growth projections in the SANDAG growth forecasts for the Fallbrook Subregional Area, the Project would not result in an exceedance of the O_3 standard and impacts associated with Project operations would be **less than significant**.

Similarly, based on the estimates of the emissions associated with Project operations, emissions would exceed the significance criteria established for Year 2015 for CO, potentially resulting in a significant impact. Also as shown in Table 2.3-6 for 2040, CO would be the only pollutant exceeding thresholds, potentially resulting in a significant impact.

Because CO is associated with traffic impacts, an evaluation of the potential for CO "hot spots" was conducted in accordance with Caltrans guidance. As discussed below, because CO "hot spots" modeling indicated that, even without mitigation, traffic congestion at those intersections experiencing a direct project impact would not result in exceedances of the CO standard, the Proposed Project would result in a **less than significant impact** for CO.

CO "Hot Spots"

An evaluation of the potential for CO "hot spots" was conducted in accordance with Caltrans guidance to determine whether CO emissions would cause a ground-level exceedance of the NAAQS or CAAQS for CO. According to the Protocol, CO hot spots are typically evaluated when (a) the LOS of an intersection or roadway decreases to E or worse; (b) signalization and/or channelization is added to an intersection (because intersection traffic is subject to congestion and idling); and (c) sensitive receptors such as residences, commercial developments, schools, hospitals, etc., are located in the vicinity of the affected intersection or roadway segment.

The TIS evaluated whether or not there would be a decrease in the level of service at the roadways and/or intersections affected by the Project. The TIS evaluated intersections, roadway segments, and freeway segments in the Project vicinity to evaluate the LOS for Existing, Existing Plus Project, Existing Plus Other Projects Plus Project, Year 2030 Without Project, and Year 2030 With Project. Refer to Subchapter 2.2, Transportation/Traffic of this EIR, for further details on the transportation analysis performed.

Several area intersections and roadway segments currently operate at LOS E or F and would operate in future years at LOS E or F with or without Project traffic. Based on the traffic analysis, the Project would result in a direct significant impact at the following intersections:

- SR 76 (Pala Road) and I-15 NB Ramps
- Old Highway 395 and Reche Road

According to the TIS, however, traffic impacts resulting from the Proposed Project ultimately would be mitigable such that LOS would not degrade to E or F due to Project-related traffic at any of the intersections evaluated. Because Project-direct traffic impacts would be mitigated to below a level of significance, implementation of the Proposed Project would not exceed the CO standard, and the Project would not result in a significant impact for CO. Some of the traffic mitigation measures would be dependent on fair share contributions. Regardless, due to reductions in CO emissions over time, CO hot spots would not occur at affected intersections.

As recommended in the Protocol, CALINE4 modeling was conducted for the Project plus cumulative traffic scenario intersections to calculate maximum predicted 1- and 8-hour CO concentrations. Inputs to the CALINE4 model were obtained from the TIS (LOS Engineering, Inc. 2009, as amended). For conservative purposes, average approach and departure speeds were assumed to be one mph, which results in higher CO emission rates and a conservative estimate of potential impacts. CALINE4 model outputs are provided in Attachment A of Appendix D of this EIR, and a summary of predicted CO concentrations is shown in Table 9 of Appendix D of this EIR. The predicted CO concentrations would be substantially below the 1- and 8-hour NAAQS and CAAQS for CO shown in Table 2.3-1; therefore, no exceedances of the CO standard are predicted. Impacts related to CO during Project operations would be **less than significant**.

Short-term Construction Emissions Air Quality Impacts

Emissions from the construction phase of the Proposed Project (e.g., fugitive dust and heavy equipment exhaust) were estimated through the methodologies recommended in the SCAQMD's CEQA Air Quality Handbook (1993). Fleet-averaged emission factors for San Diego County for the year 2010 were provided by the ARB OFFROAD model (ARB 2007a) and were used to estimate emissions from heavy equipment. Emissions of fugitive dust were estimated based on methodologies recommended in the Urban Emission 2007 (URBEMIS2007) model (Rimpo and Associates 2007) and in the SCAQMD's CEQA Air Quality Handbook for earthmoving activities. The construction scenario assumed that site grading would represent the worst-case emissions for construction of the Project.

Construction emission calculations were based on construction phases and related equipment and crew requirements. Table 2.3-7, Construction Phases and Equipment/Crew Requirements, presents a summary of the construction phases and equipment needs for each construction phase for the Proposed Project. Table 2.3-8, Maximum Daily Estimated Construction Emissions, provides a summary of the emission

estimates for each individual construction phase of the Proposed Project. Refer to the appendices of Appendix D for detailed emission calculations.

According to the proposed construction scenario, required personnel would include 20 operators and 6 additional personnel for most of the construction period; a maximum number of 80 workers would be on site at any one time. For modeling purposes, it was assumed that 80 workers would travel to the site and that workers would travel 36 miles round trip to the site (the approximate travel distance to Escondido). Actual travel distances could be shorter, so this is assumed to provide a worst-case estimate of worker travel emissions. It was also assumed that trucks delivering construction materials would travel approximately 36 miles round trip to and from the site, a worst-case estimate of distances traveled to bring construction materials to the site. Actual travel distances could be shorter depending on the source of construction materials to be used at the site. Based on information for similar projects, it was assumed that a maximum of 25 trucks per day would transport materials to the site for each construction phase.

The largest contributor to construction PM_{10} would be grading. Assuming a maximum of 100 acres would be graded in a single day, the daily PM_{10} emissions would be as much as 1,000 pounds per day. Dust control measures would be implemented to reduce emissions of fugitive dust during grading. Such measures, incorporated into the Project design, include the following, with corresponding measures of dust control efficiency also provided in parentheses:

- Multiple applications of water during grading between dozer/scraper passes (at least three times daily) (34 to 68 percent)
- Paving, chip sealing, and chemical stabilization of internal roadways after completion of grading (92.5 percent)
- Use of sweepers or water trucks to remove 'track-out' at any point of public street access (25 to 60 percent)
- Termination of grading if winds exceed 25 mph (not quantified)
- Stabilization of dirt storage piles by chemical binders, tarps, fencing, or other method of erosion control (30 to 65 percent)
- Hydroseeding of graded residential slopes if lots are not developed immediately after grading (30 to 65 percent)

Based on the URBEMIS model, Version 9.2.4, the control efficiency for watering three times daily is 61 percent. Assuming only the application of water as a control for particulates, emissions of fugitive dust during grading would be approximately 390 pounds per day for major grading. In addition to the PM_{10} BMPs noted above, construction equipment is also expected to use low sulfur fuels.

Minor amounts of blasting may be required at the site during initial site preparation. Fugitive dust emissions associated with blasting were estimated based on the USEPA's emission factor for blasting for coal mining to remove overburden, which is a similar process.

It was estimated that a maximum area of 40,000 square feet per day of blasting could be required to remove overburden prior to Project construction, for total PM_{10} emissions of 58.24 pounds per day. Blasting was assumed to occur during the grading phase.

The Project would utilize ammonium nitrate/fuel oil (ANFO) explosives to conduct blasting on site. Emissions from use of ANFO are estimated at 67 pounds of CO per ton of explosive, and 17 pounds of NO_x per ton of explosive. Based on typical construction projects, it was estimated that a maximum of 10,000

pounds per day could be used at the site; thus, the maximum daily emissions due to the use of ANFO would be 335 pounds per day of CO and 85 pounds per day of NO_x.

Emissions from asphalt offgassing[1] were estimated using the URBEMIS model, which assumed an emission rate of 2.62 pounds per acre of area to be paved (estimated at one acre per day during the paving construction phase). Estimates of emissions from the application of architectural coatings assumed that water-based coatings would be used for both exterior and interior surfaces, and that coatings would be applied using electrostatic spray guns and/or brushes. It was assumed that the architectural coatings application would take place during the residence construction phase. The methodology presented in Table A11-13-D of the SCAQMD CEQA Air Quality Handbook was used to estimate emissions from the use of water-based coatings.

Emissions associated with worker travel to and from the construction site and construction truck deliveries were calculated using the on-road motor vehicle emission factor model, EMFAC2007 (ARB 2007) and travel distances noted above. The number of workers for each construction phase was used to estimate emissions for each phase associated with worker commutes during the construction period. Where numbers of workers were not provided, estimates were developed based on the methodology recommended in the SCAQMD CEQA Air Quality Handbook, Table A9-17.

Considering the above controls, maximum daily estimated construction emissions for CO, VOCs, and SO_x, fall within screening thresholds, and no significant impact would result. Emissions of NO_x, $PM_{2.5}$ and PM_{10} during construction, however, would exceed the established significance guidelines. Thus, construction NO_x, $PM_{2.5}$, and PM_{10} criteria pollutants emissions would constitute a temporary but **significant impact** on the ambient air quality. (**Impact AQ-2**)

Cumulatively Considerable Net Increase of PM_{10} or Exceedence of Quantitative Thresholds for O_3, NO_x, and VOCs (Guideline No. 3)

Refer to Section 2.3.4, Cumulative Impact Analysis, for a discussion of potential cumulative impacts associated with the Proposed Project.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations (Guideline No. 4)

Air quality regulators typically define "sensitive receptors" as schools, hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. For the purpose of CEQA analysis, the County definition of "sensitive receptors" also includes residences (County of San Diego Guidelines for Determining Significance – Air Quality [March 19, 2007]). The two primary emissions of concern for impacts to sensitive receptors are CO and diesel particulate matter.

As discussed under Guideline No. 2, operational impacts would not result in CO "hot spots" because Project-direct impacts to intersections would be mitigated to LOS D or better and CALINE4 modeling shows that no exceedances of the CO standard are predicted. This analysis therefore focuses on diesel particulate matter.

Diesel exhaust particulate matter is considered by California to be a carcinogenic compound. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the Air Toxics Hot Spots Program Guidance Manual for Preparation

[1] Offgassing is defined as the emission of especially noxious gases.

of Health Risk Assessments (Office of Environmental Health Hazard Assessment [OEHHA] 2003a), as 24 hours per day, 7 days per week, 365 days per year, for 70 years.

Long-term Operational Impacts

Because vehicular traffic may result in minor amounts of TACs, a quantitative evaluation of the potential for risks associated with exposure to diesel particulate emissions generated by vehicles from the proposed residences was conducted, based on EMFAC2007 outputs for 2015. The total percent of trips for diesel light-duty autos would be approximately 0.2 percent, and the total percent of trips for diesel light-duty trucks would be approximately 0.5 percent, considering only light-duty autos and light-duty trucks. There would be approximately 22 trips per day out of 11,028 total light-duty external auto trips attributable to diesel light-duty auto and approximately 16 trips per day out of 3,311 total light-duty truck trips attributable to external trips for diesel light duty trucks for the Project. An additional 9 light-duty internal auto trips and 7 light-duty internal truck trips would be attributable to diesel vehicles. Allocating the diesel particulate daily trips to the two sets of travelers, daily emissions of diesel particulate for the mixed-use development were calculated to be 0.00197 pound per day.

Potential impacts to sensitive receptors were evaluated based on the SCAQMD's "Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions" (SCAQMD 2002). According to the Guidance, the ISCST3 model should be used to estimate impacts associated with diesel particulate exhaust emissions. The Guidance recommends the use of multiple adjacent volume sources to represent emission sources along the roadway; therefore, to model the potential impacts associated with emissions of diesel particulate from light duty autos and light duty trucks traveling through the residential and commercial development, a series of 72 volume sources was placed along 1.6 miles on Horse Ranch Creek Road, and a series of 19 volume sources was placed along 0.43 mile on SR 76. Each of the volume sources was assumed to be 118 by 118 feet and was assumed to be at ground level. Emissions were divided among the volume sources equally. Annual average concentrations were calculated at each sensitive receptor identified in the Project vicinity.

The Hot Spots Analysis and Reporting Program was used to estimate the high-end excess cancer risks associated with exposure to diesel particulate from on-site traffic. The high-end excess cancer risk was calculated based on guidance from OEHHA (2003b), using the 80th percentile exposure assumptions for inhalation risks (ARB 2003). The risks were calculated based on 70 years of exposure.

As estimated, the maximum excess cancer risk associated with exposure to diesel particulate from Project-generated trips was estimated to be 0.0202 in one million, which is below the County significance threshold of one in one million. In addition, impacts farther from the roadway would be lower, as concentrations decrease with increasing distance from roads.

Therefore, it can be concluded that Project impacts relating to exposure of sensitive receptors to substantial pollutant concentrations would be **less than significant**.

Short-term Construction Impacts

To assess whether there is a potential for a significant impact associated with exposure to diesel exhaust particulate matter during construction, a health risk evaluation was conducted on the particulate emissions. The amount of diesel particulate would vary with the Project schedule and construction phasing. For conservative modeling purposes, it was assumed that all construction would be completed within a two-year period. Emissions from heavy equipment for each Project phase were estimated, as shown on Table 2.3-9, Diesel Exhaust Particulate Emissions.

Because construction would occur throughout much of the site, heavy equipment locations were represented as five separate point sources within the Project site. Emissions were allocated to these sources based on the estimated maximum emission rates during construction.[2] The nearest existing receptors were located based on the site map and the USGS 7.5-minute quadrangle maps for the Project area. Discrete receptors were placed at locations along I-15 and SR 76.

The USEPA's approved air dispersion model, ISCST3 (USEPA 1999b), was used to estimate the downwind impacts at the closest receptors to the construction site. The model was run using preprocessed meteorological data from the Escondido surface meteorological monitoring station and the Marine Corps Air Station Miramar upper air meteorological monitoring station for 2000. Escondido is the closest meteorological monitoring station for which pre-processed surface meteorological data are available from the APCD. Risk was estimated using OEHHA's unit risk factor for diesel particulate (2005), which is an upper-bound cancer risk estimate based on 70 years of exposure. Because the unit risk factor is based on 70 years (25,550 days) of exposure for 24 hours per day, 365 days per year, the results of the analysis were scaled to account for exposure for the assumed duration of each construction phase, as shown in the calculation below.

Risk = Excess cancer risk for 70 years x days of construction ÷ 25,550 days

Based on the above risk equation, the maximum excess cancer risk predicted would be 0.667 in one million. This value is below the County's recommended significance threshold of one in one million, without application of T-BACT, resulting in a **less than significant impact**.

As stated above, the above risk assessment assumes that an individual would be present for 24 hours per day, 7 days per week, during the entire construction period without ever leaving the receptor location. Actual risks to individuals would likely be lower.

Creation of Objectionable Odors (Guideline No. 5)

Long-term Operational Impacts

The Project is a mixed-use (i.e., residential, commercial, office professional) development. The County Zoning Ordinance, Section 6318, applies to odor emission (perceptible to the average person at [or beyond] the lot line) from commercial and industrial land uses following development. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural uses, WTPs, food-processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations, none of which are proposed for the Project. While neighborhood commercial uses could have operations that result in odor emissions, such as dry cleaners, restaurants, and manicure facilities, these facilities are not considered land uses that are sources of nuisance odors (SCAQMD 1993); emissions of substances with odors would be minor. Thus, odor impacts, if generated from the neighborhood commercial use, would not be significant. Due to the type of land uses proposed for the development, there are no significant odor impacts associated with normal operations at the Campus Park development; impacts would be **less than significant**.

The greatest potential odor source for the Proposed Project would be odors from the sewer pump station. Odors generated from wastewater usually result from gases produced by naturally decaying organic matter in wastewater. Occasionally when wastewater is subject to an anaerobic decomposition (lack of

[2] The emission sources were represented as a point source 10 feet high, with a stack diameter of six inches, a stack exit temperature of 300°F, and a stack exit velocity of one meter per second, which is considered to be a minimum stack velocity. It was assumed that the equipment would operate for eight hours per day, six days per week.

oxygen), the water turns septic and can cause the release of hydrogen sulfide and other odor-causing, reduced-sulfur-containing compounds. This can occur when low wastewater flows are present in the sewer system.

The proposed system would be designed to pump out wastewater several times per hour. The system would be equipped with two redundant pumps allowing for backup operation of the pumps in the event that one pump is out of service. The wastewater system also would include chemical feed addition at the pump stations to minimize odors. A back-up chemical injection system would be included for further odor control redundancy. Therefore, a **less than significant impact** would result from wastewater pump station odors.

The adjacent proposed Meadowood project proposes a WTP immediately east of future Horse Ranch Creek Road near SR 76. As discussed in the 2009 Meadowood Draft EIR, structures associated with the WTP would be enclosed and air within the structures would be deodorized prior to release. Wastewater treatment processes that would not be enclosed within buildings, such as aeration and disinfection basins, would be covered. Pursuant to Section 6300 of the County Zoning Ordinance, no unpleasant odors perceptible to the average person would be emitted from the WTP past its lot boundary. As a result, the Meadowood proposed WTP odor impacts to Campus Park residents, visitors, and/or users of the trail staging area would be **less than significant**.

Short-term Construction Impacts

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the Project site and the temporary nature of construction, odors associated with Project construction would not be significant. Thus, because the construction equipment would be operating at various locations throughout the construction site and because any operation near existing receptors would be temporary, impacts associated with odors during construction would be **less than significant**.

The Project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide (CO_2), hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters, disulfides dust, and endotoxins from both the construction and operational phases. However, these substances, if present at all, would only be in trace amounts (less that one microgram per cubic meter). Subsequently, no significant air quality odor impacts are expected to affect surrounding receptors. For the aforementioned reasons, odor impacts associated with the Proposed Project would be **less than significant**.

Global Climate Change (Guideline No. 6)

This section presents an assessment of potential global climate change impacts associated with the Proposed Project. The evaluation addresses the potential for GHG emissions during construction and after full buildout of the Project.

GHG emissions have been calculated for BAU conditions and for conditions with implementation of GHG emission reduction measures proposed by the Project Applicant. The Project has been evaluated as to whether it would meet the goals of California AB 32, the Global Warming Solutions Act.

Emissions Inventory

GHG emissions associated with the Proposed Project were estimated separately for four categories of emissions: (1) construction, (2) energy use, including electricity and natural gas usage, (3) water consumption, and (4) transportation. The analysis includes a baseline estimate assuming Title 24-compliant buildings, which is considered BAU for the Project. Emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol (California Climate Action Registry [CCAR] 2008). This inventory presents emissions based on BAU assumptions. The results of the inventory for operational emissions for BAU are presented in Table 2.3-10, Summary of Estimated Operational GHG Emissions Associated with the Proposed Project. These include GHG emissions associated with buildings (natural gas, purchased electricity) and water consumption (energy embodied in potable water).

The California Renewable Portfolio Standard is a state policy that requires electricity providers to obtain a minimum percentage of their power from renewable energy resources by a certain date. The inventory assumed full implementation of the California Renewable Portfolio Standard (20 percent renewable electric power by 2017 and 33 percent by 2020). A utility company reduces GHG emissions by replacing fossil fuel-generated energy with GHG-free sources, such as wind and photovoltaics. This is a baseline estimate assuming Title 24-compliant buildings and mandated improvements in the statewide electricity supply (e.g., implementation of an expanded Renewable Portfolio Standard). Since California already generates about 10 percent of its electricity consumption by renewables, the new law will nearly double the state's existing base of wind, geothermal, biomass, and solar energy resources. For conservative modeling purposes, it was assumed that an additional 10 percent reduction in GHG would be achieved through implementation of the California Renewable Portfolio Standard.

Emissions were estimated based on emission factors from the California Climate Action Registry General Reporting Protocol (CCAR 2008). The complete emissions inventory is summarized below and included in the Global Climate Change Evaluation (Appendix D of the EIR).

Construction Emissions

Construction GHG emissions include emissions from heavy construction equipment, truck traffic, and work trips. Based on emission factors from the OFFROAD model for heavy construction equipment, and from the EMFAC2007 model for on-road vehicles, total GHGs associated with construction are estimated at 16,052 tons (14,562 metric tons) of CO_2 total for the duration of construction. Construction emissions would be temporary.

Energy Use Emissions

The Project proposes to develop 751 residential dwelling units. According to the CEC (2006), the average annual residential electricity use rate is 5,914 kilowatt hours (kWh) per residential unit.

Natural gas use was estimated based on average gas consumption per square foot as reported by SCAQMD (1993). Natural gas consumption was multiplied by the CCAR emission factors for CO_2 equivalents per therm. CO_2 emissions for household electricity and natural gas use were combined and converted to metric tons for reporting.

Electricity usage rates from the retail and office developments were projected based on estimated annual rates of 13.55 kWh per square foot for retail space and 12.95 kWh per square foot of office space (SCAQMD 1993). Emissions of GHG were then calculated using emission factors from the California Climate Action Registry General Reporting Protocol (CCAR 2008), which provide an estimate of pounds

of emissions for a given amount of annual electricity usage. Natural gas usage was estimated based on estimated annual natural gas consumption of 2.0 cubic feet of gas per square foot per month for office space and 2.9 cubic feet of gas per square foot per month of retail space (SCAQMD 1993).

Water Consumption

Water use and energy use are often closely linked. The provision of potable water to commercial users and residents consumes large amounts of energy associated with five stages: source and conveyance, treatment, distribution, end use, and wastewater treatment. This inventory estimated that delivered water for the Project would have an embodied energy of 2,779 kWh/acre foot or 0.0085 kWh/gallon (Wilkinson and Wolfe 2005). Water demand estimates were based on estimates for the Proposed Project. GHG emissions were calculated based on an average consumption of 578,300 gallons per day. The embodied energy demand associated with this water use was converted to GHG emissions with the same electrical grid coefficients as the other purchased electricity.

Transportation

On-road vehicle emissions account for 46 percent of existing GHG emissions in San Diego County. Several regulatory initiatives have been passed to reduce emissions from on-road vehicles. These initiatives include improvements in the federal CAFE standard included in Title 49 of the Energy Independence and Security Act of 2007, AB 1493 (Pavley Bill), and the LCFS. The federal CAFE standard determines the fuel efficiency of certain vehicle classes in the U.S., and has remained largely unchanged since 1990; however, federal initiatives have increased CAFE standards for new light-duty vehicles to 35 miles per gallon by 2020. The new CAFE standards will take effect no sooner than 2011, which was the start date used in the San Diego County Greenhouse Gas Inventory. It is anticipated that CAFE standard improvements would reduce GHG emissions by 5 percent by 2016, and by 12 percent by 2020. For the purpose of this analysis, CAFE standard reductions were not taken into account.

The Global Climate Change Evaluation took into account implementation of both the Pavley fuel efficiency standards and the LCFS to calculate reductions from BAU vehicle emissions. The Pavley fuel efficiency standards are anticipated to reduce climate change emissions from light-duty passenger vehicle fleet by 20 percent in 2020. The LCFS was included in EO S-01-07, and addresses the type of fuel used in vehicles. The LCFS seeks to reduce the carbon content of the fuel therefore reducing GHG emissions even if the total fuel consumption is not reduced. The LCFS has been approved by ARB as a discrete early action item under AB 32 and implementing regulations are currently under development. The San Diego County Greenhouse Gas Inventory assumed a 10 percent reduction in GHG emissions in San Diego County by 2020 due to the LCFS.

In the Global Climate Change Evaluation, for purposes of conservative modeling, these measures were assumed to result in a 28 percent reduction in GHG emissions; however, as discussed, the state of California anticipates these programs will reduce vehicular GHG emissions by 30 percent.

In addition to the Pavley fuel efficiency standards and the LCFS, included in the ARB's Scoping Plan (ARB 2008) are strategies to reduce emissions by increasing efficiency, optimizing aerodynamics, and converting combustion-only vehicles to hybrids. According to the San Diego County Greenhouse Gas Inventory, although these on-road emissions reduction measures are intended for implementation at the state level, several on-road transportation strategies were scaled down to San Diego County using data related to CO_2e emissions, vehicle population, and vehicle type. When scaled down, the ARB's transportation efficiency, aerodynamics, and hybrid conversion strategies translate to an emissions reduction of 0.6 MMT CO_2e for San Diego County by 2020, which amounts to a reduction in vehicle emissions of approximately three percent. The Scoping Plan measures apply to both light-duty vehicles

(Measure T-4) and medium and heavy-duty vehicles (Measures T-7 and T-8). Measure T-4 includes such vehicle efficiency measures as implementation of a properly inflated tire program, use of low-friction engine oils, requiring solar-reflective automotive paints and window glazing, and implementing a tire tread program that develops and adopts tire rolling resistance standards. Measure T-7 would require existing trucks and trailers to be retrofitted with the best available technology and/or ARB approved technology. The retrofits would improve fuel efficiency of trucks by including devices that reduce aerodynamic drag and rolling resistance. Measure T-8 would require medium and heavy-duty vehicles to be converted to hybrid vehicles; these vehicles include parcel delivery trucks and vans, utility trucks, garbage trucks, buses, and other vocational work trucks.

According to the Scoping Plan, Measure T-4 would result in a reduction in GHG emissions from light-duty vehicles of 4.5 MMT CO_2e by 2020 (a reduction of 2.0 percent from BAU emissions); Measure T-7 would result in a reduction in GHG emissions from heavy-duty vehicles of 0.93 MMT CO_2e by 2020 (a reduction of 0.4 percent from BAU emissions); and Measure T-8 would result in a reduction in GHG emissions from medium- and heavy-duty vehicles of 0.5 MMT CO_2e by 2020 (a reduction of 0.2 percent from BAU emissions). Because the project would not generate substantial heavy-duty truck traffic, it is appropriate to include the reductions in GHG emissions associated with Measures T-4 and T-8, but not with Measure T-7. The associated GHG emission reductions would be 2.2 percent from BAU.

A summary of the specific transportation emission reductions that would be achieved is provided in Table 2.3-11.

Anticipated Emissions Reductions with Project Design Features

Project design features proposed by the Project Applicant are presented in Table 2.3-12, Proposed Project Design Features to Reduce GHG Emissions. As shown in Table 2.3-12, a wide range of Project design features are incorporated in the Project, ranging from water use efficiency to building energy efficiency and landscaping, to smart growth land use patterns, solid waste diversion, and education. These include measures that are listed in the CAPCOA document (2008), as well as other measures that may be applicable to the Proposed Project. Table 2.3-12 presents the design feature, citation (if applicable), and estimated range of GHG reductions that would be achievable from the design feature.

Not all of the GHG reductions that would be realized through implementation of the Project design features identified in Table 2.3-12 are quantifiable. Because many of the PDFs are not quantifiable as to their percent reduction of GHG emissions from specific energy efficiency measures, no credit was taken for other GHG reduction measures identified as PDFs, nor was credit taken for the RPS program. According to the San Diego County Greenhouse Gas Inventory prepared by the University of San Diego, implementation of the 20 percent RPS goal by 2010 would reduce GHG emissions by a further 14 percent from 2006 levels; the inventory estimated that SDG&E was providing 6 percent of its electricity from renewable resource in 2006. Implementation of the 33 percent target by 2020 would increase the renewable percentage and thereby reduce GHG emissions by an additional 13 percent. Thus, implementation of EO S-21-09 would serve to reduce GHG emissions by a total of 27 percent below 2006 levels. Implementation of the RPS would affect indirect GHG emissions associated with electricity use for the Campus Park Project because electricity would be purchased from SDG&E. To account for the implementation of the RPS as specified in SB 1078, a 14 percent reduction in GHG emissions was assumed. While implementation of EO S-21-09 would result in additional GHG reductions of 27 percent below 2006 levels, no additional credit was taken for these reductions because they have not yet been promulgated or adopted by the ARB. No additional measures were included in the calculation of GHG emissions for natural gas usage beyond Campus Park's commitment to exceed Title 24 standards by 15 percent.

The Project would use reclaimed water to the extent possible. While it is impossible at this time to precisely estimate the amount of reclaimed water that would be available; it is appropriate to assume that water conservation measures overall (including the use of reclaimed water), would reduce GHG by at least 12 percent below BAU. This reduction does not take into account other PDFs that were identified by the Project as listed below:

- Installation of water-saving irrigation systems.
- Project developer installation of landscapes that meet the requirements of the California Model Water Efficient Landscape Ordinance in accordance with Section 6717c.1 of the County's Zoning Ordinance on developer-installed residential landscapes in common areas. (The County's Water Conservation and Landscape Design Manual implements Zoning Ordinance Section 6712(d) which requires efficient irrigation uses (including rain sensors), transitional zones, use of native plantings, restriction on turf, use of mulch, the preservation of existing vegetation and natural features, and the use of recycled water when available.) Use of recycled water for irrigation where available.
- Compliance with state and local ordinances requiring water conservation, including California Plumbing Code Section 402, which requires the installation of water conserving fixtures in new construction and Section 67.101 of the County's Code of Regulatory Ordinances, which prohibits water waste.

Outdoor water use accounts for 58 percent of average U.S. residential water use. Based on a study conducted by the Irvine Ranch Water District, use of drought-resistant plants reduced irrigation water usage by 29 percent from BAU conditions (defined as landscaping with predominantly turfgrass). According to a 2001 study by the Irvine Ranch Water District and other water resource agencies in southern California, use of weather-based irrigation controllers that are designed to operate based on water needs reduced residential water usage by 7 percent overall, and residential irrigation water use by 16 percent. According to a study by Consol, the use of Weather Based Irrigation Controllers can reduce the amount of landscape over-watering by 85 percent.

The 2008 California Green Building Standards Code sets new standards for the flow rate of fixtures in new construction. These standards come into effect in 2011 and will call for a 20 percent reduction in indoor water use. Campus Park has committed to installing low-flow appliances (toilets and shower heads) in the Campus Park Project. According to the Consol study, water use reduction in a current new home versus a home that meets the Green Building Standards will reduce water use by 22 percent. No credit was taken for this reduction in water usage in the Project's GHG analysis, however.

Implementation of the RPS also would affect indirect GHG emissions associated with water usage because the embodied energy of water takes into account the utility energy required to obtain, transport, treat, and dispose of potable water. Implementation of the RPS would reduce the GHGs associated with the embodied energy of water by 14 percent.

Building energy efficiency measures include overall building energy performance equivalent to 20 percent below current Title 24 standards. This would be achieved through a variety of measures in the design of the residences. The residents at Campus Park would be offered a choice of energy efficient appliances (including washers/dryers and refrigerators) and appliances installed by builders would be Energy Star (including dishwashers).

The analysis assumed that the "current" Title 24 standards were the 2005 standards in effect when the ARB developed its initial 1990 and 2004 Greenhouse Gas Inventory, which was published in November 2007. The ARB projected out to 2020 using those standards, and assuming that they would remain current. Title 24 is modified every few years, however, and increasingly stringent energy efficiency

measures are incorporated. Current (2008) Title 24 standards are approximately 15 percent more efficient than the 2005 Title 24. Electricity and natural gas BAU emissions are therefore calculated using 2005 Title 24 standards, and reductions are credited based on the Project's compliance with 2008 Title 24 standards. The Project will exceed 2005 Title 24 standards by 15 percent by complying with 2008 Title 24 standards.

The use of smart growth land use patterns that reduce the amount of land being developed would reduce GHG emissions. The Project Applicant also would provide educational materials for residents and commercial tenants discussing strategies to reduce GHG emissions consistent with ARB's Early Action Guidance regarding reduction of GHG emissions.

The Project Climate Change analyses identified PDFs that would serve to further reduce VMT, and used the URBEMIS 2007 Model to calculate VMT reductions anticipated from the following PDFs:

- Having at least three of the following on site and/or off site within one-quarter mile: residential development, retail development, park, open space, or office (all would be located on site).
- Including local-serving retail (included).
- Siting the Project within one-half mile of an existing/planned Class I or Class II bike lane and including a comparable network that connects the Project to the existing off-site facility. (Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one-half mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have Class II bicycle lanes on both sides.)

The analysis indicates that these VMT reduction measures would reduce GHG emissions by an additional 6.78 percent from BAU levels beyond the reductions anticipated for implementation of the Pavley fuel efficiency standard and the LCFS.

Summary of Impacts

The Proposed Project would generate GHG emissions associated with natural gas, purchased electricity, energy embodied in water, and transportation. Project design features are incorporated in the Project to reduce GHG emissions under the operational control of the Project Applicant. As shown in Table 2.3-10, significant direct impacts associated with those emissions are not anticipated due to features incorporated in the Project that would achieve the goal of 33 percent below BAU. Project features would result in an approximately 33.8 percent reduction in emissions compared to BAU, thereby supporting AB 32 goals to achieve emissions at 1990 levels by 2020. Accordingly, impacts associated with global climate change would be **less than significant**.

2.3.4 Cumulative Impact Analysis

Air Quality

With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the APCD, measures the concentrations of pollutants from existing sources. Past and present project impacts are, therefore, included in the background ambient air quality data. The projects listed in Table 1-14, Cumulative Projects in the Vicinity of Campus Park, are planned or reasonably foreseeable, and, as such, are subject to CEQA. The locations of all cumulative projects are provided in Figure 1-38. For the purpose of nonattainment pollutants, the

cumulative study area would be the entire air basin; however, contributions from individual projects on basin-wide nonattainment pollutants cannot be determined through modeling analyses.

In analyzing cumulative impacts for air quality, specific evaluation must occur regarding a project's contribution to the cumulative increase in pollutants for which the SDAB is listed as "non-attainment" for the CAAQS and/or NAAQS. A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_x, and/or VOCs, as determined by the screening criteria outlined above, would have a significant cumulative effect. In the event direct impacts from the project are less than significant, a project still may have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable, future projects are in excess of screening levels identified above.

PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. As shown in the construction emissions evaluation above, the emissions of PM_{10} and $PM_{2.5}$ would be below significance levels for all Project-related activities but grading. Although it is unlikely that construction for all cumulative projects would occur at the same time, criteria non-attainment pollutants that have been identified as exceeding the screening-level thresholds create a significant cumulative impact, regardless of ground-level concentrations. Thus, Project construction would result in a cumulatively considerable net increase in NO_x, $PM_{2.5}$, and PM_{10}. This temporary impact is identified as a cumulatively **significant impact**. (**Impact AQ-3**)

With regard to cumulative impacts associated with O_3 precursors (i.e., NO_x and VOCs**)**, in general, provided a project is consistent with the community and general plans, it has been accounted for in the O_3 attainment demonstration contained within the SIP and would not cause a cumulatively significant impact on the ambient air quality for O_3. The Proposed Project involves a Specific Plan Amendment and a General Plan Amendment and is proposing denser development than accounted for in the current General Plan and, therefore, the SIP. The projected cumulative housing units totals 4,772 to 4,814 dwelling units, which is significantly lower than SANDAG's 2030 projected growth for the North County East Major Statistical Area of 54,251 dwelling units, and less than SANDAG's 2030 projected growth of 9,630 dwelling units for the Fallbrook subregional area. Thus, because cumulative growth would be within the range projected by SANDAG, and the Project would be consistent with the RAQS and SIP, growth projected for the proposed plus cumulative projects would not result in a cumulatively considerable contribution and impacts would be **less than significant**.

The planned or reasonably foreseeable projects were accounted for in the TIS prepared by LOS Engineering. As such, cumulative projects were considered in the evaluation of CO hot spots above. Based on the CO hot spots evaluation, cumulative impacts associated with Project traffic and CO hot spots would be **less than significant**.

Odors

In consideration of cumulative odor contributions, the effects of objectionable odors are typically localized to the immediate surrounding area specific to each Project site. Thus, the Project's cumulative contributions to odor impacts would not be considerable and impacts would be **less than significant**.

Global Climate Change

As noted above, it is estimated that California produces about 7 percent of U.S. GHG emissions with about 41 percent of those emissions related to transportation and about 22 percent related to electricity. The ARB has recently completed a statewide emissions inventory and projection as part of its GHG Inventory Forecast. The state produced approximately 468.8 MMT of CO_2e emissions in 2002-03 and is forecasted to produce 596.4 MMT of CO_2e emissions by 2020 (ARB 2008c). Within San Diego County, 43 MMT of net CO_2e are predicted by 2020 under BAU conditions.

Implementation of the Proposed Project would result in GHG emissions as documented in Section 2.3.3. The Project would be consistent with the goals of AB 32 to reduce emissions of GHG, and projected GHG reductions would meet goals to provide reductions of 33 percent below BAU. The Project would implement all feasible measures to reduce GHG emissions to the extent possible. The Project also would comply with any state-mandated requirements resulting from AB 32. Project-specific reductions below the AB 32 guidelines and compliance with future statewide and County programs would avoid cumulatively substantial effects and impacts would be **less than significant** related to GHG emissions.

2.3.5 Significance Prior to Mitigation

The following significant impacts related to air quality would occur with Project implementation:

Impact AQ-1 Based on the estimates of the emissions associated with Project operations, VOC emissions would exceed the significance criteria established for Year 2015.

Impact AQ-2 NO_x, $PM_{2.5}$, and PM_{10} criteria pollutants emissions during construction would constitute a temporary but significant impact on the ambient air quality.

Impact AQ-3 Project construction would result in a cumulatively considerable net increase in NO_x, $PM_{2.5}$, and PM_{10}; impacts would be cumulatively significant.

2.3.6 Mitigation

Project criteria pollutants emissions during construction would constitute a significant, albeit largely temporary, impact on the ambient air quality for impacts AQ 1-, AQ-2, or AQ-3. No feasible mitigation measures are currently available to address criteria pollutant emissions generated during construction beyond Project design features already incorporated into the Project and described above, as well as summarized below in Section 2.3.7 and Chapter 8.0. Therefore, these impacts would remain significant and unmitigable. Operational impacts would constitute a significant and unmitigable impact in Year 2015, but by Year 2040, impacts would no longer be significant and the Project would conform to standards for all criteria pollutants. Even with the application of best management practices to control emissions of fugitive dust and the design features for use of 10 percent of the construction fleet retrofit and/or repowered and use of low-VOC coatings, emissions of NO_x, $PM_{2.5}$, and PM_{10} during construction would exceed the screening-level thresholds. Extending the construction schedule to reduce emissions would not be feasible as it would require the construction schedule to be lengthened by more than 4.5 times its current schedule (or approximately 22 years, at a minimum). Therefore, no mitigation measures have been identified.

2.3.7 Conclusion

The Proposed Project would conform with the RAQS and SIP. The Project would not expose sensitive receptors to substantial pollutant concentrations. Long-term and construction-period odor impacts associated with the Proposed Project would not be significant.

Operational emissions would be associated with traffic accessing the Proposed Project site as well as area sources such as fireplaces, energy use and landscaping. Based on the evaluation of air emissions, the Project emissions would exceed the screening-level thresholds for the criteria pollutants CO and VOCs in 2015 (VOCs meet standards by 2040) and for CO in 2040. Specifically with regard to CO, the "hot spots" analysis completed for the Project show that all impacts, when added to background CO concentrations, would be below the CAAQS for both one and eight-hour averaging periods. No significant impact would occur. Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emission calculations

based on 2040 emission factors indicate that the emissions would be less than the significance thresholds by 2040.

Construction emissions would include emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the Project site. The emissions associated with construction are above the significance criteria for the maximum construction scenario and would therefore pose a temporary but significant impact to ambient air quality during construction. Measures incorporated into the Project design to reduce impacts associated with construction include the following:

- Multiple applications of water during grading between dozer/scraper passes
- Paving, chip sealing, or chemical stabilization of internal roadways after completion of grading
- Use of sweepers or water trucks to remove "track-out" at any point of public street access
- Termination of grading if winds exceed 25 mph
- Stabilization of dirt storage piles by chemical binders, tarps, fencing, or other erosion control
- Hydroseeding of graded residential slopes, unless lots are developed immediately after grading
- Use of low-sulfur fuels in construction equipment
- Where possible, the Project has incorporated use of low-VOC coatings that meet the requirements of APCD Rule 67.0
- The Project would require 10 percent of the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or ARB certified Tier I, II, or III equipment

These measures constitute BMPs for dust control and construction equipment emissions. Despite implementation of these measures to reduce construction emissions, temporary construction impacts related to NO_x and PM_{10} would remain significant. In order to fully mitigate construction impacts, the Proposed Project would be required to extend the construction schedule by more than 4.5 times its current schedule, which is not feasible.

The County has determined that conversion of 10 percent of the construction fleet comprises a reasonable (feasible) percent given cost prohibitions. Ten percent also was determined to be a reasonable requirement based on the number of contractors whose fleets have already been retrofitted and engines repowered as a result of the local and neighboring Carl Moyer Programs. With 10 percent of the construction fleet retrofitted and/or repowered and use of low-VOC coatings, the Project would mitigate emissions to the extent feasible.

The Proposed Project would generate GHG emissions associated with natural gas, purchased electricity, energy embodied in water, and transportation. GHG emissions were identified as less than significant on both a direct and cumulative level due to incorporation of design features that would result in an approximately 33.8 percent reduction in emissions compared to BAU conditions.

Table 2.3-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards		National Standards		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
O_3	1 hour	0.09 ppm[1] (180 µg/m^3)[2]	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour[3]	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)	0.075 ppm (147 µg/m^3)	
CO	8 hours	9.0 ppm (10 mg/m^3)[3]	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m^3)	None	NDIR
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
NO_2	Annual Average	--	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	0.053 ppm (100 µg/m^3)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m^3)		--	--	
SO_2	Annual Average	--	Ultraviolet Fluorescence	0.03 ppm (80 µg/m^3)	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m^3)		0.14 ppm (365 µg/m^3)	--	
	3 hours	--		--	0.5 ppm (1300 µg/m^3)	
	1 hour	0.25 ppm (655 µg/m^3)		--	--	
PM_{10}	24 hours	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	150 µg/m^3	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--	--	
$PM_{2.5}$	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	15 µg/m^3	15 µg/m^3	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m^3	35 µg/m^3	
Sulfates	24 hours	25 µg/m^3	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 µg/m^3	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		0.15 µg/m^3	0.15 µg/m^3	
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m^3)	Gas Chromatography	--	--	--

Source: ARB 2008
[1]ppm= parts per million
[2]µg/m^3 = micrograms per cubic meter
[3] mg/m^3= milligrams per cubic meter

Table 2.3-2
STATE AMBIENT AIR QUALITY STANDARDS WITH NO FEDERAL COUNTERPART

Pollutant	Averaging Time	California Standards	Federal Standards	
		Concentration	Primary	Secondary
Sulfates	24 Hour	25 µg/m^3	No Federal Standards Apply	
H_2S	1 Hour	0.03 ppm (42 µg/m^3)		
Visibility Reducing Particulates	8 Hour (10 AM to 6 PM, PST*)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer—visibility of ten miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

Source: ARB 2003
* PST = Pacific Standard Time

Table 2.3-3
AMBIENT BACKGROUND CONCENTRATIONS
(PPM, UNLESS OTHERWISE INDICATED)

Pollutant	Averaging Time	2004	2005	2006	Most Stringent AAQS	Monitoring Station
O_3	8 hour	0.086	0.079	0.096	0.08 µg/m^3	Escondido
	1 hour	0.099	0.095	0.108	0.09 µg/m^3	
PM_{10}	Annual	27.5 µg/m^3	23.9 µg/m^3	24.1 µg/m^3	20 µg/m^3	
	24 hour	57 µg/m^3	42 µg/m^3	51 µg/m^3	50 µg/m^3	
$PM_{2.5}$	Annual	13.5 µg/m^3	12.3 µg/m^3	11.5 µg/m^3	12 µg/m^3	
	24 hour	67.3 µg/m^3	43.1 µg/m^3	40.6 µg/m^3	35 µg/m^3	
NO_2	Annual	0.018	0.016	0.017	0.030	
	1 hour	0.080	0.076	0.071	0.17	
CO	8 hour	3.81	3.10	3.61	9.0	
	1 hour	6.3	5.9	5.7	20	
SO_2	Annual	0.003	0.002	0.004	0.03	San Diego
	24 hour	0.015	0.007	0.009	0.04	
	3 hour	0.21	0.019	0.030	0.5*	
	1 hour	0.042	0.040	0.034	0.25	

Sources: www.arb.ca.gov/aqd/aqd.htm (Measurements of all pollutants at Escondido-E Valley Pkwy station, except SO_2)
www.epa.gov/air/data/monvals.html (1-hour and 3-hour SO_2 and 1-hour CO; 2004 annual measurements)
*Secondary NAAQS

Table 2.3-4
GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIMES

Greenhouse Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 – 200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF4)	50,000	6,500
PFC: Hexafluoroethane (C2F6)	10,000	9,200
Sulfur Hexafluoride (SF6)	3,200	23,900

Source: USEPA 2006

Table 2.3-5
TOTAL OPERATIONAL EMISSIONS YEAR 2015

Emission Source	CO	VOCs	NO_x	SO_x	PM_{10}	$PM_{2.5}$
LBS/DAY						
Energy Use	5.94	0.95	12.35	-	0.02	0.02
Fireplace – Natural Gas	3.14	0.43	7.39	0.05	0.60	0.59
Landscaping	27.89	4.57	0.32	0.00	0.08	0.08
Architectural Coatings Use	-	6.78	-	-	-	-
Vehicular Emissions – External Trips	1,238.16	93.07	109.69	1.76	17.57	17.39
Road Dust- External Trips	-	-	-	-	23.12	4.85
Vehicular Emissions – Internal Trips	114.27	28.45	6.03	0.05	0.41	0.41
Road Dust- Internal Trips	-	-	-	-	0.29	0.06
TOTAL	**1,389.4**	**134.25**	**135.78**	**1.86**	**42.09**	**23.40**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*Yes*	*Yes*	*No*	*No*	*No*	*No*
TONS/YEAR						
Energy Use	1.08	0.17	2.25	-	0.00	0.00
Fireplace Wood Burning	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	2.51	0.41	0.03	0.00	0.01	0.01
Architectural Coatings Use	-	1.24	-	-	-	-
Vehicular Emissions – External Trips	**225.96**	16.98	20.02	0.32	3.11	3.08
Road Dust – External Trips	-	-	-	-	4.22	0.05
Vehicular Emissions – Internal Trips	20.85	5.19	1.10	0.01	0.08	0.08
Road Dust – Internal Trips	-	-	-	-	0.05	0.01
TOTAL	**250.40**	**23.99**	**23.40**	**0.32**	**7.47**	**3.23**
Screening-Level Thresholds	100	13.7	40	100	15	10
Above Screening-Level Thresholds?	*Yes*	*Yes*	*No*	*No*	*No*	*No*

Source: SRA 2009a
Shaded cells represent those pollutants for which the significance threshold has been exceeded.

Table 2.3-6
TOTAL OPERATIONAL EMISSIONS YEAR 2040

Emission Source	CO	VOCs	NOx	SOx	PM_{10}	$PM_{2.5}$
LBS/DAY						
Residential Energy Use	5.94	0.95	12.35	--	0.02	0.02
Fireplace – Natural Gas	3.14	0.43	7.39	0.05	0.60	0.59
Landscaping	27.89	4.57	0.32	0.00	0.08	0.08
Architectural Coatings	-	6.78	-	-	-	-
Vehicular Emissions – External Trips	479.390	31.28	43.70	1.76	17.02	16.85
Road Dust – External Trips	-	-	-	-	23.12	4.85
Vehicular Emissions – Internal Trips	39.17	8.51	1.65	0.05	0.41	0.41
Road Dust – Internal Trips	-	-	-	-	0.29	0.06
TOTAL	**555.53**	**52.52**	**65.41**	**1.86**	**41.54**	**22.86**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*Yes*	*No*	*No*	*No*	*No*	*No*
TONS/YEAR						
Residential Energy Use	1.08	0.17	2.25	-	0.00	0.00
Fireplace – Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	2.51	0.41	0.03	0.00	0.01	0.01
Architectural Coatings	-	1.24	-	-	-	-
Vehicular Emissions – External Trips	87.49	5.71	7.97	0.32	3.11	3.08
Road Dust – External Trips	-	-	-	-	4.22	0.05
Vehicular Emissions – Internal Trips	7.15	1.55	0.30	0.01	0.07	0.07
Road Dust – Internal Trips	-	-	-	-	0.05	0.01
TOTAL	**98.23**	**9.08**	**10.55**	**0.33**	**7.46**	**3.22**
Screening-Level Thresholds	100	13.7	40	100	15	10
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

Source: SRA 2009a
Shaded cells represent those pollutants for which the significance threshold has been exceeded.

Table 2.3-7
CONSTRUCTION PHASES AND EQUIPMENT/CREW REQUIREMENTS

Construction Phase	Duration (Days)	Equipment/Crew	Number
Grading	180	D-6 Dozers	2
		D-8 Dozers	
		D-9 Dozers	6
		834 Rubber-tire Dozers	4
		657 Scrapers	12
		16-6 Blades	2
		Water Trucks	8
		Dump Trucks	4
Paving	180	Concrete Trucks	2
		Pavers	
		Backhoes	
		Trackhoes	
Off-site Road Improvements	180	Dozers	2
		Front-end Loader	1
		Scrapers	4
		Tractor	1
		Backhoes	2
		Pavers/Rollers	
		Dump Trucks	4
		Water Trucks	2
		Concrete Mixers	
		Jackhammers	8
House Construction	500	Cranes	2
		Generators	4
		Forklifts	8
		Crew Trucks	2
Commercial/Industrial Construction	500	Cranes	2
		Generators	4
		Forklifts	8
		Crew Trucks	2

Source: SRA 2009a

Table 2.3-8
MAXIMUM DAILY ESTIMATED CONSTRUCTION EMISSIONS
(LBS/DAY)

Emission Source	CO	VOCs	NO_x	SO_x	PM_{10}	$PM_{2.5}$
GRADING						
Fugitive Dust—Grading	-	-	-	-	390.00	81.90
Fugitive Dust—Blasting	-	-	-	-	58.24	12.23
Explosives Emissions	335.00	-	85.00	-	-	-
Heavy Equipment Exhaust	147.40	20.88	668.10	0.73	16.62	14.97
Worker Travel—Vehicle Emissions	25.13	1.66	2.45	0.03	0.22	0.22
Construction Truck Travel—Vehicle Emissions	11.36	2.33	31.67	0.04	1.40	1.39
TOTAL	**518.89**	**24.87**	**787.22**	**0.80**	**466.48**	**110.71**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*Yes*	*No*	*Yes*	*Yes*
PAVING						
Heavy Equipment Exhaust	17.09	1.35	38.61	0.04	1.47	1.31
Asphalt Offgassing	-	2.62	-	-	-	-
Worker Travel—Vehicle Emissions	25.13	1.66	2.45	0.03	0.22	0.22
Construction Truck Travel—Vehicle Emissions	11.36	2.33	31.67	0.04	1.40	1.39
TOTAL	**53.58**	**7.96**	**72.73**	**0.11**	**3.09**	**2.92**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
OFF-SITE ROAD IMPROVEMENTS						
Heavy Equipment Exhaust	61.42	7.65	234.94	0.25	6.79	6.04
Asphalt Offgassing	-	2.62	-	-	-	-
Worker Travel—Vehicle Emissions	25.13	1.66	2.45	0.03	0.22	0.22
Construction Truck Travel—Vehicle Emissions	11.36	2.33	31.67	0.04	1.40	1.39
TOTAL	**97.91**	**14.26**	**269.06**	**0.32**	**8.41**	**7.65**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*Yes*	*No*	*No*	*No*
HOUSE CONSTRUCTION						
Heavy Equipment Exhaust	12.63	0.94	25.15	0.03	1.11	0.99
Worker Travel—Vehicle Emissions	25.13	1.66	2.45	0.03	0.22	0.22
Construction Truck Travel—Vehicle Emissions	11.36	2.33	31.67	0.04	1.40	1.39
Architectural Coatings	-	43.50	-	-	-	-
TOTAL	**49.12**	**48.43**	**59.27**	**0.10**	**2.73**	**2.60**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
COMMERCIAL/INDUSTRIAL CONSTRUCTION						
Heavy Equipment Exhaust	13.98	1.14	31.89	0.03	1.27	1.13
Worker Travel—Vehicle Emissions	25.13	1.66	2.45	0.03	0.22	0.22
Construction Truck Travel—Vehicle Emissions	11.36	2.33	31.67	0.04	1.40	1.39
Architectural Coatings	-	26.65	-	-	-	-
TOTAL	**50.47**	**31.78**	**66.01**	**0.10**	**2.89**	**2.74**
Screening-Level Thresholds	550	75	250	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

Source: SRA 2009a
Shaded cells represent those pollutants for which the significance guideline has been exceeded.

Table 2.3-9
DIESEL EXHAUST PARTICULATE EMISSIONS

Construction Phase	Diesel Particulate Emissions, Total Pounds	Days
Grading	2,990.76	180
Paving	263.94	180
Off-site Road Improvements	1,221.37	180
House Construction	555.39	500
Commercial/Industrial Buildings Construction	318.16	250

Source: SRA 2009a

Table 2.3-10
SUMMARY OF ESTIMATED OPERATIONAL GHG EMISSIONS ASSOCIATED WITH THE PROPOSED PROJECT

Emission Source	Annual Emissions (Metric tons/year)		
	CO_2	CH_4	N_2O
Business as Usual (BAU)			
Electricity Use Emissions	2,915	0.022	0.012
Natural Gas Use Emissions	2,072	0.023	0.0039
Water Consumption Emissions	715	0.005	0.003
Vehicle Emissions	26,920	1.45	1.58
TOTAL	**32,662**	**1.71**	**1.60**
Global Warming Potential Factor	1	21	310
CO_2 Equivalent Emissions	32,662	36	496
TOTAL CO_2 Equivalent Emissions	**33,194**		
With GHG Reduction Measures			
Electricity Use Emissions	2,128	0.016	0.009
Natural Gas Use Emissions	1,761	0.120	0.0033
Water Consumption Emissions	616	0.005	0.003
Vehicle Emissions*	17,062	0.96	1.21
TOTAL	**21,567**	**1.18**	**1.21**
Global Warming Potential Factor	1	21	310
CO_2 Equivalent Emissions	21,567	25	375
TOTAL CO_2 Equivalent Emissions	**21,967**		
Percent Reduction from BAU	**33.8%**		

Source: SRA 2009b

* Accounting for reductions estimated through state vehicle emission reduction programs amounting to 28 percent reduction in GHG, and through mixed-use development goals and bicycle/pedestrian access, assumed to reduce vehicle emissions by an additional 8 percent based on URBEMIS Model assumptions.

Table 2.3-11
SUMMARY OF TRANSPORTATION EMISSION REDUCTIONS WITH IMPLEMENTATION OF GHG REDUCTION MEASURES

Business as Usual, CO_2e		**27,441**
Reductions due to Statewide Measures		
Measure	**Percent Reduction**	**Emissions Reduction**
Pavley Motor Vehicle Standards	20%	5,690
Improved Vehicle Efficiency/Hybridization	2.20%	578
Low Carbon Fuel Standard	10% (CO_2 and CH_4)	2,264
Mix of Uses	Negative (-1.34)	
Local Serving Retail	2.03%	
Bike and Pedestrian	8.13%	
Total Project Design Features	6.78%	1,197
Total Reductions	**38.98%**	**9,729**
Net Transportation Emissions		**17,712**

Source: SRA 2010

Table 2.3-12
PROPOSED PROJECT DESIGN FEATURES TO REDUCE GHG EMISSIONS

GHG Reduction Measure	Citation*	Minimum % Reduction	Maximum % Reduction
The Project would provide plentiful short- and long-term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces).	T-1	1%	5%
The Project is located within one-half mile of an existing/planned Class I or II bike lane and Project design includes a comparable network that connects the Project to the existing off-site facility. Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or II bike lanes within one-half mile. Bicycle route connects to all streets contiguous with the Project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the Project wider than 75 feet have Class II bicycle lanes on both sides.	T-4	1%	5%
The Project would provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the Project site. Project design includes a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Route has minimal conflict with parking and automobile circulation facilities. Streets within the Project site have sidewalks on both sides. All sidewalks are a minimum of five feet wide and feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances would provide pedestrian access.	T-5	1%	10%
Site design and building placement would minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.	T-6	1%	10%
Bus services would provide headways (the time or distance between buses) of one hour or less for stops within one-quarter mile; the Project would provide safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	T-7	1%	2%

Table 2.3-12 (cont.)
PROPOSED PROJECT DESIGN FEATURES TO REDUCE GHG EMISSIONS

GHG Reduction Measure	Citation*	Minimum % Reduction	Maximum % Reduction
Project design would include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways would be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features. All sidewalks internal and adjacent to the Project site would be a minimum of five feet wide. All sidewalks would feature vertical curbs. Roadways that converge internally within the Project would be routed in such a way as to avoid "skewed intersections," which are intersections that meet at acute, rather than right, angles. Intersections internal and adjacent to the Project would feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Streets internal and adjacent to the Project would feature pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).	T-8	1%	10%
The Project would provide the minimum amount of parking required. Once land uses are determined, the trip reduction factor associated with this measure can be determined by utilizing the Institute of Transportation Engineers (ITE) parking generation publication. The reduction in trips can be computed as shown below by the ratio of the difference of minimum parking required by code and ITE peak parking demand to ITE peak parking demand for the land uses multiplied by 50 percent. Percent Trip Reduction = 50 x [(minimum parking required by code – ITE peak parking demand)/(ITE peak parking demand)]	T-10	1%	30%
Provide preferential parking space locations for electric vehicles/compressed natural gas vehicles.	T-17	Unknown	Unknown
The Project would provide a reduced/no parking fee for electric vehicles/compressed natural gas vehicles.	T-18	Unknown	Unknown
The Project would be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between Project and existing or planned adjacent uses would be minimized or non-existent. Setback distance between different buildings on the Project site would be minimized. Setbacks between Project buildings and planned or existing sidewalks would be minimized. Buildings would be oriented towards existing or planned street frontage. Primary entrances to buildings would be located along planned or existing public street frontage. The Project would provide bicycle access to any planned bicycle corridor(s). The Project would provide pedestrian access to any planned pedestrian corridor(s).	D-2	0.4%	1%

Table 2.3-12 (cont.)
PROPOSED PROJECT DESIGN FEATURES TO REDUCE GHG EMISSIONS

GHG Reduction Measure	Citation*	Minimum % Reduction	Maximum % Reduction
The Project would provide high-density residential development. Transit facilities would be within one-quarter mile of the Project border. The Project would provide safe and convenient bicycle/pedestrian access to all transit stop(s) within one-quarter mile of the Project border. (The Project would be conditioned to participate, along with the other projects in the vicinity, to contribute funds for the acquisition, design, and construction of a Transit Node.)	D-4	1%	40%
Multiple and direct street routing (grid style) would be implemented. This measure only applies to projects with an internal CF $\geq$ 0.80, and an average of one-quarter mile or less between external connections along perimeter of project. (CF= number of intersections / [number of cul-de-sacs + intersections].) Cul-de-sacs with bicycle/pedestrian through access may be considered "complete intersections" when calculating the Project's internal connectivity factor. External connections are bike/pedestrian pathways and access points, or streets with safe and convenient bicycle and pedestrian access that connect the Project to adjacent streets, sidewalks, and uses. If the Project site is adjacent to undeveloped land; streets, pathways, access points, and right-of-ways that provide for future access to adjacent uses may count for up to 50 percent of the external connections. Block perimeter (the sum of the measurement of the length of all block sides) would be limited to no more than 1,350 feet. Streets internal to the Project would connect to streets external to the Project whenever possible.	D-5	1%	1%
The Project would provide residential buildings with a space for recharging batteries, whether for use in a car, electric lawnmower, other electric landscaping equipment, or even batteries for small items such as flashlights.	D-8	Unknown	Unknown
The Project would have at least three of the following on site and/or off site within one-quarter mile: residential development, retail development, park, open space, and/or office.	D-10	3%	3%
The Project would use drought-resistant native trees and trees with low emissions and high carbon sequestration potential. Evergreen trees on the north and west sides afford the best protection from the setting summer sun and cold winter winds. Additional considerations include the use of deciduous trees on the south side of houses that will admit summer sun; evergreen plantings on the north side that will slow cold winter winds; and constructing a natural planted channel to funnel summer cooling breezes into the house. Neighborhood CCRs not requiring that front and side yards of single-family homes be planted with turf grass. Vegetable gardens, bunch grass, and low-water landscaping also would be permitted, or even encouraged.	D-17	Unknown	Unknown
The Project would feature only natural gas or electric stoves in residences.	E-3	Unknown	Unknown

Table 2.3-12 (cont.)
PROPOSED PROJECT DESIGN FEATURES TO REDUCE GHG EMISSIONS

GHG Reduction Measure	Citation*	Minimum % Reduction	Maximum % Reduction
The project will provide shade and will use light-colored/high albedo materials for at least 30 percent of the site's nonroof impervious surfaces.	E-8	1%	1%
The Project would provide electrical outlets at building exterior areas.	E-15	Unknown	Unknown
The Project would use energy efficient appliances (e.g., Energy Star).	E-16	Unknown	Unknown
The Project would install energy-reducing programmable thermostats that automatically adjust temperature settings.	E-20	Unknown	Unknown
The Project would install energy-reducing passive heating and cooling systems (e.g., insulation and ventilation).	E-21	Unknown	Unknown
The Project would install energy-reducing day lighting systems (e.g., skylights, light shelves, and interior transom windows).	E-22	Unknown	Unknown
The Project would increase exterior wall insulation.	NA	0.14%	2.35%
The Project would increase roof insulation.	NA	0.11%	2.96%
The Project would install low-energy traffic signals and energy efficient (sodium) street lighting.	NA	Unknown	Unknown
Buildings would be designed utilizing double-paned windows.	NA	Unknown	Unknown
Buildings would be designed utilizing door sweeps and weather stripping.	NA	Unknown	Unknown
Buildings would be designed utilizing electric light dimming controls where feasible.	NA	Unknown	Unknown
Buildings would be designed to utilize high efficiency heating and cooling systems.	NA	Unknown	Unknown
The Project would install water-saving irrigation systems.	NA	Unknown	Unknown
The Project would install drought-resistant plants in lieu of turf where feasible and appropriate.	NA	Unknown	Unknown
The Project would use recycled water for irrigation where available.	NA	Unknown	Unknown
The Project would achieve 50 percent Statewide Diversion Goal – Campus Park would provide residents with separate recycling and waste receptacles to support the 50 percent state-wide solid waste diversion goal (AB 939).	NA	Unknown	Unknown
The Project would strive for a 50 percent reduction in residential water use through features such as low-flow appliances (including toilets, shower heads, washing machines), a drought-tolerant landscape palette, weather-based irrigation controllers, and other water conservation measures.	NA	Unknown	Unknown
The Project would provide educational materials for residents discussing strategies for reducing GHG emissions associated with the operation of their buildings (ARB Early Action Measure/Education 2-7).	NA	Unknown	Unknown
The Project would include residential, retail, and office uses that encourage reduction in vehicle miles traveled and the use of alternative transportation to access the retail and office centers through pedestrian and bicycle access.	NA	Unknown	Unknown

Table 2.3-12 (cont.)
PROPOSED PROJECT DESIGN FEATURES TO REDUCE GHG EMISSIONS

GHG Reduction Measure	Citation*	Minimum % Reduction	Maximum % Reduction
The Project would use reclaimed water, if available, to the extent possible.	NA	Unknown	Unknown
Buildings at Campus Park would achieve energy performance equivalent to 20 percent better than current Title 24 standards.	NA	20% of electricity and natural gas emissions	20% of electricity and natural gas emissions

Source: SRA 2009b
*CAPCOA 2008

CHAPTER 3.0

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED

SUBCHAPTER 3.1

NOISE

CHAPTER 3.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT THAT CAN BE MITIGATED

This chapter addresses environmental issues for which one or more significant and mitigable impacts have been identified based on implementation of the Proposed Project. Identified issues include noise, geology/paleontology, biological resources, cultural resources, and utilities and service systems/public services.

At the beginning of each subchapter, there is a brief discussion of the extent to which the technical topic was addressed in the 1981 Sycamore Springs and 1983 Campus Park (Hewlett Packard) certified EIRs. A summary is presented regarding the significance identified for assessed impacts in those documents, as well as whether mitigation at that time was identified to lower significant impacts to less than significant levels. A brief assessment is then presented regarding the extent to which the earlier analyses are relevant, leading to a conclusion regarding whether or not new technical efforts are necessary for this subsequent EIR.

With regard to the impacts requiring new analyses, each of the subchapters below addresses existing conditions, presents guidelines for the significance determination (and sources thereof), analyzes the potential effects of Project implementation against existing and anticipated future conditions (including the potential cumulative effect of other likely projects also being implemented), identifies potential mitigation measures, and confirms that implementation of those measures would lower identified significant impacts to less than significant levels.

To assist the reader in tracking between impact significance conclusions and related mitigation measures, significance assessments and the associated mitigation measures have been given correlating numbers and letters. For example, for the issue of biological resources, the first significant impact is identified in text in the analysis portion of the discussion as BI-1 (i.e., Biological Resources impact number 1); the measure designed to mitigate that impact is identified as M-BI-1 (i.e., Mitigation for Biological Resources impact number 1).

3.1 Noise

The 1981 and 1983 EIRs identified traffic-generated noise impacts to residential uses as significant but mitigable. The 1981 EIR residential uses were distributed throughout the SPA boundaries, incorporating portions now assigned to commercial and office professional uses, as well as portions of the property now NAP (Palomar College and Campus Park West). The 1983 EIR located residential uses in areas now NAP (Campus Park West). Locations and types of recreational facilities (the golf course in the 1981 EIR and the developed recreation under the 1983 EIR), as well as proposed project road locations are also different.

This is an important consideration because specifics of impacts and associated mitigation measures are related to ambient noise conditions, as well as specific locations of proposed uses. Noise generated by off-site uses has increased commensurate with traffic loading on I-15, SR 76 and other area roads. On-site uses also would generate on-site traffic in different locales, at different times than the earlier projects, and with an on-site capture rate. The increases in off-site noise levels, combined with specifics related to projected on-site levels measured at proposed on-site residential and recreational locations and evaluated specifically with regard to exterior use space/potential for barriers for balconies on multi-family housing, require new analyses. Emergency generators associated with a proposed sewer lift station also comprise a project element not previously analyzed. Noise associated with construction-period activities and cumulative effects were not discussed.

These issues lead to the need for new subsequent analysis based on substantial changes having occurred with respect to the circumstances under which the Project would be undertaken, and that there is new information of substantial importance which would result in significant effects not previously discussed.

This subsection of the EIR summarizes the Campus Park Project Preliminary Noise Analysis (Urban Crossroads 2009, as amended), which is contained in Appendix E. The reader is referred to text below for new and/or revised evaluation of all issues related to noise for the Project.

3.1.1 Existing Conditions

Existing Setting

Noise Descriptors

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA) adjusted to reflect only those frequencies that are audible to the human ear. A-weighted decibels approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum.

The equivalent sound level (L_{eq}) represents a steady-state sound level containing the same total energy as a time-varying signal over a given sample period.

The Community Noise Equivalent Level (CNEL) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 dB to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and the addition of 10 dB to sound levels at night between 10:00 p.m. to 7:00 a.m. These additions are made to the sound levels at these time periods to account for increased human sensitivity to sound during the evening and night hours, when there is a decrease in the overall amount and loudness of noise generated, as compared to daytime hours. During these hours, the sound seems louder and is weighted accordingly. The County relies on the CNEL noise standard to assess transportation-related impacts on noise-sensitive land uses.

Traffic Noise Elements

The level of traffic noise depends on the volume of traffic, the speed of traffic, and the number of trucks in the flow of traffic because it is a combination of the noise produced by engines, exhaust, and tires. Generally, heavier traffic volumes, higher speeds, and greater number of trucks increase the loudness of traffic noise. Because of the logarithmic nature of traffic noise levels, a doubling of the traffic noise results in a noise level increase of three dBA. Based on the FHWA community noise assessment criteria, this change is barely perceptible. The truck mix on a given roadway has a substantial effect on CNEL; as the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase.

Existing Ambient Noise Levels

To determine the existing noise level environment, measurements were taken at three locations on the Project site on April 23, 2007, for a minimum period of 30 minutes during the 4 o'clock p.m. hour. The existing noise levels in the Project vicinity primarily result from vehicle traffic from I-15 and the on-site low-intensity cattle ranching operations. Noise monitoring locations were selected based on anticipated

development impact locales and near the primary noise sources (roadways), and were sited in the northern and central portions of the Project site (Figure 3.1-1, Noise Monitoring Locations):

- Monitoring location 1 was located approximately 2,150 feet from the centerline of I-15 adjacent to proposed PA MF-1.
- Monitoring location 2 was located approximately 2,500 feet from the centerline of I-15, along the proposed location of Horse Ranch Creek Road, adjacent to PA OS-5.
- Monitoring location 3 was located approximately 325 feet from the centerline of I-15 near the proposed location of the intersection of Horse Ranch Creek Road and Baltimore Oriole Road.

The existing ambient noise levels measured on the Project site during the afternoon hour were 54.8 dBA L_{eq} at monitoring location 1, 54.9 dBA L_{eq} at monitoring location 2, and 71.1 dBA L_{eq} at monitoring location 3.

Monitoring locations were modeled to compare actual readings with predicted readings in order to calibrate the model. The reader is referred to Appendix E for specifics. Modeled existing ambient noise levels measured on the Project site include 53.9 dBA L_{eq} (54.0 dBA CNEL) at monitoring location 1, 52.1 dBA L_{eq} (52.2 dBA CNEL) at monitoring location 2, and 69.4 dBA L_{eq} (69.5 dBA CNEL) at monitoring location 3.

Regulatory Framework

Federal/State Standards

The Project proposes an active sports park, for which there is no County noise standard. County staff recommended that FHWA/Caltrans noise standards be followed for this use. The FHWA and Caltrans Noise Abatement Criteria (NAC) require a 67 dBA L_{eq}(h) exterior noise level for parks and sport areas.

County of San Diego

The County addresses two separate types of noise sources, mobile and stationary. In the context of the noise analysis, transportation noise levels associated with the Proposed Project are regulated by Policy 4b of the Noise Element in the County General Plan. County Noise Ordinance sections 36.404 and 36.409 govern operational and construction noise levels, respectively.

Off-site project impacts generally focus on transportation-related noise associated with increases in project-related vehicular activity. Noise level increases and impacts attributable to development of a project are estimated by comparing the "plus project" ADT to the "without project" ADT (refer to Subchapter 2.1 of this EIR). Noise impacts are considered significant if a project would raise noise levels above the County 60 dBA CNEL standard, unless the existing noise level without project is 58 dBA or greater when a 3 dBA increase is allowed up to the maximum permitted by the FHWA Standards.

County of San Diego Noise Element

The County has adopted interior and exterior noise standards as part of the Noise Element in the General Plan for assessing the compatibility of land uses with transportation-related noise impacts. For assessing noise impacts to sensitive residential land uses, the County requires an exterior noise level of 60 dBA CNEL or less for outdoor living areas and an interior noise standard of 45 dBA CNEL.

County of San Diego Noise Ordinance

Section 36.404 of the County Noise Ordinance provides performance standards and noise control guidelines for determining and mitigating non-transportation (stationary) noise source impacts to residential properties. The purpose of the noise ordinance is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare, or degrade the quality of life.

According to County stationary source exterior noise standards, no person shall operate any source of sound at any location within the County or allow the creation of any noise on a property that causes the noise levels to exceed the exterior noise limits at the property boundary within non-industrial zones. The noise ordinance sets an exterior noise limit for residential land uses adjacent to the property of 50 dBA L_{eq} for daytime hours of 7:00 a.m. to 10:00 p.m. and 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m.

Section 36.409 of the Noise Ordinance controls construction equipment noise and establishes a 75 dBA L_{eq} standard between 7 a.m. and 7 p.m. Monday through Saturday at the property line of off-site residences during on-site construction. For temporary activities, the County sets a threshold of 75 dBA averaged over a period of eight hours. The County Noise Ordinance also states that no person shall operate any construction equipment so as to cause an average sound level greater than 75 dBA at or beyond the property line of any property upon which a legal dwelling unit is located. The sound-level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

Section 36.410 of the County Ordinance sets sound level limitations on "impulsive" or "single event" noise. In addition to the general limitations on sound levels in Section 36.404, and excluding emergency work, work on a public road project shall not result in an impulsive noise that exceeds the maximum sound levels shown in Tables 36.410A and 36.410B of the Noise Ordinance at properties boundaries.

County of San Diego Standards for Sensitive Birds

In 1991, the USFWS recommended that noise levels not exceed 60 dBA or ambient conditions (whichever is greater) to protect the coastal California gnatcatcher and other sensitive bird species. For this reason, the Project analysis proposes the 60 dBA L_{eq} or ambient levels as the noise criterion to assess noise impacts on sensitive wildlife both on and off site. Subchapter 3.4, Biological Resources, addresses potential impacts to sensitive birds.

3.1.2 Guidelines for the Determination of Significance

Guidelines of Significance

A significant direct noise impact would occur if Project implementation would:

1. Expose any on-site future noise sensitive areas to noise (including road noise) in excess of 60 dBA CNEL or an increase of 10 dBA CNEL over pre-existing conditions.

2. Expose interior on- or off-site, existing or planned noise-sensitive areas to noise in excess of 45 dBA CNEL. For rooms in the noise sensitive areas, which are usually occupied only part of the day (schools, libraries, or similar), the interior one-hour average sound level due to noise outside, should not exceed 50 dBA CNEL.

3. Elevate noise levels above the County 60 dBA CNEL standard unless the existing noise level without Project is 58 dBA or greater when a 3 dBA increase is allowed up a maximum permitted by FHWA Standards.

4. Generate noise that exceeds the standards listed under the San Diego County Code, Section 36.404, Sound Level Limits, at or beyond the property line.

5. Generate construction noise that exceeds the standards listed in the San Diego County Code, Section 36.409, Construction Equipment.

A cumulatively considerable noise impact would occur if Project implementation would:

6. Increase noise levels by more than one dBA under cumulative conditions.

Guideline Sources

Guideline Nos. 1, 2, 4, 5 and 6 are taken from the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements – Noise (February 4, 2009). Guideline 3 is additionally derived from state regulations that address human health and quality of life concerns. The 3-dBA CNEL change in Guideline No. 3 acknowledges a just-perceivable difference in noise levels, and 60 dBA CNEL is the standard for maximum outdoor noise levels in residential areas.

3.1.3 Analysis of Project Effects and Determination as to Significance

The Sound32 traffic noise model was used to project the expected Campus Park roadway noise impacts. The analysis was based on the Caltrans *Highway Design Manual* California Vehicle Noise Emission Levels (Calveno Curves), which most accurately reflect motor vehicle noise characteristics in the Project area. The key input parameters include lane travel speed; percentages of automobiles, medium trucks, and heavy trucks in the roadway volume; site conditions ("hard" or "soft"); and peak hour traffic volumes. Soft site conditions were used in the noise analysis for first-floor receptors based on the topography in the Project site area. Hard site conditions were used for all second-floor receptors.

The Sound32 model calculates the peak hour L_{eq} dBA noise level; these numbers were converted into CNEL values. The L_{eq} to CNEL calculations are based on a typical vehicle distribution over a 24-hour period with the appropriate noise penalties for the evening and nighttime periods. Project grading plans were used to identify the relationship between roadway centerline elevation, pad elevation, and centerline distance to the noise barrier; backyard receptors; and at the building façade to predict the future noise environment. A calibration factor was used for all receptors located behind a row of proposed buildings for all modeled areas. Typically, three dB of attenuation is allowed for the first row of buildings when they block 40 to 65 percent of the line-of-sight to the noise source, and three to five dB is allowed when the buildings obstruct more than 65 percent of the line-of-sight. A conservative factor of three dBA was taken into account for the applicable buildings on the Project site, and no grade correction was included.

To simulate noise impacts following development of the Proposed Project, outdoor receptors located in noise sensitive areas (NSAs) were placed 5 feet above the pad elevation and approximately 10 feet from the top of slope. All first-floor receptors were placed 5 feet above the proposed finished floor elevation at the building façade, and all second- and third-floor receptors were located 15 and 25 feet above the proposed finished floor elevation, respectively.

To assess peak hour traffic noise conditions, 10 percent of the ADT was assigned to all study area roadways. The future traffic noise model uses vehicle mixes, including: 96 percent for automobiles, 2 percent for medium trucks, and 2 percent for heavy trucks for all internal Project roads, and 90 percent for automobiles, 3 percent for medium trucks, and 7 percent for heavy trucks for I-15. (This mix was verified during monitoring; a video camera was placed adjacent to monitoring location 3 to confirm the I-15 vehicle mix.)

While a number of roadways are located in the Project area (see Table 6-1 in Appendix E), a combination of Year 2030 vehicle noise from I-15 and SR 76, and proposed Pala Mesa Drive, Horse Ranch Creek Road, and Pankey Place would comprise the principal source of community noise within the Project site. The Project buildout scenario includes the conservative future Year 2030 traffic volume forecasts from the Traffic Impact Study developed for the 1,076-residential unit project (LOS Engineering, Inc. 2009; Appendix C of this EIR). Horse Ranch Creek Road would be classified as a light collector north of Baltimore Oriole Road and a boulevard south of Baltimore Oriole Road to SR 76. Pankey Road, Pala Mesa Drive and Pankey Place would be classified as light collectors. SR 76 is classified as a major roadway. Estimated traffic speeds of 40 mph for boulevards, 45 mph for light collectors, and 55 mph for major roadways were used based on the County of San Diego Department of Public Works Public Road Standards. (Horse Ranch Creek Road would have a speed limit of 40 mph.) A traffic speed of 65 mph was used for I-15.

The exterior noise levels were analyzed for existing and buildout conditions. An analysis was performed to determine the acoustical shielding that might be used to reduce the expected roadway noise impact for the affected outdoor usable areas. Key input data for these barrier performance equations include relative source-barrier-receiver horizontal separations, relative source-barrier-receiver vertical separations, typical noise source spectra, and barrier transmission loss.

The reader should note that all dB CNEL in the text below has been rounded to the nearest whole number and numbers in the tables are rounded to the nearest tenth.

Traffic Noise Impacts to Proposed On-site Uses (Guidelines No. 1, 2, and 4)

Figure 3.1-2, 2030 Buildout Contours, shows the locations of the first- and second-floor 75 and 60 dBA CNEL noise contours on the Project site. (Noise contours are lines that are drawn around a noise source indicating a constant or equal level of noise exposure and are generally used as a planning tool to assess the need for additional analysis.) Specifically, Figure 3.1-2 provides the location of the first- and second-floor 75 dBA CNEL noise contour boundary from I-15 and the 60 dBA CNEL contour boundary from the combined roadways. The 75 dBA CNEL contour boundary from Horse Ranch Creek Road is located within the public right-of-way and is not shown on the figure. The noise contours do not take into account Project grading or buildings. As shown on Figure 3.1-2, the 75 dBA CNEL contour is located generally west of the Project site. The location of the 60 dBA CNEL contour, however, indicates that sensitive use areas on the Project site would experience noise levels in excess of the County's exterior noise standard, as much of the Project site would be located between the 75 and 60 dBA contours. Based on this finding, additional detailed exterior noise analyses were performed for each sensitive use planning area, which took into account Project-related landform alteration and construction of buildings. Modeled observation locations were identified for the northern and southern single-family residential neighborhoods, as well as for each of the multi-family residential planning areas. Impacts to these areas at buildout (modeled) are described in further detail below, north to south.

Buildout Scenario Exterior Noise Analysis – Northern Single-family Residential Area (PAs R-4 and R-5)

Figure 3.1-3, Modeled Receptor Locations for PA R-4 and R-5, shows modeled exterior noise locations at 38 receptor sites within PAs R-4 and R-5. Table 3.1-1, PAs R-4 and R-5 Buildout Condition – Exterior Noise Levels, indicates that 6 of the 38 modeled receptor locations (receptors 9 through 14) would experience ground floor exterior noise levels that would exceed the County standard of 60 dBA CNEL. The impacted receptors would face Jaeger Street and Baltimore Oriole Road. As ground-level sensitive receptor sites in PA R-4 would experience noise levels that are greater than the County standard of 60 dBA CNEL, a **significant impact** would occur. (**Impact N-1**)

Buildout Scenario Exterior Noise Analysis – Southern Single-family Residential Area (PAs R-1, R-2, and R-3)

Table 3.1-2, PAs R-1, R-2, and R-3 Buildout Condition – Exterior Noise Levels, shows that 6 of the 34 modeled receptor locations (receptors 1 through 5 and 14) would experience ground floor exterior noise levels that would exceed the County guideline for outdoor areas. The receptor locations are shown on Figure 3.1-4, Modeled Receptor Locations for PAs R-1, R-2, and R-3. The receptors with noise levels that exceed the County standard would be located in PA R-1 and would front on the office professional area, and active sports park. A **significant impact** would occur in that area of PA R-1. (**Impact N-2**)

Buildout Scenario Exterior Noise Analysis – PA MF-1

Within PA MF-1, 6 of the 24 modeled receptor locations (receptors 1, 5, 9, 13, 17, and 21) would experience an exterior ground-floor noise level exceeding the County guideline. The receptor locations are shown on Figure 3.1-5, Modeled Receptor Locations for PA MF-1. These impacted areas would be located adjacent to the Town Center and Longspur Road. A **significant impact** would occur. (**Impact N-3**)

Buildout Scenario Exterior Noise Analysis – PA MF-2

Within PA MF-2, 14 of the 22 modeled receptor locations (receptors 1 through 7, 10, 13 through 17, and 19) would experience ground-floor exterior noise levels that would exceed the County guideline. Figure 3.1-6, Modeled Receptor Locations for PA MF-2, shows the receptor locations. The noise-impacted areas would extend along Horse Ranch Creek Road and Harvest Glen Lane. A **significant impact** would occur. (**Impact N-4**)

Buildout Scenario Interior Noise Analysis – Residential Developments

The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction provides a noise reduction of approximately 12 dBA with the windows open and 20 dBA with the windows closed. Because the exterior noise levels would be greater than 60 dBA CNEL at some receptors, the interior levels also are projected to be greater than the 45 dBA CNEL guideline established by the County. Impacts to the interior of proposed homes would be **significant**. (**Impact N-5**)

Buildout Scenario Exterior Noise Analysis – Other Sensitive Use Areas

The project proposes six neighborhood parks in single-family residential areas (PAs P-1, P-2, and P-5 through P-8), an HOA recreational facility (PA P-3), a trail staging area (PA P-4), and one sports complex (PA SC-1). These recreational areas are shown on Figure 3.1-7, Modeled Receptor Locations for Other Sensitive Uses. As indicated on Table 3.1-7, the projected exterior noise levels at PAs P-1 and P-2, as well as the recreational areas associated with PAs MF-1 and MF-2, would conform to the County's noise standard of 60 dBA CNEL. Noise levels at PA P-2 (receptor 2) would exceed the buildout exterior noise levels (61 dBA CNEL). **Significant impacts** would occur. (**Impact N-6**)

The project proposes a sports complex consisting of baseball and soccer fields, for active sports participation. The County does not have a standard for sports complexes; however, cities in the County have set thresholds at a 70 dBA CNEL exterior level. The County has opted to use federal standards (FHWA and Caltrans NAC) set a 67 dBA $L_{eq}(h)$ exterior noise level for parks and sport areas. Noise levels at the proposed sports complex could be as high as 66 dBA CNEL. Therefore, noise impacts to the sports complex are identified as **less than significant**.

Sewer Lift Station

As stated in Chapter 1.0, the Proposed Project includes a sewer lift station located in PA I-1, east of Pankey Road, south of the proposed trailing staging area for hikers and equestrians, and north of Pala Road (SR 76). The lift station and proposed use to the south across SR 76 are both zoned commercial. East of the proposed pump station site/staging area, and west of Pankey Road, biological open space is proposed by the Project. Streetscape vegetation (including trees, shrubs, and grasses) would be provided between the viewers along SR 76 and Project uses. Proposed residential uses are planned further to the east as part of Meadowood and to the west as part of Campus Park West. The County Noise Ordinance sets exterior noise limits of 50 dBA L_{eq} for property lines adjacent to residential uses and 60 dBA L_{eq} for property lines adjacent to commercial uses. These thresholds pertain for daytime hours of 7:00 a.m. to 10:00 p.m., with limits of and 45 and 55 dBA L_{eq} respectively, during the noise sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. The adjacent biological open space has an hourly standard of 60 dBA L_{eq}.

Pump stations also typically contain emergency or back up generators, which potentially generate the loudest noise at such a facility. The Project backup generator is assumed to be 80 kilowatts (kW) in size. Based on manufacturer (Kohler) information, such a generator could generate unmitigated sound levels of 70 dBA L_{eq} at a distance of 23 feet from the source if equipped with the manufacturer's sound enclosure.

The station is proposed to be located a minimum of 35 feet from the trail staging area and 100 feet from the edge of biological open space. Utilizing a drop-off rate of 6 dBA per doubling of distance, as demonstrated on Table 3.1-8, Property Line Noise Levels with Sound Enclosure, noise generated by the pump station would fall within acceptable limits for each property line. Specifically, it would meet or exceed standards of 45 dBA L_{eq} at abutting residential lots, 55 dBA L_{eq} at an abutting commercial lot, 60 dBA L_{eq} at abutting biological open space lots, and 67 dBA L_{eq} at the abutting trail staging area.

Sound level certification measurements of the sewer lift station activities should be conducted at the nearest property line once the station is operational to ensure compliance with the County Noise Ordinance.

Until the structure is built and sound generation is confirmed, a conservative **significant impact** to the adjacent open space is identified. (**Impact N-7**)

Traffic Noise Impacts to Off-site Uses (Guideline No. 3)

Off-site transportation-related noise would be associated with the development of the Project. Noise level increases and impacts attributable to development of the Proposed Project are estimated by comparing the existing traffic volumes to the Existing Plus Project traffic volumes.

To assess off-site noise level impacts associated with development of the Proposed Project, noise contours were developed for the existing (present-day noise conditions without construction of the Proposed Project) and Existing Plus Project (present-day noise conditions with buildout of the Proposed Project) traffic scenarios. Table 3.1-8 presents a comparison of the Existing and the Existing with Project noise levels. Roadway noise levels would increase between 0.1 and 7.8 dBA CNEL with the development of the Proposed Project. The Project would result in an increase of more than 3 dBA CNEL along Stewart Canyon Road between Old Highway 395 and Horse Ranch Creek Road, but would not increase existing noise levels above the 60 dBA CNEL at 100 feet. There are no existing sensitive receptors along this road segment, and no sensitive uses are proposed. Therefore, off-site traffic noise impacts would be **less than significant**.

Short-term Construction Noise (Guideline No. 5)

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, and scrapers can reach high levels. Grading activities typically represent one of the highest potential sources for noise impacts. A total of 2 D-6 dozers, 2 D-8 dozers, 6 D-9 dozers, 4 834 rubber-tire dozers, 12 657 scrapers, 2 16-6 blades, 8 water trucks, and 4 dump trucks would be required to complete the proposed grading operations, with Project grading anticipated to last two years. In the event that blasting is required, one hoe ram and two rock drills would be utilized to complete the proposed grading operations. Rock resulting from blasting is expected to be used on site in its raw state and no rock crushing would be required.

Construction equipment noise levels can range from 70 to 85 dBA at 50 feet (see Table 9-1 in Appendix E). The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours. The Proposed Project would be graded in two main phases. Phase I would involve the southerly portions of the site, and Phase II would involve the northerly portions of the site. Construction may begin on Phase II prior to the completion of grading for Phase I and occupancy in the residential lots on the Project site is anticipated prior to the completion of grading for the entire Project. All construction activities may only occur during the time period stated in Section 36.409 of the County Noise Ordinance (i.e., 7 a.m. to 7 p.m. Monday through Saturday). This time limit includes the queuing of trucks outside and inside of the Project site and the warming up and idling of any engines and equipment.

The USEPA has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from approximately 60 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would be reduced to 62 dBA at 100 feet from the source to the receptor and would be further reduced to 56 dBA at 200 feet from the source to the receptor. Because routine construction practices would result in the equipment being spread throughout the site on different task, no significant impacts are anticipated. If all Project grading equipment were placed in a central location, the equipment would have a noise level of 92.7 dBA at 50 feet. Using a 6 dBA reduction per doubling of distance, at distances farther than 375 feet from any property line, the noise levels would comply with the County's 75 dBA standard.

If all the blasting equipment were placed in a central location in the northern portion of the proposed single-family units in combination with other construction equipment, as discussed in the preceding paragraph, the equipment would generate a noise level of 94.5 dBA at 50 feet. Utilizing a six dBA reduction per doubling of distance, the noise levels would comply with the County of San Diego's 75 dBA standard and the Noise Ordinance criteria at distances further than 450 feet from any property line. Blasting would occur on an as-needed basis across the northern portion of the proposed single-family units and may only take place two times each day. No existing sensitive receptors are located within 450 feet of the potential blasting areas.

This conservation analysis, however, assumes that it is possible that grading equipment may all be staged within less than 375 feet from the property line or Phase 1 homes within the development.

If, as expected, the construction equipment were to be spread out around the Project site, no significant impacts would occur. In the unlikely event that all grading equipment is staged within 375 feet of any property line or on-site residents of Campus Park, or all grading and blasting operations are staged within 450 feet from a property line or on-site residents on Campus Park, temporary **significant impacts** may occur. (**Impacts N-8a and b**)

3.1.4 Cumulative Impact Analysis

Project-generated noise primarily would be associated with Project-related traffic. The cumulative study area associated with noise identified for the Proposed Project therefore included other projects affecting area roads also impacted by the Proposed Project (refer to Subchapter 2.2, Transportation/Traffic). To assess the off-site noise level cumulative impacts associated with Project implementation in conjunction with other planned developments in the area (refer to Table 1-14 of this EIR), noise contours were developed for both the existing and cumulative plus Project scenarios. The latter scenario refers to the background noise conditions for near-term conditions, which corresponds to the completion of the Project's buildout plus a 10 percent growth factor to include additional future cumulative developments.

Table 3.1-9, Off-site Traffic-related Cumulative Noise Impacts, presents a comparison of the Existing and the Cumulative with Project noise levels. In the cumulative buildout condition, roadway noise levels would increase between 0.1 and 2.0 dBA CNEL with the development of the Proposed Project and cumulative projects. As stated in Section 3.1.2 of this subchapter, roadway noise impacts would be significant if a project raises the existing noise level by more than one dBA. As shown on Table 3.1-9, the Proposed Project would increase cumulative traffic noise levels by more than one dBA along two road segments: Pankey Road between SR 76 and Dulin Road and Stewart Canyon Road between Old Highway 395 and Horse Ranch Creek Road.

There are no rear yards or other noise sensitive land uses located adjacent to these segments, however, and none are proposed along these segments of Pankey Road and Stewart Canyon Road. (In fact, the affected Stewart Canyon Road segment passes under I-15 and is located primarily within Caltrans right-of-way.) **No impact** is identified.

Cumulative construction noises also may occur if a portion of the Project is occupied during construction of the remainder of the Project and/or the construction of adjacent projects. Noise impacts would only be cumulatively considerable if construction activities were to occur within 375 feet of on- or off-site occupied residences. Although precise construction timeframes for Campus Park West and Meadowood are currently unknown, a conservative approach is taken for this issue and it is assumed that two or more projects could be under construction simultaneously after some residents are already moved into the development(s). If so, **significant cumulative impacts** related to construction noise could occur. (**Impact N-9)**

3.1.5 Significance Prior to Mitigation

The following significant impacts related to noise would occur with Project implementation:

Impact N-1 Exterior ground-level receptors within PA R-4 would experience noise levels greater than the County standard of 60 dBA CNEL.

Impact N-2 Exterior ground-level receptors within PA R-1 would experience noise levels greater than the County standard of 60 dBA CNEL.

Impact N-3 Exterior ground-level receptors within PA MF-1 would experience noise levels greater than the County standard of 60 dBA CNEL.

Impact N-4 Exterior ground-level receptors within PA MF-2 would experience noise levels greater than the County standard of 60 dBA CNEL.

Impact N-5 At receptors where the exterior noise would be significant, interior noise levels also would exceed the County standard of 45 dBA CNEL.

Impact N-6 Noise levels at PA P-3 would exceed the County standard of 60 dBA CNEL.

Impact N-7 Pending post-construction testing, noise levels associated with emergency generators for the proposed sewer lift station in PA I-1 may exceed the County standard at the nearest property line.

Impacts N-8a and b
A temporary significant impact associated with construction operations (grading and blasting) may occur to off-site residences or to potential on-site residents of Campus Park.

Impact N-9 Because occupied residences may be within 375 feet of construction activities, significant cumulative impacts related to construction noise could occur.

3.1.6 Mitigation

On-site Exterior Noise

M-N-1 Nine-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 285 through 301 within PA R-4 and the HOA recreational facility (PA P-3) (Figure 3.1-8, Location of Noise Attenuation Barriers).

The designed noise screening may only be accomplished if the barrier weight is at least 3.5 pounds per square foot of face area and if barriers have no decorative cutouts or line-of-site openings between shielded areas and the roadways. All gaps (except for weep holes) should be filled with grout or caulking. Recommended noise attenuation barriers may be constructed using one of the following alternative materials:

1. Masonry block;
2. Stucco veneer over wood framing (or foam core), or one-inch-thick tongue and groove wood of sufficient weight per square foot;
3. Glass (¼ inch thick), or other transparent material with sufficient weight per square foot;
4. Earthen berm; and/or
5. Any combination of these construction materials.

M-N-2 Ten-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 21 through 52 within PA R-1 (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

M-N-3 Ten-foot high noise attenuation barriers shall be constructed along portions of MF-1 that front the Town Center and a portion of Longspur Road (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

M-N-4 Ten-foot high noise attenuation barriers shall be constructed along portions of MF-2 that front Horse Ranch Creek Road and Harvest Glen Lane (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

On-site Interior Noise

M-N-5 A final noise study for the second floors of all single- and multi-family homes on the Project site shall be prepared prior to obtaining building permits for the Project. The report shall finalize the noise requirements based on actual building design specifications. Noise requirements could include the following:

- A "windows closed" condition shall be provided that requires a means of mechanical ventilation for the second floors of all single- and multi-family houses.
- The second floors of all single- and multi-family houses shall be provided with weather-stripped solid-core exterior doors.
- Exterior wall/roof assembles shall be free of cutouts and openings.
- Upgraded windows shall be provided for the second floors of single- and multi-family houses.

Preliminary exterior and interior noise requirements for tentative tract map approval shall be presented in the final noise report prior to obtaining building permits.

Park Areas

M-N-6 Nine-foot high noise attenuation barriers shall be constructed along the western side of the northern half of PA P-3 (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

Sewer Lift Station

M-N-7 The generators shall be equipped with the manufacturer's sound enclosure to decrease noise levels to 70 dBA at 23 feet to comply with adjacent property line standards. Additionally, the proposed generator must be sited within the parcel a minimum of 35 feet from the trail staging area and 100 feet from biological open space. Sound level measurements shall be conducted at the nearest property line once the pump stations are fully operational to ensure compliance with the County's Noise Ordinance.

Construction Noise

M-N-8a and b

A specific mitigation plan based upon the location of the construction equipment and/or blasting activities shall be identified by a County-approved acoustical engineer. If construction noise impacts are anticipated, the Project Applicant shall install a temporary noise attenuation barrier along any property line, or at an appropriate location (e.g., between newly constructed and occupied housing and later phases of construction). The mitigation plan shall determine the height and location of any necessary temporary barriers based on elevations of the construction area relative to the sensitive receptor and specific types of equipment being used. The barrier shall be constructed of solid non-gapping wood and shall comply with the County's 75 dBA standard and Noise Ordinance criteria for construction operations.

Cumulative Noise

M-N-9 Cumulative impacts associated with construction to future on-site residences would be mitigated by the implementation of Mitigation Measure M-N-8a and b.

3.1.7 Conclusion

The Proposed Project would result in significant on-site noise impacts related to traffic. Specifically, significant impacts associated with exterior noise levels would occur to receptors within PAs R-1, R-4, and MF-1 and 2 (Impacts N-1 through 4). Significant interior noise impacts are assessed at these locations as well (Impact N-5). Noise levels at the HOA recreation facility (PA P-3) also would exceed County standards, thus resulting in a significant impact (Impact N-6). Mitigation for these impacts would include construction of noise attenuation barriers at various heights (determined by the amount of traffic on a roadway), as discussed above, which would reduce impacts to below a level of significance for exterior and ground level interior effects. The final noise study prepared for the second floors of all single- and multi-family homes on the Project site would finalize interior requirements based on actual building design specifications and would ensure that County standards are met.

Emergency generators associated with the proposed sewer lift station may result in significant noise impacts while the generators are being tested or used for back up purposes (Impact N-7). To mitigate impacts, the emergency generators would be equipped with the manufacturer's sound enclosure, and sited specific minimum distances from biological open space and recreational use property lines. Certification testing following construction would ensure that County standards are met.

Temporary construction noise impacts have the potential to be significant. In the unlikely event that all grading equipment is staged within 375 feet of any property line or on-site residents; or if grading equipment and blasting activities occur within 450 feet within of any property line or on-site residents, a temporary significant impact may occur (Impacts N-8 and 9). If, as expected, the construction equipment were to be spread out around the Project site, no significant impacts would occur. If significant impacts would occur, temporary noise attenuation barriers would be placed between the noise source and affected receptors.

Cumulative impacts associated with temporary construction noise (Impact N-9) also would be mitigated by the implementation of Mitigation Measures M-N-8a and b and would include the construction of temporary and permanent noise attenuation barriers, which would reduce any cumulative impacts to less than significant levels.

Implementation of the proposed mitigation would ensure compliance with the County Noise Ordinance. The purposes of the Noise Ordinance include controlling disturbing, offensive and excessive noise, providing an environment in which noise is not detrimental to life, health and enjoyment of property and "securing and promoting the public health, comfort, convenience, safety, welfare, prosperity, peace and quiet of the County of San Diego and its inhabitants" (County Code Sections 36.401(b), (d), and (e)). Compliance with Noise Ordinance limits would ensure that noise generated on the Project site would fall within the dB levels specified in the ordinance. This would comprise effective mitigation as the dB level standards specified in the ordinance are those generally found to be compatible with abutting sensitive receptors within the contour. This measure would adequately minimize disturbance to on-site residences, parks, and open space.

Table 3.1-1
PAs R-4 AND R-5 BUILDOUT CONDITIONS – EXTERIOR NOISE LEVELS (dBA CNEL)

Receptor	Unmitigated Ground Floor Exterior Noise Level[1]	Barrier Height (in Feet)[2]	Mitigated Ground Floor Exterior Noise Level[1]	Second Floor with Barriers Façade Noise Level[1,3]
1	54.2	N/A	54.2	59.1
2	54.7	N/A	54.7	59.5
3	57.8	N/A	57.8	62.1
4	59.4	N/A	59.4	63.8
5	55.7	N/A	55.7	59.9
6	56.9	N/A	56.9	60.6
7	57.7	N/A	57.7	60.7
8	57.9	N/A	57.9	60.9
9	**61.9**	9.0	59.0	66.0
10	**63.1**	9.0	60.3	67.5
11	**63.9**	9.0	60.4	68.6
12	**64.6**	9.0	59.4	69.7
13	**63.5**	9.0	60.4	68.2
14	**60.8**	N/A	60.3	64.8
15	60.2	N/A	60.1*	64.4
16	60.2	N/A	60.1*	64.1
17	59.2	N/A	59.2	63.7
18	58.2	N/A	58.2	63.2
19	56.7	N/A	56.7	61.2
20	56.7	N/A	56.7	61.8
21	55.3	N/A	55.3	60.3
22	56.4	N/A	56.4	61.6
23	56.8	N/A	56.8	61.3
24	57.0	N/A	57.0	62.4
25	57.7	N/A	57.7	61.8
26	58.0	N/A	58.0	62.9
27	58.8	N/A	58.4*	61.7
28	58.4	N/A	58.4	63.1
29	58.8	N/A	58.0*	62.3
30	59.0	N/A	58.9*	63.7
31	60.0	N/A	59.8*	65.0
32	57.7	N/A	57.7	63.8
33	58.1	N/A	57.8*	62.9
34	57.5	N/A	57.4*	63.0
35	57.4	N/A	57.1*	61.8
36	56.3	N/A	56.2*	61.3
37	57.4	N/A	57.2*	61.5
38	57.0	N/A	56.9*	56.9

Source: Urban Crossroads 2009

[1] Numbers are rounded up or down to the nearest whole number in the text to determine noise level.

[2] Barrier height in feet above pad or roadway elevation, whichever is greater to achieve maximum insertion loss.

[3] The exterior of the second floor in single-family dwellings with yards is not a sensitive land use. Exterior noise levels associated with this floor area is used to determine interior mitigation and do not need to meet the exterior use area 60 dBA CNEL standard.

BOLD = Exceeds County standard of 60 dBA CNEL; N/A = No barrier is required so there is no difference to the identified exterior noise level; * Noise level reduced due to shielding of nearby residences.

Table 3.1-2
PAs R-1, R-2, AND R-3 BUILDOUT CONDITIONS – EXTERIOR NOISE LEVELS (dBA CNEL)

Receptor	Unmitigated Ground Floor Exterior Noise Level[1]	Barrier Height (in Feet)[2]	Mitigated Ground Floor Exterior Noise Level[1]	Second Floor with Barriers Façade Noise Level[1,3]
1	**62.9**	10.0	58.2	68.0
2	**63.2**	10.0	58.5	68.3
3	**63.5**	10.0	59.9	68.5
4	**63.5**	10.0	59.0	68.2
5	**63.5**	10.0	60.0	68.4
6	58.8	N/A	58.8	64.0
7	59.4	N/A	59.4	64.5
8	59.9	N/A	59.8*	64.8
9	58.0	N/A	57.6*	62.4
10	57.4	N/A	56.9*	61.4
11	58.0	N/A	57.6*	62.4
12	59.7	N/A	59.3*	63.9
13	58.9	N/A	58.4*	63.2
14	**60.7**	N/A	59.4*	63.5
15	58.6	N/A	58.5*	63.0
16	58.9	N/A	58.8*	63.3
17	60.0	N/A	59.9*	64.6
18	57.9	N/A	57.6*	62.3
19	59.5	N/A	59.5	64.6
20	58.5	N/A	58.5	63.5
21	59.2	N/A	59.2	64.0
22	58.4	N/A	58.3*	63.2
23	59.2	N/A	59.1*	64.1
24	58.0	N/A	57.9*	62.9
25	57.5	N/A	57.4*	62.4
26	58.3	N/A	58.3	63.4
27	57.7	N/A	57.6*	62.9
28	57.7	N/A	57.7	63.0
29	56.4	N/A	56.4	61.7
30	56.5	N/A	56.5	61.6
31	56.9	N/A	56.7*	61.4
32	57.2	N/A	57.2	62.4
33	57.5	N/A	57.4*	62.7
34	59.1	N/A	59.1	64.1

Source: Urban Crossroads 2009

[1] Numbers are rounded up or down to the nearest whole number in the text to determine noise level.

[2] Barrier height in feet above pad or roadway elevation, whichever is greater to achieve maximum insertion loss.

[3] The exterior of the second floor in single-family dwellings with yards is not a sensitive land use. Exterior noise levels associated with this floor area is used to determine interior mitigation and do not need to meet the exterior use area 60 dBA CNEL standard.

BOLD = Exceeds County standard of 60 dBA CNEL; N/A = No barrier is required so there is no difference to the identified exterior noise level; * Noise level reduced due to shielding of nearby residences.

Table 3.1-3
PA MF-2 BUILDOUT CONDITIONS – EXTERIOR NOISE LEVELS
(dBA CNEL)

Receptor	Unmitigated Ground Floor Exterior Noise Level[1]	Barrier Height (in Feet)[2]	Mitigated Ground Floor Exterior Noise Level[1]	Second Floor with Barriers Façade Noise Level[1,3]
1	**66.3**	10.0	59.7	67.7
2	**63.7**	10.0	59.3	66.5
3	**62.6**	10.0	58.9	66.0
4	**62.0**	10.0	58.8	65.8
5	**61.5**	10.0	58.9	65.5
6	**61.0**	10.0	59.3	65.1
7	**67.0**	10.0	59.6	67.7
8	55.5	N/A	55.1*	59.1
9	60.1	N/A	59.3*	63.9
10	**66.9**	10.0	59.7	67.3
11	54.4	N/A	54.2*	56.7
12	59.2	N/A	58.3*	63.0
13	**66.9**	10.0	59.3	66.9
14	**61.6**	N/A	58.9*	63.1
15	**60.7**	N/A	59.5*	63.7
16	**66.9**	10.0	59.2	66.7
17	**61.3**	N/A	59.2*	63.3
18	52.6	N/A	52.3*	53.7
19	**67.1**	10.0	60.3	57.2
20	53.0	N/A	52.6*	54.2
21	53.9	N/A	53.1*	55.4
22	56.3	N/A	53.8*	56.4

Source: Urban Crossroads 2009
[1] Numbers are rounded up or down to the nearest whole number in the text to determine noise level.
[2] Barrier height in feet above pad or roadway elevation, whichever is greater to achieve maximum insertion loss.
[3] The exterior of the second floor in single-family dwellings with yards is not a sensitive land use. Exterior noise levels associated with this floor area is used to determine interior mitigation and do not need to meet the exterior use area 60 dBA CNEL standard.
BOLD = Exceeds County standard of 60 dBA CNEL; N/A = No barrier is required so there is no difference to the identified exterior noise level; * Noise level reduced due to shielding of nearby residences.

Table 3.1-4
PA MF-1 BUILDOUT CONDITIONS – EXTERIOR NOISE LEVELS
(dBA CNEL)

Receptor	Unmitigated Ground Floor Exterior Noise Level[1]	Barrier Height (in Feet)[2]	Mitigated Ground Floor Exterior Noise Level[1]	Second Floor with Barriers Façade Noise Level[1,3]
1	**63.6**	10.0	59.1	68.3
2	59.7	10.0	59.1	64.2
3	58.5	N/A	58.4*	63.2
4	57.4	N/A	57.3*	62.1
5	**63.4**	10.0	59.8	68.2
6	58.8	N/A	58.4*	63.2
7	58.2	N/A	58.0*	62.8
8	57.1	N/A	57.0*	61.9
9	**63.3**	10.0	59.5	67.7
10	58.6	N/A	58.1*	62.8
11	57.3	N/A	57.1*	61.9
12	56.5	N/A	56.4*	61.3
13	**63.1**	10.0	59.5	67.4
14	58.0	N/A	57.8*	62.5
15	56.9	N/A	56.8*	61.5
16	56.0	N/A	55.9*	60.8
17	**62.9**	10.0	59.6	67.3
18	57.7	N/A	57.4*	62.2
19	56.5	N/A	56.4*	61.1
20	55.8	N/A	55.7*	60.6
21	**62.6**	10.0	59.5	67.3
22	57.9	N/A	57.7*	62.5
23	56.4	N/A	56.3*	61.3
24	55.8	N/A	55.7*	60.4

Source: Urban Crossroads 2009
[1] Numbers are rounded up or down to the nearest whole number in the text to determine noise level.
[2] Barrier height in feet above pad or roadway elevation, whichever is greater to achieve maximum insertion loss.
[3] The exterior of the second floor in single-family dwellings with yards is not a sensitive land use. Exterior noise levels associated with this floor area is used to determine interior mitigation and do not need to meet the exterior use area 60 dBA CNEL standard.
BOLD = Exceeds County standard of 60 dBA CNEL; N/A = No barrier is required so there is no difference to the identified exterior noise level; * Noise level reduced due to shielding of nearby residences.

Table 3.1-5
OTHER SENSITIVE USE AREAS BUILDOUT CONDITIONS – EXTERIOR NOISE LEVELS (dBA CNEL)

Receptor	Receptor Location (PA)	Unmitigated Ground Floor Exterior Noise Level[1]	Barrier Height (in Feet)[2]	Mitigated Ground Floor Exterior Noise Level[1]
1	P-1 (park)	58.3	N/A	58.3
2	P-3 (pool)	**61.7**	9.0	59.8
3	P-3 (pool)	58.4	N/A	58.4
4	P-2 (park)	60.3	N/A	60.3
5	MF-1 (rec area)	58.2	N/A	58.2
8	SC-1	65.6	N/A	65.6
9	SC-1	65.5	N/A	65.5

Source: Urban Crossroads 2009
[1] Numbers are rounded up or down to the nearest whole number in the text to determine noise level.
[2] Barrier height in feet above pad or roadway elevation, whichever is greater to achieve maximum insertion loss.
BOLD = Exceeds County standard of 60 dBA CNEL (for parks, pools, and recreational areas) or FHWA and Caltrans NAC standard of 67 dBA CNEL (for the sports complex); N/A = No barrier is required so there is no difference to the identified exterior noise level; rec area = recreational area

Table 3.1-6
OFF-SITE TRAFFIC-RELATED DIRECT PROJECT NOISE IMPACTS

Road Segment		CNEL (dBA) at 100 Feet		Project Contribution
		Existing	Existing with Project	
Old Highway 395	East Mission Road to Reche Road	62.2	63.9	1.8
	Reche Road to Stewart Canyon Road	62.6	64.6	2.0
	Stewart Canyon Road to Tecalote Lane	63.1	63.6	0.5
	Tecalote Lane to Pala Mesa Drive	63.2	63.8	0.5
	Pala Mesa Drive to Pala Road (SR 76)	64.2	64.8	0.6
	SR 76 (Pala Road) to Dulin Road	63.3	63.5	0.3
	Dulin Road to West Lilac Road	58.1	58.5	0.5
Reche Road	Green Canyon to Live Oak Park Road	61.9	62.2	0.2
	Live Oak Park Road to Gird Road	62.0	62.3	0.3
	Gird Road to Wilt Road	61.0	61.4	0.4
	Wilt Road to Tecalote Road	60.8	61.2	0.4
	Tecalote Road to Old Highway 395	60.6	61.0	0.4
SR 76 (Pala Road)	Via Monserate to Gird Road	70.5	70.7	0.3
	Gird Road to Sage Road	70.3	70.5	0.3
	Sage Road to Old Highway 395	70.2	70.5	0.3
	Old Highway 395 to I-15 SB Ramps	71.0	71.1	0.1
	I-15 NB Ramps to Pankey Road	64.9	67.0	2.1
	Pankey Road to Horse Ranch Creek Road	64.8	67.0	2.2
	Horse Ranch Creek Road to Rice Canyon Road	64.8	65.3	0.5
	Rice Canyon Road to Couser Canyon Road	64.6	65.1	0.5
	Couser Canyon Road to Pala Mission	64.4	64.8	0.4
Dulin Road	Old Highway 395 to Pankey Road	59.5	60.0	0.5
Pankey Road	Street R to SR 76 (Pala Road)	DNE	51.9	-
	SR 76 (Pala Road) to Dulin Road	51.6	54.0	2.4
Stewart Canyon Road	Old Highway 395 to Horse Ranch Creek Road	49.6	**57.4**	**7.8**

Source: Urban Crossroads 2009
BOLD = Exceeds County standard of 3 dBA CNEL

Table 3.1-7
OFF-SITE TRAFFIC-RELATED CUMULATIVE NOISE IMPACTS

Road Segment		CNEL (dBA) at 100 Feet		
		Cumulative	Cumulative with Project	Project Contribution
Old Highway 395	East Mission Road to Reche Road	67.4	68.0	0.6
	Reche Road to Stewart Canyon Road	68.0	68.7	0.7
	Stewart Canyon Road to Tecalote Lane	67.3	67.5	0.2
	Tecalote Lane to Pala Mesa Drive	67.7	67.9	0.2
	Pala Mesa Drive to Pala Road (SR 76)	68.0	68.3	0.3
	SR 76 (Pala Road) to Dulin Road	66.6	66.8	0.1
	Dulin Road to West Lilac Road	64.1	64.2	0.1
Reche Road	Green Canyon to Live Oak Park Road	63.1	63.3	0.2
	Live Oak Park Road to Gird Road	62.4	62.7	0.3
	Gird Road to Wilt Road	61.4	61.7	0.3
	Wilt Road to Tecalote Road	61.0	61.4	0.4
	Tecalote Road to Old Highway 395	61.8	62.1	0.3
SR 76 (Pala Road)	Via Monserate to Gird Road	73.4	73.5	0.1
	Gird Road to Sage Road	72.5	72.7	0.2
	Sage Road to Old Highway 395	72.8	73.0	0.2
	Old Highway 395 to I-15 SB Ramps	73.0	73.0	0.1
	I-15 NB Ramps to Pankey Road	69.7	70.2	0.4
	Pankey Road to Horse Ranch Creek Road	68.9	69.9	1.0
	Horse Ranch Creek Road to Rice Canyon Road	70.2	70.3	0.2
	Rice Canyon Road to Couser Canyon Road	70.0	70.2	0.2
	Couser Canyon Road to Pala Mission	69.2	69.3	0.1
Dulin Road	Old Highway 395 to Pankey Road	60.3	60.7	0.4
Pankey Road	Street R to SR 76 (Pala Road)	64.2	64.4	0.2
	SR 76 (Pala Road) to Dulin Road	61.1	**62.6**	**1.6**
Stewart Canyon Road	Old Highway 395 to Horse Ranch Creek Road	58.9	**60.9**	**2.0**

Source: Urban Crossroads 2009
BOLD = Exceeds County standard of 1 dBA CNEL

Table 3.1-8
PROPERTY LINE NOISE LEVELS WITH SOUND ENCLOSURE

Property Line	Source Level Equivalent at 23 Feet (dBA)	Distance to Property Line (Feet)	Noise Reduction Due to Distance (dBA)	Resultant Noise Level at Property Line (dBA L_{EQ})	Property Line Standard	Complies with Property Line Standard
Biological (North)	70.0*	110	-13.6	56.4	60	Yes
Commercial (South)		330	-23.1	46.9	55	Yes
Park (East)		35	-3.6	66.4	67	Yes
Biological (West)		145	-16.0	54.4	60	Yes
Residential (West)		645	-29.0	41.0	45	Yes
Residential (East)		525	-27.2	42.8	45	Yes

Source: Ldn Consulting 2010
*Manufacturer's sound level with provided sound enclosure

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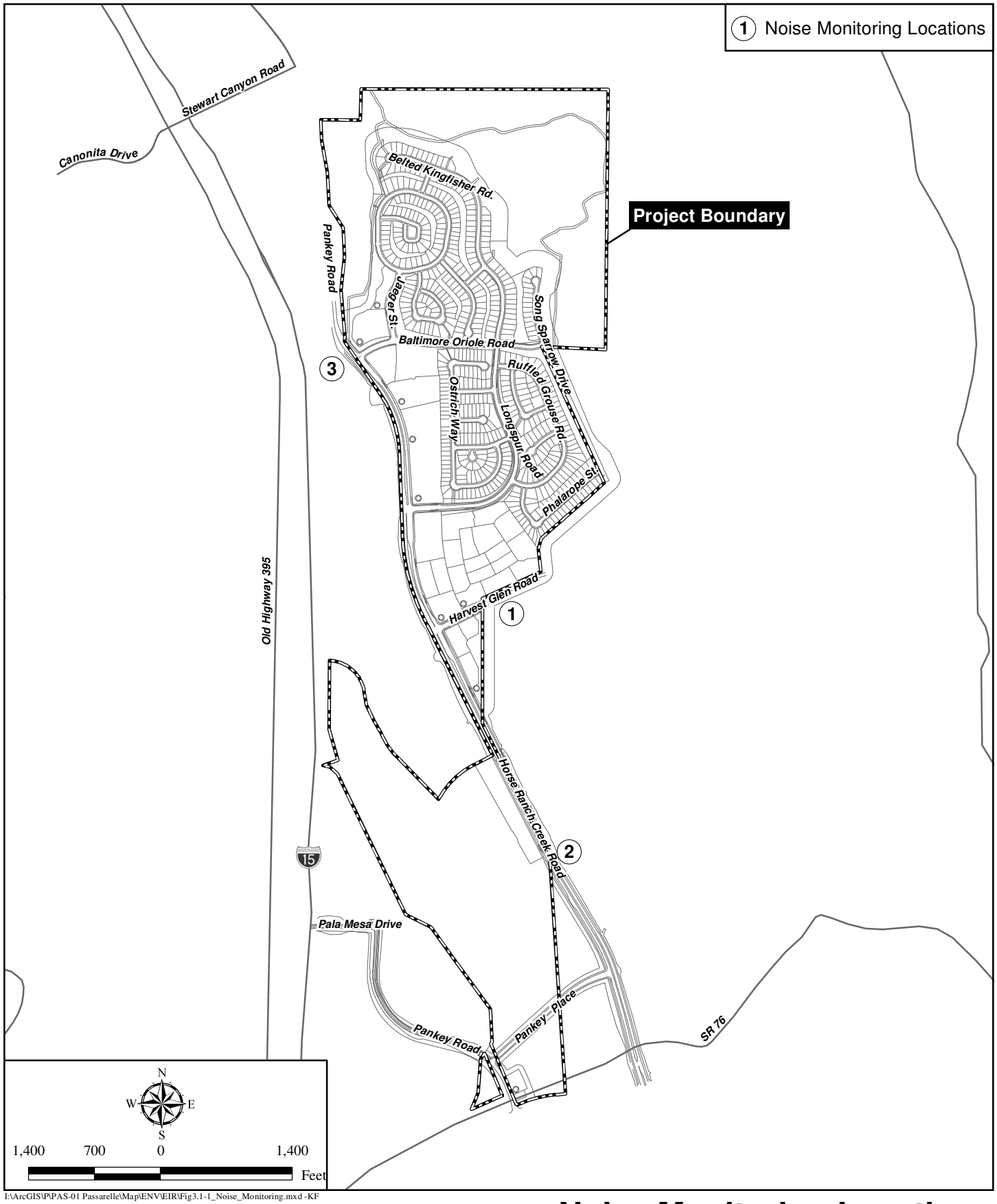

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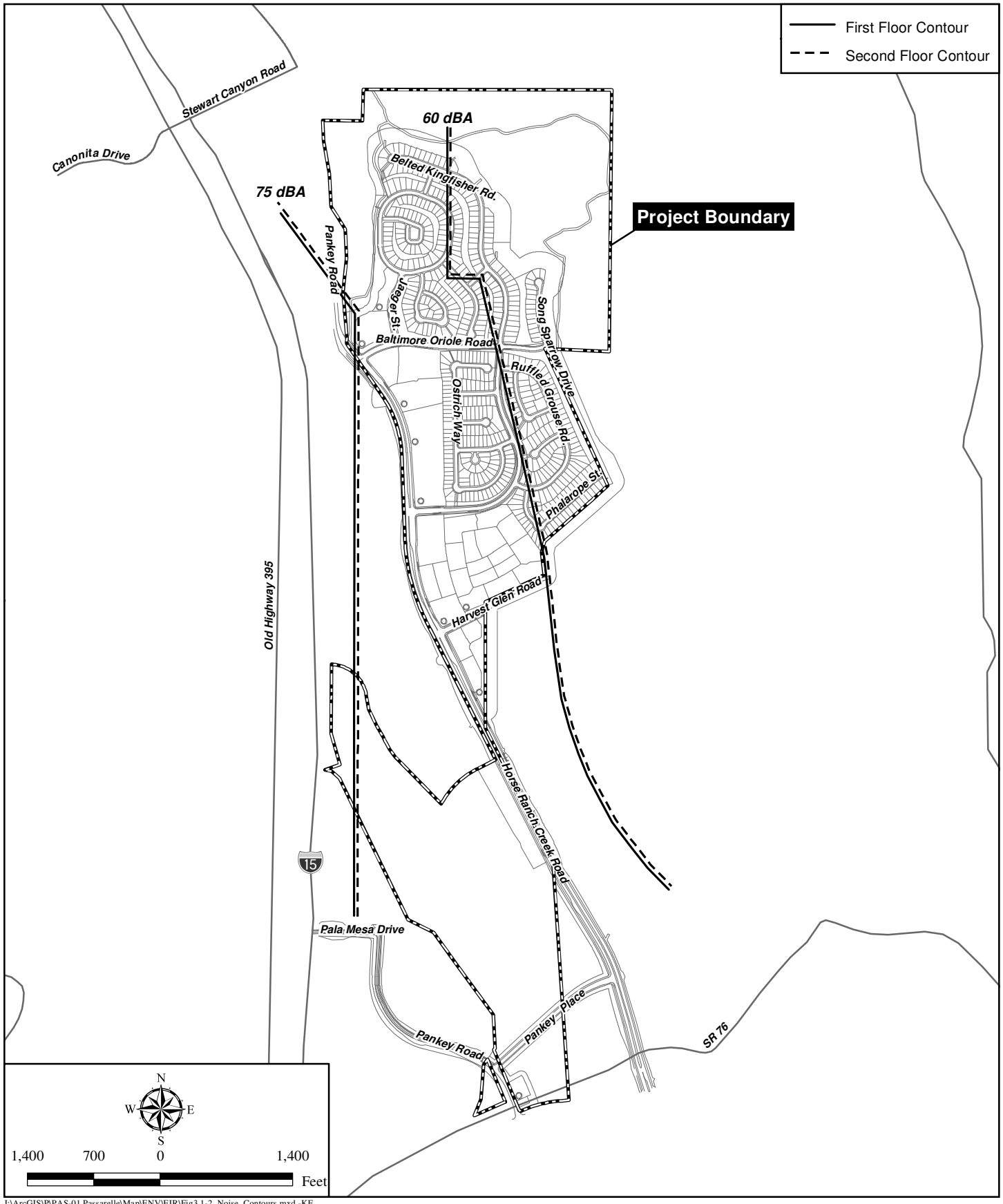
Noise Monitoring Locations

CAMPUS PARK PROJECT

HELIX

Figure 3.1-1



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Year 2030 Unmitigated Noise Contours

CAMPUS PARK PROJECT

HELIX

Figure 3.1-2

Source: Urban Crossroads, 2009

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Modeled Receptor Locations for Northern Single-family Residential Area

CAMPUS PARK PROJECT

HELIX

Figure 3.1-3

Source: Urban Crossroads, 2009

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Modeled Receptor Locations for Southern Single-family Residential Area

CAMPUS PARK PROJECT

HELIX

Figure 3.1-4

LEGEND:

(1) = MODELED RECEPTOR LOCATIONS

N

NO SCALE

Source: Urban Crossroads, 2009

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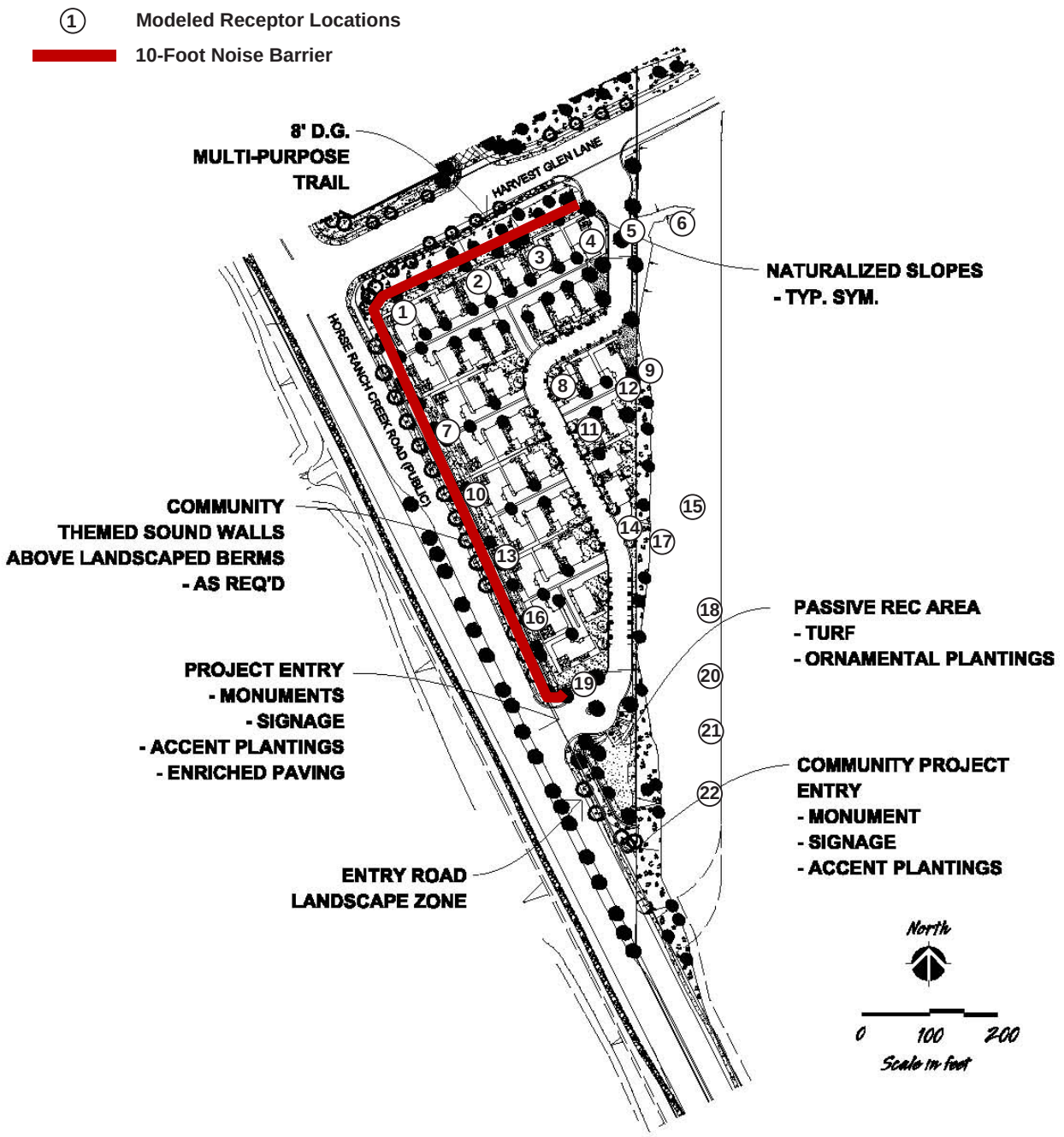
Modeled Receptor Locations for PA MF-1

CAMPUS PARK PROJECT

HELIX

Figure 3.1-5



Source: Ldn Consulting, 2010

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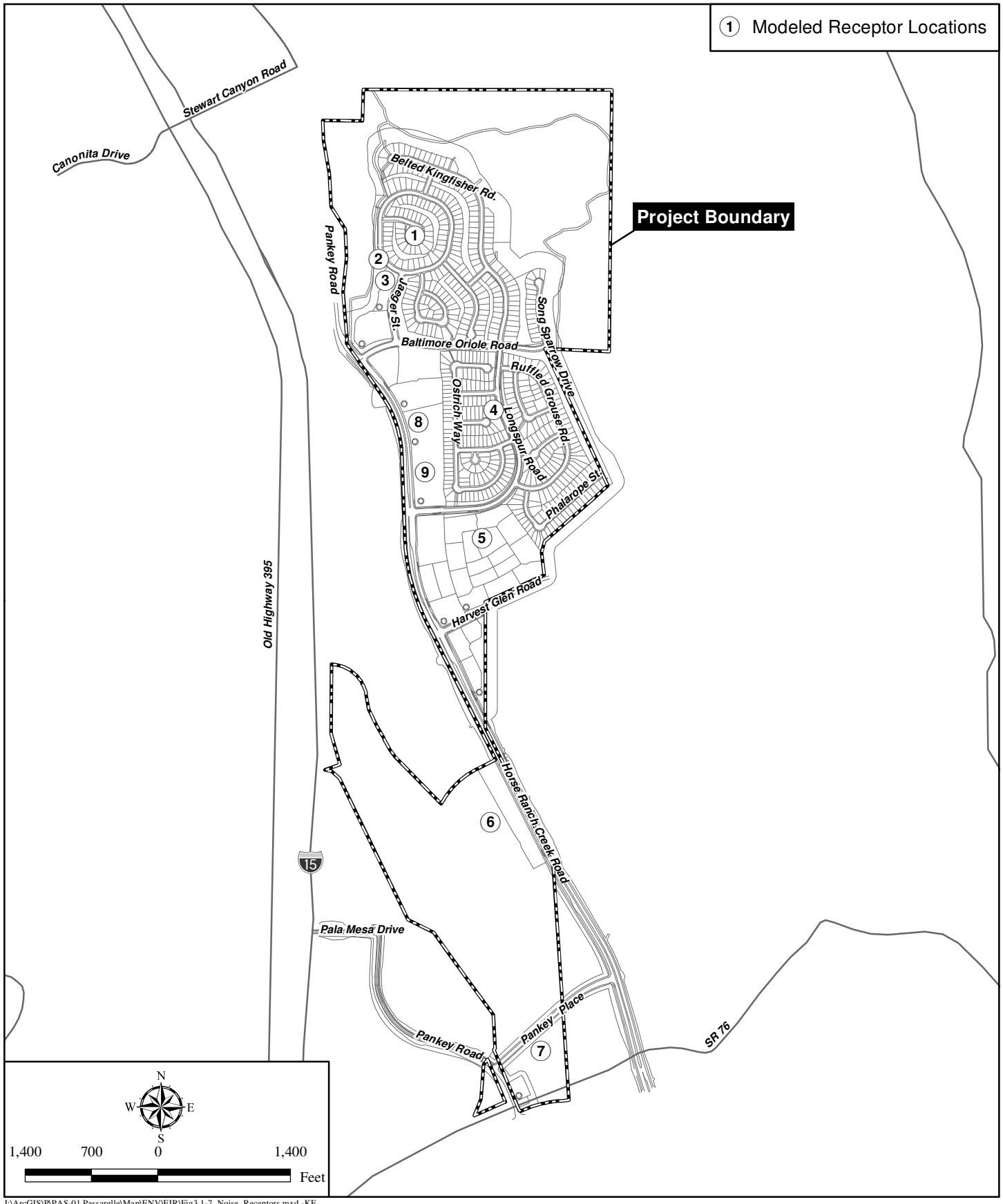
Modeled Receptor Locations for PA MF-2

CAMPUS PARK PROJECT

HELIX

Figure 3.1-6



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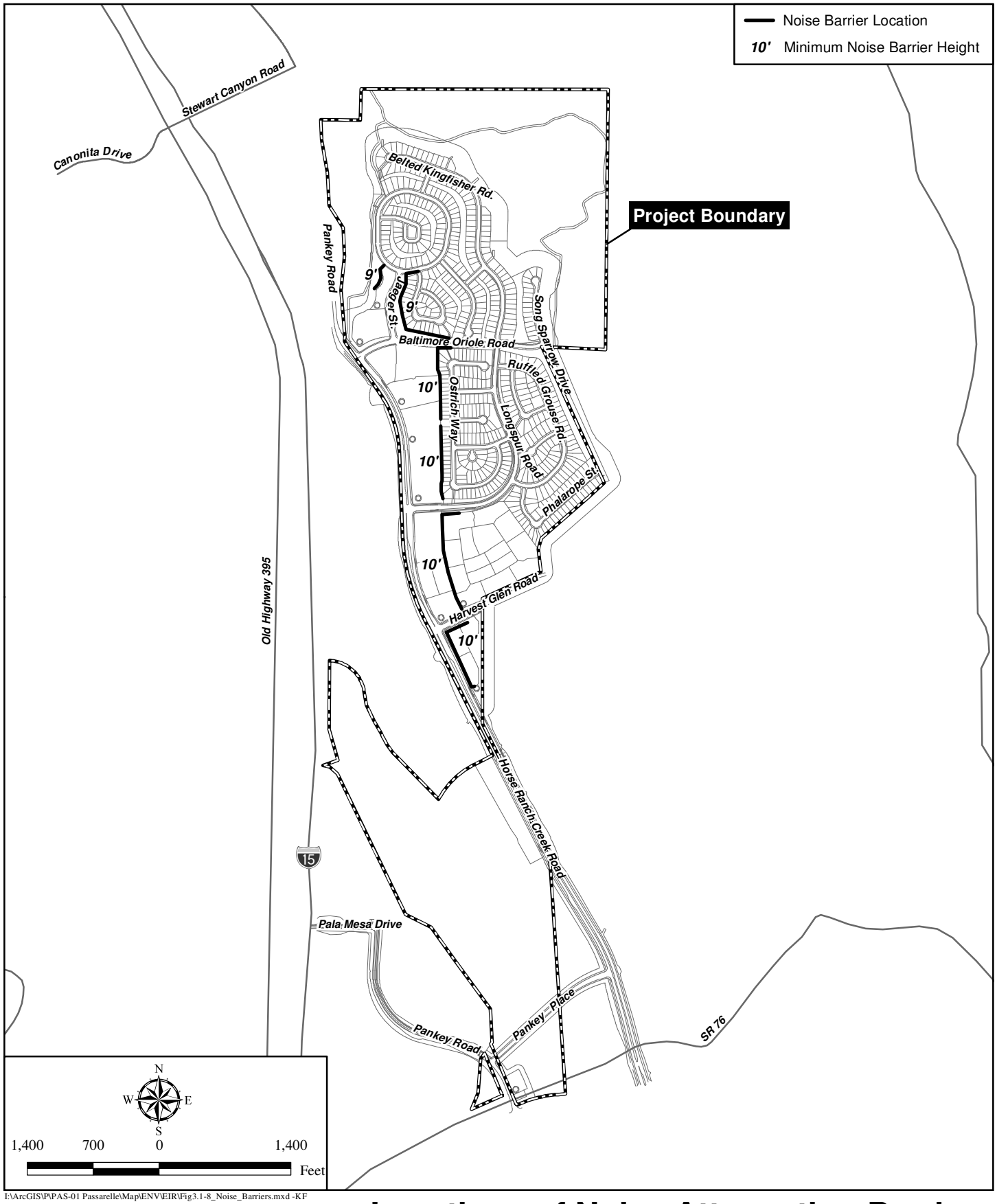
Modeled Receptor Locations for Other Sensitive Uses

CAMPUS PARK PROJECT

HELIX

Figure 3.1-7



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Locations of Noise Attenuation Barriers

CAMPUS PARK PROJECT

HELIX

Figure 3.1-8

SUBCHAPTER 3.2

GEOLOGY/PALEONTOLOGY

3.2 Geology/Paleontology

The 1981 and 1983 EIRs identified geological impacts to developed uses as significant but mitigable, as does the current Project. The 1983 EIR completed a subsequent study focused only on the Hewlett-Packard portion of the site (328 acres). Technical reports prepared for the 1981 and 1983 EIRs (as well as other referenced technical reports not included in Appendix F) are available for review at the County DPLU office. Paleontological issues were included in the 1981 EIR and found less than significant based on the assessment of on-site alluvial deposits. Paleontological resources were not addressed in the 1983 EIR.

Portions of the previous geotechnical and related EIR analyses can be carried forward to the current evaluation, including appropriate information related to stratigraphy; fault locations and activity status; and potential hazards associated with liquefaction, settlement, and landslides. These discussions require supplemental applicable information/conclusions from the current geotechnical studies, however, to reflect updated technical methodologies (e.g., seismicity analysis), industry standards, regulatory requirements, and/or to address the northern parcel of the Proposed Project, which was not included in the area previously evaluated. In addition, pertinent information from the current geotechnical studies is used to supplement or replace the previous EIR analysis based on the current project design (e.g., while both projects had development and open space areas, these uses would be sited in different areas, and the precise location may affect the nature and extent of mitigation measures proposed to address potential impacts). Finally, analysis is required for the issue of paleontology, which could result in significant effects not previously discussed. The reader is referred to text below for updated/revised evaluation of issues related to geology and new analysis of paleontological resources for the Project.

A number of associated technical studies have been prepared for the Proposed Project. These include geotechnical investigations conducted by Shepardson Engineering Associates, Inc. (Shepardson; 2008, 2007, 2006, 2005, and 2003); Pacific Soils Engineering (PSE; 2000); Woodward-Clyde Consultants (Woodward-Clyde; 1982); and Southern California Soil and Testing (1980); as well as a paleontological resource assessment conducted by the San Diego Natural History Museum (2005). These analyses are summarized below along with other applicable data, with the most current geotechnical reports (Shepardson 2008, 2007) and the paleontological assessment (San Diego Natural History Museum 2005) included in Appendix F.

3.2.1 Existing Conditions

Existing Setting

Geological Setting

Regional Geology/Topography

The Project site is located within the Peninsular Ranges Geomorphic Province; a region characterized by northwest-trending structural blocks and intervening fault zones. Typical lithologies in the Peninsular Ranges include a variety of igneous intrusive (i.e., formed below the surface) rocks associated with the Cretaceous (between approximately 65 and 135 million years old) Southern California Batholith (a large igneous intrusive body), with such igneous bodies typically intruded into older metavolcanic and/or metasedimentary units in western San Diego County. Basement rocks in the coastal portion of San Diego County are locally overlain by a sequence of primarily Tertiary (between approximately 2 and 65 million years old) marine and non-marine sedimentary strata, with most of these deposits associated with several sea level advance/retreat cycles over approximately the last 55 million years. Tertiary sedimentary rocks are generally not present in the Project site vicinity, but occur in coastal areas to the west. The described

geologic sequence is locally overlain with Quaternary (less than approximately two million years old) materials such as alluvium, terrace deposits, and topsoil.

Topographically, the Peninsular Ranges Province is composed of generally parallel ranges of steep-sloped hills and mountains separated by alluvial valleys. More recent uplift and erosion has produced the characteristic canyon and mesa topography present today in western San Diego County, as well as the deposition of Quaternary deposits noted above.

Site Geology/Topography

Geologic exposures within the Project site include Cretaceous-age gabbroic igneous intrusive rocks, as well as Quaternary terrace deposits and alluvium. Gabbroic rocks are exposed along steeper slopes in the northern and eastern portions of the Project site and underlie additional on-site areas. Terrace deposits occur widely on shallower slopes and level areas throughout much of the northern and central portions of the site, while alluvium is present within larger drainage courses and in level areas in the southern end of the site. Granitic rocks occur in nearby areas to the north and southeast, and are likely to underlie adjacent portions of the site.

Cretaceous basement rocks within the Project site and vicinity occur at variable depths, ranging from ground level (i.e., surface outcrops) to approximately 20 feet below surface grade in the northern and central portions of the site, to more than 40 feet below grade in the southern site area where thicker alluvial deposits are present.

On-site topography within the site is characterized by generally level alluvial areas associated with a broad canyon in much of the southern and central portions of the property, with these areas flanked by moderately to steeply sloping hills to the north and east. On-site elevations range from approximately 254 feet amsl in low-lying alluvial areas near the southern site boundary, to 850 feet amsl along steeper slopes in the northeastern site corner. Surface drainage from the Project site (and off-site facilities to the east, south, and west) flows primarily south to the San Luis Rey River (with the site primarily through Horse Ranch Creek)**.** Internal drainage from the northern and eastern portions of the site (and adjacent off-site areas) flows predominantly west or southwest through a number of small, unnamed drainages.

Structure/Seismicity

The Project site is located within a broad, seismically active region characterized by a series of northwest-trending faults associated with the San Andreas Fault System. The closest major fault structures are located within the Elsinore-Temecula Fault Zone approximately seven miles to the northeast (Table 3.2-1, Regional Fault Locations and Seismicity Data).

No fault-rupture hazard zones or other seismic hazard designations identified by the California Geologic Survey (CGS) are present within the Project site or the immediate vicinity (California Division of Mines and Geology [CDMG] 1999). The closest CGS Fault-Rupture Hazard Zone designations are located along the noted portion of the Elsinore-Temecula Fault Zone. The described CGS fault-rupture hazard designations are generally intended to "[r]egulate development near active faults so as to mitigate the hazard of surface fault rupture" (CDMG 1999). A short (6.5-mile-long) unnamed fault trace extending near the northeastern portion of the site is mapped as Quaternary in age by the County (2004a), with this same fault trace mapped as pre-Quaternary in age by the CGS (CDMG 1994). The fault trace was not identified during initial Project-related geotechnical field investigation, mapping, and aerial photo review. A follow-up analysis (Shepardson 2007) concurs with the pre-Quaternary age assessment, provides additional historical background on the mapping of this fault, and concludes that that there is not

sufficient cause to warrant any further investigation of this mapped fault, since it is shown as being an inactive fault in the source data, and likely is simply a lineament not related to faulting.

Several additional major active faults are located within approximately 40 miles of the site, as shown in Table 3.2-1. Estimated peak horizontal ground acceleration (or ground shaking) values associated with proximal active faults are also shown, with an estimated maximum peak acceleration value of 0.35 g (where g equals the acceleration due to gravity) identified for the Project site in association with a magnitude 7.1 event along the Elsinore-Julian Fault Zone. The Project site and vicinity (including off-site study areas) are within an area designated as "within 17 kilometers" of the Elsinore Fault Zone on the County of San Diego Near-Source Shaking Zone Hazard Map (2004b). A site-specific analysis of peak ground acceleration was conducted for the Project site. The peak ground acceleration with a 10 percent chance of being exceeded in a 50-year period is 0.35g, with this acceleration value used to evaluate related site-specific hazards such as liquefaction (refer to Section 3.2.3 and Shepardson 2007 in Appendix F).

Paleontological Setting

Paleontology is the science dealing with prehistoric plant and non-human animal life. Paleontological resources (or fossils) typically encompass the remains or traces of hard and resistant materials such as bones, teeth, or shells, although plant materials and occasionally less resistant remains (e.g., tissue or feathers) can also be preserved. The formation of fossils typically involves the rapid burial of plant or animal remains and the formation of casts, molds, or impressions in the associated sediment (which subsequently becomes sedimentary rock). Because of this, the potential for fossil remains in a given geologic formation can be predicted based on known fossil occurrences from similar (or correlated) geologic formations in other locations. Accordingly, while there are no recorded fossil occurrences or collection efforts known from the Project site, paleontological resource potential can be inferred from on-site geology and off-site fossil occurrences in similar materials, as outlined below.

Based on the results of the Project geotechnical investigations, surficial materials and geologic formations observed or expected to occur within the Project site and vicinity include artificial fill, native topsoils, Quaternary alluvium and terrace deposits, and Cretaceous igneous intrusive rocks. Historical artificial fill deposits exhibit no potential for the occurrence of significant paleontological resources, due to their recent age and the destructive nature of their origin (i.e., they have been mechanically processed through methods such as crushing and screening). Similarly, Holocene native topsoil deposits do not exhibit any potential for significant paleontological resource values due to their relatively recent age and methods of formation and deposition (i.e., physical and chemical weathering produces soil that is transported and deposited by methods such as water, wind, and gravity).

Quaternary (Holocene) alluvial materials are assigned a low paleontological resource sensitivity due to their relatively recent age, high-energy formation/deposition environment, and the fact that, with rare exceptions, significant fossil occurrences are unknown from alluvial deposits in San Diego County.

Quaternary (Pleistocene) terrace deposits are assigned a moderate paleontological resource sensitivity based on known occurrences of fossil resources from correlated formations in a number of locations, including terrace deposits associated with the San Luis Rey River to the west in Oceanside, and east of the site near Pala. Specifically, areas to the west have produced important vertebrate fossils including mammoth, mastodon, camel, horse, tapir, and rodent (capybara) remains, while a single tooth from a fossil horse has been recovered from the area to the east (Appendix F).

Igneous intrusive rocks exhibit no potential for the occurrence of paleontological resources due to their molten origin.

Regulatory Framework

Development of the Proposed Project is subject to a number of regulatory requirements and industry standards related to potential geologic/soil hazards and paleontological resources. Geologic/soil requirements and standards typically involve measures to evaluate risk and minimize potential hazards through design and construction techniques, while paleontological requirements are focused on the protection or extraction of paleontological resources through methods such as development monitoring and resource recovery efforts. Specific guidelines with geologic/soil and paleontological resource criteria that may be applicable to the design and construction of the Proposed Project include the San Diego County General Plan Seismic Safety Element; County Guidelines for Determining the Significance – Geologic Hazards (July 30, 2007); County Guidelines for Determining the Significance – Paleontological Resources (January 15, 2009); the County Watershed Protection, Stormwater Management, and Discharge Control Ordinance (Stormwater Ordinance, No. 9926) and associated Stormwater Standards Manual; Title 8, Division 4 (Design Standards and Performance Requirements) and Division 7 (Excavation and Grading), and Title 5, Division 1 (Amendments to the State Building Standards Code) of the San Diego County Code of Regulatory Ordinances; the International Code Council (ICC) International Building Code (IBC; ICC 2006) and related California Building Code (CBC); the Committee of Standard Specifications for Public Works Construction (Greenbook; American Public Works Association 2003); and the NPDES General Construction Activity and General Groundwater Extraction permits (NPDES Permit Nos. CAS000002 and CAG919002, respectively). Summary descriptions of these guidelines are provided below, with specific elements applicable to the Proposed Project discussed in Section 3.2.3.

County Standards

The San Diego County General Plan Seismic Safety Element is intended to identify and evaluate seismic hazards in San Diego County and to provide policies to reduce the loss of life and property damage related to seismic hazards. Associated policies in the Seismic Safety Element applicable to the Proposed Project include requirements for submittal and approval of appropriate geotechnical investigations, as well as conformance with applicable laws and standards such as County Hazard Maps, the Alquist-Priolo Act (for Fault-Rupture Hazard Zones), and the IBC.

Among other requirements, as outlined in Section 4.1.2, Hydrology and Water Resources**,** the County Stormwater Ordinance/Stormwater Standards Manual requires construction-related BMPs to address issues, including erosion and sedimentation. The County may (at its discretion) require the submittal and approval of a Storm Water Pollution Prevention Plan (SWPPP) to address construction-related storm water issues prior to site development. The submittal and approval of a SWPPP under County thresholds would be in addition to similar SWPPP requirements under NPDES thresholds, as described below.

The County Guidelines for Determining Significance – Geologic Hazards (July 30, 2007) provide direction for evaluating environmental effects related to geologic hazards. Specifically, these guidelines address potential adverse effects to life and property (pursuant to applicable CEQA standards) from hazards including fault rupture, ground shaking, liquefaction, landslides, rockfalls, and expansive soils. Significance guidelines are identified for the noted issues, as well as related regulatory standards, analysis and potential mitigation/design methodologies, and reporting requirements.

The County Excavation and Grading requirements are implemented through issuance of grading permits, which apply to most projects involving more than 200 cubic yards of material movement (e.g., grading and excavation). Specific requirements for "Major Grading" include, among other criteria, use of qualified engineering and geotechnical consultants to design and implement grading plans,

implementation of appropriate measures related to issues such as manufactured slope design and construction, and conformance with applicable erosion and storm water controls.

County Building Code standards related to geotechnical concerns include applicable portions of the IBC and related CBC, along with specific County amendments. The County Building Code is implemented through issuance of building permits, which may encompass requirements related to preparation of soils reports and implementation of structural loading and drainage criteria.

Section 87.430, Paleontological Resources, of the San Diego County Code of Regulatory Ordinances states that:

> The County Official may require that a qualified paleontologist be present during all or selected grading operations, to monitor for the presence of paleontological resources. If fossils greater than twelve inches in any dimension are encountered, then all grading operations in the area where they were found shall be suspended immediately and not resumed until authorized by the County Official. The permittee shall immediately notify the County Official of the discovery. The County Official shall investigate and determine the appropriate resource recovery operations, which the permittee shall carry out prior to the County Official's authorization to resume normal grading operations.

The County Guidelines for Determining Significance – Paleontological Resources (January 15, 2009) provide direction for evaluating environmental effects related to paleontological resources, pursuant to related CEQA standards. The guidelines give an overview of paleontological resources and their occurrence in San Diego County, and provide guidance for assessing resource values, identifying the nature and extent of impacts, and establishing mitigation/reporting requirements.

International Building Code and Greenbook Standards

Industry groups such as ICC and the American Public Works Association produce the IBC and Greenbook standards to provide standard specifications for engineering and construction activities, including measures to address geologic and soil issues. Specifically, these measures encompass issues such as seismic parameters (e.g., classifying seismic zones and faults), engineered fill specifications (e.g., compaction and moisture content), expansive soil characteristics, and pavement design. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are routinely included in related standards such as municipal grading codes. The IBC and Greenbook guidelines are regularly updated to reflect current industry standards and practices, including criteria from sources such as ASTM International (ASTM, formerly known as the American Society for Testing and Materials). The previously noted CBC guidelines are derived from the IBC and encompass criteria specific to California such as geologic and seismic characteristics.

NPDES Standards

The NPDES General Construction Activity Storm Water Permit (Construction Permit) is applicable to projects disturbing one acre or more and is administered by the State Water Resources Control Board (SWRCB) under an agreement with the USEPA, pursuant to Order 99-08-DWQ. Specific conformance requirements include implementing a SWPPP, a monitoring and reporting program and, if applicable, a Storm Water Sampling and Analyses Strategy. The SWPPP and related efforts address, among other issues, construction-related erosion/sedimentation, with required pollution control measures involving the use of best available technology and/or best conventional pollutant control technology. These standards are implemented through the use of appropriate BMPs during Project construction.

The NPDES General Groundwater Extraction Permit (Groundwater Permit) identifies a number of requirements related to disposal of groundwater extracted during construction dewatering activities. While the majority of these requirements are related directly to water quality concerns (refer to Section 4.1.2), they also include erosion/sedimentation controls during discharge.

3.2.2 Guidelines for the Determination of Significance

Guidelines of Significance

Geology

A significant geologic impact would occur if the Proposed Project would result in impacts as described for each topic below:

1. *Soil Erosion, Loss of Topsoil, and Siltation*. The Project results in substantial soil erosion, loss of topsoil, or siltation, and fails to conform to the goals and requirements of applicable federal, state, or local regulations for soil erosion, loss of topsoil, or siltation, including, but not limited to, the Clean Water Act (CWA); NPDES; Porter-Cologne Water Quality Act; County of San Diego Revised Grading Ordinance; and County of San Diego Watershed Protection, Stormwater Management, and Discharge Control ordinances;

2. *Expansive Soils*. The Project is located on expansive soil, as defined in Section 1802.32 of the IBC (2006) and does not conform to the IBC.

3. *Fault Rupture*. The Project proposes any building or structure to be used for human occupancy over or within 50 feet of the trace of an Alquist-Priolo fault or County Special Zone fault.

4. *Ground Shaking*. The Project site is located within a County Near-Source Seismic Shaking Zone or within Seismic Zone 4, and the project would not conform to the IBC.

5. *Landslides*
    a. The Project site would expose people or structures to substantial adverse effects, including the loss, injury, or death involving landslides;
    b. The Project is located on a geologic unit or soil that is unstable or would become unstable as a result of the Project, potentially resulting in an in- or off-site landslide; and
    c. The Project site lies directly below or on a known area subject to rockfall that could result in collapse of structures.

6. *Liquefaction*. The Project site has the potential to expose people or structures to substantial adverse effects because: (1) the Project site has potentially liquefiable soils; (2) the potentially liquefiable soils are saturated or have the potential to become saturated; and (3) in-situ soil densities are not sufficiently high to preclude liquefaction.

7. *Additional Potential Geotechnical Impacts.* The Project would be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project, and potentially would result in on- or off-site subsidence or collapse.

Paleontological Resources

A significant geologic impact would occur if the Proposed Project would:

8. Directly or indirectly damage a unique paleontological resource or site.

Guideline Sources

Geology

The guidelines for significant geologic and soil impacts are based on applicable federal, state, and local regulations. Guideline No. 1 is based on the goals and requirements of applicable federal, state, and local agencies including the CWA, NPDES, Porter-Cologne Water Quality Act, and County ordinances. The guideline for determining whether a project would result in substantial erosion, loss of topsoil, or siltation is dependent on whether the project would result in unprotected areas of soil as a result of grading or clearing. Guideline Nos. 2 through 4 are based on state and County hazard zone designations and associated IBC requirements. Guideline No. 2 specifically relies on conformance to the IBC Expansive Soil Standards for construction on soils that are within a high shrink/swell category as defined by the USDA, San Diego Soil Survey. Guideline Nos. 2 through 6 are based on the County Guidelines for Determining the Significance – Geologic Hazards (July 30, 2007), which provide guidance for evaluation adverse environmental effects from geologic hazards on a project. Guideline No. 5 also is based on the Public Safety Element of the County of San Diego General Plan as it pertains to geology, soils, and seismic safety. Guideline No. 7 is derived from CEQA Guidelines Appendix G.

Paleontological Resources

Guideline No. 8 is taken from the County of San Diego Guidelines for Determining Significance – Paleontological Resources (March 19, 2007).

3.2.3 Analysis of Project Effects and Determination as to Significance

The Project site was reviewed for geotechnical issues in the 1981 and 1983 EIRs and related geotechnical analyses, as well as in more recent geotechnical investigations conducted by PSE (2000) and Shepardson (2008, 2007, 2005, and 2003). Each of these reports note that a number of potentially adverse geology and soils conditions may occur or be encountered during Project implementation and identify several recommendations to address these potential conditions. None of the reports, however, found geotechnical issues to be so substantial that development would be infeasible. Specifically, identified geotechnical concerns and recommendations include potential hazards associated with (1) seismic-related effects such as ground acceleration, liquefaction, and tsunamis/seiches (with potential tsunami/seiche issues addressed in Section 4.2.4); (2) landsliding (rockfalls); (3) expansive soils; (4) saturated soils that may be compressible/collapsible and/or liquefiable; (5) disposal of oversize materials; and (6) manufactured slope stability. Associated measures include a general requirement to complete a detailed geotechnical investigation for the Project site, as well as a number of constraint-specific recommendations derived from field/laboratory observations, regulatory guidelines, and industry standard specifications.

Additional standard practices that would be implemented as part of the detailed geotechnical investigation and site development include review of Project plans by the Project geotechnical engineer to ensure compatibility with geotechnical conclusions, review and appropriate modification of applicable field activities by the Project geotechnical engineer (e.g., grading and manufactured slope construction), and conformance with appropriate regulatory guidelines and industry standards for Project design and construction elements. Specifically, such conformance would encompass design and construction

elements such as seismic loading, excavation, and grading (e.g., removal of unsuitable materials and site preparation); fill parameters (e.g., composition, moisture content, and application methodology), foundations, and footings; manufactured slopes/retaining walls; pavement; drainage; and oversize materials.

The above recommendations and standards have been included in the Proposed Project environmental design considerations (Table 1-13), where applicable, and are part of the Project design. The potential for seismic and non-seismic geologic hazards take these design and related mitigation considerations (as noted below in Section 3.2.6 and in Chapter 8.0) into account, as summarized below. The discussion of potential impacts provided below is also considered applicable to all proposed off-site road and utility development unless otherwise noted.

Potential Impacts from Soil Erosion, Loss of Topsoil, and Siltation (Guideline No. 1)

The Project site and off-site areas encompass a number of topsoils and/or other surficial materials with moderate to high erosion potential. Proposed grading, excavation, demolition, and construction activities would increase the potential for erosion and transport of eroded material (sedimentation) both within and downstream of these areas. Specifically, Project activities would involve (1) removal of surface stabilizing features (e.g., vegetation), (2) creation of manufactured slopes, (3) excavation of existing compacted materials from cut areas, (4) redeposition of excavated (and/or imported) material as fill in proposed development sites, (5) potential sediment/particulate generation from paving and demolition activities, and (6) potential erosion from disposal of extracted groundwater (if required). The influx of sediment into downstream receiving waters could result in direct effects such as increased turbidity and also would provide a transport mechanism for other contaminants such as hydrocarbons that tend to adhere to sediment particles (refer to Section 4.1.2 for additional discussion).

While graded/excavated areas and fill materials would be stabilized through efforts such as compaction and installation of hardscape (paving, etc.) and landscaping, erosion potential would be higher in the short term than for pre-construction conditions. Erosion and sedimentation are not considered to be significant long-term concerns for the Proposed Project, as all developed areas (including off-site infrastructure improvements) would be stabilized through the installation of hardscape, landscaping, or native revegetation. The Proposed Project also would incorporate long-term water quality controls pursuant to the County Stormwater Ordinance/Stormwater Standards Manual and related NPDES Municipal Permit requirements, including measures to avoid or reduce erosion and sedimentation effects (e.g., the use of treatment control BMPs such as storm water filters).

Short-term erosion and sedimentation impacts would be addressed through conformance with the NPDES Construction Permit and County Stormwater Ordinance/Stormwater Standards Manual. Specifically, this would include developing and implementing an authorized SWPPP for proposed construction, including erosion and sedimentation BMPs. While specific BMPs would be determined during the SWPPP process based on site characteristics (soils, slopes, etc.), they would include standard industry measures and guidelines contained in the project SWMP (Appendix L), NPDES Construction Permit text, and County Stormwater Ordinance/Stormwater Standards Manual, as well as the following additional sources: *National Menu of Best Management Practices for Storm Water Phase II* (USEPA 2003), *Stormwater Best Management Practices Handbooks* (California Stormwater Quality Association 2003), and *Caltrans Storm Water Quality Handbooks* (Caltrans 2003).

Typical erosion and sediment control measures that would likely be implemented as part of the Project SWPPP include the following:

- Compliance with seasonal grading restrictions during the rainy season (October 1 to April 30) for applicable locations/conditions.
- Preparation and implementation of a "weather triggered" action plan for construction activities conducted during the rainy season to provide enhanced erosion and sediment control measures prior to predicted storm events (i.e., 40 percent or greater chance of rain).
- Use of phased grading schedules to limit the area subject to erosion at any given time.
- Use of erosion control/stabilizing measures such as geotextiles, mats, fiber rolls, soil binders, or temporary hydroseeding (or other plantings) in appropriate areas (e.g., disturbed areas and graded slopes) established prior to October 1.
- Use of sediment controls to protect the construction site perimeter and prevent off-site sediment transport, including measures such as temporary inlet filters, silt fences, fiber rolls, gravel bags, temporary sediment basins (including temporary basins within the proposed multi-family residential, commercial, and office professional lots, refer to Appendix L), check dams, street sweeping/vacuuming, energy dissipators, stabilized construction access points/sediment stockpiles, and properly fitted covers for sediment transport vehicles.
- Storage of BMP materials in applicable on-site areas to provide "standby" capacity adequate to provide complete protection of exposed areas and prevent off-site sediment transport.
- Provision of training for the personnel responsible for BMP installation and maintenance.
- Use of solid waste management efforts such as proper containment and disposal of construction debris.
- Compliance with local dust control requirements.
- Installation of permanent landscaping, with emphasis on native and/or drought-tolerant varieties, as soon as feasible after construction.
- Implementation of appropriate monitoring and maintenance efforts (e.g., prior to and after storm events) to ensure proper BMP function and efficiency.
- Implementation of sampling/analysis, monitoring/reporting and post-construction management programs per NPDES and/or County requirements.
- Implementation of additional BMPs as necessary to ensure adequate erosion and sediment control.

Erosion and sedimentation BMPs implemented for the Proposed Project would be further defined during the NPDES/County permit and SWPPP review process, with the resulting measures taking priority over the more general types of industry standard measures listed above. Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with, the Project SWPPP (and associated regulatory requirements), construction-related erosion and sedimentation impacts would be **less than significant** (pursuant to identified significance Guideline No. 1).

Potential Impacts Associated with Expansive Soils and Conformance to the IBC (Guideline No. 2)

Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the integrity of facilities such as pavement or structure foundations. Portions of the northern Project site are located within Expansive Soils Zones associated with clay soils, as mapped by the County (2004c). While much of this area is proposed for open space and would not be subject to associated effects, portions of the mapped expansive soils extend into areas identified for single-family

residential development. The remainder of the Project site and off-site facility areas are not within any mapped Expansive Soil Zones (County 2004c). The Project geotechnical investigations also identified variable expansion potential within the Project site and specifically note that moderately to highly expansive material may potentially occur on site.

Specific efforts to address expansive soils would include recommendations in the Project geotechnical investigations such as burial in deeper fills, use of stiffer slab/foundation design, presaturation, and overexcavation (Shepardson 2006, PSE 2000); additional recommendations provided in the updated Project geotechnical analyses (Shepardson 2008, 2007); and industry standard measures from sources such as the IBC involving removal of unsuitable deposits and replacement with engineered fill or selective grading techniques (i.e., placing a cap of low-expansive material). Implementation of design and construction recommendations provided in the Project geotechnical investigations and additional testing/field observations, as well as conformance with applicable County and IBC, or other pertinent guidelines, would avoid or reduce adverse effects related to expansive soils. Accordingly, impacts associated with expansive soils would be **less than significant**.

Potential Impacts Associated with Fault Rupture (Guideline No. 3)

Development within the Project site is not expected to be subject to significant hazards related to seismic ground rupture and/or related effects such as lurching (i.e., the rolling motion of surface materials associated with passing seismic waves), because no known active or potentially active faults are located within or adjacent to the site. While the potential for on-site ground rupture and lurching cannot be totally discounted, the potential for these types of effects is identified as "unlikely." Based on the noted conditions. Implementation of the Proposed Project would result in **less than significant impacts** related to seismic ground rupture.

Potential Impacts Associated with Near-source Seismic Shaking Zones and Conformance to the IBC (Guideline No. 4)

The Project site is within an area designated as "within 17 kilometers" of the Elsinore Fault Zone on the County of San Diego Near-Source Shaking Zone Hazard Map, with an estimated site-specific peak ground acceleration value of 0.35g. An assessment of potential seismic-related effects is provided below, including ground rupture, ground acceleration, and liquefaction/seismic settlement (with potential tsunamis/seiches issues described in Section 4.2.4). Potential effects related to seismic and non-seismic landslide hazards are discussed separately below under Guideline No. 5.

The peak ground acceleration level for the Project site and vicinity (0.35g) is generally representative of similar areas in southern California and could potentially result in adverse effects to proposed facilities such as structures, foundations, and/or utilities. The Project design would incorporate measures to accommodate projected seismic loading pursuant to recommendations in the Project geotechnical investigations and further detailed geotechnical analysis conducted prior to issuance of a grading permit, as well as applicable seismic elements of the IBC and County Building Code. Specifically, such measures would include incorporating the noted peak ground acceleration levels, as well as parameters related to subsurface profile type, acceleration and velocity coefficients, seismic zone, and seismic source (including type and distance). Implementation of and conformance with such recommendations and standards would effectively avoid or reduce potential seismic ground acceleration hazards to **less than significant impacts**.

Potential Impacts Associated with Landslides (Guideline No. 5)

Landsliding can be triggered by one or more specific or combination of events, such as seismic activity, gravity, fires, and precipitation. The Project site and vicinity are not included in any state-defined Landslide Hazard Zones (County 2004e), although the northern and central potions of the Project site are within or adjacent to a "Landslide Susceptibility Area" as designated by the County (County 2007c). In addition, as discussed in Section 3.2.1, portions of the mapped terrace deposits in the northeastern portion of the site may potentially encompass debris flows. If such deposits exist, it is anticipated that they could be mitigated with relatively minimal additional grading. Nonetheless, potentially significant landslide hazards may be identified during preparation of grading plans or subsequent detailed geotechnical investigation/Project construction. This is identified as a **significant impact**. (**Impact GE-1**)

Based on site reconnaissance, it was concluded that there is essentially no potential for rockfall hazards from the hillsides underlain by Gabbroic rocks (i.e., the northern, northeastern, and northwestern portions of the site). Potential rockfall hazards in the southeastern portion of the site also are considered to be low because a street would occupy the area at the toe of the slope area, rather than residential (or other) structures. In addition, the Project site is over 500 feet away from the toe of the slope on Rosemary's Mountain. Project impacts associated with rockfall would be **less than significant**.

Potential Impacts from Liquefaction (Guideline No. 6)

Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose, granular soils with relative densities of less than approximately 70 percent are most susceptible to these effects, with liquefaction potential greatest in saturated soils at depths of less than approximately 10 feet. Liquefaction most typically results from seismic ground acceleration, with the related loss of support and/or related effects such as lateral spreading (i.e., when loose, saturated sediments flow toward a free face) and seismic (dynamic) settlement, potentially resulting in significant impacts to surface and subsurface facilities including foundations and underground utilities. The Project site and off-site roadway/utility corridors are not within any identified Liquefaction Hazard Zones, as mapped by the County (2004d). The Project geotechnical investigations, however, identify several areas within the site and vicinity that are potentially subject to liquefaction and related effects such as dynamic settlement. Specifically, areas with identified potential liquefaction and related hazards include the majority of alluvial materials to depths of approximately 20 to 35 feet in the southern and central portions of the site (and most off-site road/utility corridors), as well as portions of the terrace deposits located at lower elevations in areas with shallow groundwater. Accordingly, Project-related seismically induced liquefaction and related effects are identified as potentially **significant impacts**. (**Impact GE-2**)

Additional Potential Geotechnical Impacts (Guideline No. 7)

The Project geotechnical investigations identify a number of additional potential concerns related to settlement or collapse of surficial and bedrock materials, disposal of oversize materials, and manufactured slope instability. These potential hazards are summarized below.

<u>Settlement/Collapse</u>

A number of surficial and bedrock materials (including alluvial soils and terrace deposits) within the site may be subject to settlement/collapse under load. In addition, Shepardson (2003) concluded that "Further investigation may encounter collapsible soils to various depths greater than 5 feet" within the on-site terrace deposits. Accordingly, the potential exists for significant settlement/collapse impacts to occur within the Project site. This risk of settlement/collapse constitutes a potentially **significant impact**. (**Impact GE-3**)

Oversize Materials

Shallow bedrock occurs in portions of the Project site and off-site road/utility areas and would likely be encountered during Project site grading and excavation. Areas of gabbroic bedrock would likely be subject to excavation by standard or heavy ripping equipment to depths of approximately 30 feet, although local non-rippable zones or boulders requiring blasting could be encountered at shallower depths. Granitic rocks (if encountered) would likely require blasting at depths below near-surface weathered zones (Shepardson 2003, PSE 2000). While heavy ripping and blasting requirements associated with shallow bedrock are expected to be minimal (Shepardson 2007) and would not pose geotechnical constraints, the generation of oversize rock fragments (i.e., greater than approximately eight inches in maximum dimension) could pose potential development hazards if improperly handled or placed on site. Specifically, the presence of oversize materials in engineered fills can result in effects such as differential compaction and settlement (i.e., varying degrees of settlement over short distances), with related issues including adverse effects to overlying structures, pavement, or drainage. Specific measures that may be used to address potential impacts related to the generation of oversize materials include selective disposal (e.g., burial in deeper fills), crushing, or use in landscaping efforts. Implementation of these types of measures, as well as conformance with other pertinent geotechnical recommendations and applicable standards (e.g., the IBC), would avoid or reduce potential effects related to disposal of oversize materials to constitute **less than significant impacts**.

Manufactured Slope Instability

Manufactured (cut and fill) slopes can be subject to instability effects from causes such as geologic structure, strength of materials, height, inclination, and orientation. The Project geotechnical investigations identify a number of measures to address potential issues related to manufactured slope instability, including:

- Use of drained replacement (stabilization) fills for cut slopes exposing fractured or faulted bedrock, alluvium, or colluvium.
- Replacement with drained compacted fill, or construction at lower (layback) angles, for cut slopes that are steeper and oriented in the same direction as exposed geologic contacts and fracture patterns.
- Construction of fill slopes at maximum ratios of 2:1 (horizontal to vertical).
- Installation of terrace drains at approximately 30-vertical-foot intervals on fill slopes.
- Use of increased compaction standards (i.e., 93 to 95 percent) for deeper fills (more than 50 feet).
- Use of subsurface drainage for fill slopes.
- Avoidance of side hill fill slopes wherever feasible.

Implementation of the above-described recommendations, as well as conformance with other pertinent geotechnical recommendations and applicable standards (e.g., the IBC), would avoid or reduce potential effects related to the stability of manufactured slopes, resulting in **less than significant impacts**.

Residential Foundation Design

A number of preliminary recommendations for residential foundation design are based on assumptions such as the location of residential structures outside areas of mapped alluvial deposits (Shepardson 2007). Specifically, these include measures related to the location and depth of footings for facilities proposed in

proximity to slope faces, within areas of deep fill, or within areas of differential fill depths, as well as design criteria for slabs-on-grade such as thickness, reinforcement, moisture barriers, and use of expansion joints (exterior slabs). Implementation of these and other applicable recommendations in the subsequent detailed geotechnical investigation would avoid or reduce associated potential effects to foundation stability/integrity, resulting in **less than significant impacts**.

Potential Impacts Associated with Direct or Indirect Damage of a Unique Paleontological Resources or Sites (Guideline No. 8)

The Project Paleontological Resource Assessment (Appendix F) includes a review of pertinent published and unpublished literature, as well as site reconnaissance to identify resource sensitivity and potential impacts/mitigation requirements associated with implementation of the Proposed Project. The conclusions and recommendation identified in that investigation are summarized below, with additional information provided in Appendix F.

The following conclusions regarding paleontological resource sensitivity were provided in the Project Paleontological Resource Assessment for surficial and geologic units within the Project site and vicinity: (1) artificial fill, native topsoils, and igneous (gabbroic and granitic) rocks exhibit no paleontological resource sensitivity; (2) alluvial deposits exhibit a low paleontological resource sensitivity; and (3) terrace deposits exhibit a moderate paleontological resource sensitivity. Based on these sensitivity ratings, the Project Paleontological Resource Assessment concludes that Project grading, including shallow excavations and minor grading activities, would have the potential to significantly impact paleontological resources preserved within the described terrace deposits. These potential effects to paleontological resources would constitute **significant impacts**. (**Impact P-1**)

3.2.4 Cumulative Impact Analysis

Geology

As noted above, all potential Project-specific geotechnical impacts would be avoided or reduced below identified significance guidelines through conformance with geotechnical recommendations and established regulatory requirements as part of the project design, or the Mitigation Measures identified in Section 3.2.6 of this subchapter. With the exception of erosion/sedimentation (as discussed below), potential geology and soils effects are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other planned or proposed development. That is, issues including seismic ground acceleration and liquefaction, as well as landsliding, expansive soils, settlement/collapse, disposal of oversize materials, manufactured slope instability, and foundation design would involve effects to (and not from) the proposed development, and/or are specific to on-site conditions. Accordingly, addressing these potential hazards for the proposed development would involve using measures to conform with existing requirements, and/or site-specific design and construction efforts that have no relationship to, or impact on, off-site areas. Avoiding liquefaction impacts through mitigation consisting of excavation/replacement of unsuitable materials, for example, would not affect or be affected by similar deposits/hazards in off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties.

Implementation of the Proposed Project would result in potential on- and off-site erosion and sedimentation impacts related to Project development. The influx of sediment into downstream receiving waters could result in direct effects such as increased turbidity and also would provide a transport mechanism for other contaminants such as hydrocarbons that tend to adhere to sediment particles. The Project would conform with applicable short-term (construction) and long-term regulatory requirements

related to erosion and sedimentation issues, including the NPDES General Construction Activity, General Groundwater Extraction and Municipal permits, as well as associated County storm water standards (refer to Section 4.1.2, for additional information**)**. Specific measures to provide such conformance would include the implementation of a Project SWPPP encompassing detailed construction-related erosion and sedimentation controls, as well as long-term efforts such as maintaining predevelopment runoff levels, using energy dissipators to reduce runoff velocities, and installing structural BMPs (e.g., filtering devices) to remove sediment from Project site flows prior to off-site discharge. Based on the strict requirements identified in the listed NPDES permits and the fact that other planned and proposed developments in the Project vicinity would be required to implement similar controls, no significant cumulative erosion and sedimentation impacts are anticipated and any Project contributions to this less than significant regional effect would similarly be **less than significant**.

Paleontological Resources

All paleontological impacts associated with the Proposed Project and applicable cumulative projects would be less than significant or fully mitigable. The cumulative projects in the vicinity of the Project site include all the projects listed in Table 1-14. All of the listed projects would be subject to similar analysis and (if applicable) mitigation requirements for paleontological resources as described in this subchapter (and pursuant to CEQA). If any additional development projects in the area (i.e., beyond those listed in Table 1-14) result in potential impacts to such resources, they also would be subject to similar requirements for assessing and mitigating impacts to paleontological resources.

The importance of individual resources comes from the research value and the information they can provide to the paleontologist. The information gained from test excavations and data recovery programs at other locations having paleontological resource impacts within the County would be presented in reports and filed with the County of San Diego, as well as a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. The fossil collections from any potentially significant site also would be curated at such a scientific institution and would be available to other paleontologists for further study. Based on the required regulatory compliance of both the Proposed Project and applicable cumulative projects with analysis and mitigation requirements for paleontological resources under CEQA, implementation of the Proposed Project would not significantly contribute to cumulative paleontological resource impacts. Cumulative Project effects on paleontological resources would be **less than significant**.

3.2.5 Significance Prior to Mitigation

Geology

The following significant impacts related to geology would occur under Project implementation:

Impact GE-1 Potentially significant landslide hazards may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.

Impact GE-2 Areas subject to significant liquefaction impacts may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.

Impact GE-3 Areas subject to significant settlement/collapse impacts may be identified during preparation of grading plans or subsequent detailed geotechnical investigation.

Paleontological Resources

The following significant impact related to paleontological resources would occur under Project implementation:

Impact P-1 Project grading, including shallow excavations and minor grading activities, would have the potential to significantly impact paleontological resources preserved within the described terrace deposits.

3.2.6 Mitigation

Geology

A detailed geotechnical analysis (including efforts such as additional field investigation, borings, sampling, and laboratory testing) shall be conducted prior to implementation of the Proposed Project, with this analysis to include review of Project grading plans and assessment of associated potential impacts from landslides, liquefaction, and settlement/collapse. While the final determination of measures to address these potential hazards would be based on site-specific conditions, grading plans and geotechnical analysis, they likely would include the following types of efforts (as well as conformance with applicable standards such as the IBC) to reduce potential adverse geologic impacts below a level of significance.

Landslide Hazards

Potential measures to address impacts from landslide hazards include the following:

M-GE-1 If potentially unstable landslide deposits or outcrops (e.g., debris flows) are encountered during geotechnical investigation or Project construction, they shall be remediated per direction by the Project Geotechnical Engineer (e.g., by additional grading).

Liquefaction

Potential measures to address impacts from liquefaction and related hazards include the following:

M-GE-2a Deposits subject to potential liquefaction hazards shall be overexcavated and recompacted (or replaced with engineered fill), per direction by the Project Geotechnical Engineer.

M-GE-2b In-place ground modifications (densification) of applicable deposits shall be conducted via methods such as "cement deep soil mixing," placement of vibra-stone columns within wick drains, compaction grouting, or dynamic compaction, per direction by the Project Geotechnical Engineer.

M-GE-2c Subexcavation/recompaction or pre-settling procedures shall be implemented under the raised embankment areas for the proposed Pala Mesa Drive roadway to address potential settlement that otherwise might adversely impact the pavement and infrastructure located within the roadway.

M-GE-2d Confining stresses shall be increased through design (PSE 2000), and subdrains shall be placed in appropriate locations to reduce surficial saturation, per direction by the Project Geotechnical Engineer.

Settlement/Collapse

Potential measures to address impacts from settlement/collapse of surficial materials include the following:

M-GE-3a Implementation of densification measures as described above for potential liquefaction hazards.

M-GE-3b Surcharging of fill (e.g., temporary loading with stockpiled fill) and allowance of appropriate time delays (i.e., to facilitate 90 percent settlement) shall be implemented in applicable areas, per direction by the Project Geotechnical Engineer.

M-GE-3c Wick and blanket drains shall be installed in applicable locations, per direction by the Project Geotechnical Engineer.

Paleontological Resources

The following mitigation measures shall be implemented to ensure that potential adverse impacts to paleontological resources from Proposed Project implementation would be reduced to below a level of significance. Evidence shall be provided to the Director of DPLU that the following notes have been placed on the grading plan:

M-P-1a A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual having an M.S. or Ph.D. in paleontology or a related field (e.g., sedimentary or stratagraphic geology, evolutionary biology, etc.), and who has knowledge of San Diego County paleontology and documented experience in professional paleontological procedures and techniques.

M-P-1b The qualified paleontologist shall conduct or supervise the following mitigation tasks associated with full-time monitoring during original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits):

1. Monitoring of excavation operations to discover unearthed fossil remains.

2. Salvage of unearthed fossil remains.

3. Recording of stratigraphic, geologic and geographic data to provide a context for the recovered fossil remains.

4. Laboratory preparation (cleaning and repair) of collected fossil remains to the point of identification (not exhibition).

5. Curation of prepared fossil remains.

6. Transfer, for archival storage, of cataloged fossil remains and copies of relevant field notes, maps, stratigraphic sections and photographs to an accredited institution (museum or university) in California that maintains paleontological collections.

7. Preparation of a final report summarizing the results of the field investigation, laboratory methods, stratigraphic information, types and importance of collected

fossils, and any necessary graphics to document the stratigraphy and precise fossil collection localities.

The following conditions shall be included as notes on the Project grading plans:

M-P-1c A qualified paleontologist or paleontological monitor (under the supervision of the qualified paleontologist) shall be on site on a full-time basis during the original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual with at least one year of experience in field identification and collection of fossil materials. The paleontological monitor shall work under the direct supervision of the qualified paleontologist.

The Project applicant shall: (1) submit a copy of a letter signed by the qualified paleontologist or paleontological monitor which states that the applicant has retained their services and acknowledges agreement to perform and/or be responsible for concurrence with the Project mitigation measures; and (2) authorize the qualified paleontologist to direct, divert, or halt any grading activity, and to perform all other acts required by the provisions listed below. If the qualified paleontologist or paleontological monitor ascertains that the river terrace deposits are not fossil bearing, the qualified paleontologist shall have the authority to terminate the monitoring program.

1. Monitor all grading and excavation activities in previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits).

2. If paleontological resources are unearthed, the qualified paleontologist or paleontological monitor shall:

    a. Direct, divert, or halt any grading or excavation activity until such time that the sensitivity of the resource can be determined and the appropriate recovery implemented.

    b. Salvage unearthed fossil remains.

    c. Record stratigraphic and geologic data to provide a context for the recovered fossil remains.

    d. Prepare collected fossil remains for curation.

    e. Curate, catalog and identify all fossil remains to the lowest taxon possible, inventory specimens, assign catalog numbers, and enter the appropriate specimen and locality data into a collection database.

    f. Transfer the cataloged fossil remains to an accredited institution (museum or university) in California that maintains paleontological collections for archival storage and/or display.

3. The qualified paleontologist shall prepare a final Paleontological Resources Mitigation Report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.

3.2.7 Conclusion

Geology

A detailed geotechnical analysis (including efforts such as additional field investigation, borings, sampling, and laboratory testing) shall be conducted prior to implementation of the Proposed Project, with this analysis to include review of Project grading plans and assessment of associated potential impacts from landslides, liquefaction, and settlement/collapse. While the final determination of measures to address these potential hazards would be based on site-specific conditions, grading plans and geotechnical analysis, they likely would include the following types of efforts (as well as conformance with applicable standards such as the IBC) to reduce potential adverse geologic impacts below a level of significance.

Potential Project-specific impacts associated with landslides, liquefaction, and settlement/ collapse (Impacts GE-1 through GE-3, respectively) would be significant and would require mitigation. Standards have been developed to identify and address geologic hazards that may adversely affect health and safety (M-GE-1 through M-GE-3c). Mitigation for landslide hazards would include remediation (e.g., by additional grading resulting in removal and replacement) of potentially unstable landslide deposits or outcrops (e.g., debris flows), if encountered. Potential measures to address impacts from liquefaction and related hazards would include overexcavation and recompaction (and replacement with engineered fill) of subject deposits, conduct of in-place ground modifications (densification) of applicable deposits, implementation of subexcavation/recompaction or pre-settling procedures, and increase of confining stresses and placement of subdrains in appropriate locations. In addition to implementation of densification measures (if required) as described for potential liquefaction hazards, potential measures to address impacts from settlement/collapse of surficial materials would include surcharging fill (e.g., temporary loading with stockpiled fill) and allowing appropriate time delays, as well as installing wick and blanket drains in applicable locations. The routine restrictions, soil remediation practices, and building standards are accepted at local and state levels to adequately safeguard against foreseeable loss and injury. Mitigation measures therefore would reduce potential impacts related to geologic hazards to less than significant.

Paleontological Resources

Grading and excavation activities associated with development of the Proposed Project could potentially result in significant impacts related to disturbance/destruction of sensitive fossil resources preserved within the Quaternary (Pleistocene) river terrace deposits underlying portions of the Project site (Impact P-1). Mitigation for these impacts would include monitoring during original cutting of previously undisturbed Quaternary river terrace deposits and collection of fossils, if discovered (M-P-1 through M-P-3). The mitigation also ensures that the paleontological monitor has the authority to halt or divert grading activities in the area of any discovery. Implementation of the specified mitigation measures would reduce associated impacts to paleontological resources to below a level of significance, because they would ensure that relevant information contained in the paleontological record, which is important in understanding prehistory, is preserved.

Table 3.2-1
REGIONAL FAULT LOCATIONS AND SEISMICITY DATA

Fault Zone	Distance (miles)	Direction From Site	Earthquake Magnitude	Peak Site Acceleration (g)[1]
Elsinore-Temecula	7	NNW	6.8	0.22
Elsinore-Julian	8.5	ESE	7.1	0.23
Newport-Inglewood	20.7	WNW	6.9	0.11
Rose Canyon	21.7	SSW	6.9	0.11
Elsinore-Glen Ivy	23	NNW	6.8	0.10
San Jacinto-Anza	29.6	ENE	7.2	0.10
San Jacinto-San Jacinto Valley	30.3	NNE	6.9	0.08
Earthquake Valley	35.2	ESE	6.5	0.06
Coronado Bank	37.8	WSW	7.4	0.08

Source: Shepardson 2007
[1] g = the acceleration due to gravity under standard conditions

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SUBCHAPTER 3.3

BIOLOGICAL RESOURCES

3.3 Biological Resources

The 1980 and 1983 EIRs identified biological resources impacts as significant but mitigable, as does the current Project. Findings in the 1980 EIR were based on the 1979 Biological Survey for the Sycamore Springs Specific Plan. The report discussed the presence of riparian woodland, aquatic areas and associated upland disturbed grassland habitat. No sensitive plant or animal species were noted on site.

Findings in the 1983 EIR were based on the 1980 Technical Report completed for the Sycamore Springs Project, as discussed above. Mitigation was specified for wetlands habitat—both in terms of preservation and creation of acreage lost at a greater than 1:1 ratio. The small amount of sage scrub (off the current Campus Park Project site) was in a portion of both prior projects to be retained in open space.

Currently, on-site habitat has changed in type and extent. The riparian woodland (southern riparian forest) has expanded substantially in extent—perhaps as a result of lack of farming activities on site. An additional portion of human-disturbed agriculture area is now considered non-native grassland. A large portion of the earlier project containing biological resources has been severed from the Project (and now constitutes the Palomar College and Campus Park West projects). The approximately 175-acre parcel appended to the Specific Plan in the northern portion of the Proposed Project consists largely of Diegan coastal sage scrub, coast live oak woodland, and non-native grassland. Coastal California gnatcatcher, as well as two sensitive plants have been noted in the northern portion of the site, and least Bell's vireo have been detected in the southern portion of the site. In addition to changes to on-site physical conditions since the early 1980s, a number of changes have occurred in terms of review requirements. The County MSCP was implemented in 1997, and the County RPO was enacted in 1991. The coastal California gnatcatcher has been federally listed as threatened (March 30, 1993) and as a California Species of Special Concern and the least Bell's vireo has been listed at both the state (October 2, 1980) and federal (May 2, 1986) levels as endangered.

Based on the substantial changes in extent and type of on-site habitats, as well as the presence of sensitive plant and animal species not previously observed and subject to review and regulation, a subsequent analysis is required. These substantial changes in circumstances, as well as new information of substantial importance, would result in significant effects not previously discussed.

This section describes existing biological conditions within the Project site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts (including cumulative impacts) and mitigation measures related to implementation of the Proposed Project. A Biological Technical Report was prepared for the Project by REC Consultants, Inc. (REC; 2009a, as amended) and is summarized below; the complete report is included as Appendix G of this EIR. Refer to text below for new and/or revised evaluation of all issues related to biology for the Project.

3.3.1 Existing Conditions

Existing Setting

Land Uses

The majority of the Project site is currently used for non-commercial grazing by cattle. Historically, the site has been used for farming, for which containment and drainage channels were constructed to allow for irrigation and cultivation of crops. Drainage from the property into the San Luis Rey River has been restricted, following construction of I-15 and SR 76. Development of projects to the north of the Project site has resulted in increased dry-season flows in the drainage due to landscape irrigation. In addition, alteration of Horse Ranch Creek during construction of Old Highway 395 and SR 76 has further altered

the original on-site ecology. More recently, Caltrans realigned the creek to construct I-15, and a previous property owner channelized the on-site creek to create additional land for farming purposes. Upstream irrigation has resulted in year-round creek flow.

Biological Surveys

Within the Project site, general biological surveys (for plants and animals) were conducted by REC in the winter of 1999, summer of 2003, and fall of 2003 (preceding the October 2007 fire). Species were identified directly by sight with the aid of binoculars or by vocalizations; and indirectly by scat, tracks, or burrows. The existing habitat and site conditions were assessed to determine whether or not any sensitive species had the potential to occur on site. Focused surveys were performed on site in 1999 and 2004 for the federally threatened coastal California gnatcatcher (*Polioptila californica californica*), federally endangered Quino checkerspot butterfly (*Euphydryas editha quino*), federally and state endangered least Bell's vireo (*Vireo bellii pusillus*), and federally endangered arroyo toad (*Bufo microscaphus californicus*), as well as sensitive plants. Jurisdictional wetland delineations were performed on site by REC in December 2002, January and September 2003, and August 2004. Biological resource surveys also were conducted by REC in May and June 2008 at off-site intersections proposed to be improved as part of the Proposed Project and traffic mitigation. The current alignment of Pankey Road was surveyed in 2005.

On-site Habitats

Eleven vegetation communities occur on the Project site. A brief description of each in relation to the Proposed Project is provided below. Vegetation communities on site are illustrated on Figure 3.3-1, On-site Biological Resources, and summarized on Table 3.3-1, Vegetation Communities/Habitats and Proposed Impacts.

It should be noted that the majority of the Project site burned in October 2007. While much of the riparian area still remains, the northern area of the site was completely burned. The following information is based on site surveys conducted prior to the fire and includes the condition of the site at that time. Left to regenerate naturally, habitats are expected to grow back in the same location they occupied prior to the fire; therefore, the Project site would not need to be resurveyed.

Southern Riparian Forest (County Habitat Code 61300)

Southern riparian forest is a riparian habitat type that occurs along the banks of rivers, streams, and/or lakes and is characterized by a dense thicket of willow trees (*Salix* spp.) with scattered cottonwoods (*Populus fremontii*) and/or western sycamores (*Platanus racemosa)*. On the Project site, this habitat is dominated by black and arroyo willows (*Salix gooddingii* and *Salix lasiolepis*, respectively) with western sycamores. Approximately 85.6 acres in the southwestern portion of the site are occupied by southern riparian forest.

Southern Willow Scrub (County Habitat Code 63320)

Southern willow scrub is characterized by dense, broadleaf, winter-deciduous riparian thickets dominated by several willow species. Most stands are too dense to allow much understory development. On the Project site, this habitat type is dominated by arroyo and black willows, with mule fat (*Baccharis salicifolia*) and coyote bush (*Baccharis pilularis*). Southern willow scrub occupies 1.6 acres of the site along the centrally located drainage adjacent to the area mapped as pasture.

Freshwater Marsh (County Habitat Code 52410)

Freshwater marsh features a community of plants living in fresh water found along the shores of ponds, lakes, streams and some rivers. Livestock grazing has resulted in substantial disturbance to this habitat, with usually taller species having been grazed to the ground. The disturbed wetland contains species such as cattail (*Typha sp*.), mulefat, giant reed (*Arundo donax*), oats (*Avena* sp.), saltgrass (*Distichlis spicata*), fennel (*Foeniculum vulgare*), tree tobacco (*Nicotiana glauca*), bristly ox-tongue (*Picris echioides*), and tamarisk (*Tamarix* sp.). Freshwater marsh occupies 10.3 acres along the eastern edges of southern riparian forest in the southern portion of the Project site.

Coast Live Oak Woodland (County Habitat Code 71160)

Within southern California, coast live oak (*Quercus agrifolia*) is the dominant species in this woodland habitat. The shrub layer typically is poorly developed, but may include toyon (*Heteromeles arbutifolia*), currant (*Ribes* sp.), laurel sumac (*Malosma laurina*), and blue elderberry (*Sambucus mexicana*). The herb component is continuous within this habitat and dominated by ripgut grass (*Bromus diandrus*) and several other introduced taxa. The coast live oak woodland on site is interspersed with ornamental plantings, such as California fan palm (*Washingtonia filifera*), eucalyptus (*Eucalyptus* sp.), olive (*Olea europaea*), and pine (*Pinus* sp.). In addition to coast live oak, this habitat is dominated by scrub oak (*Quercus berberidifolia*), with mission manzanita (*Xylococcus bicolor*). This vegetation community occupies approximately 2.8 acres in the northern portion of the Project site.

Diegan Coastal Sage Scrub (County Habitat Code 32510)

Diegan coastal sage scrub is characterized by low-density, drought-deciduous, flexible shrubs, such as California sagebrush *(Artemisia californica*) and true sages (*Salvia* sp.), on low-moisture sites (Schoenherr 1992). Many rock outcrops (approximately 1.5 acres) are located within the on-site Diegan coastal sage scrub. Approximately 129.6 acres of Diegan coastal sage scrub (including rock outcrops) occur within the northern portion of the Project site. On-site coastal sage scrub habitat occurs in three distinct subphases: higher quality coastal sage scrub, coyote bush scrub, and disturbed coastal sage scrub.

Higher quality coastal sage scrub (89.8 acres) occurs primarily on the hillsides in the northern portion of the Project site, north of Pala Mesa Heights Drive. The coastal sage scrub habitat in this area is not uniform. California sagebrush dominates the base and lower portions of the hillsides; as the hillsides increase in elevation, black sage (*Salvia mellifera*) becomes the dominant species, and laurel sumac is interspersed evenly throughout this area. Evidence of a previous fire (prior to the 2007 fire) exists within the northwestern corner of the property, where California sagebrush and black sage are co-dominant. There is approximately 30 percent shrub cover within this area, consisting primarily of laurel sumac stump sprouts approximately three feet in height. At the base of the southwest-facing hills, shrubbier species, including laurel sumac, sugar bush (*Rhus ovata*), and ceanothus (*Ceanothus* spp.), have established, although not to the degree that this should be classified as chaparral. The Diegan coastal sage scrub at the top of these hills in the northeastern corner of the property contains a large, though not dominant, chamise (*Adenostoma fasciculatum*) element.

Coyote bush scrub, a form of coastal sage scrub composed predominantly of coyote bush, also occurs on site. This area has been heavily impacted by grazing and consists of scattered, mature coyote bush. On-site coyote bush scrub occupies approximately 0.7 acre. This subhabitat type is distinguished on site since it occurs in a separate location from the more typical coastal sage scrub and is of a different vegetative structure.

Disturbed Diegan coastal sage scrub on the Project site is dominated by California sagebrush; however, shrub cover represents approximately 30 to 40 percent of this habitat on site, consisting primarily of laurel sumac and California sagebrush. Species indicative of disturbance include California pepper (*Schinus molle*), star thistle (*Centaurea* sp.), mustard (*Brassica nigra*), and oats. Many patches of coast prickly pear (*Opuntia littoralis*) also were found within this habitat. Approximately 37.6 acres of disturbed Diegan coastal sage scrub occur on site.

Non-native Grassland (County Habitat Code 42200)

Non-native grasses and weeds can become the dominant vegetation type in an area when grazing, agriculture, or other disturbances have degraded native vegetation. There are approximately 44.1 acres of non-native grassland on site, including the area north of Pala Mesa Heights Drive, as well as a portion north of SR 76. The non-native grassland on site includes species such as wild oats, century plant (*Agave americana*), brome grasses (*Bromus* sp.), California pepper, fennel, coyote brush, and star thistle.

Non-native Vegetation (County Habitat Code 11000)

Stands of California pepper trees are scattered throughout the site. These stands do not comprise a habitat type, nor do they demonstrate function as a naturalized habitat for native wildlife species. There is approximately 0.1 acre of non-native vegetation on the Project site.

Pasture (County Habitat Code 18310)

The portion of the Project site south of Pala Mesa Heights Drive has been and currently is being grazed, primarily by cattle, and is fenced. This area has been used as pasture land since the 1950s. Bare ground and non-native vegetation, such as tree tobacco and fennel, dominant this habitat. On-site pasture habitat occurs on approximately 135.4 acres.

Eucalyptus Woodland (County Habitat Code 11100)

The eucalyptus woodland on site is mostly comprised of eucalyptus stands. This habitat is typically created (planted) during urban expansion, as it is used for shade, wind barriers, privacy "walls," or "fence" lines. Eucalyptus trees often are used for raptor nesting sites. Approximately 0.1 acre of eucalyptus woodland is located near the southeastern boundary of the Project site.

Disturbed (County Habitat Code 11300)

The disturbed land on site includes habitats that have been altered to such an extent that native vegetation no longer persists, nor would it be expected to regenerate to native habitat. Vegetation that thrives within this habitat often consists of weedy, non-native species that have adapted to rapidly colonize exposed substrates. Approximately 4.4 acres of the Project site contains disturbed habitat, represented predominantly by bare dirt (i.e., dirt roads) with sporadic non-native species such as oats, tocalote (*Centaurea melitensis*), black mustard (*Brassica nigra*), and foxtail chess (*Bromus madritensis*).

Developed (County Habitat Code 12000)

Developed areas on the Project site, totaling 2.1 acres, consist of paved roads, an existing trailer and associated facilities, abandoned house pads, and an agriculture staging area.

Off-site Habitats

Twelve vegetation communities occur within off-site areas proposed for Project improvements or direct traffic-required mitigation locations. These vegetation communities are listed on Table 3.3-1 and Figures 3.3-2a, Off-site Biological Resources and Project Impacts, and b through d, Off-site Intersection Resources and Impacts. Each of the habitats is similar in composition to those described above for the on-site conditions, with the exception of orchards, of which none is present on the Project site. A brief description of each habitat type in relation to the Proposed Project is provided below.

Southern Riparian Forest

Southern riparian forest occurs along the proposed Pankey Road/Pala Mesa Drive extension through the Campus Park West property to the west of the Project site. Approximately 0.7 acre of southern riparian forest occurs within off-site improvement areas.

Southern Willow Scrub

Approximately 0.8 acre of southern willow scrub habitat would be impacted by off-site improvements. This area is located on slope modifications associated with construction of Horse Ranch Creek Road across from PA MF-1 and along off-site Pankey Road.

Freshwater Marsh

Approximately 0.1 acre of freshwater marsh occurs within the proposed off-site improvement areas. This habitat is located on slope modifications associated with construction of Horse Ranch Creek Road across from PA MF-2.

Diegan Coastal Sage Scrub

The off-site Diegan coastal sage scrub areas occur along the eastern boundary of the site where off-site grading is proposed. In addition, this habitat (including disturbed) occurs at the intersections of Old Highway 395/Pala Mesa Drive, and Old Highway 395/Stewart Canyon Road, and the I-15 ramps from SR 76. Diegan coastal sage scrub occupies a total of 3.77 acres within off-site improvement areas.

Non-native Grassland

Non-native grassland occurs off site within the area proposed for the alignment of Pankey Road and Pala Mesa Drive, potential improvements to SR 76 on either side of existing Pankey Road, at the intersection of Old Highway 395/Pala Mesa Drive, and at the I-15 ramps from SR 76. Approximately 6.27 acres of non-native grassland occur in the off-site improvement areas.

Non-native Vegetation

Non-native vegetation (ornamental) occurs within the area proposed for off-site improvement areas associated with the construction of Horse Ranch Creek Road, as well as at the I-15 loop ramps from SR 76 and the intersections of Old Highway 395/Pala Mesa Drive and Old Highway 395/Stewart Canyon Road. Approximately 0.39 acre of non-native vegetation occurs within these off-site improvement areas.

Pasture

Off-site pasture occurs to the east of existing Pala Mesa Heights Drive and near the proposed off-site extension of Horse Ranch Creek Road. Approximately 9.06 acres of this habitat occurs within these off-site improvement areas.

Orchard (County Habitat Code 18100)

Orchards that are part of the Pankey Ranch land to the east of the Project site would be impacted due to proposed fuel modification. Impacts to this habitat also would include those associated with the construction of the southern end of Horse Ranch Creek Road. These orchards include citrus and avocado trees and associated dirt roads. In addition, orchards occur at Old Highway 395/Stewart Canyon Road. Approximately 11.4 acres of orchard occur within the limits of the proposed off-site improvements. These off-site areas provide little to no biological value since they are regularly maintained as part of the existing agricultural operations.

Eucalyptus Woodland

Eucalyptus woodland occurs primarily off site near the southeastern Project site boundary and SR 76. Approximately 0.3 acre of this habitat occurs within the off-site improvements area where fuel modification is proposed, as well as the location of proposed Pankey Place.

Disturbed

Disturbed habitat would be impacted due to the construction of Horse Ranch Creek Road, as well as the I-15 ramps from SR 76 and the intersection of Old Highway 395/Pala Mesa Drive. Disturbed habitat totals approximately 13.71 acres within all off-site improvement areas.

Developed

Developed land occurs at the I-15 ramps from SR 76 and the intersection of Old Highway 395/Pala Mesa Drive. Developed land totals approximately 1.75 acres within all off-site improvement areas.

Jurisdictional Delineation

State and federal regulatory requirements pertain to jurisdiction over wetlands and other sensitive habitats, as well as listed species. The Project site contains potential jurisdictional drainages, which, as possible wetlands or waters, are subject to regulation by the Corps, CDFG, and County. The Corps regulates wetlands and Waters of the U.S. protected under Section 404 of the Clean Water Act; the CDFG regulates certain drainages and/or wetlands protected under the Fish and Game Code; and the County regulates wetlands through its RPO. On-site drainages were evaluated for potential jurisdictional status, and a report summarizing the findings of that evaluation is attached in Appendix G (Attachment 5 of that report). Jurisdictional delineation data for proposed off-site improvements also are included for the Campus Park West property, but not for any of the other off-site improvement areas; therefore, acreages for off-site impacts are based on riparian habitat only.

Impacts to wetlands would require consultation and approvals from federal and state agencies, including a Section 404 Permit from the Corps, 401 Certification from the RWQCB, and a 1602 Streambed Alteration Agreement from the CDFG.

Corps Jurisdiction

Through implementation of the Clean Water Act, Corps claims jurisdiction over waterways that are, or drain to, "Waters of the United States," or "waters." The definition of "waters" includes (but is not limited to) inland waters; lakes, rivers, and streams that are navigable; tributaries to these waters; and wetlands adjacent to these waters or their tributaries. The jurisdictional limit of non-wetland waters (i.e., creeks and drainages) is the ordinary high water mark. The jurisdictional limit of wetland waters is the upper limit of the wetland. Delineations of wetland limits were conducted for the Project according to the procedures found in the Wetlands Delineation Manual (Corps 1987).

The Corps wetland delineation procedure requires that a site must have wetland indicators within three parameters: vegetation, soils, and hydrology. If any one parameter does not contain a positive wetland indicator, the site is not a Corps jurisdictional wetland. Projects may be permitted on an individual basis or may be covered under one of several approved nationwide permits. Individual permits are required when more than 300 linear feet of drainages, more than 0.5 acre of wetlands, or any vernal pools would be impacted.

A jurisdictional delineation was performed on site according to Corps wetland delineation guidelines. All areas with depressions or drainage channels were evaluated for the presence of Waters of the U.S., including jurisdictional wetlands. If an area was suspected of being a wetland, vegetation and hydrology indicators were noted, and a soil pit was dug and described. The area was then determined to be a federal (Corps) wetland if it satisfied the three wetland criteria (vegetation, hydrology, and soil). In most cases, two sample points were evaluated, one inside the suspected wetland, and one where the hydrology and/or vegetation criteria were not satisfied. Drainages lacking evidence of wetland hydrology (i.e., inundation for more than five percent of the growing season) were considered non-wetland Waters of the U.S.

As shown on Figure 3.3-3, Jurisdictional Wetlands and Waters, and listed on Table 3.3-3, Existing and Impacted On- and Off-site Jurisdictional Areas, Corps wetlands on site encompass 94.1 acres and off site are expected to include approximately 0.8 acre. (Wetland delineations have not been conducted at the off-site intersection improvement areas; therefore, off-site acreages are based on riparian habitat only.) Also included under Corps jurisdiction are drainages in upland habitat comprising 3.6 acres of on-site non-wetland Waters of the U.S., which includes a drainage near the center of the Project site that drains the irrigation water off the adjacent groves in the Meadowood property, and 0.8 acre of off-site non-wetland Waters of the U.S.

CDFG Jurisdiction

According to Section 1600 of the California Fish and Game Code, an entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless CDFG receives written notification regarding the activity. After said notification is complete, the CDFG must determine whether the activity may substantially adversely affect an existing fish and wildlife resource. If it determines that the activity may have that effect, CDFG must provide a draft agreement (Streambed Alteration Agreement) to an entity, describing the fish and wildlife resources that CDFG has determined the activity may substantially adversely affect and including measures to protect those resources. The Project Applicant would be required to apply for and receive approval of that Streambed Alteration Agreement from CDFG.

A field determination of CDFG jurisdictional boundaries is based on the presence of a channel with a bed and banks and potential riparian vegetation, at a minimum. Jurisdiction usually extends to the top of bank or the outer edge of riparian vegetation, whichever is wider.

CDFG jurisdictional boundaries were determined based on the presence of any one of three wetland criteria (hydrology, soils, or vegetation) being present. CDFG jurisdictional wetlands on the Project site encompass 85.4 acres on site and 1.6 acres off site. As stated above, wetland delineations have not been conducted at the off-site intersection improvement areas; therefore, off-site acreages are based on riparian habitat only. Also included under CDFG jurisdiction are 1.4 acres of on-site non-wetland Waters.

County Jurisdiction

The County's RPO is more restrictive than the Corps' criteria. Under the RPO, a wetland must only meet one of the following criteria in order to be classified as a wetland: (1) at least periodically the land supports predominantly hydrophytes (plants whose habitat is water or very wet places); (2) the substratum is predominantly undrained hydric soils, or (3) an ephemeral or perennial stream is present the substratum of which is predominantly non-soil and such lands contribute substantially to the biological functions or values of wetlands in the drainage system.

On July 23, 2004, the San Diego County Planning Commission granted an exemption to RPO (PC7-23\RPO-Exemption) requirements to Campus Park and Campus Park West because a Tentative Map for these parcels was recorded prior to 1988. (Parcels for which TMs were recorded prior to 1988 are expressly exempted from the RPO) The exemption findings are listed in Section 4.0 of the Biological Technical Report (REC 2008a).

Therefore, the Proposed Project is in conformance with the Planning Commission's exemption and no further RPO analysis or mitigation is required. Nonetheless, it should be noted that mitigation of sensitive resources is proposed in accordance with the RPO.

Plant Species

Two hundred fifty-four (254) plant species were observed on site during biological surveys. A complete list of plant species observed, with common and scientific names, is provided in Appendix G (Appendix A of that report).

Wildlife Species

Wildlife on the Project site is concentrated primarily within the coastal sage scrub habitat in the northern portion of the site and the riparian habitat in the southern portion of the site. Observations included 33 insect, 70 bird, 11 reptile, 4 amphibian, and 16 mammal species. A complete list of animal species observed, with common and scientific names, is included in Appendix G (Appendix B of that report).

Invertebrates

The most common of the 33 insect species observed on site were Sara orangetip (*Anthocharis sara*) and southern blue (*Glaucopsyche lygdamus australis*) butterflies, ladybug (Family *Coccinellidae*), and honeybee (*Apis mellifera*).

Amphibians

During the on-site surveys, four amphibian species were observed, including bullfrog (*Rana catesbeiana*) and California treefrog (*Hyla cadaverina*). Tree frogs were prevalent within the riparian habitats on site.

Reptiles

A total of 11 reptile species were observed during site surveys, including western fence lizard (*Sceloporus occidentalis*), common kingsnake (*Lampropeltis getulus*), and western rattlesnake (*Crotalus virdis*). Two sensitive species observed on site were orange-throated whiptails (*Cnemidophorus hyperythrus beldingi*) and northern red-diamond rattlesnake (*Crotalus ruber ruber*).

Birds

During the field surveys, 70 bird species were observed on site. Some of the more abundant species included American goldfinch (*Carduelis tristis*), yellow-rumped warbler (*Dendroica coronata*), bushtit (*Psaltiparus minimus*), California towhee (*Piplio crissalis*), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Carduelis psaltria*), spotted towhee (*Piplio erythrophthalmus*), and wrentit (*Chamaea fasciata*). Species found in the riparian area included black phoebe (*Sayornis nigricans*), common yellowthroat (*Geothlypis trachas*), and song sparrow (*Melispiza moldia*). Upland species included Bewick's wren (*Thryomanes bewickii*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), and western meadowlark (*Sturnella neglecta*).

Mammals

There was evidence of 16 mammal species within on-site southern riparian forest, Diegan coastal sage scrub, non-native grassland, and pasture. Species observed/detected included: raccoon (*Procyon lotor*), ground squirrel (*Spermophilus beecheyi*), gopher (*Thomomys bottae*), coyote (*Canis latrans*), and cottontail rabbit (*Sylvilagus auduboni*). Domestic species also were found on site within southern riparian forest, Diegan coastal sage scrub, and pasture and included: cow (*Bos taurus*), donkey (*Equus asinus asinus*), goat (*Capra capra*), and horse (*Equus cabbalus*).

Sensitive Resources

Sensitive or special interest species are those considered rare, threatened, or endangered within the state or region by local, state, and/or federal resource conservation agencies. Sensitive habitats, as identified by these agencies, are those that generally support the above-noted sensitive plant or wildlife species. Sensitive species and habitats are so called because of their limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, and degradation due to development or invasion by non-native species, or a combination of these factors. Sources used for the determination of sensitive biological resources include the County RPO (2007) and Guidelines for Determining Significance and Report Format and Content Requirements – Biological Resources (March 2007), USFWS Threatened and Endangered Species System Listings by State and Territory (2006), CDFG State and Federally Listed Endangered and Threatened Animals of California (2009), and the California Native Plant Society Inventory of Rare and Endangered Plants of California (2006).

Sensitive Habitats

Sensitive habitats on site include southern riparian forest, southern willow scrub, freshwater marsh, coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture. A brief description of

each habitat type is provided below, and the location of each sensitive habitat on the Project site is shown on Figure 3.3-1.

Southern Riparian Forest, Southern Willow Scrub, and Freshwater Marsh. The County considers wetland habitats to be sensitive because of their limited distribution, high wildlife diversity, and valuable water source in the arid climate of southern California. Other agencies that consider wetland habitats sensitive include the Corps, USFWS, CDFG, and USEPA. The County RPO specifically addresses wetland habitat protection, as do CDFG Code Sections 1600-1606 (Streambed Alteration Agreement) and the Corps Clean Water Act Section 404 permit process.

Coast Live Oak Woodland. Coast live oak woodland is considered sensitive throughout the County. This habitat is very limited in its distribution. Valued for high ecological function and aesthetic value, oak woodlands acreage has declined dramatically throughout the region. Although no wildlife was observed within the on-site coast live oak woodland, this vegetation community typically supports a large number of wildlife species, particularly avian species, due to the nesting, foraging, and sheltering opportunities.

Diegan Coastal Sage Scrub. The USFWS, CDFG, and County consider Diegan coastal sage scrub habitats as sensitive. Regionally, this habitat supports a disproportionately large number of listed plant and animal species. Animal species include the coastal California gnatcatcher, coastal cactus wren (*Campylorynchus brunneicapillus*), orange-throated whiptail, and coast horned lizard (*Phrynosoma coronatum*). It is estimated that 70 to 90 percent of this habitat in the state has been lost as a result of urban expansion in coastal areas (Atwood 1998). Even in a disturbed condition, coastal sage scrub habitat may be considered sensitive by the resource agencies because it may still serve as habitat for wildlife and may be regenerating to higher quality coastal sage scrub.

Non-native Grassland and Pasture. Non-native grasslands and pastures, while common throughout the County, are afforded some level of protection because this habitat provides a critical foraging area for resident and migratory raptors.

Sensitive Plants

Two sensitive plant species were detected on the Project site. No sensitive plants were located in the Proposed Project off-site improvement areas. Both species noted are discussed briefly below, and the location of each is shown in Figure 3.3-1.

Parry's Tetracoccus (*Tetracoccus dioicus*). Parry's tetracoccus, a deciduous shrub, is included on List 1B of the CNPS Inventory. List 1B plants are rare, threatened, or endangered in California and elsewhere. The County identifies this plant as a Group A species, which corresponds generally to CNPS List 1B. This shrub, which is in decline due to loss of habitat, typically is found in low-growing chamise chaparral or coastal sage scrub with a moderate dense canopy cover on Las Posas soils. Approximately 1,688 individuals of this species were observed in coastal sage scrub in the northern area.

Palmer's Grappling-hook (*Harpagonella palmeri*). Palmer's grappling-hook, an annual plant, is found on List 4 of the CNPS Inventory. List 4 plants are those of limited distribution, not rare, but uncommon enough that their status should be monitored regularly. The County identifies this plant as a Group D species, which corresponds generally to CNPS List 4. This sensitive species, which is associated with clay soils, is decreasing in numbers throughout southern California. Urban development and agricultural disking have destroyed much of the habitat for this species. One individual Palmer's grappling-hook was observed on a dirt trail in the northern portion of the Project site in 2004. It is likely that more would have been observed under less dry conditions.

Sensitive Wildlife

Eight sensitive animal species were observed on the Project site. One additional species of special County interest, the turkey vulture (*Cathartes aura*), also was observed on site. All of these observed animal species are briefly discussed below, and the location of each observed sensitive species is shown in Figure 3.3-1.

Orange-throated Whiptail (*Cnemidophorus hyperythrus*). The orange-throated whiptail, a California Species of Special Concern and County Group 2 species, is a slender, quick lizard that eats insects and spiders and lives in coastal sage scrub, chaparral, grasslands and riparian areas. Five orange-throated whiptails were observed on site along a dirt trail adjacent to Diegan coastal sage scrub.

Northern Red-diamond Rattlesnake *(Crotalus ruber rubber)*. The northern red-diamond rattlesnake is a California Species of Special Concern and County Group 2 species. This reddish to pinkish-tan rattlesnake occupies coastal sage scrub, chaparral, and woodlands, as well as desert scrub, pinon-juniper woodlands, and fields. It is a secretive species that is relatively docile (compared to the southern Pacific rattlesnake [*Crotalus viridis*]). It eats ground squirrels, lizards, rabbits, and carrion. One northern red-diamond rattlesnake was observed in the Diegan coastal sage scrub habitat in the northern area.

Least Bell's Vireo (*Vireo bellii pusillus*). This bird is federally and state endangered and a County Group 1 species. The least Bell's vireo is a small gray bird that inhabits cottonwood-willow forest, oak woodland, shrubby thickets, and dry washes with thickets at the edges. Nine least Bell's vireos, including two pairs and a juvenile, were observed on site within southern riparian forest.

Coastal California Gnatcatcher (*Polioptila californica californica*). The coastal California gnatcatcher, a federally threatened species, California Species of Special Concern, and County Group 1 species, is a small gray songbird resident of scrub-dominated communities from the Los Angeles Basin through Baja California, Mexico. Coastal California gnatcatcher populations have declined due to extensive loss of Diegan coastal sage scrub habitat to urban and agricultural uses. Five pairs of gnatcatchers were documented on site in the Diegan coastal sage scrub during protocol surveys conducted in 1999. In addition, the coastal California gnatcatcher was observed off site along the northwestern property line. Two additional gnatcatcher locations were noted in the field from faint, distant calls at the eastern edge of the northern area, but were never confirmed or visually identified. For the purposes of this analysis, only those pairs confirmed in the field are analyzed.

Southern California Rufous-crowned Sparrow (*Aimophila ruficeps canescens*). The southern California rufous-crowned sparrow is a California Species of Special Concern and County Group 1 Species. This sparrow is usually found in coastal sage scrub, grassland, and open pine-oak woodlands, where it nests on the ground. Two southern California rufous-crowned sparrows were observed within Diegan coastal sage scrub in the northern area.

Yellow Warbler (*Dendroica petechia*). The yellow warbler, a California Species of Special Concern and County Group 2 species, is a small yellow songbird that inhabits bushes, swamp edges, streams, and gardens. One yellow warbler was observed in the southern riparian forest on the Project site.

Yellow-breasted Chat (*Icteria virens*). The yellow-breasted chat, a California Species of Special Concern and County Group 1 species, is a large warbler with a bright yellow throat and breast, and a distinctive call. This species inhabits brushy tangles, briars, and stream thickets. Four individuals were observed in southern riparian forest on site.

Cooper's Hawk (*Accipiter cooperii*). The Cooper's hawk, a California Species of Special Concern and County Group 1 species, occupies riparian and oak woodlands, eucalyptus groves, and other wooded habitats. This bird was once a common nester in the County, but numbers of breeding pairs have declined over the last several decades, most likely due to the loss of riparian habitat and human disturbance. Two Cooper's hawks were observed in or over on-site Diegan coastal sage scrub and southern riparian forest.

Turkey Vulture (*Cathartes aura*). The turkey vulture is a large scavenger that is usually seen soaring in the sky, perched on dead trees, posts, and carrion, and on the ground. Although this species is not state or federally listed, it is of special interest to the County (a County Group 1 species). Turkey vultures were observed flying over the Project site.

Raptors. Raptors are large predatory or scavenger birds that typically require tall trees for perching and nesting, with adjacent open grasslands necessary for foraging. These species are protected, especially during their critical nesting and wintering stages. Due to declining habitat and associated declining numbers, raptors as a group are protected under CDFG Code Section 3500. Non-listed raptors observed on or over the site included four American kestrels (*Falco sparverius*), several white-tailed kites (*Elanus leucurus*), one red-shouldered hawk (*Buteo lineatus*), and several red-tailed hawks (*Buteo jamaicensis*).

Other Sensitive Species Known from the Area

In addition to those sensitive animal species observed on the Project site, three federally identified endangered wildlife species are known to occur in the Project vicinity: the southwestern willow flycatcher (*Empidonax traillii extimus*), arroyo toad (*Bufo californicus*), and Stephens' kangaroo rat (*Bipodomys stephensi*). These three species are discussed below.

Southwestern Willow Flycatcher. The southwestern willow flycatcher is a federally listed endangered bird that breeds only in dense riparian vegetation near surface water or saturated soil. This species is threatened by loss of habitat and nest parasitism. Southwestern willow flycatchers are documented to occur in the San Luis Rey River in the vicinity of the Project site. Although no focused surveys for this species were conducted, the survey protocol for least Bell's vireo requires that willow flycatchers also be documented and reported. No willow flycatchers were detected during the vireo surveys. The nearest documented location of the southwestern willow flycatcher is approximately 1.3 miles to the east of the Project site.

Arroyo Toad. A federally listed endangered species threatened by loss of habitat, the arroyo toad breeds in slow-moving streams with sandy substrates. The nearest documented location of this sensitive species is approximately 0.5 mile southeast of the Project site in the San Luis Rey River. Protocol surveys for this species were conducted on site in 1999 and 2004; no arroyo toads were detected. In addition, pit traps were placed on the Meadowood property to the east of the Project site to determine if aestivation (summer dormancy) of this species occurs in upland habitats. No arroyo toads were detected during this survey.

Stephens' Kangaroo Rat *(Dipodomys stephensi).* The Stephens' kangaroo rat is a federally listed endangered species known to occur in the Fallbrook area (but more prevalent in Riverside County). The documented occurrence of this species nearest to the Project site is at the Fallbrook Weapons Station, west of I-15 approximately 5.6 miles to the southwest of the Project site. An on-site habitat assessment for this species was conducted with negative results. It was determined that the on-site substrate and habitat are not suitable for this species.

Wildlife Corridors/Linkages

Wildlife corridors and linkages are critical to the regional conservation of sensitive species as they allow populations to access appropriate habitat and to expand. As defined in the County's Guidelines for Determining Significance – Biological Resources (March 2007), a wildlife linkage is an area of land that supports or contributes to the long-term movement of wildlife and genetic exchanges by providing live-in habitat that connects to other habitats, and a wildlife corridor is a specific route that is used for movement and migration of species. A corridor may represent a smaller or narrower avenue for movement, generally consisting of local pathways connecting short distances usually covering one or two main types of vegetation communities. Wildlife linkages are landscape-level connections between very large core areas. They generally span several thousand feet and cover multiple habitat types.

Regional Corridors/Linkages

The Project site is immediately surrounded by development (across I-15) and a future college site to the west, the San Luis Rey River and agricultural groves to the south, agricultural groves and future development (Meadowood) to the southeast, future development (Campus Park West) to the southwest, and undeveloped land (Monserate Mountain Preserve) to the northeast and north. Currently there is little or no direct habitat connection between the San Luis Rey River to the south of the Project site and the coastal sage scrub to the north of the site (Figure 3.3-4, Wildlife Corridors). Even though the pasture area currently provides an undeveloped area between the San Luis Rey River to the south and coastal sage scrub habitat to the north, it does not provide topographic protection (i.e., drainages) or vegetation cover or perches for many wildlife species looking for protection from predators. In addition, the pasture area between the Monserate Mountain Preserve to the north and the San Luis Rey River to the south historically and currently does not support regional wildlife movement because the existing/baseline condition for this area supports few resources due to cattle grazing since the 1950s. The majority of wildlife species observed/detected on site were within the areas intended for open space, as these areas are higher in quality, function, and value.

Significant stands of coastal sage scrub occur northeast of the Project site near Rice Canyon. Rice Canyon is less than one mile east of the Project site and currently is comprised of sparse rural development. This area would provide vegetation cover ideal for movement of wildlife species to hide from predators during north-south movement, as well as forage for food, breed, and raise young. In addition, the area along I-15 west of the Project site is comprised of small- to medium-sized patches of coastal sage scrub that form a series of habitat "stepping stones" ideal for foraging birds. Coastal California gnatcatchers are known to occur within these patches of coastal sage scrub habitat. Both of these alternative routes or linkages are higher in habitat quality than the Project property. They comprise feasible wildlife corridors unobstructed from development, with good foraging capabilities and suitable vegetation coverage ideal for protection from predators.

Local Corridors

Local corridors represent wildlife movement patterns in a localized area that is large enough to provide adequate foraging and breeding acreage. Two local corridors exist on site. One is comprised of the southern riparian forest habitat and the other is comprised of the slopes and ridgeline of the Monserate Mountain Preserve. Although not directly connected to the San Luis Rey River to the south, the on-site southern riparian forest is a large stand of diverse vegetation that provides substantial cover and foraging opportunities for riparian wildlife species, as well as cover and a water source for upland wildlife species. The coastal sage scrub and non-native grassland within the northern portion of the site connects to the Monserate Mountain Preserve to the north. This local corridor allows for localized movement of upland

wildlife species from the on-site habitat to the Monserate Mountain Preserve, as well as to the larger regional corridor, identified above, in Rice Canyon.

Regulatory Framework

Federal

Endangered Species Act. Administered by the USFWS, the federal ESA provides the legal framework for the listing and protection of species (and their habitats) identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a 'take' under the ESA. Section 9(a) of the ESA defines take as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm" and "harass" are further defined in federal regulations and case law to include actions that adversely impair or disrupt a listed species' behavioral patterns.

Sections 4(d) and 7 of the federal ESA regulate actions that could jeopardize endangered or threatened species. A special rule under Section 4(d) of the ESA authorizes take of certain protected species under approved state NCCP programs, which are administered by the states. The County of San Diego participates in a 4(d) program relative to Diegan coastal sage scrub. Section 7 describes a process of federal interagency consultation for use when federal actions may adversely affect listed species. A Section 7 consultation (formal or informal) is required when there is a nexus between listed species' use of the site and Corps jurisdictional areas such as those that occur on the Project site. A biological assessment is required for any major construction activity if it may affect listed species. In such a case, take can be authorized via a letter of biological opinion, issued by the USFWS for non-marine related listed species issues.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) is a federal statute that prohibits the ability to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention… for the protection of migratory birds… or any part, nest, or egg of any such bird." This statute allows the USFWS to enforce the prohibition of direct "taking" of active nests. Implementation of this law typically includes restrictions on development activities when sensitive nesting birds, including raptors, are present.

State

Endangered Species Act. The California ESA is similar to the federal ESA in that it contains a process for listing of species and regulating potential impacts to listed species. Section 2081 of the California ESA authorizes CDFG to enter into a memorandum of agreement for take of listed species for scientific, educational, or management purposes.

Native Plant Protection Act. The Native Plant Protection Act (NPPA) enacted a process by which plants are listed as rare or endangered. The NPPA regulates collection, transport, and commerce in plants that are listed. The California ESA followed NPPA and covers both plants and animals that are determined to be endangered or threatened with extinction. Plants listed as rare under NPPA were designated as threatened under the California ESA.

Natural Community Conservation Planning Program. The objective of the NCCP Act, passed by the state of California in 1991, is to conserve natural communities and accommodate compatible land uses. The

NCCP is broader in its orientation and objectives than the California and federal ESAs. These laws are designed to identify and protect individual species that have already declined significantly in number. The objective of the NCCP is to conserve natural communities (thereby also preserving the species that live in them) and accommodate compatible land uses. This pilot program is a cooperative effort between the state and federal governments and numerous private partners. The focus of the California pilot program is the Diegan coastal sage scrub community of southern California. Diegan coastal sage scrub supports the federally listed threatened coastal California gnatcatcher and approximately 100 other potentially threatened or endangered species. The habitat is fragmented and distributed over more than 6,000 square miles, encompassing portions of San Diego, Orange, Riverside, Los Angeles, and San Bernardino counties.

For planning purposes, some these regions are organized into "subareas" that correspond to geographic boundaries of participating jurisdictions and/or landowners. In each subregion and subarea, a local lead agency coordinated the collaborative planning process. Working with landowners, environmental organizations, and other interested parties, the local agency oversees the numerous activities that compose the development of a conservation plan. The CDFG and USFWS provide the necessary support, direction, and guidance to NCCP participants in these functions. The County is participating in the NCCP and has an MSCP in place for southern and western portions of the County (County 1997).

RWQCB Certification. If an entity proposes to conduct any activity including, but not limited to, the construction or operation of facilities that may result in any discharge to Waters of the U.S., a 401 Certification must be obtained. The Project applicant would be required to apply for and receive approval of a 401 Certification from the RWQCB.

County

North County MSCP Subarea Plan. The MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve. The total MSCP study area encompasses 582,243 acres, of which 43 percent (252,132 acres) is in the unincorporated areas of San Diego County. The County adopted an MSCP Subarea Plan on October 22, 1997 for the southwestern portion of the County, to meet the requirements of the NCCP Act of 1991 and the federal and state Endangered Species Acts (County 1997). This Subarea Plan became effective March 17, 1998 with issuance of the Take Permit by the USFWS. The County currently is in the process of finaling the North County MSCP Subarea Plan. A preliminary draft of the North County Plan was released for public review on February 19, 2009. Based on comments received, a revised Plan, as well as a draft EIR/Environmental Impact Statement (EIS) is planned to be released for public review in late 2010 or early 2011.

The Campus Park Project site, while in an unincorporated area of the County, does not fall within the limits of the adopted MSCP Subarea Plan. It is, however, within the planning area of the proposed North County Segment of the MSCP, and the Project site has negotiated a hardline preserve and take authorization. Since it is likely that the North County Subarea Plan will be approved prior to construction of the Project, a hardline approval has been agreed upon by the Project Applicant, who has had discussions with the County, as well as with the USFWS and CDFG. The current Project design incorporates the agreed-upon hardline open space. Such designation would allow for take authorization within the Project's impacted areas with no further approvals necessary from the resource agencies as they relate to the NCCP process. The hardline open space proposed for the Project includes all areas outside the proposed grading and fuel management zone limits. The hardline agreement between the applicant, County, and resource agencies would incorporate the mitigation and protection measures for impacted biological resources. In addition to the mitigation measures listed in Section 3.3.6 of this

subchapter, the Project also would include an RMP outlining the management tasks to be conducted to preserve the proposed open space in perpetuity. These include maintenance, management, sensitive species surveys, and funding.

Because the North County Segment of the MSCP does not apply due to its current status, conformance with the MSCP and associated Biological Mitigation Ordinance (BMO) are not required for the Proposed Project. Instead, the Project would be subject to the requirements of the NCCP and Section 4(d) of the federal ESA for impacts to Diegan coastal sage scrub. Pursuant to Section 4(d) of the federal ESA, impacts to Diegan coastal sage scrub are limited to five percent of the total acreage occurring within the County as of 1994, and require a Habitat Loss Permit (HLP) pursuant to Habitat Loss Ordinance 8365.

Resource Protection Ordinance. The RPO, effective October 10, 1991, as amended March 21, 2007, provides development controls for unique topography, ecosystems, and natural characteristics within the County deemed to be fragile, irreplaceable, and vital to the general welfare of the County's residents. The resources protected by the County under the RPO include wetlands and wetland buffers (addressed above under jurisdictional waters), steep slopes, sensitive habitat lands, floodways, floodplain fringe, and significant prehistoric and historic sites. The RPO requires that, prior to approval of tentative maps or major use permits, a Resource Protection Study must be completed and findings made relative to compliance with the provisions of the RPO. As noted above, on July 23, 2004, the San Diego County Planning Commission determined that the Campus Park site (and adjacent Pappas property) was exempt from the RPO requirements (PC7-23/RPO-Exemption) because a Tentative Map for the site was recorded prior to August 10, 1988, pursuant to Section 86.605(b).

3.3.2 Guidelines for the Determination of Significance

3.3.2.1 Guidelines of Significance

A significant impact to biological resources would occur if the Proposed Project would:

Regional Habitat

1. Eliminate or substantially degrade a block of habitat considered essential to the local or regional biological environment such that it no longer provides the same or similar function or value.

2. Fail to preserve the natural biological diversity and habitat associations in a contiguous, functional block, thereby compromising the health and viability of the ecosystem.

Wildlife Corridors

3. Result in Project-related improvements or activities within or adjacent to local corridors, regional linkages, or other areas utilized for wildlife movement that would:

    a. Prevent wildlife from accessing areas considered necessary to the species or population persistence in the area (i.e., foraging resources, breeding areas, etc.);

    b. Restrict wildlife from utilizing their natural movement paths (i.e., those paths used when given the choice absent human interference);

    c. Further constrain a narrow corridor by reducing width, removing available vegetative cover, creating edge effects, or placing barriers in the movement path; or

    d. Create artificial corridors that do not follow natural movement patterns.

Edge Effects

4. Subject on- or off-site habitat to substantial edge effects, including:

    a. An increase in noise to a level above ambient conditions, proven to adversely affect sensitive species.

    b. An increase in nighttime light levels above ambient conditions proven to adversely affect sensitive species.

    c. Encroachment of any kind, including but not limited to unauthorized clearing within preserved areas, trash dumping, or off-road vehicle traffic.

    d. Predation of native species such that unrestrained domestic pets would deplete the native population.

    e. Water runoff or underground seepage causing a change in natural moisture levels and/or increasing the spread of pollution and pesticides.

    f. A change in vegetation caused by invasive plants from adjacent ornamental landscaping that would result in a decrease in function and value of the native habitat for native wildlife species.

Sensitive Habitat Wetlands

5. Result in any of the following to or within wetlands: removal of associated vegetation; grading; obstruction or diversion of water flow; change in velocity or siltation rate; placement of fill; placement of structures; construction of a road crossing; placement of culverts or other underground piping; any disturbance of the substratum; and/or any activity that may cause a change in species composition, diversity, and abundance.

6. Not include a wetland buffer adequate to protect the functions and values of existing wetlands.

Sensitive Species

7. Result in grading, clearing, construction or other activities (except for passive recreation) within one kilometer (3,280 feet) of occupied breeding or non-breeding suitable upland/wetland habitat for the arroyo southwestern toad.

Sensitive Habitat

8. Remove any significant component of native or naturalized habitat through grading, clearing, and/or other construction activities.

9. Degrade the value of habitat “moderately to significantly” either immediately or in the long-term as indicated by one of the following:

    a. A change in species composition or diversity; or

    b. A decline in the value or function of the habitat.

10. Remove substantial (sufficient to reduce the population of the raptors in the region) raptor foraging habitat.

Applicable Plans, Policies, and Ordinances

11. Fail to conform to the goals and requirements of the HLP Ordinance or NCCP.

12. Fail to conform to the goals and requirements of applicable federal or state regulations, including but not limited to the federal ESA, MBTA, Bald Eagle Protection Act, Clean Water Act, Porter-Cologne Water Quality Act, and California Fish and Game Code.

Special Status Species

13. Result in direct, indirect, and/or cumulative impacts that would be detrimental to the regional long-term survival of a County sensitive species (those recognized as being depleted, potentially depleted, declining, rare, locally endemic, endangered, or threatened), or any species nominated for or on a state or federal rare, endangered or threatened species list (within the San Diego subregion), or a state or County-defined sensitive habitat, including:

    a. Any impact to a plant or animal species listed as federally or state endangered, threatened, or a Species of Special Concern, a County Group A or B plant species, or a County Group 1 animal species;

    b. Impacts that would reduce the local population of a plant species listed as a County Group C or D by 20 percent or more;

    c. Impacts that would reduce the estimated local population of a County Group 2 sensitive animal species by 20 percent or more, or cause impacts that may be considered detrimental to the regional long-term survival of that species;

    d. Grading, clearing, construction, or other construction-related activities would occur within 4,000 feet of an active golden eagle (*Aquila chrysaetos*) nest during the breeding season (January 1 to July 31), such that it would be likely to interfere with normal nesting activities of the eagle in accordance with County Guidelines for Determining Significance – Biological Resources (March 2007; however, this does not supersede implementation agreements with the wildlife agencies);

    e. Passive recreation would occur within 4,000 feet of an active golden eagle nest during the breeding season (January 1 to July 31).

    f. Long-term or permanent development or active recreational uses that would occur within 4,000 feet of an active golden eagle nest such that it would be likely to interfere with normal nesting, resting, or foraging activities of the eagle. (Development and uses closer than 4,000 feet that would not be in the line-of-sight and would not increase indirect impacts may provide analysis to justify a less-than-significant impact level);

    g. Grading, clearing, and/or construction that would occur within the following distances and within the following time periods for one or more of these species:

Species	Distance	Breeding Season
Coastal cactus wren	300 feet from occupied habitat	February 15 to August 15
Coastal California gnatcatcher	300 feet from occupied habitat	February 15 to August 31
Least Bell's vireo	300 feet from occupied habitat	March 15 to September 15
Southwestern willow flycatcher	300 feet from occupied habitat	May 1 to September 1
Tree-nesting raptors	500 feet from occupied habitat	January 15 to July 15
Ground-nesting raptors	800 feet from occupied habitat	February 1 to July 15
Southern California rufous crowned sparrow	300 feet from occupied habitat	February 15 to August 31
Yellow warbler	300 feet from occupied habitat	March 15 to September 15
Yellow-breasted chat	300 feet from occupied habitat	March 15 to September 15

3.3.2.2 Guideline Sources

The identified guidelines are based on Appendix G of the CEQA Guidelines, state and federal laws and regulations and SANDAG's Regional Comprehensive Plan (RCP). These guidelines precede and are consistent with current County guidelines as stated in the Guidelines for Determining Significance – Biological Resources (March 2007).

Guideline Nos. 1 and 2 are associated with the identification of local or regionally important habitat blocks in sources such as the NCCP and MSCP (e.g., Core Areas) and the Fallbrook Community Plan (e.g., Resource Conservation Areas [RCAs]). The guidelines are intended to protect both the function and value of such individual habitat areas from Project-related development and to maintain the contribution of such areas to the regional biological environment.

Criteria related to wildlife movement corridors identified in Guideline No. 3 are intended to protect such areas due to their critical role in species survival. Appendix G of the CEQA Guidelines indicates that a project could have a significant impact if it would "interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors." Wildlife movement corridors and linkages accommodate a number of essential activities for species viability, including foraging, juvenile dispersal, genetic flow, migration, and colonization. Without adequate movement areas to provide for these ecological needs, other efforts to protect wildlife are undermined, and the probability of species extirpation from a specific locale and eventual extinction may be substantially increased. Because of the importance of adequate wildlife movement corridors and linkages, they have been subject to substantial analysis in conservation biology literature. Despite this intensive study, however, universally accepted standards for maintaining corridors have not been generated due to the inherent variability in regional and local biological conditions and requirements. Optimal criteria for individual wildlife movement areas are instead based on site-specific factors, such as function (e.g., to accommodate regional linkage or local movement), individual species needs, and the type and quality of habitats present. The criteria identified in Guideline No. 3 incorporate the use of site-specific factors, pursuant to principles established by the conservation biology community.

Criteria identified in Guideline No. 4 are intended to protect open space from edge effects related to development, with such effects potentially extending several hundred feet into open space preserves. Such effects are addressed through the NCCP and can result in significant direct changes to species composition, diversity, and abundance, as well as indirect effects that can vary widely depending on the nature of development and adjacent resources. Noise and artificial lighting, for example, can affect foraging and breeding habits of all types of species, including moths (an important prey source for bats), nesting birds, and nocturnal mammals. Edge affects also can adversely impact the availability of

resources such as water or prey species, and can change habitat suitability by altering (for example) moisture or vegetation conditions. Due to their potential to affect large areas of preserved open space, edge effects have been subject to substantial analysis in multiple species recovery plans, reports, technical journals, and scientific conferences. Universally accepted standards for addressing edge effects have not been generated due to the variability in site-specific conditions. The criteria identified for potential project-related edge effects in Guideline No. 4 were therefore generated on the basis of both local conditions and commonly accepted practices in the biological community.

Impacts to wetlands and wetland buffers, as discussed in Guideline Nos. 5 and 6, can have widespread ramifications beyond the immediate loss of sensitive habitat. The loss of wetlands, for example, can affect the riparian species located within them, as well as upland species, which use wetlands as a source of water and as access corridors. Additionally, even minor impacts to wetlands potentially can result in substantial changes in downstream hydrology and/or water quality, with indirect effects therefore not necessarily confined to the area of project-related activities. The CDFG and the Corps regulate impacts to wetlands.

Guideline No. 7 is associated with the identification of important breeding and aestivation areas within one kilometer of occupied arroyo southwestern toad habitat. The guideline is intended to not only protect the breeding habitat of this species but the summer aestivation and movement areas as well.

The removal of native or naturalized habitat through project-related activities, as identified in Guideline Nos. 8 and 9, would directly affect habitat acreage and associated plant/animal species, and would affect potential associated resources/uses such as species diversity, foraging, breeding, and access. Such habitats impacts are addressed in Appendix G of the CEQA Guidelines.

Guideline No. 10 is intended to address raptor species' regular use of both native and non-native grassland habitats for foraging. These species are protected under the MBTA as well as the California Fish and Game Code.

Guideline No. 11 is intended to address applicable goals and requirements under the County HLP Ordinance 8365 and related NCCP. The Southern California Coastal Sage Scrub NCCP was the first effort of this statewide program (with related guidelines adopted in 1993), and authorized a total interim Diegan coastal sage scrub habitat loss of five percent (based on calculations of then-existing habitat acreage by an established Scientific Review Panel). As a participant in the NCCP program, the County is the local jurisdiction in the Project area with authority to issue an HLP and correspondingly allow "take" of the federally listed threatened coastal California gnatcatcher, pursuant to Section 4(d) of the federal ESA. An HLP is required for parcels located outside of the MSCP and must be issued prior to issuance of a Brushing and Clearing Permit, Grading Permits, or Improvement Permits in lieu of Grading Permits. There is an MSCP Plan in place for portions of the County, although the Project site is not within the limits of this plan. While a "North County Subregional Plan" is currently being drafted for areas in northern San Diego County that include the Project site, it has not yet been approved, and the Proposed Project must therefore conform to the NCCP and HLP Ordinance guidelines.

All of the federal and state requirements identified in Guideline No. 12 include goals and objectives intended to protect (among other issues) sensitive species, habitats, and related resource values such as water quality. Compliance with the referenced laws and regulations is required and is related to biological resources. The agencies responsible for enforcing these laws and regulations are responsible agencies with respect to this EIR, including the USFWS, CDFG, RWQCB and Corps. These agencies and/or the laws and regulations they enforce are specifically referenced in Appendix G of the CEQA Guidelines, which indicates that impacts to the biological resources protected by these agencies may constitute a significant environmental impact.

Analyses of potential impacts to applicable plant and animal species conducted during creation of the MSCP concluded that individual populations of most MSCP species could remain viable if no more than 20 percent was removed. Accordingly, Guideline Nos. 13a and 13c identify this criterion for applicable species including: (1) species listed as County Group A or B (plant) or County Group 1 or 2 (animal); and (2) plant or animal species listed as federally or state endangered, threatened, or Species of Special Concern. Impacts to less than 20 percent of individual plant and animal populations, however, also potentially can be detrimental to regional long-term species survival. It should be noted that determining accurate estimates of given animal populations may be more difficult than generating similar estimates for plant populations. Accordingly, the "detrimental to regional long-term survival" criterion should be used (rather than the "20 percent criterion") in cases where the estimate of an animal population is questionable.

The County Group C and D plant species identified in Guideline No. 13b are thought to be in decline, although not to the extent that extirpation or extinction is imminent. Because these species are often prolific within suitable habitat, standards based on protection of such habitats are generally adequate to protect Group C and D species. Due to the generally declining nature of these species (and associated habitats), however, some instances may occur where Project-related impacts may be detrimental to their regional long-term survival. As noted above, determining accurate estimates of given animal populations may be more difficult than generating similar estimates for plant populations.

The criteria identified in Guideline Nos. 13d, 13e, 13f, and 13g are intended to address the potential loss of offspring for the noted particularly sensitive avian species. Any direct or indirect impacts that might affect the nesting success of these species would be considered significant, with the described buffer distances and breeding season dates derived from various studies completed for birds in San Diego County (and generally accepted by the scientific community). Furthermore, nesting raptors and coastal California gnatcatchers are protected by the USFWS through the MBTA and the federal ESA, respectively. Appendix G of the CEQA Guidelines indicates a potential significant impact if a project would "impede the use of native wildlife nursery sites."

3.3.3 Analysis of Project Effects and Determination as to Significance

Direct project-related impacts are immediate impacts resulting from the permanent removal of habitat due to project development. Direct impacts from the Proposed Project are shown on Figure 3.3-5, On-site and Off-site Biological Resources/Impacts, for impacts in the immediate vicinity of the Project and occurring as part of Project design. Off-site impacts associated with potential traffic mitigation are shown on Figures 3.3-2a through e. For purposes of this assessment, all biological resources within the limits of grading for development, trails (including the 10 feet on either side for fuel modification), off-site improvements, or within the fuel management zones were considered 100 percent impacted. A total of 226.7 acres would be directly impacted on the Campus Park Project site. Up to an additional 49.1 acres of habitat would be impacted as a result of off-site Project-proposed improvements.

A primary focus of Project design was avoidance of the maximum amount of both wetlands and the highest quality coastal sage scrub that is adjacent to off-site open space to the north (Heights of Pala Mesa). Proposed development was sited primarily within existing pastureland, disturbed and developed area, and disturbed coastal sage scrub. The Project design avoids the largest contiguous block of wetland habitat supporting the federally and state listed endangered least Bell's vireo. In addition, the highest quality on-site coastal sage scrub, which is adjacent to off-site open space, would be preserved.

Direct Impacts to On-site Habitats (Guideline Nos. 1, 2, and 8)

Direct impacts from the Proposed Project to vegetation communities on site are shown in Table 3.3-1. The Proposed Project would result in impacts to approximately 226.7 acres within the Project site, including 1.4 acres of southern riparian forest, 1.6 acres of southern willow scrub, 0.01 acre of freshwater marsh, 1.3 acres of oak woodland, 42.3 acres of Diegan coastal sage scrub, 38.5 acres of non-native grassland, 0.1 acre of non-native vegetation, 135.4 acres of pasture, 0.1 acre of eucalyptus woodland, 3.9 acres of disturbed habitat, and 2.1 acres of developed land. Impacts to southern riparian forest, southern willow scrub, coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture would be **significant**. (**Impacts BI-1a through BI-1g, respectively**)

Impacts to non-native vegetation, eucalyptus woodland, disturbed habitat, and developed land would be **less than significant**.

Direct Impacts to Off-site Habitats (Guideline Nos. 1, 2, and 8)

Off-site Impacts Associated with Project Design Features and Direct Traffic Mitigation

Potential project-related off-site impacts relate both to required project elements, as well as potential disturbance at the one direct traffic mitigation locale (depicted on Figure 3.3-2c). The following discussion addresses off-site Project-design elements.

Proposed off-site road improvements (including those for direct traffic mitigation), sewer line construction, and grading would impact approximately 48.25 acres of off-site habitats, including 0.7 acre of southern riparian forest, 0.8 acre of southern willow scrub, 0.1 acre of freshwater marsh, 3.77 acres of Diegan coastal sage scrub, 6.27 acres of non-native grassland, 0.39 acre of non-native vegetation, 9.06 acres of pasture, 11.4 acres of orchard, 0.3 acre of eucalyptus woodland, 13.71 acres of disturbed habitat, and 1.75 acres of developed land (Table 3.3-1). Impacts to off-site southern riparian forest, southern willow scrub, freshwater marsh, Diegan coastal sage scrub, non-native grassland, and pasture would be **significant**. (**Impacts BI-1a, b, c, e, f, and g, respectively**)

Impacts to non-native vegetation, orchards, eucalyptus woodlands, disturbed habitat, and developed land would be **less than significant**.

Off-site Impacts Associated with Cumulative Traffic Mitigation

The Proposed Project may include the improvements of some additional off-site intersections as part of cumulative traffic mitigation in conjunction with payment of TIF. These intersections are demarcated with a 3 on Figure 1-35 of this EIR and include Old Highway 395/Stewart Canyon Road/Canonita Drive, and Old Highway 395/Pala Mesa Drive (Figures 3.3-2c and 3.3-2d). Should the Project implement these intersection improvements, additional impacts to off-site habitats would include 0.01 acre of coast live oak woodland, 0.23 acre of Diegan coastal sage scrub, 0.03 acre of non-native grassland, 0.31 acre of non-native vegetation, 0.14 acre of pasture, 0.09 acre of disturbed habitat, and 0.05 acre of developed land, for a total of 0.86 acre (Table 3.3-2). Impacts to off-site coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture would be **significant**. (**Impacts BI-1d(1), e(1), f(1), and g(1), respectively**)

Impacts to non-native vegetation, disturbed habitat, and developed land would be **less than significant**.

Direct Impacts to Wetlands (Guideline No. 5)

The Proposed Project would impact wetlands and waters as shown on Figure 3.3-6, Impacts to Jurisdictional Wetlands and Waters, and summarized in Table 3.3-2. The Proposed Project would directly impact 1.41 acres of wetlands, as well as 1.6 acres of non-wetland Waters of the U.S., under Corps jurisdiction on site; impacts to CDFG jurisdictional areas on site would include 1.41 acres of wetlands and 1.6 acres of non-wetland Waters of U.S. Off-site Project improvements would impact 0.8 acre of Corps wetlands and 0.8 acre of Corps non-wetland Waters of the U.S., as well as 1.6 acres of CDFG wetlands. Impacts to jurisdictional areas would be **significant**. (**Impact BI-2**)

Impacts to Sensitive Species (Guideline Nos. 7, 10, 12, and 13a through f)

Parry's Tetracoccus

The Proposed Project would impact the smaller remnant population on site of approximately 248 individuals of Parry's tetracoccus. The larger population of approximately 1,440 plants would not be impacted. Therefore, approximately 15 percent of the total plants on site would be impacted. Impacts to Parry's tetracoccus would be **significant** in accordance with Guideline 13a. (**Impact BI-3**)

This impact is not expected to significantly impact the survival of this species in the wild as the majority of the population would be protected and would ensure the viability of this population.

Palmer's Grappling-hook

One individual of Palmer's grappling-hook was located on site in the northern area, but would not be impacted by the Proposed Project.

Orange-throated Whiptail

One orange-throated whiptail was observed on an existing dirt road on site. This individual potentially could be impacted by the Project due to trail construction and use. Four additional orange-throated whiptails were observed in on-site Diegan coastal sage scrub habitat that would be preserved. Impacts to this species would be **less than significant** since the majority of observations were within an area of habitat proposed for preservation.

Northern Red-diamond Rattlesnake

The Project would not impact the observed location of the northern red-diamond rattlesnake; therefore, impacts to this species would be **less than significant**.

Least Bell's Vireo

The Project would not directly impact any locations where least Bell's vireos were observed; therefore, **no direct impact** to this species would occur.

Coastal California Gnatcatcher

Implementation of the Proposed Project would impact one observed location of one pair of gnatcatchers on site, as well as habitat for the gnatcatcher (46.07 acres on and off site). Habitat on site for this species would be reduced by 33 percent. Impacts to this species would be **significant**. (**Impact BI-4**)

Southern California Rufous-crowned Sparrow

Implementation of the Project would not result in direct impacts to the locations of the two southern California rufous-crowned sparrows observed on site. Impact to this species would be **less than significant**.

Yellow Warbler

The Proposed Project would directly impact the location of the yellow warbler observed on site. This impact would be **significant**. (**Impact BI-5**)

Yellow-breasted Chat

The Proposed Project would directly impact two of the four locations of the yellow-breasted chats observed on site. This loss would be **significant**. (**Impact BI-6**)

Raptors

The site contains foraging habitat for a variety of raptor species, including the observed Cooper's hawk and turkey vulture. Although raptors are opportunistic in their foraging strategies and will use almost any open habitat where rodents, birds, and reptiles are present, they typically prefer open shrub-lands, grassland, and pastureland because prey is more conspicuous and accessible in these habitats. The loss of 44.77 acres of non-native grassland (including 6.27 acres off site) and 144.46 acres of pasture (including 9.06 acres off site) would result in diminished carrying capacity for raptors on site and in the immediate Project vicinity. The loss of these habitats would constitute a **significant impact**. (**Impact BI-7**)

Other Sensitive Species Known from the Area

Southwestern Willow Flycatcher

Although critical habitat for the southwestern willow flycatcher is located along the nearby San Luis Rey River, the willow riparian habitat on site is not suitable to support this species. **No impact** to this species is expected to occur**.**

Arroyo Toad

Although no arroyo toads were observed on site during protocol surveys, suitable habitat does occur on site and critical habitat has been designated for this species along the San Luis Rey River just south of the Project site. Even so, it is not anticipated that indirect impacts to this species would occur from the Proposed Project because there is neither suitable breeding habitat (slow-moving streams with soil substrates) on site nor is it considered an area of toad seasonal movement. The closest documented location of this species is 0.5 mile southeast of the Project site (Cadre Environmental 2005). Arroyo toads were not observed near the Project site. No suitable breeding habitat occurs on site as substantiated by the surveys, nor is the Project site suitable for movement due to the widening of SR 76, compaction of on-site soils, and results of a pitfall trapping study conducted for adjacent Meadowood project (Cadre Environmental 2005). Therefore, **no impact** to arroyo toads would occur.

Stephens' Kangaroo Rat

No Stephens' kangaroo rats were observed on site during protocol surveys. As stated above, a habitat assessment for this species was conducted on site with negative results. It was determined that the

substrate and habitat are not suitable for this species on site. **No impact** to Stephens' kangaroo rats would occur.

Golden Eagle

No known active golden eagle nests occur within 4,000 feet of the Project site; therefore, **no impact** to golden eagles would occur.

Direct Impacts to Wildlife Corridors (Guideline No. 3)

The Project site is located adjacent to and east of I-15. Planned Campus Park West and existing groves are located to the south. Existing groves and planned Meadowood are located to the east and southeast. The Monserate Mountain Preserve (Heights of Pala Mesa) is located to the north and northeast. Design of an adequate wildlife corridor is based on the quality of habitat, connectivity of the habitat, cover by native plants, and edge effects from adjacent land uses. The Project site, while supporting a high-quality riparian woodland in the southern area and Diegan coastal sage scrub in the northern area, is not expected to provide an adequate regional wildlife corridor for bird and mammal species. This is due to the pasture between the southern riparian forest to the south and Diegan coastal sage scrub to the north. Though undeveloped, the pasture between the northern Monserate Mountain Preserve and the southern San Luis Rey River has been fenced and grazed since the 1950s and is therefore not used as a regional corridor. This pasture has been and currently is being used for livestock grazing and thus is largely barren or sparsely vegetated with non-native forbs. The Project site does not have well-protected habitat cover for upland bird species and/or mammals to traverse the Project site between the southern riparian forest and Diegan coastal sage scrub. No current on-site regional wildlife corridor exists. The proposed development footprint would not change this existing baseline condition.

Related to this topic, higher quality cover and habitat linkages are provided east of the Project site that could be utilized for regional dispersal of wildlife (Figure 3.3-4). Rice Canyon is a relatively undeveloped area east of the Project site that connects habitat from the south to the Monserate Mountain Preserve to the north; it is considered a regional north-south wildlife corridor. Adequate cover and linkage also exists west of I-15 via patches of coastal sage scrub habitat that create a series of sequential habitat "stepping stones" that can be used by upland species, including foraging birds. (Coastal California gnatcatchers are known to occur within these patches of sage scrub.) There is little vegetation for the gnatcatcher to use between the on-site Diegan coastal sage scrub and habitat to the south. When viewed regionally, the most viable connection for gnatcatchers is either from coastal sage scrub south of the San Luis Rey River through habitat in Rice Canyon to the east or through the series of coastal sage scrub habitat "stepping stones" located west of I-15. Both the Rice Canyon corridor and the "stepping stones" to the west provide a more suitable regional corridor than on-site resources. In conclusion, direct impacts to wildlife corridors are expected to be **less than significant** as a result of Project implementation.

As for localized corridors, wildlife would be expected to use the large southern riparian forest habitat on site, as well as on-site Diegan coastal sage scrub in the northern portion of the site. In addition, various upland drainages occur within the Diegan coastal sage scrub habitat that could be utilized by small wildlife movement as localized corridors. The Proposed Project has been designed to provide large blocks of habitats continuing to connect to off-site open space. The Diegan coastal sage scrub habitat in the northern area abuts the Monserate Mountain Preserve, while the southern riparian forest provides habitat within Horse Ranch Creek between I-15 and SR 76, which would remain in open space. Proposed Pankey Place would not act as a barrier to wildlife movement along Horse Ranch Creek as the road would not bisect the creek. An existing bridge is located on Pankey Road that crosses Horse Ranch Creek. That facility would be relocated approximately 100 feet southwest of its existing location and would be

approximately the same width as the existing structure. It would also be approximately five feet higher than the existing structure, allowing for a larger passage. The Proposed Project would not interfere with these local wildlife use areas; therefore, impacts to local wildlife corridors would be **less than significant**.

Indirect Impacts (Guideline Nos. 4, 6, 9, and 13g)

Indirect impacts associated with adverse "edge effects" can result from changes in land use adjacent to natural habitat. These indirect effects can be either short-term impacts (e.g., related to the construction period) or long-term (e.g., ongoing effects associated with development). Potential indirect/edge effect impacts from the Proposed Project may include: excess noise levels; excess night-time artificial light; unauthorized encroachment; predation of native wildlife by domestic pets; contaminated water runoff; encroachment of invasive non-native plants; wetland buffer impacts; habitat isolation; and road kill. Each of there issues is addressed below.

Noise

Guideline No. 4a states that substantial edge effects may occur if the Project creates noise greater than ambient levels (and at levels proven to adversely affect sensitive species). Currently, portions of the site are severely affected by ambient noise from I-15 to the west. Ambient noise levels in OS-2 and OS-3 range from 55 to 70 dBA. Noise levels are not expected to increase from proposed residential activities because the Project would include open view sound walls as part of Project design between some proposed development and open space (refer to Figure 1-28) and the only "developed" Project uses proposed near OS-2 would be a pump station and trail staging area. The pump station is proposed to be located a minimum of 100 feet from the edge of biological open space. Utilizing a drop-off rate of 6 dBA per doubling of distance, noise generated by the pump station would fall within acceptable limits at abutting biological open space lots (60 dBA $L_{eq;}$ Appendix E). Given that the ambient noise levels already are elevated due to I-15, and that the Proposed Project is not expected to create significant noise impacts beyond the ambient noise levels; impacts would be **less than significant**.

Grading, clearing, or construction activities within 300 feet of an active coastal California gnatcatcher, southern California rufous crowned sparrow, least Bell's vireo, yellow warbler, or yellow-breasted chat nest during these species' breeding seasons would have the potential to disrupt nesting behavior. The breeding seasons have been identified as February 15 through August 31 for coastal California gnatcatcher and southern California rufous crowned sparrow, and March 15 to September 15 for least Bell's vireo, yellow warbler, and yellow-breasted chat. Similarly, any grading, clearing, or construction within 500 feet of an active tree-nesting raptor nest or 800 feet of an active ground-nesting raptor between the raptor breeding season (January 15 to July 15 for tree-nesting raptors and February 1 to July 15 for ground-nesting raptors) could disrupt nesting. This potential adverse effect would comprise a **significant impact**. (**Impact BI-8**)

Night-time Artificial Lighting

Night-time lighting on native habitats can provide nocturnal predators with an unnatural advantage over their prey. When this occurs, it could cause an increased loss of native wildlife, which would be potentially significant for listed species such as the coastal California gnatcatcher and least Bell's vireo. For the Proposed Project, however, the Project would conform with the County Light Pollution Code, provide shielding, and direct street lights away from natural open space. Therefore, impacts associated with night-time lighting would be **less than significant**.

Human Encroachment

Increases in human activity in the area could result in degradation of sensitive vegetation by fragmenting habitat and forming additional edges through the creation of unauthorized roads or trails and by removing existing vegetation. In addition, illegal dumping of lawn and garden clippings, trash, or other refuse could occur. Should they occur, such impacts would be considered significant as Guideline No. 4c may be exceeded. The open space would be fenced with a five- to six-foot high open-view fence, however, and posted with permanent "no trespassing" signs. This would protect the area from encroachment. A fencing plan is included as part of the Project (Figure 1-28). The implementation of the fencing plan would avoid any potential significant impact associated with human encroachment; impacts would be **less than significant**.

Domestic Pets and Nuisance Species

The Project has the potential for domesticated animals and nuisance species to impact native wildlife. Cats are known to prey on wildlife adjacent to residential development, especially birds and lizards. Dogs also may prey on wildlife. Accordingly, domestic animals could significantly impact native wildlife in the immediate area. In addition, residential uses often support the introduction of Argentine ants to local habitats. This could have significant consequences on native ant species and animals that feed on them by the Argentine ants outcompeting native ant species and replacing them in native habitats. Nuisance or domesticated animals species within open space would be potentially **significant**. (**Impact BI-9**)

Increased or Contaminated Water Runoff

Water quality in riparian areas can be adversely affected by potential surface runoff from residential development, including increases in urban contaminants such as fertilizers, pesticides, and car petroleum products. Decreased water quality may adversely affect vegetation, aquatic animals, and terrestrial wildlife that depend upon these resources. Compliance with County requirements and implementation of Project design measures (refer to Table 1-13), however, would reduce any potential water quality effect associated with runoff. The Proposed Project would have an approved Storm Water Management Plan (SWMP) that would incorporate bioswales and implement BMPs to protect the adjacent wetlands from impacts associated with storm water runoff. Accordingly, impacts would be **less than significant**.

Increased water flow often creates erosion and/or siltation issues for downstream wetland resources. The Project design includes a number of measures to reduce the peak runoff volume and velocity of on-site flows, and to control post-development runoff from the Project site during design storm events. With the inclusion of these proposed design measures (refer to Table 1-13 for the complete list of design measures), post-development runoff volumes leaving the Project site boundary would be less than or equal to the pre-development volumes. Accordingly, impacts associated with water flow would be **less than significant**.

Invasion of Open Space by Invasive Non-native Plant Species

Non-native plants could colonize sites disturbed by construction and could spread into adjacent native habitats, especially following a disturbance, such as fire. Many non-native plants are highly invasive and can displace native vegetation, reducing native species diversity, potentially increasing flammability and fire frequency, changing ground and surface water levels, and potentially adversely affecting native wildlife that is dependent on the native plant species, as a few examples. Review of the landscape plans indicates that no species identified as invasive are proposed as part of the landscape plans. However, colonization of non-native plant species in non-impact areas could occur if Project residents plant

invasive plant species in their yards. Colonization, if it were to occur, would result in degradation of native habitat. This would constitute a **significant impact**. (**Impact BI-10**)

Impacts to Buffers

Wetland buffers are an integral part of a preserve system to reduce issues addressed above, such as invasive plants, noise, water quality, and lighting and also serve as a means to reduce edge effects. The Proposed Project would impact the wetland buffer adjacent to Horse Ranch Creek and side tributaries at Pankey Place, Pankey Road, the detention basin, trail staging area, and sewer pump station. Typical wetland buffers vary in width from 50 to 200 feet depending on the resources within and surrounding the wetland. Guideline No. 6 states that significant impacts would occur if the Project does not include a wetland buffer adequate to protect the functions and values of existing wetlands. Due to the constraints posed by the road alignments and intersections, construction would directly impact wetlands and wetland buffers, thereby not buffering the riparian habitat that would remain on site. Project grading and ultimate build-out without an adequate buffer may result in degradation of the adjacent habitat and wildlife within the wetland. Once Project construction is complete, a manufactured buffer between the proposed buildings and the adjacent habitat would be installed/created, and the Project proposes to revegetate these areas with native species, thereby reducing this impact. Manufactured buffers would be part of the landscape plan and are discussed in the On-site Wetland Enhancement Plan. A manufactured buffer would not be used as mitigation or enhancement credit because it would be within the fuel modification zone, with a plant palette in accordance with fire clearing requirements. These wetland buffers effects would be **significant impacts**. (**Impact BI-11**)

Impacts to Off-site Habitat due to Isolation

Guideline 3a states that significant biological impacts would occur if the Proposed Project would prevent wildlife from accessing areas considered necessary to the species for population persistence in the area (i.e., foraging resources, breeding areas, etc). The pasture area between the Monserate Mountain Preserve to the north and the San Luis Rey River to the south has been used for cattle grazing since the 1950s, providing a degraded existing condition. The Project, however, was designed to provide (1) a continuous block of habitat connecting to Monserate Mountain Preserve to the north and (2) a significant block of the riparian habitat of Horse Ranch Creek. Pankey Place was moved further south to reduce fragmentation of riparian habitat. Off-site segments of Pankey Road, Pala Mesa Drive, and Horse Ranch Creek Road have the potential to fragment habitats both on the Campus Park West property and the Meadowood property. Currently, the locations, while not separated by development, are separated by the grazed pasture land, citrus groves, SR 76, and I-15. Therefore, impacts are expected to be **less than significant** as a result of implementation of the Proposed Project.

Road Kill

Road kill could occur as vehicles travel on the roads associated with the Project. Increases in road kill also could occur as traffic is added to roads that lead to the Project site. The proposed open space would be separated from the roads in the northern and central sections by development (e.g., houses, commercial uses, etc.) therefore the likelihood of significant road kill would be low. Mortality would be more likely to occur along Pankey Place, which would traverse the riparian habitat that supports several sensitive species. Impacts associated with road kill along Pankey Place would be potentially **significant**. (**Impact BI-12**)

Conformance with the Goals and Requirements of the Habitat Loss Permit Ordinance or Natural Community Conservation Plan (Guideline No. 11)

The Project would be subject to the requirements of the NCCP and Section 4(d) of the federal ESA for impacts to Diegan coastal sage scrub. Pursuant to Section 4(d) of the federal ESA, approvable impacts to Diegan coastal sage scrub are limited to five percent of the total acreage occurring within the County as of 1994, and require an HLP pursuant to Habitat Loss Ordinance 8365. The Project Applicant would be required to obtain an HLP or a Section 10 permit from USFWS for take of coastal California gnatcatcher habitat. The Proposed Project would conform to the goals and requirements of the HLP Ordinance as a matter of law. Impacts are assessed as **less than significant**.

3.3.4 Cumulative Impact Analysis

Cumulative impacts refer to incremental, individual, environmental effects of two or more projects when considered together. These impacts may be minor when addressed individually, but still be collectively significant as they occur over a period of time. When assessing cumulative impacts to biological resources, the geographic area included in the cumulative analysis should reflect: (1) biological parameters similar to those occurring on the Project site or within the same watershed area; (2) distribution of sensitive species populations and home ranges similar to those occurring the Project site; and (3) habitat use patterns of common wildlife species similar to those occurring the Project site. Based on these criteria, cumulative assessment areas were determined for the various biological resources on site (REC 2008a; Figure 3.3-7, Cumulative Projects for Biological Resources). Of the cumulative projects listed in Tables 1-14 and 1-15, 87 are known to support biological resources similar to those found on the Project site. Refer to Appendix H of EIR Appendix G for a breakdown of the habitats contained within each of the projects shown on Figure 3.3-7. Figure 3.3-7 shows the cumulative projects that were evaluated.

Regional Ecosystems

The Proposed Project is partially located in an eastern portion of the Northern Valley Humid Temperate Ecological Region and partially in the Northern Foothills Humid Temperate Ecological Region, as mapped by the County. The Project site sits east of I-15 in the Pala Mesa Valley and watershed of the San Luis Rey River. The area is developed; consisting primarily of rural residential, active groves, and riparian habitats along the floodplain of the San Luis Rey River and its tributaries. Natural habitats of the region consist of sage scrubs, chaparrals, riparian and oak woodlands and sandy washes.

Areas that are important to the wildlife of the region include the San Luis Rey River corridor, large tracts of undeveloped coastal sage scrub to the east (Rice Canyon), and the coastal sage scrub/chaparral "stepping stone" areas west of I-15.

Cumulative Impact Area for Wetlands, Southern Riparian Forests and Riparian Scrubs, Oak Woodlands, and Wetland Sensitive Species

When analyzing cumulative impacts to wetlands, waters, and aquatic species, it is important to consider impacts within the watershed in which the project is located. The area analyzed for potential cumulative impacts includes the San Luis Rey River watershed within the ecoregion from approximately the communities of Bonsall to Pala. Oak woodlands also are included within this cumulative impact assessment because the oak woodlands in the region are generally associated with minor tributaries to this river.

The least Bell's vireo is known to occur throughout the San Luis Rey River, Santa Margarita River, San Diego River, Sweetwater River and these river's tributaries. For this assessment, least Bell's vireo impacts are assessed utilizing the San Luis Rey River corridor and its tributaries. This same study area is used for analysis of impacts to the yellow warbler and yellow-breasted chat.

Cumulative Impact Area for Diegan Coastal Sage Scrub, Non-native Grassland, Coastal California Gnatcatcher, Raptors, and Parry's Tetracoccus

Many species associated with upland habitats are locally migratory and do not tend to traverse many miles. Therefore, the cumulative area addressed in this analysis is the upland habitat of Diegan coastal sage scrub and non-native grassland comprised of the area within the Northern Foothills and Northern Valley Humid Temperate ecological regions, which are quite large. To provide an adequate cumulative assessment, the cumulative impact area includes those habitats within these regions from Fallbrook to Bonsall to Lilac to Pala (an approximately five-mile radius around the Project site). This provides sufficient range for resident species while encompassing enough lands to provide an adequate assessment.

The coastal California gnatcatcher and raptors are analyzed within the ecoregions described above. Parry's tetracoccus is known to occur primarily in the inland North County, but has been observed as far south as Dehesa and McGinty Mountain near Jamul. For this analysis, the assessment of cumulative impacts to Parry's tetracoccus incorporates the two ecoregions defined above.

Cumulative Impacts to Sensitive Habitats

Permanent impacts to sensitive habitats associated with the Project include impacts to riparian forest/scrub, coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture. A total of 87 of the cumulative projects in the vicinity are known to support one or more of these habitat types. These projects, while adding to the cumulative loss of these habitats, also are required to set aside open space to protect these habitats. In the case of wetland habitats, mitigation is required at a minimum ratio of 1:1 creation and 2:1 restoration/enhancement; therefore, no net loss of these habitat types would occur. Accordingly, cumulative impacts to wetland habitats would be **less than significant** due to the no net loss policy of the federal, state, and County regulations.

The Fallbrook and Pala Mesa areas are rural in nature, and include the Fallbrook Conservancy Preserve area. Most land in this region is large-lot residential or undeveloped land that will be required to comply with the NCCP guidelines and eventually the North County MSCP, thereby reducing or hindering the cumulative loss of sensitive upland habitats. Accordingly, incremental loss of upland habitats, including Diegan coastal sage scrub, coast live oak woodland, non-native grassland, and pasture are expected to be **less than significant**.

Cumulative Impacts for Sensitive Plant Species

Parry's tetracoccus are relatively abundant both on and off site. This species is prevalent in the Monserate Mountain Preserve to the north of Campus Park and within the chaparral habitats of the region. This species often occurs on steep slopes that preclude development impacts, thereby protecting this species from cumulative losses. The biological goals of the Draft North County MSCP Subarea Plan is to "develop a preserve system that will preserve ecosystem functions and values, maintain the range of natural biological communities and native species within the Plan area and contribute to the recovery of endangered, threatened, and sensitive species and their habitats." This Subarea Plan discusses regional conservation goals of Parry's tetracoccus to be 80 percent within known locations and 73 percent for all habitats predicted to be conserved as part of that plan. Therefore, it is implied that the preservation of 80

percent of this species would provide adequate cumulative protection of this species. Accordingly, cumulative impacts to Parry's tetracoccus would be **less than significant**.

Cumulative Impacts for Sensitive Wildlife

The analysis of cumulative impacts on sensitive species should take into account the distribution of these species, the home range of the species, and the distribution of the reproducing population. The species analyzed for potential cumulative impacts were the coastal California gnatcatcher (analyzed within the ecoregion); least Bell's vireo, yellow warbler, and yellow-breasted chat (San Luis Rey River and its tributaries); and raptors (ecoregion).

Significant impacts to least Bell's vireo, California gnatcatcher, yellow warbler, yellow-breasted chat, and raptor species are expected to occur on site. Least Bell's vireos occur in the major river systems of San Diego County and (closer to the Project site) within the San Luis Rey River as far east as Pala and as far west as Oceanside. The population of least Bell's vireo in the riparian systems of these rivers accounted for 74 percent of the total population in the County in 1996, with the remainder occurring in Sweetwater, San Diego, and Tijuana rivers and their tributaries (Unitt 2004). Least Bell's vireos also are known to recolonize within restored southern riparian forest habitat. The Project proposes to mitigate for impacts to southern riparian forest by creating high quality habitat suitable for least Bell's vireo off site and restoring some of the habitat that occurs on site. Based on this information, cumulative loss of habitat for the least Bell's vireo due to Project implementation would be **less than significant**.

Coastal California gnatcatchers occur within coastal sage scrub habitats from the foothills to the coast of San Diego County. The loss of 46.07 acres (both on and off site) of predominantly disturbed non-occupied habitat would not add to the cumulative loss of the coastal California gnatcatcher regionally. The majority of the high quality habitat and the observed locations of this species on site would be preserved. In addition, preserved open space would connect to off-site open space, allowing for local distribution of this species. Cumulative impacts would be **less than significant**.

Sufficient open land, including agricultural lands, non-native grasslands, and open coastal sage scrub, occur throughout the region to support raptor species. In addition, appropriate raptor foraging land is required as off-site mitigation for direct impacts under the Proposed Project. This land would be set aside in perpetuity, and would have the same or better functionality than on-site land. The loss of non-native grassland and pasture, while significant on a Project-direct basis, would not be considered cumulatively significant with regard to raptor foraging. Accordingly, cumulative impacts to raptors would be **less than significant**.

3.3.5 Significance Prior to Mitigation

The following significant impacts related to biological resources would occur with Project implementation:

Impact BI-1a The Project would result in significant impacts to 2.1 acres of southern riparian forest (including 1.4 acres on site and 0.7 acre off site).

Impact BI-1b The Project would result in significant impacts to 2.4 acres of southern willow scrub (including 1.6 acres on site and 0.8 acre off site).

Impact BI-1c The Project would result in significant impacts to 0.11 acre of freshwater marsh (including 0.01 acre on site and 0.1 acre off site).

Impact BI-1d The Project would result in significant impacts to 1.3 acres of coast live oak woodland (all on site).

Impact BI-1e The Project would result in significant impacts to 46.07 acres of Diegan coastal sage scrub (including 42.3 acres on site and 3.77 acres off site).

Impact BI-1f The Project would result in significant impacts to 44.77 acres of non-native grassland (including 38.5 acres on site and 6.27 acres off site).

Impact BI-1g The Project would result in significant impacts to 144.46 acres of pasture (including 135.4 acres on site and 9.06 acres off site).

Impact BI-2 The Project would significantly impact 1.41 acres of wetlands, as well as 1.6 acres of non-wetland Waters of the U.S., under Corps jurisdiction on site. Impacts to CDFG jurisdictional areas on site would include 1.41 acres of wetlands and 1.6 acres of non-wetland Waters of U.S. Off-site Project improvements would impact 0.8 acre of Corps wetlands and 0.8 acre of Corps non-wetland Waters of the U.S., as well as 1.6 acres of CDFG wetlands.

Impact BI-3 The Proposed Project would significantly impact the smaller remnant population on site of approximately 248 individuals of Parry's tetracoccus (15 percent of individuals on site).

Impact BI-4 Implementation of the Proposed Project would directly impact one observed location of one pair of gnatcatchers on site, as well as habitat for the gnatcatcher (46.07 acres on and off site). This would result in a significant impact.

Impact BI-5 The Proposed Project would directly impact the location of the yellow warbler observed on site. This would result in a significant impact.

Impact BI-6 The Proposed Project would directly impact two of the four locations of the yellow-breasted chats observed on site. This would result in a significant impact.

Impact BI-7 The loss of 44.77 acres of non-native grassland (including 6.27 acres off site) and 144.46 acres of pasture on site (including 9.06 acres off site) would result in diminished carrying capacity for raptors on site and in the immediate Project vicinity. This would result in a significant impact.

Impact BI-8 Grading, clearing, or construction activities within 300 feet of an active coastal California gnatcatcher, southern California rufous crowned sparrow, least Bell's vireo, yellow warbler, or yellow-breasted chat nest during these species' breeding seasons would have the potential to disrupt nesting behavior. Similarly, any grading, clearing, or construction within 500 feet of an active tree-nesting raptor nest or 800 feet of an active ground-nesting raptor between the raptor breeding season would have the potential to disrupt raptor nesting behavior. The breeding seasons have been identified as February 15 through August 31 for coastal California gnatcatcher and southern California rufous crowned sparrow; March 15 to September 15 for least Bell's vireo, yellow warbler, and yellow-breasted chat; January 15 through July 15 for tree-nesting raptors; and February 1 through July 15 for ground-nesting raptors. Impacts to these bird species would be significant.

Impact BI-9 The introduction of nuisance or domesticated animal species into open space would be potentially significant.

Impact BI-10 Colonization of non-native plant species in non-impact areas due to potential use of non-native plant species by residents in their yards and the resulting degradation of native habitat would be significant should it occur.

Impact BI-11 Impacts to wetland buffers would be significant.

Impact BI-12 Impacts associated with road kill along Pankey Place have the potential to be significant.

Potential Off-site Impacts Associated with Cumulative Alternative Traffic Mitigation[1]

If off-site intersection improvements detailed in Section 2.2.6, M-TR-6 and 7, of this EIR are implemented rather than TIF payment as part of cumulative traffic mitigation, the following biological resource impacts would occur:

Impact BI-1d(1) The Project would result in significant impacts to 0.01 acre of coast live oak woodland (at Old Highway 395/Stewart Canyon Road/Canonita Drive).

Impact BI-1e(1) The Project would result in significant impacts to 0.23 acre of Diegan coastal sage scrub (at Old Highway 395/Stewart Canyon Road/Canonita Drive, and Old Highway 395/Pala Mesa Drive).

Impact BI-1f(1) The Project would result in significant impacts to 0.03 acre of non-native grassland (at Old Highway 395/Pala Mesa Drive).

Impact BI-1g(1) The Project would result in significant impacts to 0.14 acre of pasture (at Old Highway 395/Stewart Canyon Road/Canonita Drive).

3.3.6 Mitigation

Mitigation is identified for each of the significant impacts identified above. Table 3.3-3, Summary of Required Mitigation for Impacts Associated with the Proposed Project, summarizes the amount of habitat impacted on and off the Project site, as well as the amount of required mitigation. The mitigation measures listed below would reduce Project impacts to biological resources to below a level of significance.

The mitigation outlined below for direct impacts to on- and off-site habitats includes preservation both on and off site, on-site creation of habitat, and on-site enhancement of habitat. Appendix I of the Biological Technical Report (EIR Appendix G) contains the conceptual mitigation plans for the Project, including on-site wetland mitigation (REC 2010. A conceptual RMP (REC 2009; Appendix G of EIR Appendix G) also was prepared for the Proposed Project, and discusses short- and long-term management of the habitat to be preserved on site.

[1] Mitigation for cumulative traffic effects may be mitigation either through payment into the TIF or through specified improvements at particular off-site locations (see Section 2.2.6 of this EIR).

Wetland habitats, including southern riparian forest, southern willow scrub, and freshwater marsh are proposed to be mitigated through on-site enhancement of existing wetland habitat. The Wetland Revegetation Plan details the feasibility, site selection criteria, and success criteria to achieve mitigation. Upland habitats that would be impacted by the Project, including coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture, are proposed to be mitigated through on- and off-site preservation. The off-site preservation location(s) preferably would occur within the watershed of the San Luis Rey River. Site(s) shall be approved by the Director of DPLU. On-site preservation management is addressed within the Project RMP. Off-site preservation management will be addressed once a site is selected. A separate RMP will be required for off-site mitigation.

Mitigation (i.e., preservation of open space) would occur upon issuance of the grading permit for each particular area on site. Mitigation will be implemented as impacts occur; therefore, mitigation has been divided into phases. Specific product phasing may increase or decrease based on economic factors. Mitigation has been divided into three major phases:

- **Phase 1**: Impacts/mitigation south of proposed Baltimore Oriole Road, including the off-site extension of Horse Ranch Creek Road, Pankey Place, Pankey Road, and Pala Mesa Drive.
- **Phase 2**: Impacts/mitigation north of proposed Baltimore Oriole Road.
- **Phase 3**: Impacts/mitigation for off-site intersection improvements as each intersection is improved.

Because mitigation will be phased, an impact and mitigation tracking system will be utilized. The Project Applicant or monitoring biologist will tally impacts as they occur and ensure that the appropriate mitigation (preservation, creation, and/or enhancement) occur concurrently. The Applicant, County, or monitoring biologist will ensure that adequate and appropriate mitigation is provided for the total impact to each habitat.

Habitats

M-BI-1a Significant direct impacts to 2.1 acres of southern riparian forest (including 1.4 acres on site and 0.7 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. A total of 2.1 acres of riparian forest shall be created on site and be of sufficient quality to support least Bell's vireo, yellow warbler, and yellow-breasted chat. A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. In addition, 4.2 acres of the on-site southern riparian forest shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1b Significant direct impacts to 2.4 acres of southern willow scrub (including 1.6 acres on site and 0.8 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 2.4 acres of southern willow scrub habitat on site. . A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. An additional 4.8 acres of the Project site's riparian forest shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1c Significant direct impacts to 0.11 acre of freshwater marsh (including 0.01 acre on site and 0.1 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 0.11 acre of freshwater marsh habitat on site. A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. In addition, 0.22 acre of the Project site's riparian forest

shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1d Significant impacts to 1.3 acres of coast live oak woodland shall be mitigated at a ratio of 2:1 or 3:1. One acre of this habitat shall be mitigated at 2:1 as it is in the fuel modification zone and 0.3 acre shall be mitigated at 3:1 as it would be impacted due to grading. Therefore, a total of 2.9 acres is required to mitigate this habitat type. This mitigation shall consist of preserving 1.5 acres on site and purchasing 1.4 acres of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU.

M-BI-1e Significant impacts to 46.07 acres of Diegan coastal sage scrub (including 42.3 acres on site and 3.77 acres off site) shall be mitigated at a 2:1 ratio for a total mitigation requirement of 92.1 acres. This impact shall be partially mitigated through the preservation of the remaining Diegan coastal sage scrub on site (87.3 acres). The remainder of the required mitigation shall be accomplished by purchasing 4.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1f Significant impacts to 44.77 acres of non-native grassland habitat (including 38.5 acres on site and 6.27 acres off site) shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 22.4 acres. Mitigation shall consist of preserving the remaining non-native grassland on site (5.6 acres) and purchasing 16.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1g Significant impacts to 144.46 acres of pasture (including 135.4 acres on site and 9.06 acres off-site) shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 72.2 acres. Mitigation shall consist of purchasing 72.2 acres off site of mitigation credit at an approved mitigation bank or on land approved by the Director of DPLU that is equal to or "like functioning" to the impacted pasture.

Jurisdictional Areas

M-BI-2 Significant impacts to Corps and CDFG jurisdictional wetlands shall be mitigated through habitat-based mitigation, as described in M-BI-1a through 1c, above. Impacts to Waters of the U.S. shall be mitigated at a 1:1 ratio (1.6 acres) through enhancement of on-site southern riparian forest. The Project Applicant shall obtain applicable regulatory permits from other agencies.

Sensitive Plants

M-BI-3 Direct significant impacts to Parry's tetracoccus shall be mitigated through the preservation of the remaining population of this species on site.[2] Minor encroachment into the larger northern population (located within the outer limits of the fuel modification zone) shall be avoided during brushing and clearing. The limits of the population shall be flagged or fenced (with drift fence) to demarcate the limits of brush clearing. To mitigate for the loss of the 248 plants in the north-central portion of the site, habitat supporting this plant species at a 2:1 ratio shall be purchased or created off site. This may co-occur with other mitigation/habitat needs of the Project. Off-site lands must be within an approved mitigation bank or lands

[2] The Project site burned during the October 2007 wildfires. It is anticipated that the population will re-germinate to their original population size.

deemed acceptable by the Director of DPLU.[3] If, for any reason, an appropriate preserve population cannot be located, the Director of DPLU will be contacted and an alternate mitigation will be determined. Alternative mitigation may include propagation of the plant from seed.

Sensitive Wildlife

M-BI-4 Long-term significant direct impacts to the coastal California gnatcatcher shall be mitigated through the habitat preservation and off-site habitat purchase per M-BI-1e, above.

M-BI-5 Significant direct impacts to the yellow warbler shall be mitigated through the habitat-based mitigation addressed in M-BI-1a, above. Habitat mitigation shall consist of creation of southern riparian forest at a ratio of 1:1 and enhancing portions of on-site southern riparian forest remaining. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow warbler.

M-BI-6 Significant direct impacts to the yellow-breasted chat shall be mitigated through the habitat-based mitigation addressed in M-BI-1a, above. Habitat mitigation shall consist of creation of southern riparian forest at a ratio of 1:1 and enhancing portions of on-site southern riparian forest remaining. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow-breasted chat.

M-BI-7 Significant direct impacts to raptor foraging areas shall be mitigated through the habitat-based mitigation addressed in M-BI-1f and M-BI-1g, above. Habitat mitigation shall consist of the preservation of non-native grassland and pasture at a 0.5:1 ratio.

Indirect Impacts

M-BI-8 No grading, clearing, or construction activity shall be initiated within 300 feet of occupied habitat during coastal California gnatcatcher and southern California rufous-crowned sparrow breeding season (February 15 through August 31), 300 feet of occupied habitat during least Bell's vireo, yellow warbler, and yellow breasted-chat breeding season (March 15 through September 15), 500 feet of occupied tree-nesting raptor habitat during raptor breeding season (January 15 through July 15), or within 800 feet of ground-nesting raptor habitat during raptor breeding season (February 1 through July 15). All grading permits, grading plans, and improvement plans shall state the same. If grading, clearing, or construction would occur during gnatcatcher and/or raptor nesting seasons, a qualified biologist shall conduct a pre-construction survey to determine if these species occur within impacted areas. If there are no gnatcatchers or raptors nesting (including nest building or other breeding/nesting behavior) within this area, development shall be allowed to proceed.

If grading activities, including blasting and associated drilling, in the development area are scheduled to occur during sensitive bird breeding seasons, the Diegan coastal sage scrub in the northern section of the site the adjacent 500 feet of the open space easement areas shall be surveyed by a qualified biologist to determine if nests occupied by these species are present. Drilling is known to create noise at a level of 94 dBA at a distance of 50 feet. This corresponds to 60dBA at a distance of 2,500 feet. Where drilling is required, maximum feasible sound attenuation measures shall be incorporated. The typical level of noise

[3] Parry's tetracoccus, though sensitive, is still relatively abundant in the County. Therefore, locating this plant for preservation is feasible.

reduction for a 10-foot high barrier is approximately 12 dB. This would reduce the distance of the 60-dBA contour, originally 2,500 feet from the unmitigated drilling activity, to approximately 1,000 feet from the drilling activity.

Therefore, if nests are present and if drilling is necessary, maximum feasible sound attenuation shall be accomplished. This includes no grading or clearing within 500 feet during the breeding season. No drilling would be allowed if nests are located within 1,000 feet. If nests are located between 1,000 and 2,500 feet from the drilling site, a temporary sound barrier deemed appropriate by the monitoring biologist and acoustician will be installed that completely blocks any part of the drilling site facing sensitive avian habitat. Outside of the nesting season or during the nesting season if pre-construction surveys are negative, no restriction shall be placed on grading, including blasting/drilling activities. A report shall be submitted to the Director of DPLU describing the survey results and dates of clearing or grading activities. This design measure may be modified as necessary with written approval of the Director of DPLU.

M-BI-9 through 11

- The Project shall implement the required RMP (REC 2009b; Appendix G of EIR Appendix G) for the Proposed Project, including the following measures:
  - The Project Applicant shall participate in a Landscape Maintenance District as the funding mechanism for the long-term management of open space.
  - Exotic plant species shall be removed from high quality woodlands, wetlands, and grasslands on an as-needed basis to be assessed every five years.
  - Sensitive plant population boundaries shall be mapped every three years.
  - Trash shall be removed from open space annually.
  - All habitats and sensitive plant and animal species shall be monitored annually. Biological surveys shall be conducted every five years for sensitive plant and animal species.
  - Fencing and signs within open space shall be maintained.

  The conceptual RMP (within Appendix G of EIR Appendix G) is a draft document that set guidelines. A final RMP shall be prepared prior to Project grading.

- The presence of the limited building zones between development and the remaining habitat shall provide a buffer to minimize edge effects, such as encroachment and the future fuel modification of open space. The limited building zones reduce potential significant impacts associated with highly invasive non-native plant invasion, domestic animal predation, and human encroachment through signage of the open space and backyard fencing, as proposed on the fencing and signage plans. The limited building zones on the Project site would be within the fuel modification zone.

- The landscape plan shall include specifics regarding the types of plant species allowed along the Project footprint boundary. The final landscape plans will be reviewed prior to approval to ensure that no invasive non-native plants (as identified by the California Invasive Plant Council) are used adjacent to any biological open space areas.

- The limits of grading shall be flagged or marked with silt fencing prior to grading to prevent inadvertent impacts to adjacent sensitive habitat. Prior to brushing, a qualified biologist shall review the flagging and fencing.

- A qualified biologist shall monitor the limits of grading during clearing, grubbing, and grading. Monitoring shall be conducted once per day with weekly reports submitted to the County DPLU. If inadvertent impacts occur, they shall be reported to the appropriate agency within 24 hours.

M-BI-12 To prevent the potential for significant road kill impacts on Pankey Place, a barrier shall be erected on the north side of the road, adjacent to OS-2 and on the south side of the road adjacent to OS-4. The barrier shall be a six-foot high black or green vinyl-coated chain-link fence. It shall be erected at the edge of graded roadway between any trails/landscaping and the open space. The fence openings shall be small enough to deter climbing and encroachment by humans.

Potential Mitigation for Impacts Associated with Cumulative Traffic Mitigation in Conjunction with TIF Payment

As stated above, the Proposed Project may include the improvements of some additional off-site intersections as part of cumulative traffic mitigation in conjunction with payment of TIF. If this occurs, the mitigation measures below also would be implemented:

M-BI-1d(1) If the intersection of Old Highway 395/Stewart Canyon Road/Canonita Drive is improved by the Project, significant impacts to 0.01 acre of coast live oak woodland shall be mitigated at a ratio of 2:1 for a total mitigation requirement of 0.02 acre. This mitigation shall consist of purchasing 0.02 acre of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU.

M-BI-1e(1) If the intersections of Old Highway 395/Stewart Canyon Road/Canonita Drive and Old Highway 395/Pala Mesa Drive are improved by the Project, significant impacts of up to 0.23 acre of Diegan coastal sage scrub shall be mitigated at a 2:1 ratio for a total mitigation requirement of up to 0.46 acre. Mitigation shall consist of purchasing up to 0.46 acre off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1f(1) If the intersection of Old Highway 395/Pala Mesa Drive is improved by the Project, significant direct impacts to up to 0.03 acre of non-native grassland habitat shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of up to 0.015 acre. Mitigation shall consist of purchasing up to 0.015 acre off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1g(1) If the intersection of Old Highway 395/Stewart Canyon Road/Canonita Drive is improved by the Project, significant impacts to 0.14 acre of pasture shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 0.07 acre. Mitigation shall consist of purchasing 0.07 acre off site of mitigation credit at an approved mitigation bank or on land approved by the Director of DPLU that is equal to or "like functioning" to the impacted pasture.

3.3.7 Conclusion

The implementation of the mitigation measures listed above would reduce all impacts to biological resources to less than significant levels. The Proposed Project would directly impact southern riparian forest, southern willow scrub, freshwater marsh, oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture (Impacts BI-1a through 1g, respectively). These impacts would be fully mitigated through on-site preservation (in some cases to include enhancement) and off-site mitigation or purchase of mitigation credits. Implementation of these mitigation measures would avoid or substantially reduce the significant effects because the mitigation ratios for impacts to these habitats were developed based on NCCP Guidelines (CDFG and California Resources Agency 1997), and the wildlife agencies have reviewed and approved these mitigation ratios. Additionally, these standard ratios have been applied to projects within the County since DPLU developed its first Biological Report Guidelines in the mid-1990s (adopted by the Board of Supervisors). The ratio is identified as effective because these reviewing agencies have reached consensus that retention at these ratios will result in sustainable levels of these habitats.

On- and off-site impacts to jurisdictional wetlands and non-wetland Waters of the U.S. (Impact BI-2) would be mitigated by the creation of wetlands off site, as discussed in Mitigation Measures M-BI-1a through 1c, above, as well as enhancement of on-site wetlands. Implementation of these mitigation measures would fully mitigate impacts to these non-vegetated jurisdictional areas, because the typical mitigation ratio for impacts to wetlands is 3:1 (with a minimum 1:1 creation ratio thereby replacing the values of the impacted wetland) and the mitigation ratio for Waters of the U.S. is 1:1, which is a ratio the resource agencies reviewed and approved. Federal, State, and County policies require that projects have a no net loss of wetlands. Because the Proposed Project would mitigate its impacts to wetlands at a 3:1 ratio, including a minimum 1:1 creation ratio and 2:1 preservation/enhancement ratio, no net loss of wetland habitat would occur. Enhancement of wetland habitat would fully mitigate impacts to Waters of the U.S. because it would benefit both native plant species and animal species that utilize the drainage, and would not alter of the function of the wetlands.

Mitigation for direct impacts to approximately 15 percent of the Parry's tetracoccus (Impact BI-3) on site would be mitigated by purchasing or creating off-site habitat supporting this plant species at a 2:1 ratio. (This may co-occur with other mitigation/habitat needs of the Project.) Implementation of these mitigation measures would avoid or substantially reduce the significant effect because the mitigation ratios for impacts to these habitats were developed based on NCCP Guidelines (CDFG and California Resources Agency 1997), and the wildlife agencies have reviewed and approved these mitigation ratios. The ratio is effective, because these reviewing agencies have reached consensus that retention at these ratios will result in sustainable levels of this plant species.

Mitigation for direct Project impacts to coastal California gnatcatchers, yellow warbler, yellow-breasted chat, and raptors (Impacts BI-4 through 7, respectively) would be satisfied through the required mitigation for impacts to habitats. The specified habitat mitigation ratios take into consideration the importance of preserving areas necessary to ensure the continued survival of least Bell's vireo, coastal California gnatcatchers, yellow warbler, yellow-breasted chat, and raptors. The habitat preservation ratio is effective, because through retention of sustainable habitat, sensitive species can continue to thrive. The mitigation would preserve species habitat, and thus, help ensure survival of these species within the Project site (open space) and within the County. The mitigation ratios utilized for impacts to these species' habitats were developed based upon NCCP Guidelines (CDFG and California Resources Agency 1997) intended to accomplish preservation of sensitive species, and the wildlife agencies have reviewed and approved these mitigation ratios.

Mitigation for indirect impacts to coastal California gnatcatcher, southern rufous-crowned sparrow, least Bell's vireo, yellow warbler, and yellow breasted chat (Impact BI-8) would include cessation of grading or construction activities if species nests are located within 300 feet of a construction area (500 to 800 feet for raptors). These bird species would be protected from disturbance associated with movement and noise from construction activities during the breeding season due to the required 300- to 800-foot distance between construction activities and active nests, a distance determined by the wildlife agencies to adequately attenuate the disturbance. Because the daily activities of this species would not be disrupted, breeding and nesting activities would continue within proposed on-site open space, thus helping to ensure the survival of this species.

Indirect impacts related to nuisance and domesticated animals, spread of non-native plants, and wetland buffers (Impacts BI-9 through 11) during and after Project construction also would be appropriately mitigated. General mitigation for indirect impacts would include long-term management of the proposed open space; biological monitoring during clearing and grading activities; flagging of sensitive habitats and plants; placement of a fence between proposed residential lots and fuel modification zone; and implementation of the RMP. These mitigation measures would be adequate to avoid or reduce Project impacts, because they would ensure that construction equipment and personnel would stay within the limits of grading, thus preventing indirect impacts to habitats and sensitive species during construction. Species survival in this area would be ensured during grading and construction activities.

Mitigation for impacts associated with potential road kill along proposed Pankey Place (Impact BI-12) would include the construction of a fence between the wetland habitat in OS-2/OS-4 and the roadway. This would adequately mitigate impacts to below a level of significance because the presence of a six-foot high barrier would deter wildlife from crossing the roadway and thus decrease the amount of potential road kill along Pankey Place.

Table 3.3-1
VEGETATION COMMUNITIES/HABITATS AND PROPOSED IMPACTS

Vegetation Community/Habitat	Existing On Site (Acres)	On-site Impacts (Acres)	Percent Impacted On Site	On-site Open Space (Acres)	Off-site Direct Impacts (Acres)*
Southern riparian forest (61300)	85.6	1.4	2	84.2	0.7
Southern willow scrub (63320)	1.6	1.6	100	0	0.8**
Freshwater marsh (52410)	10.3	0.01	<1	10.29	0.1**
Coast live oak woodland (71160)	2.8	1.3	46	1.5	0
Diegan coastal sage scrub (32510)	129.6	42.3	33	87.3	3.77
Non-native grassland (42200)	44.1	38.5	87	5.6	6.27
Non-native vegetation (11000)	0.1	0.1	100	0	0.39
Pasture (18310)	135.4	135.4†	100	0	9.06
Orchard (18100)	0	0	0	0	11.4
Eucalyptus woodland (11100)	0.1	0.1	100	0	0.3
Disturbed (11300)	4.4	3.9	87	0.5	13.71
Developed (12000)	2.1	2.1	100	0	1.75
TOTAL	**416.1**	**226.7†**	**54**	**189.4**	**48.25**

Source: REC 2009a, 2009e

* Includes those proposed off-site improvements demarcated with a 1 or 2 (indicating improvements proposed as either part of the Proposed Project or mitigation for direct impacts, respectively) on Figure 1-35 of this EIR, including the intersections of SR 76/I-15 NB ramp and SR 76/I-15 SB ramp. Although demarcated with a 2, proposed improvements to the intersection of Old Highway 395/Reche Road would not require any grading.

** All or a portion of this impact may be conducted by adjacent projects currently under review. If so, these impacts would not be required as part of the Proposed Project.

† Includes 4.6 acres of impacts to pasture that would be used to create riparian habitat as part of mitigation.

Table 3.3-2
POTENTIAL OFF-SITE IMPACTS TO VEGETATION COMMUNITIES/HABITATS IF OFF-SITE IMPROVEMENTS ARE IMPLEMENTED FOR CUMULATIVE TRAFFIC MITIGATION RATHER THAN PAYMENT OF TIF

Vegetation Community/Habitat	Off-site Cumulative Intersection Impacts (Acres)*		
	Old Highway 395/ Stewart Canyon Road/ Canonita Drive	Old Highway 395/ Pala Mesa Drive	TOTAL
Coast live oak woodland (71160)	0.01	-	0.01
Diegan coastal sage scrub (32510)	0.15	0.08	0.23
Non-native grassland (42200)	-	0.03	0.03
Non-native vegetation (11000)	0.02	0.29	0.31
Pasture (18310)	0.14	-	0.14
Disturbed (11300)	-	0.09	0.09
Developed (12000)	-	0.05	0.05
TOTAL	**0.32**	**0.54**	**0.86**

Source: REC 2009e

* Includes those proposed off-site improvements demarcated with a 3 (indicating either improvements would be constructed or TIF payments would be made for cumulative impacts mitigation) on Figure 1-35 of this EIR. Although demarcated with a 3, proposed improvements to the intersection of Old Highway 395/Reche Road would not require any grading. In addition, although also demarcated with a 3, proposed improvements to the intersections of SR 76/I-15 NB ramp and SR 76/I-15 SB ramp have been accounted for in Table 3.3-1, above, as improvements would be completed as part of mitigation for direct impacts.

Table 3.3-3
EXISTING AND IMPACTED ON- AND OFF-SITE JURISDICTIONAL AREAS

	Corps Jurisdiction (acres)				CDFG Jurisdiction (acres)			
	Existing		Impacted		Existing		Impacted	
	On Site	Off Site	On Site	Off Site	On Site	Off Site	On Site	Off Site
Wetlands	94.1	0.8	1.41	0.8	85.4	1.6	1.41	1.6
Waters of the U.S.	3.6	0.8	1.6	0.8	1.4	0	1.6	0

Source: REC 2009a

Note: Wetland delineations have not been conducted at the off-site intersection improvement areas; therefore, off-site acreages are based on riparian habitat only.

Table 3.3-4
SUMMARY OF REQUIRED MITIGATION FOR DIRECT IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

Vegetation Community/Habitat	Existing (Acres)	On-site Impacts (Acres)	On-site Open Space (Acres)	Off-site Direct Impacts*	Mitigation Ratio	Mitigation Required (Acres)	Acreage Mitigated On Site	Excess Habitat Remaining On Site After Mitigation	Acreage Mitigated Off Site
Southern riparian forest	85.6	1.4	84.2	0.7	3:1**	6.3	6.3 (2.1 creation and 4.2 enhancement†)	88.8	0
Southern willow scrub	1.6	1.6	0	0.8††	3:1**	7.2	7.2 (2.4 creation and 4.8 enhancement†)	0	0
Freshwater marsh	10.3	0.01	10.29	0.1††	3:1**	0.33	0.33 (0.11 creation and 0.22 enhancement†)	10.29	0
Coast live oak woodland	2.8	1.3	1.5	0	3:1 or 2:1‡	2.9	1.5	0	1.4
Diegan coastal sage scrub	129.6	42.3	87.3	3.77	2:1	92.1	87.3	0	4.8
Non-native grassland	44.1	38.5	5.6	6.27	0.5:1	22.4	5.6	0	16.8
Non-native vegetation	0.1	0.1	0	0.39	0:1	0	0	0	0
Pasture	135.4	135.4‡‡	0	9.06	0.5:1	72.2	0	0	72.2
Orchard	0	0	0	11.4	0:1	0	0	0	0
Eucalyptus woodland	0.1	0.1	0	0.3	0:1	0	0	0	0
Disturbed	4.4	3.9	0.5	13.71	0:1	0	0	0.5	0
Developed	2.1	2.1	0	1.75	0:1	0	0	0	0
TOTAL	**416.1**	**226.7‡‡**	**189.4**	**48.25**	**--**	**203.43**	**108.2**	**99.6**	**95.2**

Source: REC 2009a, 2009e

* Includes those proposed off-site improvements demarcated with a 1 or 2 (indicating improvements proposed as either part of the Proposed Project or mitigation for direct impacts, respectively) on Figure 1-35 of this EIR, including the intersections of SR 76/I-15 NB ramp and SR 76/I-15 SB ramp. Although demarcated with a 2, proposed improvements to the intersection of Old Highway 395/Reche Road would not require any grading.

** Local, state, and federal agencies have a no net loss of wetland policy. Mitigation is typically required in the form of creation, enhancement, or restoration. 1:1 mitigation will be in the form of creation as described in the Revegetation Plan (Appendix I of EIR Appendix G), 2:1 mitigation will result from enhancement of a portion of existing on-site wetland habitat.

† Creation shall take plan on site. In addition, enhancement shall take place on site within existing on-site wetlands, specifically southern riparian forest.

†† All or a portion of this impact may be conducted by adjacent projects currently under review. If so, these impacts would not be required as part of the Proposed Project.

‡ 3:1 ratio is for impacts within the fuel management zone (1.01 acre). 2:1 ratio is for impacts due to grading (0.3 acre).

‡‡ Includes 4.6 acres of impacts to pasture that would be used to create riparian habitat as part of mitigation.

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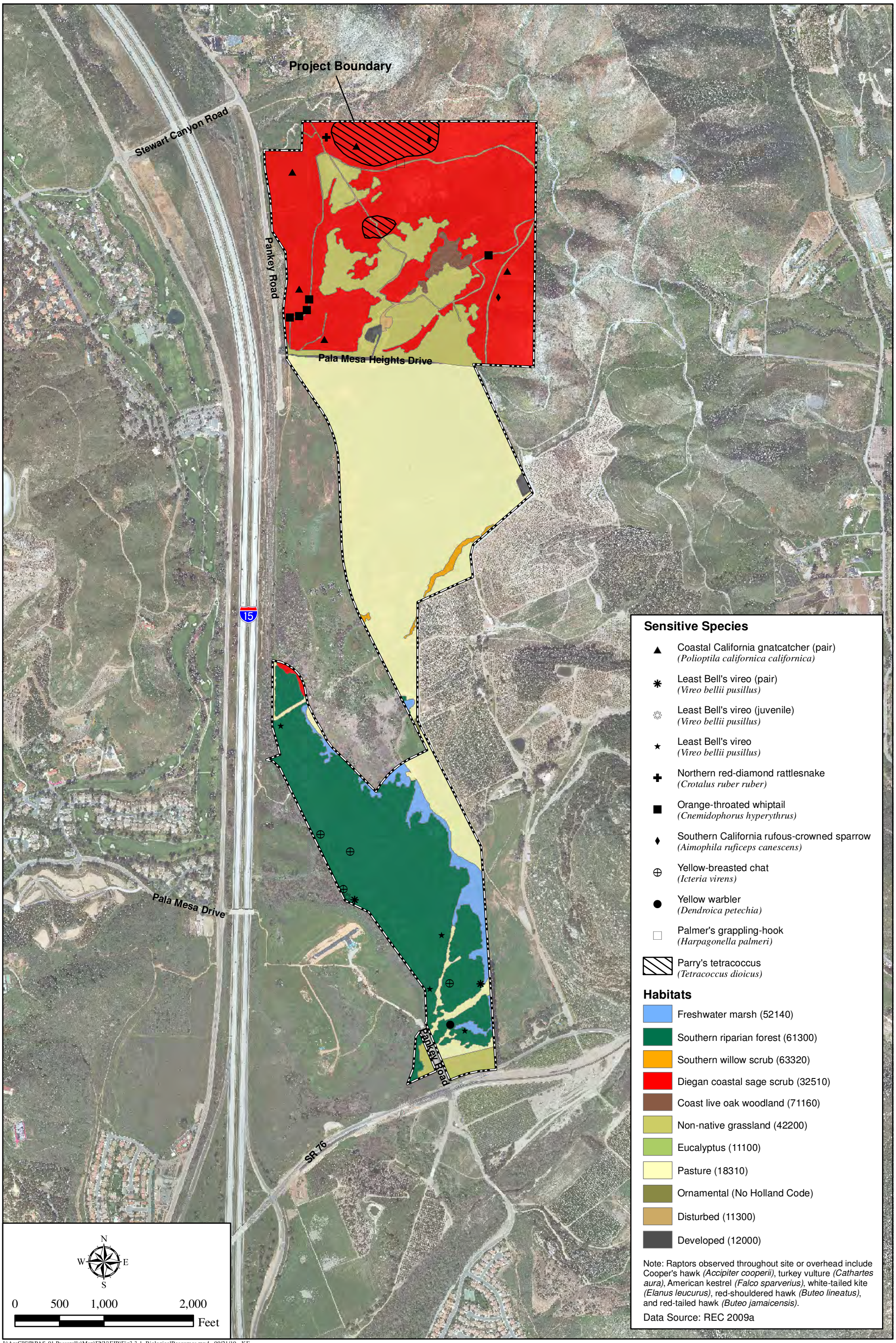

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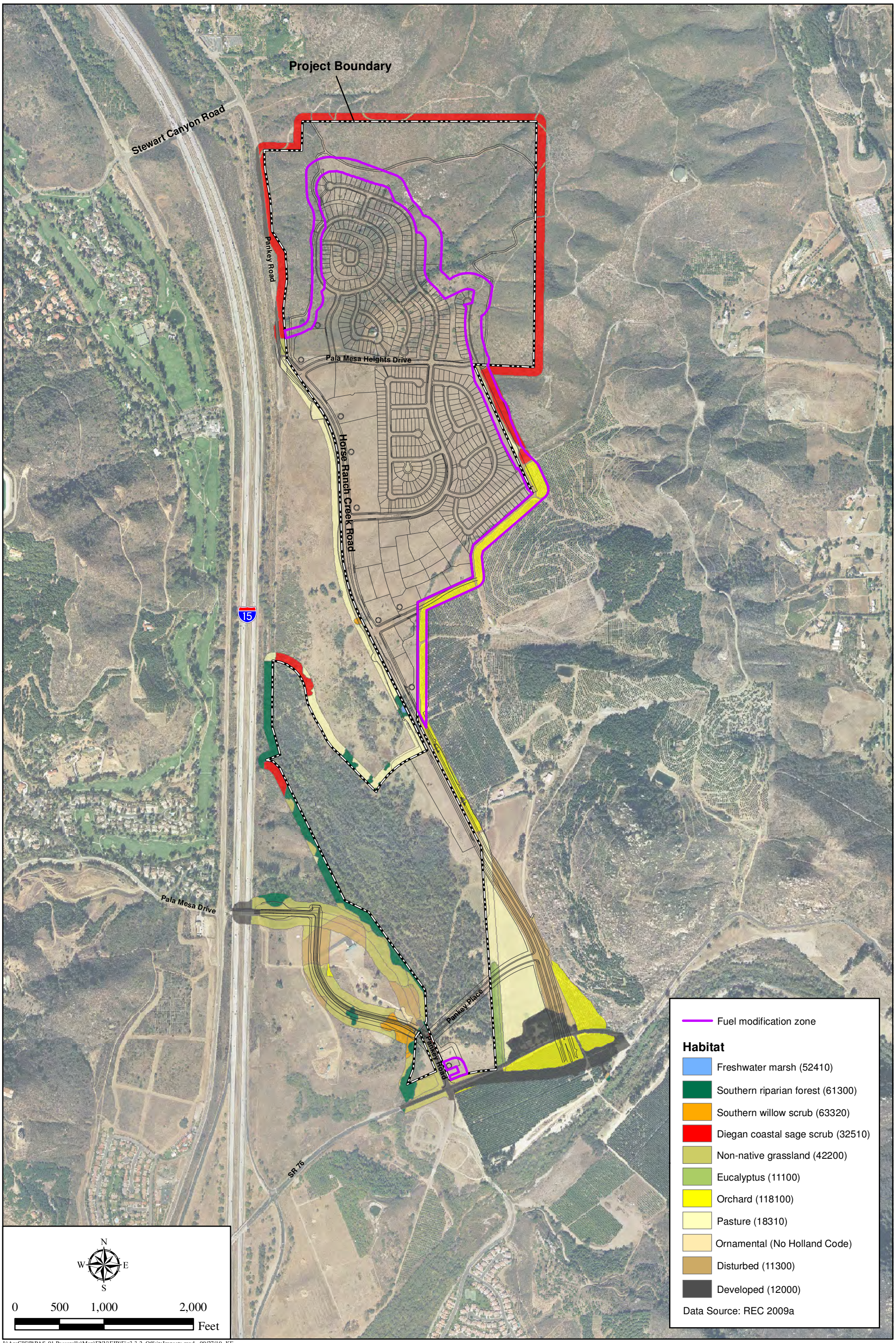
On-site Biological Resources

CAMPUS PARK PROJECT

HELIX

Figure 3.3-1



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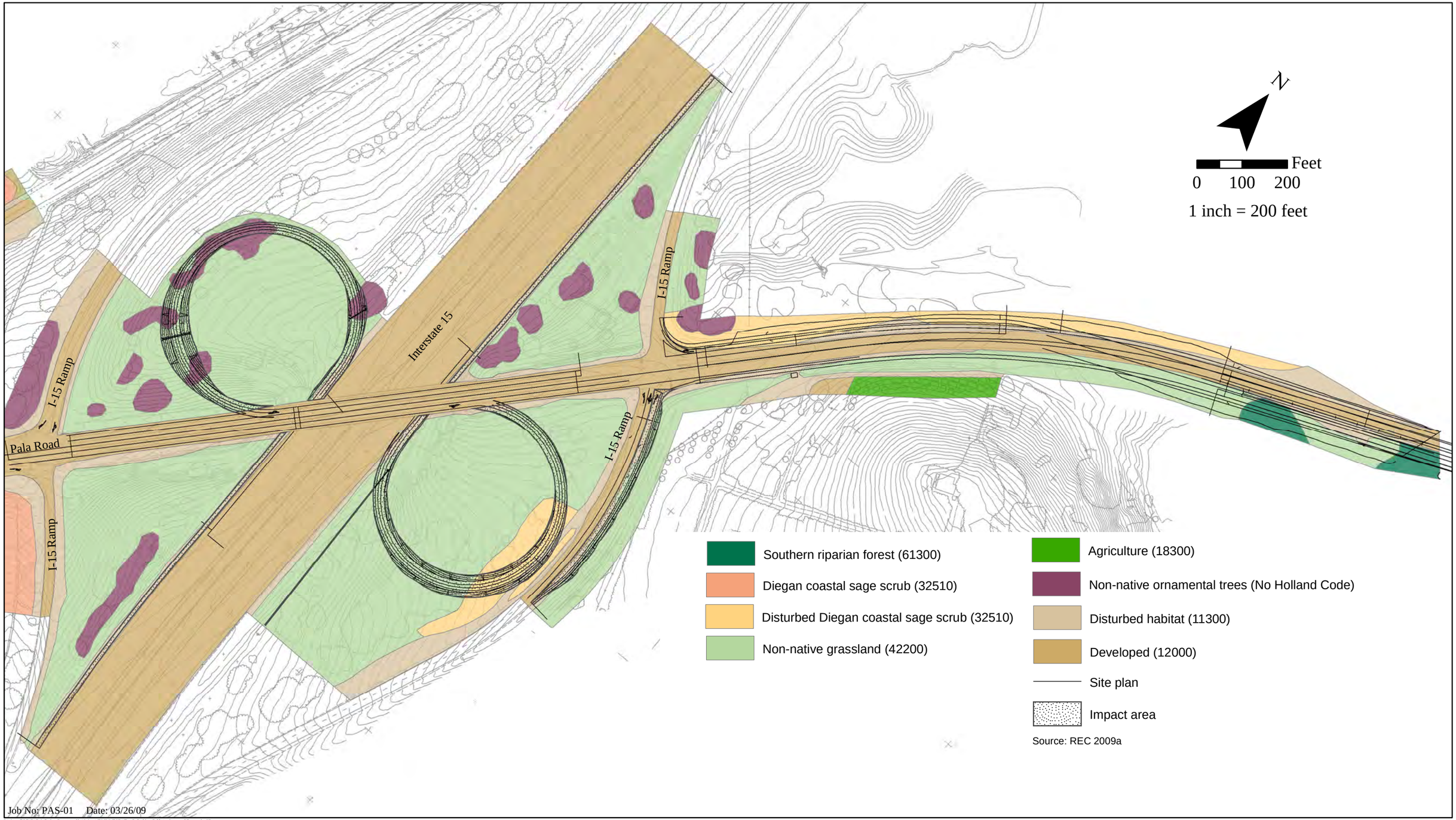
Off-site Biological Resources and Project Impacts

CAMPUS PARK PROJECT

HELIX

Figure 3.3-2a



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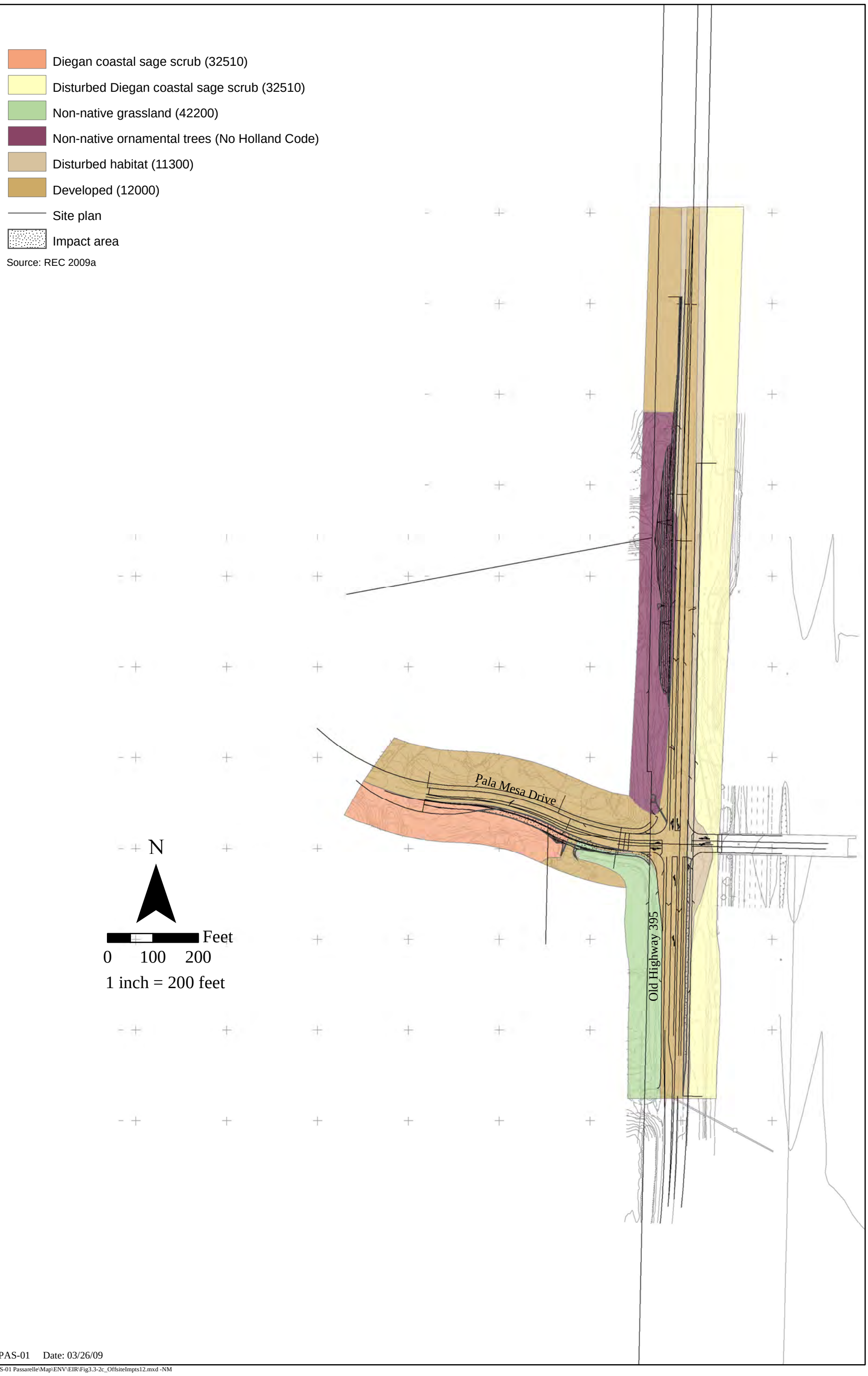
Off-site Intersection Resources and Impacts

CAMPUS PARK PROJECT

HELIX

Figure 3.3-2b



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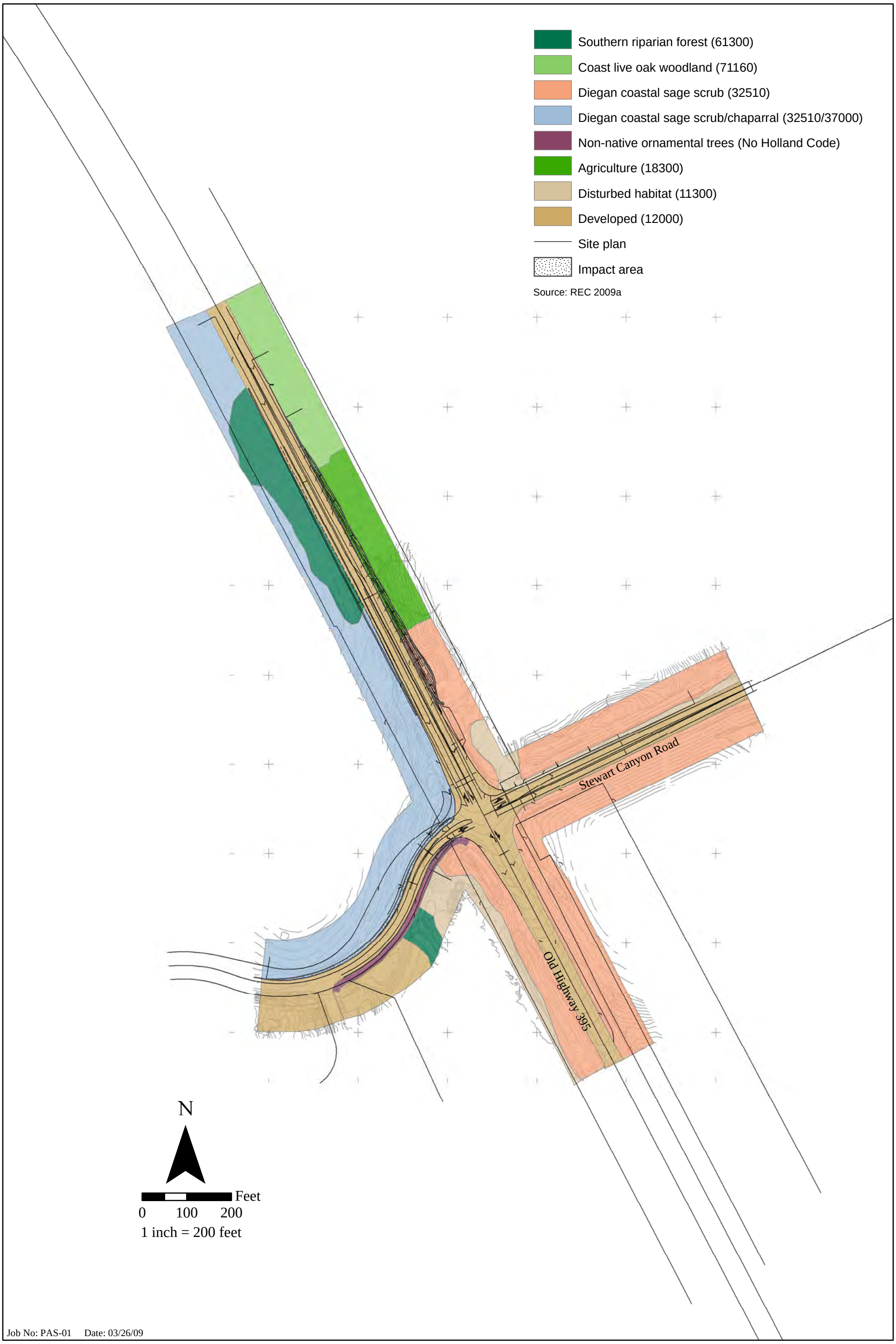
Off-site Intersection Resources and Impacts

CAMPUS PARK PROJECT

HELIX

Figure 3.3-2c



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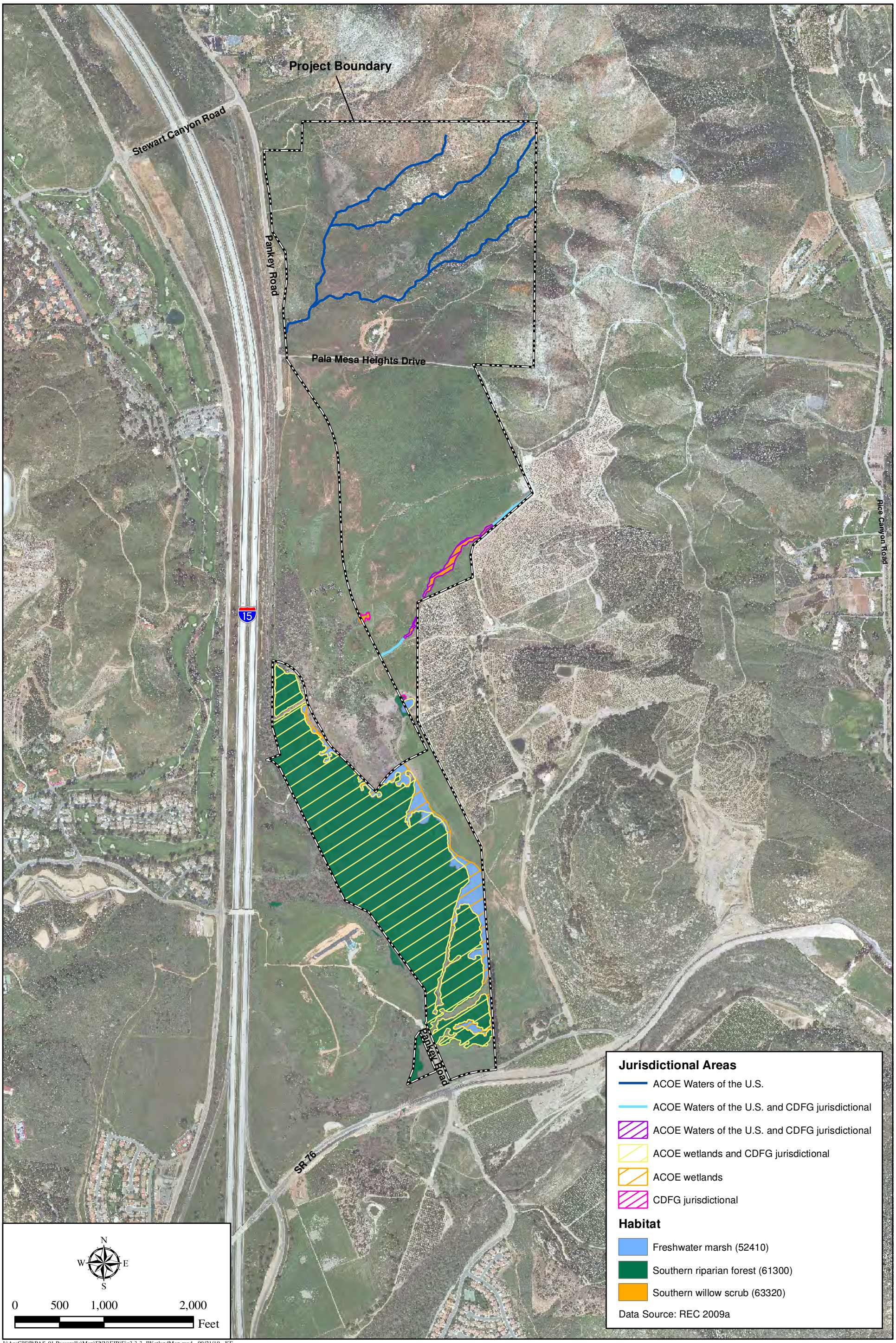
Off-site Intersection Resources and Impacts

CAMPUS PARK PROJECT

HELIX

Figure 3.3-2d



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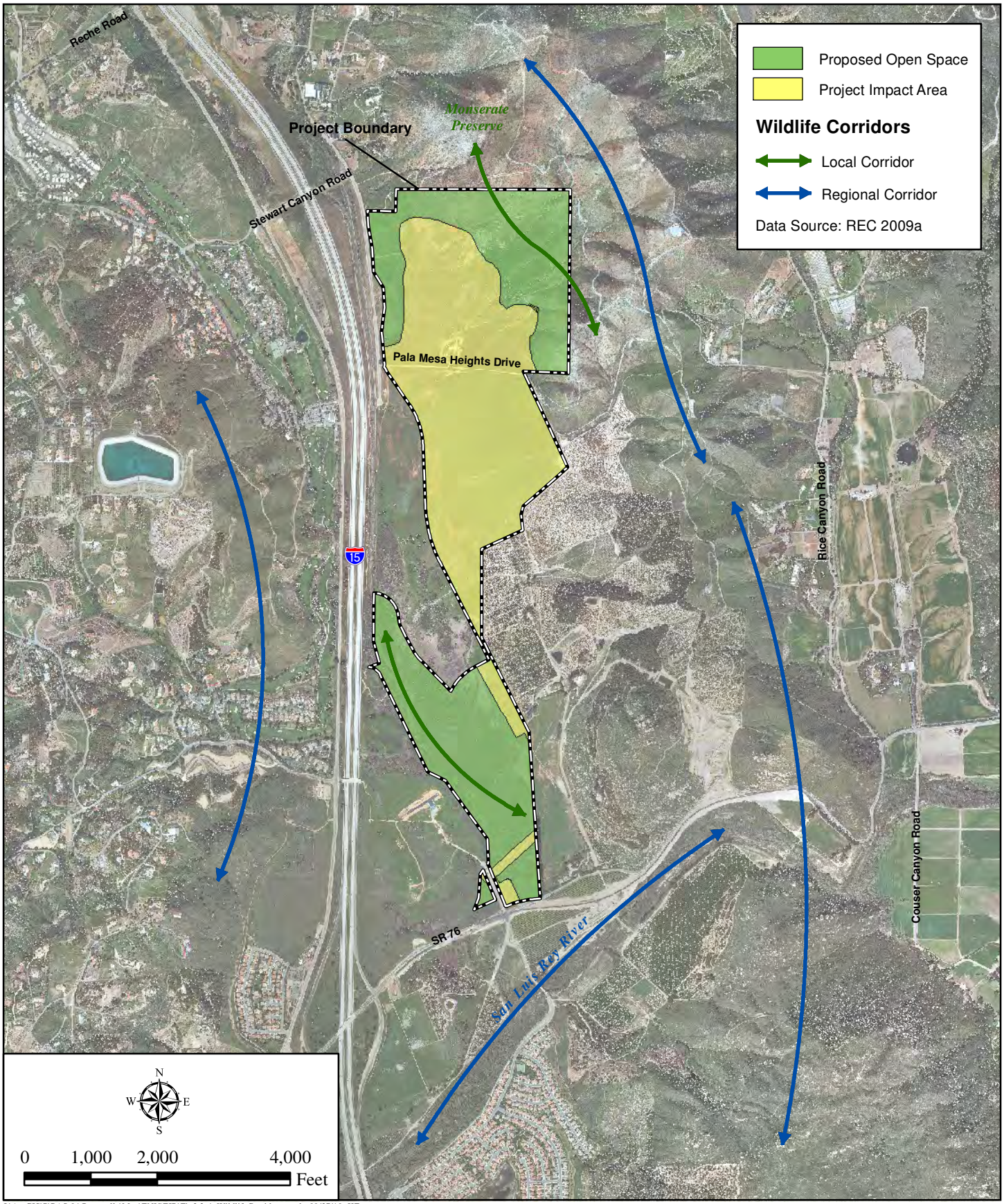
Jurisdictional Wetlands and Waters

CAMPUS PARK PROJECT

HELIX

Figure 3.3-3



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Wildlife Corridors

CAMPUS PARK PROJECT

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Figure 3.3-4

Project Boundary

Stewart Canyon Road

Pankey Road

Horse Ranch Creek Road

Fuel Management Zone

15

Pala Mesa Drive

Pankey Place

Pankey Road

SR-76

Fuel Management Zone

N
W E
S

0 500 1,000 2,000
Feet

Sensitive Species

- Coastal California gnatcatcher (pair) *(Polioptila californica californica)*
- Least Bell's vireo (pair) *(Vireo bellii pusillus)*
- Least Bell's vireo (juvenile) *(Vireo bellii pusillus)*
- Least Bell's vireo *(Vireo bellii pusillus)*
- Northern red-diamond rattlesnake *(Crotalus ruber ruber)*
- Orange-throated whiptail *(Cnemidophorus hyperythrus)*
- Southern California rufous-crowned sparrow *(Aimophila ruficeps canescens)*
- Yellow-breasted chat *(Icteria virens)*
- Yellow warbler *(Dendroica petechia)*
- Palmer's grappling-hook *(Harpagonella palmeri)*
- Parry's tetracoccus *(Tetracoccus dioicus)*

Habitats

- Freshwater marsh (52410)
- Southern riparian forest (61300)
- Southern willow scrub (63320)
- Diegan coastal sage scrub (32510)
- Coast live oak woodland (71160)
- Non-native grassland (42200)
- Eucalyptus (11100)
- Pasture (18310)
- Orchard (18100)
- Ornamental (No Holland Code)
- Disturbed (11300)
- Developed (12000)

Note: Raptors observed throughout site or overhead include Cooper's hawk *(Accipiter cooperii)*, turkey vulture *(Cathartes aura)*, American kestrel *(Falco sparverius)*, white-tailed kite *(Elanus leucurus)*, red-shouldered hawk *(Buteo lineatus)*, and red-tailed hawk *(Buteo jamaicensis)*.

Data Source: REC 2009a

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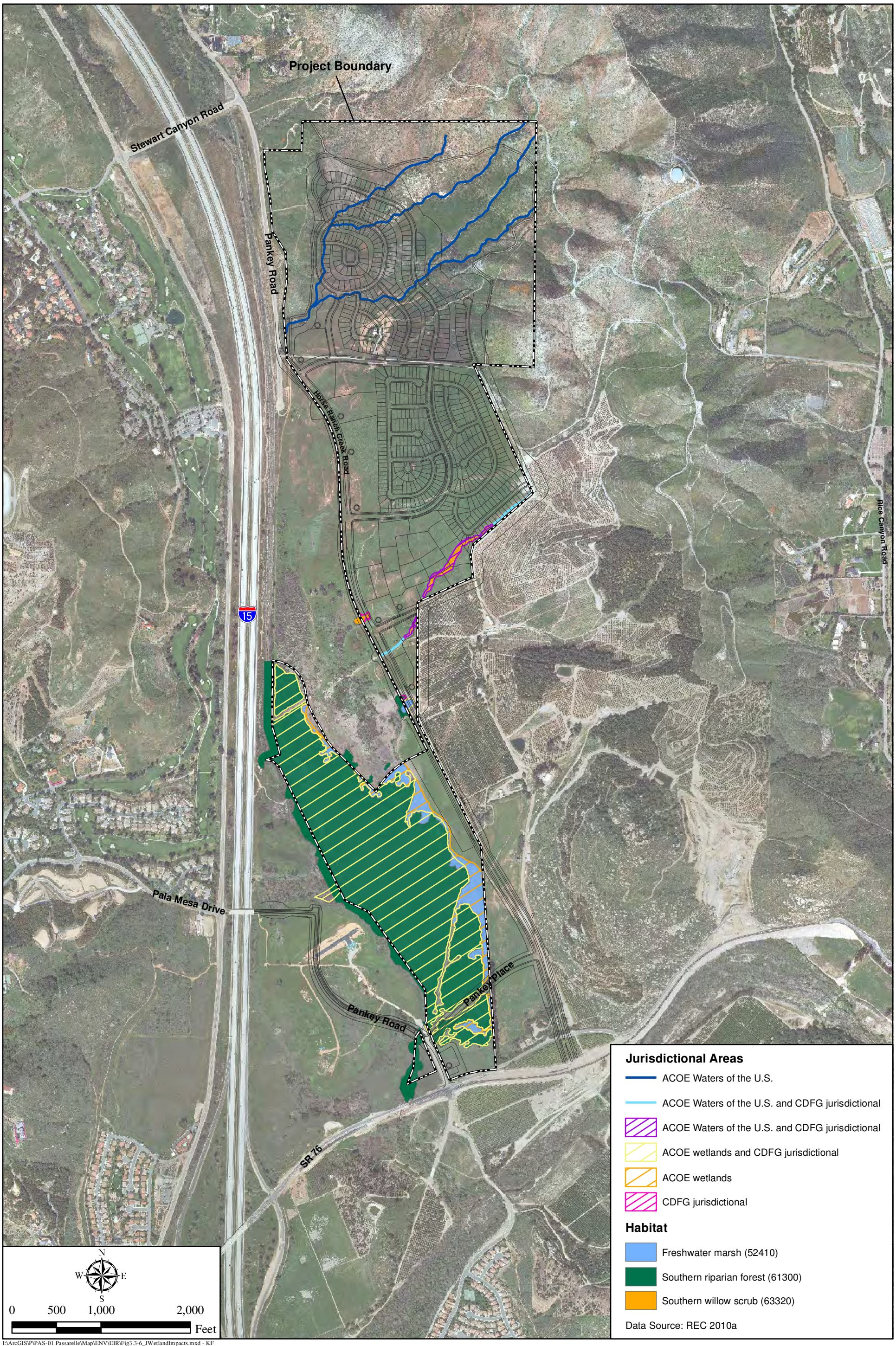
On-site and Off-site Biological Resources/Impacts

CAMPUS PARK PROJECT

HELIX

Figure 3.3-5



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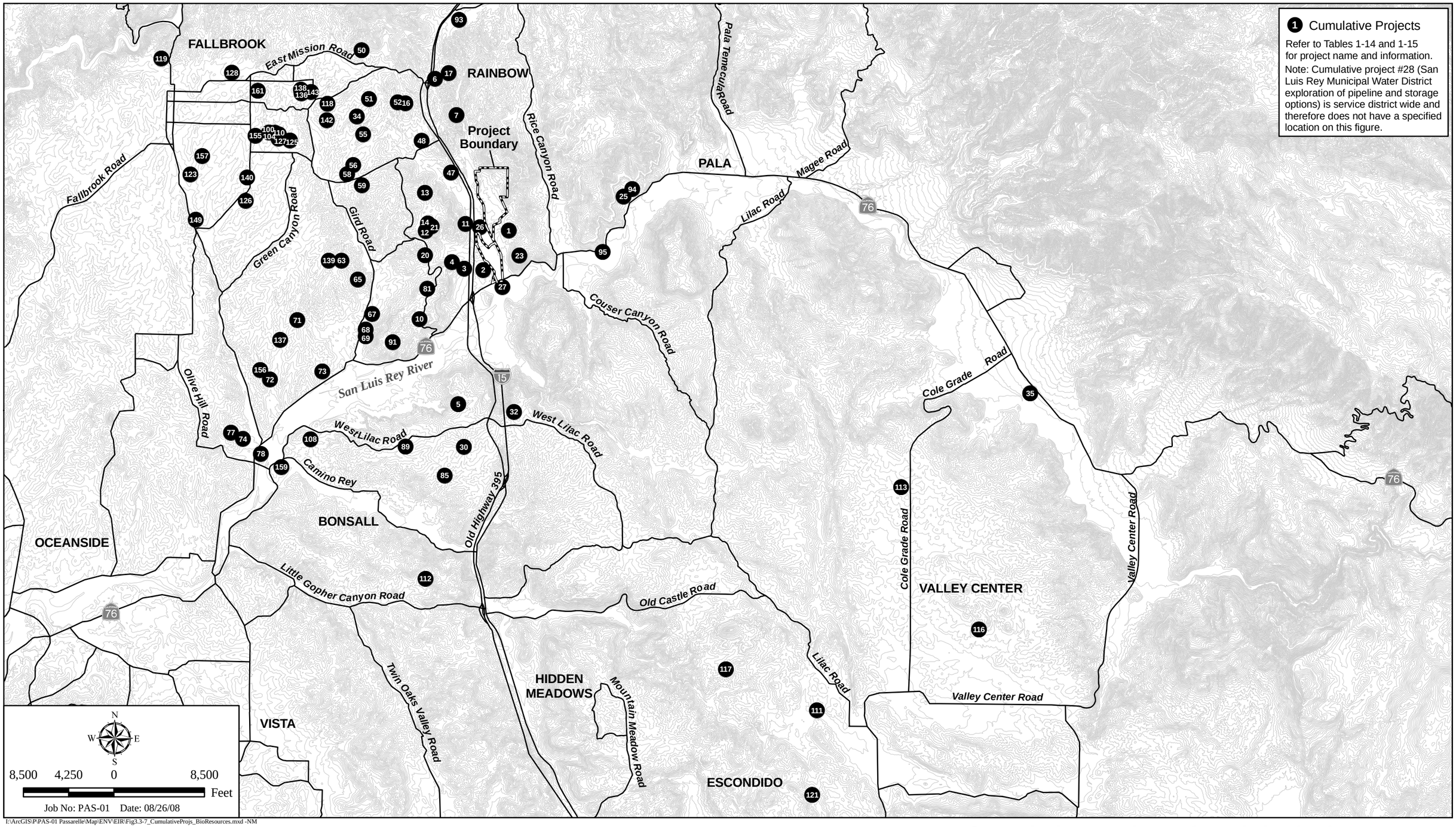
Impacts to Jurisdictional Wetlands and Waters

CAMPUS PARK PROJECT

HELIX

Figure 3.3-6



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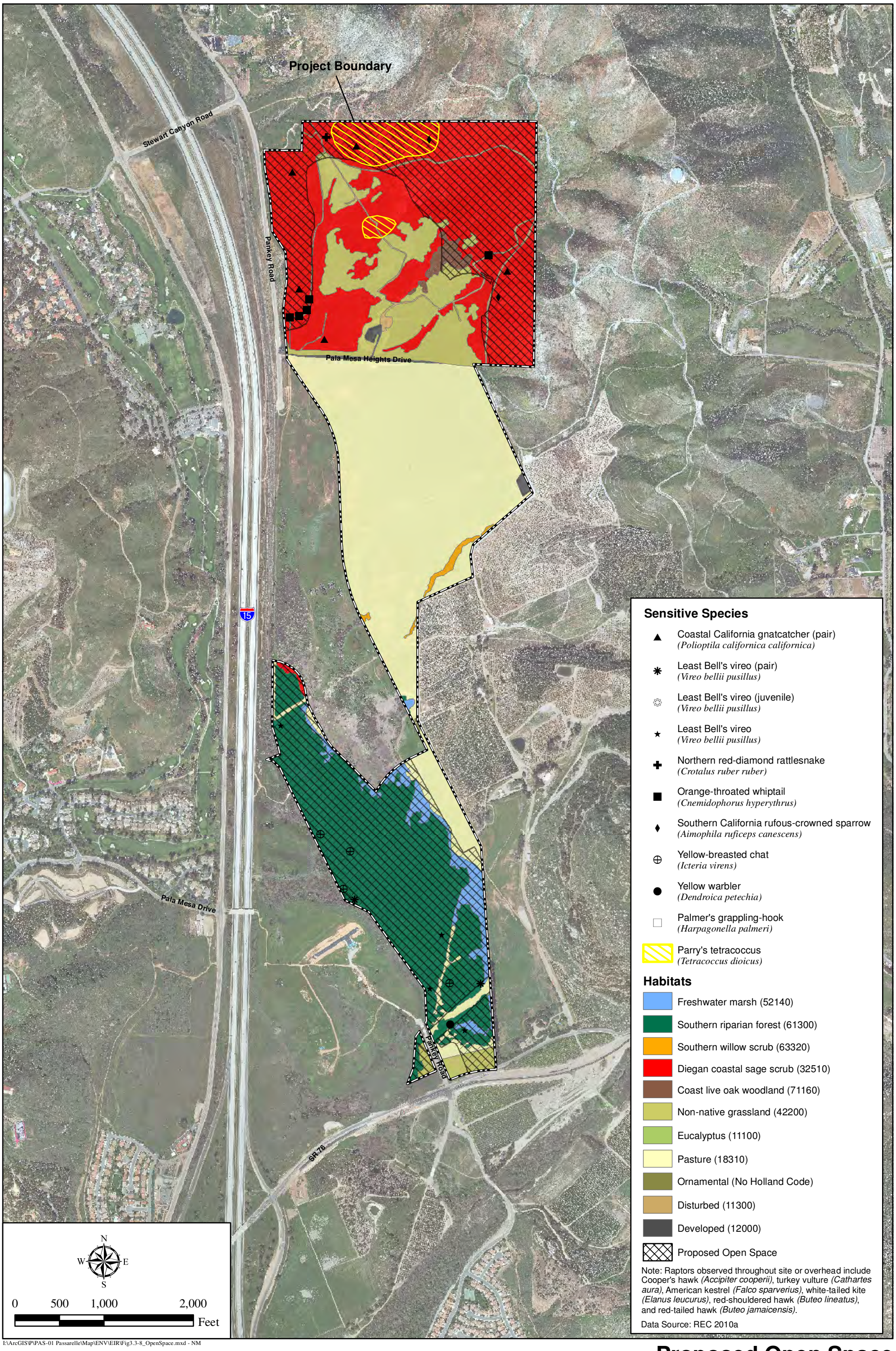
Cumulative Projects for Biological Resources

CAMPUS PARK PROJECT

Figure 3.3-7

HELIX



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Proposed Open Space

CAMPUS PARK PROJECT

HELIX

Figure 3.3-8

SUBCHAPTER 3.4

CULTURAL RESOURCES

3.4 Cultural Resources

The 1981 Sycamore Springs EIR identified cultural resources impacts as less than significant. A cultural survey was conducted by Westec Services in 1979 in the southern portion of the Project site (south of Pala Mesa Heights Drive). Two isolates (artifacts not associated with other cultural material) were discovered during this survey. The 1981 EIR stated that these two isolates were not significant cultural resources due to their isolated nature and the disturbance surrounding them. The 1981 EIR, however, also acknowledged that the area has a high potential for unknown archaeological resources and recommended that an archaeological monitor be present during initial grading in the vicinity of the isolates' location.

In 1982, RECON conducted a cultural survey of the north-central portion within the original property boundaries. No additional cultural resources were located, although the 1983 Hewlett-Packard EIR also acknowledged the presence of isolates on site. The conclusion reached at that time, however, was that since the isolates were not significant, impacts to cultural resources overall would be less than significant and no mitigation (i.e., collection of the isolates or monitoring during grading activities) would be required.

Since the 1983 EIR was certified, the Project site has been expanded to include property north of Pala Mesa Height Drive, and off-site areas associated with Horse Ranch Creek Road have been added to the Proposed Project, as has the potential for impacts at off-site intersections resulting from required mitigation for Project-related traffic effects. The County also has modified required mitigation standards. These changed conditions result in a need for re-evaluation regarding potential impacts.

The assessment of the Proposed Project's potential to have an adverse effect on cultural resources is based on the following technical resource studies: (1) Campus Park Cultural Resources Survey prepared by Sue Wade (Heritage Resources 2007) regarding on site resources; (2) Cultural Resources Survey, Archaeological Testing, and Evaluation for the Proposed Meadowood Project (TM5345RPL/ SP04-001/R04-005/S04-006/S04-007/Log No. 04-02-004) prepared by ASM Affiliates, Inc. (ASM 2006) regarding off-site resources associated with future Horse Ranch Creek Road; and (3) Campus Park/Passerelle Off-site Road Improvements Cultural Resource Survey prepared by Sue Wade (Heritage Resources 2009). The Campus Park Cultural Resources Survey and Campus Park/Passerelle Off-site Road Improvements Cultural Resource Survey are included as Appendix H of the EIR, with confidential records and maps on file at DPLU, and deposited with the South Coastal Information Center (SCIC). The results of the analyses are summarized below.

3.4.1 Existing Conditions

The presence and significance of existing cultural resources associated with the Proposed Project were determined using the methodologies described below.

Methodology

Methodologies include a review of institutional records, reports, and historic maps of the Project area and immediate vicinity. In addition, an assessment of an 1928 aerial photograph of the Project site, a field survey of the northern portion (previously unsurveyed) of the site, and a field update of the southern portion (previously surveyed) of the site were conducted.

The evaluation of cultural resources is in conformance with the County RPO, Sections 21083.2 and 21084.1 of the Public Resources Code, and the CEQA Guidelines. Statutory requirements of CEQA Guidelines (Section 15064.5) were followed in evaluating the significance of the cultural resources.

Records Search Results

Record searches were conducted at the SCIC and San Diego Museum of Man. According to the records, there have been 17 cultural resource studies conducted within a one-mile radius of the Project site. These studies were completed by Carrico (1997 and 1983), Corum (1977), County (1998), Eckhardt (1978), Hatley (1978), Kasper and Crotteau (1981), RECON (1981, 1982, and 1984), Rosen (1978 and 1982), Rosen and Crafts (1994), Rosenthal et al. (1987), Smith (1990), Westec (1980), and Whitehouse and Cheever (1990). Five archaeological sites and two isolates were recorded within a one-mile radius of the Project site as a result of these surveys. All of these sites have been recorded on low slopes above the alluvial valley bottoms, and the site record forms consistently note poor visibility due to vegetation.

The southern two-thirds of the Project site (south of Pala Mesa Heights Drive) has been surveyed twice in the past, once by Westec Services (Breece 1979) and once by RECON (Hector 1982). Two isolates (one mano and one mano fragment) were discovered during the Westec survey that was completed during conditions of good visibility (terrain that had been recently plowed or was cleared for orange groves). Given the archaeological sensitivity of the area, it was recommended that a qualified archaeologist monitor any initial grading in the area of the isolates. No map was provided in the original report depicting the location of the isolates. The RECON survey concentrated on the low ridges above the main drainage. No resources were found, and it was suggested that the topographically rugged area may have been used for hunting and could not support a more extensive use.

Campus Park Field Survey

The purpose of the cultural resources survey was to relocate previously recorded resources and identify any new sites. Archaeological fieldwork for the Proposed Project was completed in May 2003. Because the southern two-thirds of the Project site had been surveyed twice before, this area was evaluated to assess any changes in status. The survey conditions of the previous fieldwork were excellent; however, weedy conditions were noted during a drive through. Therefore, no re-survey of the southern two-thirds of the property was deemed warranted.

The latest on-site survey focused on the northern one-third of the property (north of Pala Mesa Heights Drive) where no survey previously had been conducted. As illustrated by the 1928 and 1953 aerial photographs, this area was engaged in agriculture (hayfields and orchards) for at least 80 years. The surveyed area was rocky and characterized by old furrows and heavily eroded gullies trending east to west. A dense thicket of weeds and brush three to five feet tall was present in this area of the site.

The archaeological remains of two structure complexes identified on the historic maps and photographs were located on slopes south of the largest drainage. At the complex located lower on the slope, the remains of a well, building debris, a power pole, pepper trees and eucalyptus trees were discovered across several graded and overgrown pads, where indicated by the 1928 aerial photograph. Building debris, such as plaster, roofing material, tiles, concrete and wood, has been pushed into the adjacent gully.

A lower third structure is the site of a standing and (during survey) occupied building. In addition, several small sheds and storage structures were present. None of the current structures appears to be an original structure shown on the 1953 aerial photograph (one is a modular structure), and they are of no architectural distinction or significance. A graded pad northeast of the structures currently exists. One trash dump (dating to the post-1940s occupation of the property) was discovered in a wide gully just north of the existing structure. Screw-top bottles and plastic containers demonstrate the recent origins of this trash. The post-1940s structural demolition debris and recent structures and trash deposits contain no architectural or informational value to qualify as significant under CEQA or County criteria.

The remainder of the survey focused on inspection of the ridge and knoll tops at the northwestern portion of the survey area. These areas were extensively covered in weeds and ground visibility was very poor. Bedrock outcrops were inspected with negative results; sufficient visibility was present on these ridge tops to conclude that no prehistoric materials were present. No prehistoric sites were located on the northern portion of the property during the survey.

Off-site Intersections Field Survey

A field inspection (primarily a windshield survey) was conducted July 23, 2008, to compare the results of the previously conducted surveys to the proposed off-site improvement areas, as well as to identify areas disturbed by grading, excavation, and cultivation. On-the-ground inspections were necessary in a few areas that had not been previously surveyed and had not been extensively disturbed. The Pankey Road alignment addressed under the refined Project was assessed as part of the Campus Park West review by Heritage Resources in 2004.

On-site Significant Cultural Resources

The research and field studies at the Project site indicate that discovery of archaeological sites may have been hampered by historic land alterations and dense vegetation. It is possible that archaeological deposits could be buried in alluvial depositional situations in the valley bottomlands. Only two isolates were discovered during the previous surveys on the southern portion of the property. The Project archaeologist for the 1979 survey (Breece) recommended monitoring of grading activities to ensure that additional site deposits are not present. The current survey of the northern portion of the property encountered poor surface visibility conditions because of dense vegetation and steep eroded topography. Although no prehistoric sites and no significant historic artifact deposits were located in the northern portion of the Project site, it is possible that resources could be present but undiscovered due to poor survey conditions or alluvial deposition.

Off-site Significant Cultural Resources

The Proposed Project includes the extension of Pala Mesa Drive and Pankey Road from the currently closed Pala Mesa Drive bridge that spans I-15 east and south through the adjacent proposed Campus Park West property. The Campus Park West property north of SR 76 included the horse track, a concrete slab and a small outbuilding (likely a hay shed, garage or tack building) originally associated with the larger Rancho San Luis Rey horse breeding and training facility of the 1930s/1940s. Following survey, Heritage concluded that: "…the portion of the Rancho San Luis Rey facility remaining on the Pappas property does not possess sufficient integrity to meet significance or eligibility criteria."

The Proposed Project also includes the off-site construction of Horse Ranch Creek Road from the realigned SR 76 north through the southernmost portion of the future Meadowood development. In 1947, D.L. True recorded site CA-SDI-682, known in the archaeological literature as the Pankey Site (ASM 2006). The Pankey Site, located within and to the east of Meadowood property, was identified as the village of *Tom-Kav*. True continued his work on the site over the following decades and in 1985, along with Mrs. Rosemary Pankey proposed that radiocarbon data indicated that the early Pauma complex occupation represented seasonal use of the interior areas by coastal populations. The known portion of CA-SDI-682 was mapped by True (et al.) in 1991. In the site maps prepared by True, artifacts and features associated with the site were not shown as extending west of the existing ranch road (just east of the proposed Horse Ranch Creek Road alignment).

ASM staff conducted a cultural resources field survey for the Meadowood property in September/October 2003 in compliance with the County CEQA guidelines and determined that additional archaeological

testing was required. Subsequently, ASM staff conducted limited trenching on the west side of the ranch road to determine if subsurface deposits related to the Pankey Site extended west of the road. Archaeological deposits were identified in initial backhoe trenches. Between September 2004 and January 2005, subsurface archaeological testing was conducted on the Meadowood property. Based on the results of that testing, the boundaries of CA-SDI-682 were expanded west of the ranch road to include three newly identified archaeological deposits identified as loci A, B and C.

The Pankey Site is RPO significant and has been determined to be eligible for listing on the California Register of Historical Resources and National Register of Historic Places. The site, including two of the newly identified archaeological deposits that have relatively small portions of intact midden, also is considered a County RPO resource and, as such, impacts to the site must be protected and avoided.

Improvements associated with the proposed Horse Ranch Creek Road/SR 76 intersection are located near the above-referenced Pankey Site (CA-SDI-682), as well as the possible location of the Rancho Monserate adobe (identified based on historic map notations as being at the foot of Monserate Mountain near the village of *Tom-Kav*, but without any evidence of it noted during survey).

Native American Consultation

The analysis of on-site components did not indicate any Native American religious, ritual, or other special activities. Pursuant to California Government Code 65352.3, Native American consultation was initiated in 2005. The NAHC was contacted, as was a number of Native American individuals/bands/ organizations potentially knowledgeable regarding cultural resources in the area. Representatives of the Cupa Cultural Center; La Jolla Band of Luiseño Indians; and the Pala, Pauma/Yuima, Pechanga, Rincon, San Luis Rey, Soboba, and Twenty-Nine Palms Bands of Mission Indians were contacted. The reader is referred to Chapter 7.0 of this EIR for a complete list of contacts. Responses were received from the Soboba and San Luis Rey Bands of Mission Indians. Consistent with comments in the letter from the San Luis Rey Band, mitigation measures (detailed in Section 3.4.6 below) require the presence of a Native American monitor during grading, excavation or other ground-breaking activities within previously undisturbed soils during construction. Because of the significance of the San Luis Rey River valley to the local Luiseño Tribes, and because of the length of time since the last consultation letter went out, the County has re-contacted the NAHC, again requesting an updated tribal list for consultation. A consultation letter has been recently sent to the tribes listed on the NAHC response letter dated September 29, 2008. Two consultation meetings were held with regard to Horse Ranch Creek Road off-site improvements near site SDI-682; one was held at County offices (January 26, 2009) and a field visit occurred on March 6, 2009. Native American participants requested the presence of Native American grading monitors, in particular in the SDI-682 area. As a result of the later request for tribal consultation, additional written responses were received from Pechanga Band of Mission Indians and Rincon San Luiseño Band of Mission Indians also requesting the presence of Native American monitors during ground disturbing activities associated with the Proposed Project.

3.4.2 Guidelines for the Determination of Significance

Guidelines of Significance

A significant impact to cultural resources would occur if:

1. As identified by CEQA:

    a. The Project, as designed, causes a substantial adverse change in the significance of an historical resource as defined in §15064.5 of the CEQA Guidelines.

b. The Project, as designed, causes a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

c. The Project, as designed, disturbs any human remains, including those interred outside of formal cemeteries.

2. The Project is inconsistent with the County RPO relative to prehistoric and historic sites.

Guideline Sources

Guideline Nos. 1a and 1b are derived directly from CEQA Guidelines. Sections 21083.2 of the Public Resources Code and Section 15064.5 of the CEQA Guidelines recommend evaluating historical and archaeological resources to determine whether or not a proposed action would have a significant effect on unique historical or archaeological resources. Guideline No. 1c is included because human remains must be treated with dignity and respect and CEQA requires consultation with the "Most Likely Descendant" (MLD) as identified by the NAHC for any project in which human remains have been identified. Guideline No. 2 was selected because cultural resources are protected under the County RPO. The RPO does not allow non-exempt activities or uses damaging to significant prehistoric or historic lands under County jurisdiction. The only exempt activity is scientific investigation. The Project is required to be in conformance with applicable County standards related to cultural resources, including the noted RPO criteria on prehistoric and historic sites. Non-compliance would result in a project that is inconsistent with County standards. Any project that would have an adverse impact (direct, indirect, and cumulative) on significant cultural resources as defined by these guidelines would be considered a significant impact.

The Proposed Project addressed as part of the pre-1988 approved Sycamore Springs Specific Plan (south of Pala Mesa Heights Drive), as well as the northern parcel, are exempt from the County RPO. However, the off-site locales affected by Project implementation would be subject to the RPO, including the noted RPO criteria on prehistoric and historic sites. Non-compliance would result in a project that is inconsistent with County standards.

3.4.3 Analysis of Project Effects and Determination as to Significance

According to the CEQA Guidelines (Section 15126.4(b)(3)), "public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature." The section also requires the consideration of preservation in place as the preferred manner of mitigation. Data recovery is permitted when preservation is not feasible.

An analysis of each site is provided below along with a determination as to the significance of the site, pursuant to Section 15064.5 of the CEQA Guidelines and the County RPO.

Historical Resources (Guideline No. 1a)

<u>On-site Historical Resources</u>

As a result of the site survey, several structures were evaluated for significance. These sites include an occupied building and associated ancillary buildings (sheds, storage), as well as the remains of two structure complexes, a well, and building debris. These structures were determined to be not significant according to CEQA and RPO because they do not contain historic, architectural, or informational value. Therefore, impacts to on-site historic resources would be **less than significant**.

Off-site Historical Resources

No structural resources were identified associated with off-site improvements. As a result, impacts to off-site historic structures would be **less than significant**.

Archaeological Resources (Guideline No. 1b)

On-site Archaeological Resources

The records search and field studies described above have demonstrated that, although important archaeological (prehistoric) resources have been documented in the Project vicinity, discovery of sites has been, and continues to be, hampered by historic land alterations and dense vegetation. Excluding the potential location of two isolates, no prehistoric resources were located on the Project site during the three archaeological surveys conducted on site. There is the potential that brushing and initial grading activities associated with construction of the Proposed Project could result in the discovery of previously unrecorded, potentially significant, archaeological resources. Impacts to uncovered cultural resources on site would be **significant**. (**Impact CR-1a**)

Off-site Archaeological Resources

No prehistoric sites have been recorded along the proposed alignment of Pankey Road or Pala Mesa Drive on the adjacent Campus Park West property. Elements of the 1930s/1940s Rancho San Luis Rey thoroughbred facility were located on Campus Park West property, including a track and outbuilding(s)/shed(s). Excluding the track and concrete pad, nothing remains visible of this use. Depending on the ultimate location of Pankey Road across the property, it may also cross the facility area. No subsurface elements are indicated or previously recorded. A previously recorded archaeological site, Pankey Site (CA-SDI-682), which also potentially incorporates elements of the Monserate adobe, is located adjacent to existing SR 76 and the future off-site extension of Horse Ranch Creek Road. As described above, cultural resources survey and archaeological testing were conducted at that site by ASM (Hector 2005, Hector et al. 2006, and Cook 2008). The survey identified three additional deposits associated with CA-SDI-682 (loci A, B, and C). Locus "C," located on Meadowood property, was determined not significant and therefore is not further discussed. The survey report recommended that loci A and B adjacent to future Horse Ranch Creek Road be avoided and capped as part of the Meadowood Project. Since then, the road was realigned by the Meadowood Project to avoid impacts to loci A and B. Horse Ranch Creek Road, which would be constructed as part of the Proposed Project, would follow the same alignment and also would avoid the identified loci.

Similar to on-site activities, there is the potential that brushing and initial grading activities associated with construction of the Proposed Project off site (including construction of the final Pankey Road alignment across Campus Park West) could result in the discovery of previously unrecorded, potentially significant, archaeological sites. Such impacts to uncovered off-site cultural resources would be **significant**. (**Impact CR-1b**)

In addition, if construction of off-site improvements takes place within 100 feet of the site, there is potential for impacts to CA-SDI-682/Monserate adobe. Such impacts would be **significant**. (**Impact CR-1c**)

Human Remains (Guideline No. 1c)

No human remains were discovered during the site surveys. Although unlikely, if human remains are unearthed during grading activities, a **significant impact** would occur. (**Impact CR-1d**)

Resource Protection Ordinance (Guideline No. 2)

As discussed in Subchapter 1.1, Project Description and Location, and 3.3, Biological Resources, of this EIR, the Proposed Project (on site) is exempt from the RPO and **no impacts** are identified for this issue. (Regardless, the lack of significant resources on site, as described for Guideline No. 1 above, indicates that the Project would not have any impacts identified for this issue if it were subject to the RPO.) With regard to off-site resources, the Project must comply with RPO regulations. The monitoring program identified in Section 3.4.6 as mitigation for potential cultural resources impacts CR-1a through CR-1d, above, would ensure that any newly discovered resources would be appropriately reviewed and treated during project construction activities.

3.4.4 Cumulative Impact Analysis

According to CEQA, the importance of cultural resources comes from the research value and the information that they contain. Therefore, the issue that must be explored in a cumulative analysis is the cumulative loss of that information. For sites considered less than significant, the information is preserved through recordation, test excavations and preservation of artifacts. Significant sites that are placed in protected open space easements avoid direct impacts to these cultural resources as well as preservation of their potential research data. Significant sites that are not placed within open space easements and directly impacted by the project preserve the information through recordation, test excavations, and data recovery programs that would be presented in reports and filed with the County and SCIC. The artifact collections from any potentially significant site would be curated at a federally approved curation facility such as the San Diego Archaeological Center and would be available to researchers for further study. Because cultural resources are non-renewable in nature, it is critical that information obtained through excavation is appropriately retained and utilized.

Within the Project site, two archaeological isolates (one mano and one mano fragment) were discovered; these are not CEQA-significant cultural resources, nor do they meet the criteria for listing in the California Register of Historical Resources. No other on-site cultural resources were located, and no known significant impacts to off-site resources have been identified. Known impacts, therefore, would not result in any significant contribution to regional impacts to cultural resources.

There is, however, an identified potential for impacts to subsurface deposits or features that are currently not recorded. This potential results in a conservative assessment that Project implementation could contribute to regional cumulative effects for this issue. As a result of this conservative assessment, the following review was undertaken.

The cultural resources cumulative study area was identified based on potential future research questions that could be developed within the context of subsistence and settlement models for the Project area. Major east-west drainages were the travel corridors utilized by prehistoric occupants in their seasonal rounds. The confluences of drainages are often major habitation site locations, with associated temporary camps and resource procurement stations established on surrounding tributaries and on adjacent uplands. The San Luis Rey River valley comprised a major travel corridor and its confluence with the Project tributary (Horse Ranch Creek) was a focus of prehistoric habitation. The ethnographic village of *Tom-Kav* (CA-SDI-682; the Pankey Site), is documented to the southeast of the Project. Although the lands surrounding *Tom-Kav* have been heavily impacted, there have been sufficient cultural resource sites noted and recorded to demonstrate that a similar prehistoric pattern—an occupation base surrounded by special use sites—also existed in this area of the San Luis Rey River valley.

Because archaeological data collection often is focused on addressing settlement and subsistence research questions, the cultural resources cumulative impacts study area was focused on the confluence of the San Luis Rey river valley and the north-trending tributary drainage of which *Tom-Kav* is the center. The cultural resources cumulative study area extends down the river valley to the next major tributary drainage at Gird Road and Via Monserate and up the river valley to the major drainage at Rice Canyon. The cumulative study area extends north up Horse Ranch Creek to the headwater near Mission Road (Figure 3.4-1).

Based on SCIC records, 98 archaeological surveys or reviews have occurred since 1977 within this area (many focused on the same, or different aspects of the same, development projects). A total of 42 development projects are known to have been processed or are currently being processed in the County DPLU. Table 1-15 presents information on these projects gathered from DPLU records, Heritage Resources archives, and a record search performed for the cumulative study area at SCIC. Of the 42 projects, 12 would have no impacts to cultural resources due to negative surveys, 22 would have less than significant impacts to cultural resources (based on County file information), and 2 projects have no impact data available due to their early status in processing. Six projects have incorporated measures to avoid known significant impacts; however, potentially significant impacts would remain due to the potential for buried resources. These six projects have incorporated grading monitoring programs to ensure that if buried resources are present, they would be identified, assessed for significance and proper recordation, avoidance, and data-recovery measures would be undertaken. Three of the six projects (Meadowood, Campus Park West, and Palomar College North), in addition to the Proposed Project, incorporate monitoring to ensure there would be no unmitigated impacts to the village site of *Tom-Kav* (CA-SDI-682) or the Monserate adobe, should such remains be encountered. The remaining three (Dien N Do Subdivision, Gregory Landfill, and Bonsall Subdivision) incorporate monitoring to protect against inadvertent impacts to known, as well as buried, resources.

The Proposed Project's potentially significant impacts to cultural resources would be reduced below a level of significance by archaeological monitoring by a County-approved archaeologist and a monitor representing the local Luiseño Tribes during grading of both on- and off-site grading activities. Similarly, impacts to any undiscovered or buried potentially significant cultural resources located within the cumulative projects' boundaries would be reduced below a level of significance by similar measures. Thus, all archaeological impacts associated with the related cumulative projects are expected to be less than significant and/or fully mitigated.

Future development within the cumulative study area would be subject to similar analysis and mitigation requirements pursuant to CEQA and RPO. Based on the compliance of the Proposed Project and related projects within the cultural resources cumulative study area with CEQA and RPO, and implementation of the Project monitoring measures presented in Section 3.4.6, the Proposed Project would not result in a significant contribution to cumulative impacts for the issue of cultural resources and impacts would be **less than significant**.

3.4.5 Significance Prior to Mitigation

The following potential significant impacts could occur with Project implementation:

Impact CR-1a On-site brushing and initial grading activities associated with construction of the Proposed Project could result in the discovery of previously unrecorded, potentially significant, archaeological resources. Such impacts to uncovered cultural resources on site could be significant.

Impact CR-1b Off-site brushing and initial grading activities associated with construction of the Proposed Project could result in the discovery of previously unrecorded, potentially significant, archaeological resources. Such impacts to uncovered cultural resources off site could be significant.

Impact CR-1c Off-site brushing and initial grading activities occurring within 100 feet of CA-SDI-682/Monserate adobe associated with construction of off-site improvements could impact the site. Such impacts could be significant.

Impact CR-1d A significant impact would occur if human remains are unearthed during grading activities.

3.4.6 Mitigation

M-CR-1a, 1b, and 1d

Direct impacts to buried, previously unrecorded cultural resources would be mitigated through the implementation of a grading monitoring program for both on-site development and off-site improvements. Prior to approval of grading or improvement plans, the Project Applicant shall implement a grading monitoring and data recovery program to mitigate potential impacts to undiscovered buried archaeological resources on the Project site to the satisfaction of the Director of DPLU. This grading monitoring program shall include, but not be limited to, the following actions:

1. Provide evidence to the DPLU that a County-approved archaeologist (consulting archaeologist) has been contracted to implement a grading monitoring and data recovery program to the satisfaction of the Director of DPLU. A letter from the consulting archaeologist shall be submitted to the Director of DPLU. The letter shall include the following guidelines:
    a. The consulting archaeologist shall contract with a Luiseño Native American monitor to be involved with the grading monitoring program.
    b. The consulting archaeologist/historian and Luiseño Native American monitor shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program as outlined in the County of San Diego Report Format and Content Guidelines – Cultural Resources: Archaeological and Historic Resources (December 5, 2007).
    c. The consulting archaeologist shall monitor all areas identified for development.
    d. An adequate number of monitors (archaeological/historical/Native American) shall be present to ensure that all earthmoving activities are observed and shall be on site during all grading activities.
    e. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and Luiseño Native American monitor(s) shall be on site full time. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Principal Investigator in consultation with the Native American monitor. Monitoring of cutting of previously disturbed deposits will be determined by the Principal Investigator.

f. Isolates and clearly non-significant deposits shall be minimally documented in the field, and the monitored grading can proceed.

g. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor(s), in consultation with the Luiseño Native American Monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Principal Investigator shall contact the County Archaeologist at the time of discovery. The Principal Investigator, in consultation with the County staff archaeologist and Luiseño Native American monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the County Archaeologist, then carried out using professional archaeological methods.

h. If any human bones are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the MLD, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

i. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Principal Investigator shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

j. In the event that previously unidentified cultural resources are discovered, all cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

k. In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director of DPLU prior to the issuance of any building permits. The report shall include the following:

    i. Department of Parks and Recreation Primary and Archaeological Site forms;

    ii. Evidence from a federally approved curation facility within San Diego County that all cultural material collected during the grading monitoring program has been received for curation accompanied by payment of the fees necessary for permanent curation.

l. In the event that no cultural resources are discovered, a brief letter to that effect shall be sent to the Director of DPLU by the consulting archaeologist that the grading monitoring activities have been completed.

M-CR-1c

To avoid direct impacts to site CA-SDI-682/Monserate adobe from off-site improvements, a temporary fencing plan shall be implemented. Prior to the start of grading or improvements, the Project Applicant shall implement a temporary fencing plan to mitigate potential impacts to site CA-SDI-682/Monserate adobe to the satisfaction of the Director of DPW. The temporary fencing plan shall include, but not be limited to the following actions:

1. Prepare and implement a temporary fencing plan for the protection of archaeological site CA-SDI-682/Monserate adobe. The temporary fencing plan shall be implemented under the supervision of a consulting archaeologist and Luiseño Native American monitor and consist of the following:

    a. Prepare and implement a temporary fencing plan for the protection of archaeological site CA-SDI-682/Monserate adobe during any grading activities within 100 feet of said archaeological site(s). The temporary fencing plan shall be prepared in consultation with a consulting archaeologist and Luiseño Native American monitor. The fenced area shall include a buffer sufficient to protect the archaeological site(s). The fence shall be installed under the supervision of the consulting archaeologist and Luiseño Native American monitor prior to commencement of grading or brushing and be removed only after grading operations have been completed. The temporary fencing plan shall include the following requirements:

        Provide evidence to the Director of DPW that the following notes have been placed on the Grading Plan:

            In the event that construction activities are to take place within 100 feet of archaeological site CA-SDI-682/Monserate adobe, the temporary fencing plan shall be implemented under the supervision of a consulting archaeologist that consists of the following:

            i. The consulting archaeologist and Luiseño Native American monitor shall mark known limits of site loci.

            ii. The consulting archaeologist and Luiseño Native American monitor shall determine the appropriate portion of Horse Ranch Creek Road for which the limits of proposed road grading will be fenced to ensure that the grading avoids buried deposits.

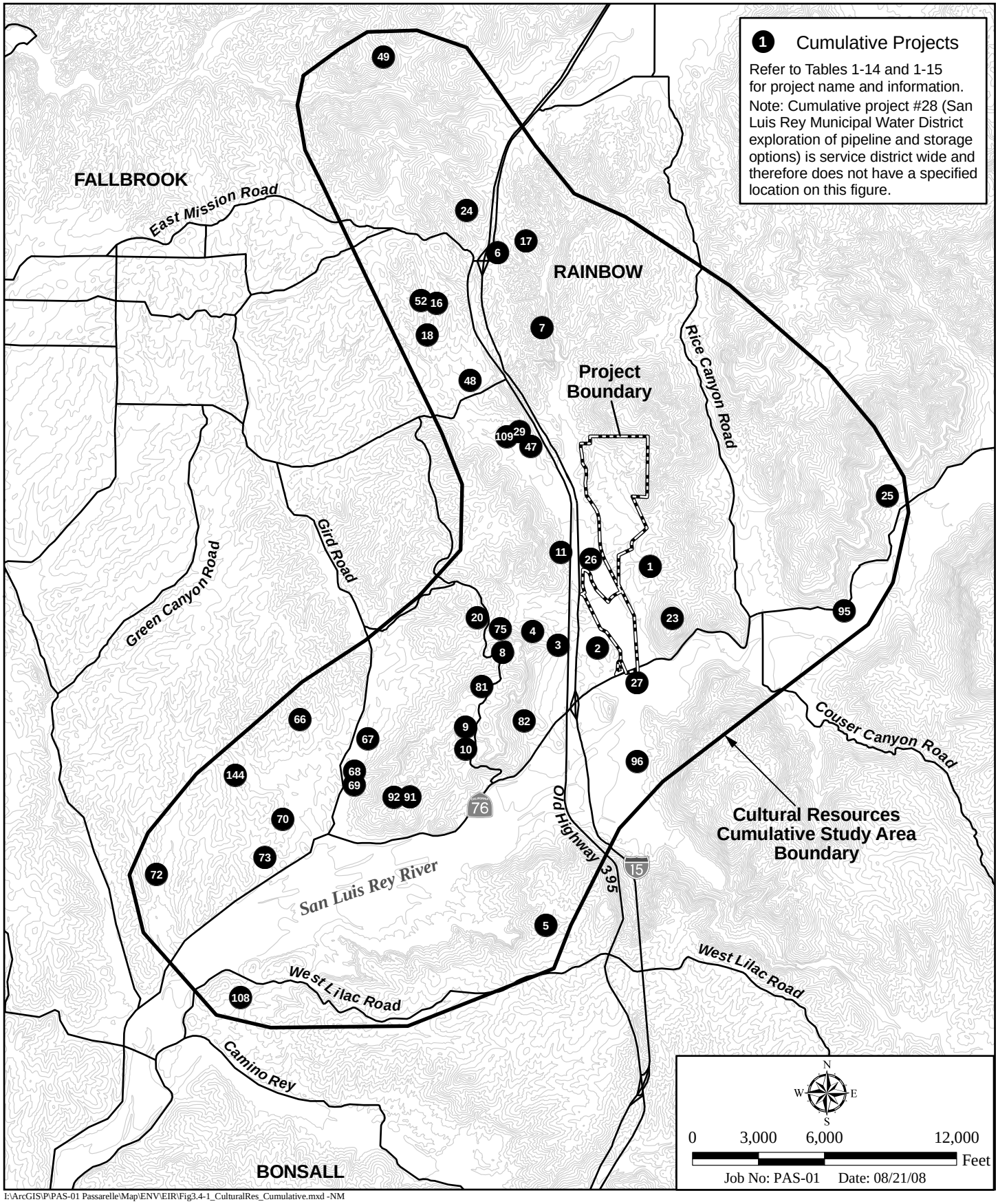
            iii. Upon approval of the proposed extent of fencing by the County archaeologist, the consulting archaeologist and Luiseño Native American monitor shall supervise the fencing installation.

            iv. Submit to the DPW for approval a signed and stamped statement from a California Registered Engineer, or licensed surveyor that temporary fences have been installed in all locations of the Project site where proposed grading or clearing is within 100 feet of the archaeological site CA-SDI-682/Monserate adobe.

            v. Fencing will be removed after the conclusion of construction activities.

3.4.7 Conclusion

The Proposed Project may have significant impacts if unknown artifact deposits or human remains are uncovered or unearthed during brushing and initial grading activities (Impacts CR-1a through 1d). Implementation of the above-described monitoring program (M-CR-1a, 1b, and 1d) and temporary fencing plan (M-CR-1c) would ensure that no significant impacts to prehistoric or historic resources would occur as a result of Project development, thereby also ensuring compliance with CEQA, the County of San Diego Report Format and Content Guidelines – Cultural Resources (December 5, 2007), and California Government Code Section 65352.3 (Senate Bill 18). Implementation of these mitigation measures would reduce the potentially significant impacts to less than significant levels, because they would ensure that relevant information contained in the archaeological record, which is important in understanding prehistory and history, is preserved.



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Cultural Resources Cumulative Study Area

CAMPUS PARK PROJECT

HELIX

Figure 3.4-1

CHAPTER 4.0

ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

SUBCHAPTER 4.1

EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE EIR PROCESS

CHAPTER 4.0 – ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

Subchapter 4.1 discusses resource and service issues for which Project effects would not reach a level of significance, due to a low level of potential impact resulting from lack of sensitive resources, incorporation of attenuating Project design elements, or required compliance with regulatory standards. The chapter contains discussions related to mineral resources, hydrology and water quality, hazards and hazardous materials, population and housing, agricultural resources and land use and planning. Subchapter 4.2 summarizes environmental issues found to be less than significant during preparation of the Project Initial Study (IS), circulated with the Project Notice of Preparation (NOP) of this EIR (see Appendix A for full text of the NOP and the Initial Study).

4.1 Effects Found Not to be Significant as Part of the EIR Process

4.1.1 Mineral Resources

The topic of minerals was not addressed in either the 1981 or 1983 certified EIRs. The analysis that follows is new.

A Mineral Resource Technical Report was prepared for the Proposed Project by Leighton and Associates, Inc. (2009), with this study summarized below along with applicable information from Chapter 3.2, Geology/Paleontology. The complete Mineral Resource Technical Report is included as Appendix K of this EIR.

Existing Conditions

Topographic Setting

The Project site is located within the Peninsular Ranges Geomorphic Province, which exhibits primarily northwest-southeast trending structural features. Topography within the site is characterized by generally level alluvial areas associated with a broad canyon encompassing much of the southern portion of the property. This canyon extends off-site to the west and south (where it enters the San Luis Rey River Valley), while adjacent areas to the east and north encompass moderately to steeply sloping hills. On-site drainage is primarily to the south via the described canyon and the associated Horse Ranch Creek, with vegetation including native upland habitats in the northern area (e.g., oak woodland and Diegan coastal sage scrub), pasture land in the central portion of the site, and extensive wetlands (southern riparian forest) to the south.

Geologic Setting

On-site geologic materials include Holocene-age alluvium, older alluvium/terrace deposits (approximately 500,000 years or less in age), and Cretaceous-age igneous rocks of the San Marcos gabbro. Alluvial deposits occur extensively in the southern portion of the site, with minor exposures also present in larger drainages located in the central and northern areas. Older alluvium/terrace deposits are present in much of the central portion of the site, as well as smaller areas to the north and along the southwestern site boundary. Gabbroic rocks are exposed along steeper slopes in the northern and northeastern site areas, and likely underlie other portions of the site. Additional discussion of topographic and geologic conditions in the Project site and vicinity is provided in Chapter 3.2, Geology/Paleontology, as well in Appendices F and K.

Mineral Resource Potential

As mandated by the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board classifies aggregate mineral resources within the state through the Mineral Resource Zone (MRZ) system. The MRZ system identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). In western San Diego County, the MRZ classification emphasizes material used for the production of Portland cement concrete (PCC), which is subject to stricter specifications than other aggregate types. The following categories are provided in the mineral land classification for aggregate minerals in the western San Diego County Production-Consumption Region (CGS 1996, 1982).

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.

- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

On-site Mineral Resource Potential

Approximately 284 acres of the Project site have been mapped for MRZ classifications as described above, including much of the southern and central areas. The remaining (unmapped) portion of the site includes approximately 133 acres in the northeastern corner, with this area extending into the foothills of the adjacent Monserate Mountains (refer to Figure 2 of Appendix K). The following discussion of mineral resource potential within the Project site is based on the described MRZ classifications and on-site occurrences of Holocene alluvium, older alluvial/terrace deposits, and igneous rocks (refer to Figures 2 and 5 of Appendix K).

Holocene alluvial deposits encompass approximately 105 acres in the southern Project site, as well as minor areas within larger drainages in the central and northern portions of the property. These deposits are primarily within areas mapped as MRZ-3; however, alluvial portions of the geologic unit in this area are the same as the unit within the San Luis Rey River Valley, which has been mapped as MRZ-2. Accordingly, the Mineral Resource Technical Report for the Project identifies this area as MRZ-2. The majority of on-site alluvial deposits (i.e., approximately 90 acres in the southern portion of the site) encompassing native wetland habitats proposed to be preserved as biological open space.

Older alluvium/terrace deposits are located in the northern and central portions of the Project site, as well in the westernmost part of the southern area. These materials are differentiated from the younger alluvium primarily by a greater degree of consolidation (with the older deposits tending to be weakly cemented), and also tend to be more poorly sorted and contain interfingered deposits of silt, clay, and fine sand. Most areas on site containing older alluvium/terrace deposits are mapped as MRZ-3, due to the lack of associated test data, as well as their variable composition and the presence of fine-grained materials; however, as stated above, they are considered to be within MRZ-2. Portions of the on-site older

alluvium/terrace deposits are also within the 133-acre area not assigned an MRZ designation as previously described.

The northern portion of the Project site is underlain with gabbroic igneous rocks, with these deposits either mapped as MRZ-3 or located within the noted 133-acre area not assigned an MRZ designation. Gabbroic rocks also comprise the Monserate Mountains to the north and east of the site, as well as much of the San Marcos Mountains to the south. These units are fine-grained and generally covered with only a thin veneer of surfical deposits within the Project site (e.g., alluvium/colluvium and/or slopewash). Gabbroic rocks in the Project site vicinity are typically highly weathered and contain low amounts of silica (quartz), with no significant aggregate extraction operations known to have occurred locally in this unit. Unweathered gabbro in the San Marcos Mountains (approximately 8 to 10 miles southwest of the Project site) has been utilized for "Black Granite" dimension stone, although no similar current or historic uses for local gabbroic rock have been identified based on review of available literature (refer to Section 3.3.3 of Appendix K). On-site gabbro deposits are moderately to deeply weathered and decomposed, as evidenced by local terrain that is generally level to rolling and lacks larger boulder-sized outcrops. Geotechnical investigation conducted for the adjacent site to the east noted that similar gabbroic material is weathered to depths of 20 to 30 feet and contains a significant amount of fine-grained material (e.g., clay, silt, and fine sand, refer to Section 3.3.3 of Appendix K).

Off-site Mineral Resource Potential

Off-site areas to the west are mapped as MRZ-3, while most areas to the east are not assigned an MRZ designation (refer to Figure 2 in Appendix K). The MRZ-3 designations to the west encompass Holocene alluvium, older alluvium/terrace deposits and igneous granitic rocks, with associated mineral resource information generally similar to that described above for on-site deposits. As noted above, the San Luis Rey River corridor (along with some minor adjacent areas) located south of the Project site (as well as associated up- and downstream areas) is mapped as MRZ-2, with associated materials consisting of Quaternary-age river channel, floodplain and eroded terrace deposits (i.e., materials eroded from older bedrock units and redeposited in the river channel). Materials within the San Luis Rey River channel generally consist of loose (unconsolidated) mixtures of sand and rounded gravels. The MRZ-2 designation assigned to these deposits is based on an extensive production history for aggregate materials, with the greater San Luis Rey River Valley identified as a resource area containing an estimated 1.6 billion tons of sand and 1.2 billion tons of coarse aggregate (refer to Section 3.4.1 of Appendix K). A number of historic and current mining operations are located within the MRZ-2 designations in the Project site vicinity, as outlined below (refer also to Figure 6 in Appendix K).

The closest known historical aggregate operation was located within the San Luis Rey River channel just southeast and south of the Project site, on a property originally known as the Pankey Pits. Sand and gravel were extracted from this site by the Marron Brothers up until the early 1990s, when the operation was terminated due to environmental restrictions and associated difficulties in obtaining regulatory permits.

The Fenton Sand Mine was located approximately two miles upstream (east) of the Project site, with associated sand mining conducted on a maximum 211-acre site between 1969 and 2005. This property was operated through 2000 (when environmental restrictions limited the ability to mine/expand the site), with the site closed on September 15, 2005. The potential for continued operations at the Fenton Sand Mine is uncertain, based on environmental restrictions and associated permitting difficulties similar to those described above for the Pankey Pits site. The Fenton site also encompasses a 207-acre conservation easement established as part of the permitting conditions required for CWA Section 404 permit conformance.

The proposed Pankey Ranch/Rosemary's Mountain quarry is located just east of the Proposed Project and immediately north of the previously described Pankey Pits site (refer to Figure 6 in Appendix K). The Pankey Ranch/Rosemary's Mountain site includes approximately 94 acres and is associated with a Cretaceous-age igneous deposit composed of granodiorite. Based on a petition filed with the state in 1989, this site was reclassified from MRZ-3 to MRZ-2 (CGS 1989). Specifically, aggregate from the site met published Caltrans standards for PCC, asphaltic concrete, base and sub-base, with identified aggregate resources also exceeding the minimum value at that time of $9.2 million (in 1988 dollars) established for the MRZ-2 designation under SMARA. A Major Use Permit has been issued for the site, with proposed operations to include aggregate extraction, rock crushing, and an on-site asphalt plant (as well as widening of adjacent SR 76, refer to Section 3.4.1 of Appendix K).

Guidelines for the Determination of Significance

Guidelines of Significance

A significant impact to mineral resources would occur if:

1. The Proposed Project is:
    - On or within the vicinity (generally up to 1,300 feet from the site) of an area classified as MRZ-2; or
    - On land classified as MRZ-3; or
    - Underlain by Quaternary alluvium; or
    - On a known sand and gravel mine, quarry, or gemstone deposit; and
    - The project will result in the permanent loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and
    - The deposit is minable, processable, and marketable under the technologic and economic conditions that exist at present or which can be estimated to exist in the next 50 years and meets or exceeds one or more of the following minimum values (in 1998 equivalent dollars):
        - Construction materials (sand and gravel, crushed rock) - $12,500,000;
        - Industrial and chemical mineral materials (limestone, dolomite, and marble [except where used as construction aggregate]; specialty sands, clays, phosphate, borates and gypsum, feldspar, talc, building stone and dimension stone) - $2,500,000; or
        - Metallic and rare minerals (precious metals [gold, silver, platinum], iron and other ferroalloy metals, copper, lead, zinc, uranium, rare earths, gemstones and semi-precious materials, and optical–grade calcite) - $1,250,000.
2. The project would result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Guideline Sources

The identified guidelines for significant mineral resource impacts are derived from the County Guidelines for Determining the Significance and Report Format and Content Requirements – Mineral Resources (July 30, 2008). The primary goal of these guidelines is to establish measurable standards for determining when an impact to mineral resources would be considered significant pursuant to CEQA. Specifically, the identified guidelines for mineral resources address associated questions from the State CEQA Guidelines, which encompass potential effects to statewide, regional or locally important mineral resource values (i.e., questions a and b in Section X of CEQA Guidelines Appendix G).

Analysis of Project Effects and Determination of Significance

Loss of Availability of a Known Mineral Resource (MRZ-2, MRZ-3, Quaternary Alluvium, or Known Mineral Deposit) that is Minable, Processable, and Marketable, and that Meets or Exceeds Applicable Minimum Dollar Values (Guideline No. 1).

The assessment of potential impacts under Guideline No. 1 involves the evaluation of effects to on-site mineral resources, as well as potential land use compatibility issues with off-site mineral operations and resources, as outlined below.

Impacts to On-site Mineral Resources

On-site mineral resources include a small (approximately 2-acre) area of Holocene alluvium designated as MRZ-2 near the southern site boundary, approximately 103 acres of Holocene alluvium in the southern portion of the site designated as MRZ-3 (but considered to be MRZ-2 in the Project Mineral Resource Technical Report), approximately 179 acres of older alluvium/terrace deposits and gabbroic rock designated as MRZ-3, and approximately 133 acres of older alluvium/terrace deposits and gabbroic rock that are not assigned an MRZ designation. The Project Mineral Resource Technical Report does not identify any significant impacts to on-site mineral resources, based on the following considerations:

- The approximately two-acre area of Holocene alluvium along the southern site boundary that is designated as MRZ-2 is not of sufficient size to meet the described minimum value for construction material, and is located beneath existing SR 76 (and is therefore unavailable for extraction or has already been lost).

- Of the approximately 103-acre area designated as MRZ-3 of Holocene alluvium in the southern portion of the site considered to be designated as MRZ-2 in the Mineral Resource Technical Report, approximately 97.2 acres are essentially lost because they are within 1,300 feet of existing residential properties. Per the County Guidelines for Determining Significance and Report Format and Content Requirements – Mineral Resources (July 30, 2008), 1,300 feet is the setback from sensitive receptors generally required to achieve acceptable noise levels associated with mining. In addition, it should be noted that the majority of the noted area (roughly 90 acres) supports sensitive wetland vegetation (i.e., southern riparian forest). The presence and environmental sensitivity of such habitats would result in either restrictions on disturbance (and the corresponding loss of minable area), or requirements for the acquisition of regulatory permits with associated mitigation and substantial expenditures (e.g., acquisition/preservation and/or creation of off-site habitat areas).

- The older alluvium/terrace deposits and gabbroic rock designated as MRZ-3 are not considered suitable for extraction, based on their content. Specifically, the older alluvium/terrace deposits have been evaluated on the adjacent property to the east, and were determined to contain “over 60

feet of medium-dense to dense reddish brown silty to clayey fine to coarse sand." Because of the fine-grained nature and weathered condition of this material, it is not considered a suitable candidate for extraction (refer to Section 4.2 of Appendix K). Similarly, the gabbroic rocks mapped as MRZ-3 within the site are moderately to highly weathered (with gabbro on the adjacent site to the east observed to be deeply fractured and weathered to depths of 20 to 30 feet), and lack significant amounts of siliceous materials. Accordingly, this unit is not considered a candidate for extraction (refer to Section 4.2 of Appendix K).

- The portions of the Project site that are not assigned an MRZ designation are underlain by similar older alluvium/terrace deposits and gabbroic rock as described above. Accordingly, these areas are not considered suitable candidates for extraction.

Based on the above considerations, the two areas available for mining equate to 7.8 acres (one 1.3-acre location and one 6.5-acre location). To evaluate the significance of the potentially recoverable materials within these areas assumed to be designated MRZ-2, a potential depth of recovery of 20 feet (due to probable groundwater constraints) is assumed. With these conditions, the approximate value of the material is eight million dollars, which is well below the County guideline. Accordingly, impacts to these areas would be **less than significant**.

Impacts to Off-site Mineral Resources

Potential impacts to off-site mineral resources are associated with land use conflicts between the Proposed Project and existing or future mineral resource operations. As noted in Significance Guideline No. 1, potentially significant land use conflicts related to off-site mineral resources are associated with projects located within 1,300 feet of areas classified as MRZ-2. For the Proposed Project, nearby MRZ-2 designations assessed in the following discussion include portions of the San Luis Rey River corridor and the proposed Pankey Ranch/Rosemary's Mountain quarry site.

San Luis Rey River Corridor. As previously described, much of the San Luis Rey River corridor (and some adjacent areas) in the vicinity of the Project site is designated as MRZ-2. While portions of these MRZ-2 zones are within 1,300 feet of the Project site, all of these areas are also within 1,300 feet of existing off-site residential properties (refer to Figure 7 in Appendix K). Accordingly, these areas are already unavailable for mineral extraction operations due to their proximity to residential uses, and would therefore not be adversely affected by implementation of the Proposed Project. Impacts would be **less than significant**.

Pankey Ranch/Rosemary's Mountain Quarry Site. Based on information from environmental analyses conducted for the proposed Rosemary's Mountain quarry operation, the Project Mineral Resource Technical Report identifies a number of specific conditions that "…made the Rosemary's Mountain site suitable as a quarry site." Specifically, these include "…location on the east-facing flank of Rosemary's Mountain, essentially shielding it from view and impacts to the Pala Mesa Resort and Interstate 15 corridor" (refer to Section 4.1.2 of Appendix K). Pursuant to these findings, the Project Mineral Resource Technical Report does not identify any significant land use compatibility impacts related to the Rosemary's Mountain quarry operation from implementation of the Proposed Project (refer to Section 4.2 of Appendix K). Impacts would be **less than significant**.

Loss of Availability of a Locally Important Mineral Resource Recovery Site (Guideline No. 2)

The Project site does not include any known designations of locally important mineral resources and is specifically not included in the Selected Resource Management Areas for Construction Quality Sand identified in Appendix F of the San Diego County General Plan Conservation Element. Based on these

conditions and the discussions related to mineral development potential provided above under Guideline No. 1, impacts related to the loss of a locally important mineral resource recovery site from implementation of the Proposed Project would be **less than significant**.

Cumulative Impact Analysis

As described above in this section, identified mineral resources within the Project site are either: (1) unavailable for extraction (i.e., approximately 2 acres of Holocene alluvium designated as MRZ-2 and located beneath existing SR 76); (2) lacking sufficient subsurface data to demonstrably meet established standards for construction material or warrant extraction (i.e., approximately 103 acres of Holocene alluvium designated as MRZ-3); or (3) unsuitable for extraction/use as construction material due to their weathered nature, lack of siliceous content, and/or fine-grained nature (i.e., approximately 284 acres of older alluvium/terrace deposits and gabbroic rock designated as MRZ-3, as well as 133 acres of similar material not assigned an MRZ designation). As a result, impacts related to the loss of availability of known or designated mineral resources would be **less than significant**.

The Project Mineral Resources Report also did not identify any significant impacts to off-site mineral resources or MRZ-2 designations from the Proposed Project, based on: (1) the location of such areas relative to existing off-site residential development (i.e., MRZ-2 areas within the San Luis Rey River corridor that are within 1,300 feet of the Project site are also within 1,300 feet of existing off-site residential uses, and are therefore already unavailable for extraction); and (2) the location/orientation of proposed operations at the Rosemary's Mountain quarry site (with these conditions concluded to essentially shield the quarry site from visual and other impacts relative to surrounding properties).

Based on the above described conditions, implementation the Proposed Project would not result in the loss of availability of known or designated mineral resources that would be of local, regional or statewide value. Accordingly, the Proposed Project would not constitute a considerable contribution to any cumulative impacts related to the loss of such mineral resources. **No cumulative impact** is identified.

Mitigation

Because no significant impacts were identified, mitigation is not proposed.

Conclusion

Based on the analysis provided above, no significant Project-specific or cumulative mineral resource impacts would result from implementation of the Proposed Project.

4.1.2 Hydrology and Water Quality

This section describes existing hydrologic and water quality conditions within the Project site and vicinity, identifies regulatory requirements and industry standards associated with hydrologic and water quality issues, and evaluates potential impacts and mitigation measures related to implementation of the Proposed Project.

The 1981 and 1983 EIRs identified flood control impacts as significant but mitigable and impacts to water quality as less than significant; the current Project identifies both issues to be less than significant.

The 1981 EIR notes that: (1) during construction, exposed ground surfaces potentially would lead to increased erosion and increased siltation in downstream areas; (2) approximately one-third of the site would be impervious post development, and (3) the project would contribute to an overall cumulative

effect of increased pollutants in runoff. Mitigation within the 1981 EIR included erosion control measures and runoff baffling devices to serve as mini-siltation basins.

Within the 1983 EIR, some buildings were noted as being located in the 100-year floodplain for the San Luis Rey River and/or Horse Ranch Creek. Portions of Pankey Road, Pala Mesa Drive and access roads within areas C and D also would be in the limits of the 100-year floodplain. Similar to the 1981 EIR, the 1983 EIR concluded that development of the project would create impervious surfaces that would result in increased runoff and peak flows in downstream watercourses—but due to the small nature of the increase, impacts were identified as less than significant. Mitigation for impacts associated with flooding would include elevating all building pads and roadways above the 100-year floodplain and no development within the floodway. As stated in the 1983 document, water quality would be impacted by runoff from primarily pesticides and fertilizers associated with agricultural use of the property, as well as petroleum products and detergents associated with urban land uses. The property also would be subject to erosion and increased sedimentation. Water quality impacts were not assessed as significant in the 1983 EIR.

As noted elsewhere in this document, the Proposed Project footprint has changed since the 1981 and 1983 documents were prepared. New area has been added, some of the prior project area has been severed pursuant to development by others, and the relationship between the Proposed Project footprint and Horse Ranch Creek has changed based on the changes just noted. In addition, since certification of these EIRs, the regulatory framework also has changed. The San Diego RWQCB Water Quality Control Plan for the San Diego Basin (1994) has been prepared. NPDES requirements for municipal, construction and groundwater effects are new since 1983. In addition, pursuant to the NPDES Municipal Permit requirements, the County now addresses storm water management under the Standard Urban Storm Water Mitigation Plan (SUSMP; most recently updated in March 2008). New ordinances are in effect as well as design practices.

These changed conditions have resulted in the need for new evaluation of these issues specific to the current Proposed Project, as discussed below. A Preliminary Hydrology and Hydraulics Study, a SWMP, and a Preliminary Hydromodification Management Plan (HMP) have been prepared for the Proposed Project (Landmark 2009a, 2009b and 2009c, respectively). These studies are summarized below along with other applicable data, with the complete reports included in Appendix L (2010) of this EIR.

Existing Conditions

Existing Setting

Watershed and Drainage Characteristics

The Project site is located within the San Luis Rey Hydrologic Unit (HU), one of 11 major drainage areas identified in the San Diego RWQCB *Water Quality Control Plan for the San Diego Basin* (Basin Plan, 1994 as amended). The San Luis Rey HU is a generally rectangular-shaped area that encompasses approximately 565 square miles and extends from near the San Diego/Riverside county line and Volcan Mountain along the eastern boundary of the San Diego Basin to the City of Oceanside on the coast (Figure 4.1.2-1). The San Luis Rey HU is divided into a number of hydrologic areas and subareas based on local drainage characteristics. The Project site is located within the Lower San Luis Hydrologic Area (HA), Bonsall Hydrologic Subarea (HSA), and Horse Ranch Creek watershed. Drainage within the San Luis Rey HU is predominantly through the San Luis Rey River and associated tributaries, with the river located approximately 800 feet south of the Project site at its closest point. The San Luis Rey River continues generally southwest from the site vicinity and enters the Pacific Ocean in the City of Oceanside approximately 16 miles southwest of the Project site.

Surface drainage from the entire Project site and associated off-site facility areas flows to the San Luis Rey River, with runoff directions locally variable with location and topography. Drainage within the northern 176 acres of the site flows primarily west-southwest through several unnamed canyons and as non-point runoff (sheet flow), before entering an existing drainage structure (i.e., a five- by eight-foot box culvert) beneath the northern extension of Pankey Road). Flow from this structure enters Horse Ranch Creek just west of the site (and east of I-15) and turns south. This portion of Horse Ranch Creek consists of an unlined trapezoidal channel constructed in association with the adjacent I-15 corridor. The described flows from the northern portion of the site (and unrelated flows from upstream watershed areas) continue south in the Horse Ranch Creek channel for approximately 3,600 feet, where the manufactured channel ends and Horse Ranch Creek opens up into a wide, shallow drainage basin. Runoff from the southern 241 acres of the site flows southwest primarily as sheet flow (along with minor flows in a few small drainages) and enters Horse Ranch Creek along or adjacent to the western site boundary. The flows from the northern and southern site areas confluence in Horse Ranch Creek and continue generally south in the noted drainage basin, before entering a more confined bridge crossing at the southern extension of Pankey Road. From this point, the combined flows enter a defined drainage channel, exit the southern end of the site, and flow under SR 76 to the San Luis River via a number of existing drainage facilities. Existing 100-year storm flow at the described outlet point at the southern end of the site (i.e., combined flow from the entire site and upstream watershed areas) is approximately 8,802 cubic feet per second (cfs, refer to Sections 5 and 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L). Surface drainage from proposed off-site facility areas occurs as both sheet flow and within a number of existing storm drain facilities, and exhibits variable local flow directions before ultimately entering the San Luis Rey River. Average annual precipitation in the Project site vicinity (Fallbrook) is approximately 14 inches, with the highest average rainfall totals occurring in January (3.13 inches), February (2.66 inches), and March (2.83 inches). The driest months are June, July, and August, with average rainfall totals of 0.13, 0.05, and 0.11 inches, respectively (weather.com 2007).

The Project site is largely undeveloped, with known existing on-site drainage facilities limited to the previously noted box culvert beneath the northern extension of Pankey Road. Downstream drainage facilities include several crossing structures along the San Luis Rey River at roadways including Shearer Crossing, I-15, Old Highway 395, SR 76, and I-5.

Flood Hazards

The Federal Emergency Management Agency (FEMA) has mapped flood hazards in the Project site and vicinity. The entire Project site and off-site facility areas are designated as Zone X by FEMA, or areas determined to be outside the 500-year (and therefore the 100-year) floodplain (FEMA 1997a and 1997b). In addition to the described FEMA mapping, a pre-development 100-year floodplain has been mapped along Horse Ranch Creek as part of the Project Hydrologic Engineering Center-River Analysis System (HEC-RAS) study (refer to Section 9 of the Preliminary Hydrology and Hydraulics Study in Appendix L). The existing 100-year floodplain identified in this study along Horse Ranch Creek extends through much of the southernmost portion of the Project site and a number of adjacent properties. The Preliminary Hydrology and Hydraulics Study (Appendix L) also notes that 100-year storm flows derived from upstream portions of the watershed that incorporates the Project site exceed the capacity of the existing box culvert crossing of Horse Ranch Creek at the northern extension of Pankey Road. Accordingly, this roadway is currently subject to flooding during 100-year storm flow conditions. In addition, the Preliminary Hydrology and Hydraulics Study states that the northernmost bridge over Horse Ranch Creek along the southern extension of Pankey Road is also subject to flooding during 100-year storm flow conditions.

Groundwater

Shallow groundwater was observed in a number of locations during the Project geotechnical investigations, including areas near the San Luis Rey River, Horse Ranch Creek, and portions of the northern site area. Observed groundwater was present at depths ranging from between approximately 1.5 and 12 feet below surface grade in alluvium, and 28 to 56 feet below surface grade in terrace deposits. Shallow on-site aquifers were interpreted as perched groundwater, which consists generally of unconfined (i.e., not under pressure) groundwater separated from underlying permanent groundwater bodies by impermeable or semi-permeable strata. The occurrence and/or extent of perched groundwater bodies are typically associated with and influenced by seasonal precipitation and/or local landscape or agricultural irrigation.

Existing groundwater use on site is associated with a single well located in the southern portion of the northern area, with extracted water used for domestic consumption at an adjacent residence and for stock watering (refer to Section 4.1.4 of this Subchapter). This well extends to a depth of 150 feet and exhibits a static water level of 42 feet (GeoSoils, Inc. 2002), with no known data available regarding the amount (yield) or capacity of the associated aquifer(s). Three abandoned wells are also located in the southeastern (two well sites) and northern portions of the southern area, with an abandoned pump house associated with the northernmost well site (GeoSoils, Inc. 2002). Several additional off-site wells located near the San Luis Rey River were reportedly used for irrigation of previous agricultural operations in the site and vicinity. No documented depth or yield data are known to be available for any of the abandoned on-site wells, with the off-site wells near the San Luis Rey River reportedly exhibiting production rates of up to 1,000 gpm during historic use for agricultural irrigation (Pankey, pers. comm. 2005).

Water Quality

Surface water on site consists predominantly of intermittent flows from storm events and runoff from upstream agricultural (or other) irrigation. Known water quality data for the Project site and immediate vicinity are limited to two samples from the northeastern portion of the southern area. Both samples were taken from an outlet pipe originating off site in the adjacent mixed use (avocado/citrus) orchards. These samples were collected during the Phase I (hazardous materials) field investigation in 2002, and in a separate sampling effort conducted in February 2009 (GeoSoils, Inc., 2009 and 2002). The 2002 sample was tested for contaminants including agricultural chemical residue, total petroleum hydrocarbons (gas and diesel), pH, organic lead, and nitrates, while the 2009 sample was tested for nitrates only. The results of the 2002 test indicated that observed levels of organophosphorus pesticides, chlorinated pesticides/herbicides, petroleum hydrocarbons, and lead were all below detection limits, while observed pH was 6.7, or neutral (GeoSoils, Inc. 2002). The observed nitrate level from the 2002 sample was 43 mg/l, while the nitrate level from the 2009 sample was 9.5 mg/l. Both of these sample results are below the Basin Plan nitrate standard dentified in the referenced GeoSoils reports. The Maximum Contaminant Level relative to drinking water standards for nitrate is10 milligrams per liter (mg/l), with the outlet pipe not delivering potable water to any on- or off-site receivers.

No known surface water quality data beyond the above-described sample are available for the Project site and immediate vicinity. The type of storm and irrigation flows expected to occur on site are typically subject to variations in water quality due to local conditions such as runoff volume/velocity and land use. A summary of typical contaminant sources and levels for various land use types is provided in Tables 4.1.2-1 and 4.1.2-2. Based on the sample data, as well as the nature and generally low intensity of existing development within the Project site and upstream areas, local surface water quality is expected to be generally moderate to good. This anticipated condition is qualified somewhat by the presence of adjacent agricultural operations, which are considered the likely source of elevated nitrate levels observed in the on-site surface water sample.

No documented data on groundwater quality within the Project site and immediate vicinity are known to be available. The wells along the San Luis Rey River reportedly exhibited total dissolved solids (TDS) levels of approximately 400 to 500 mg/l during the 1960s. One of the described on-site wells located in the southeastern portion of the site (approximately 0.5 mile north of SR 76 and 100 feet west of the eastern Project site boundary) was reportedly drilled in the 1970s but never used for irrigation due to "high TDS levels" (Pankey, pers. comm. 2005).

The principal surface waters located downstream of the Project site include the San Luis Rey River and the Pacific Ocean. Existing water quality data for these areas include published and unpublished literature sources, quantitative monitoring/testing, and biological assessment (bioassessment) studies, as well as bi-annual qualitative evaluations conducted by the SWRCB. These sources include both historical and current efforts, as summarized below.

Historic and current water quality monitoring has been/is being conducted along the San Luis Rey River in association with local/regional water agency programs and requirements under the federal CWA, NPDES, and the associated Municipal Storm Water Permit as summarized below (refer to the following discussion of Regulatory Framework for additional information).

Monitoring at the San Luis Rey River Yuma site (located approximately 10 miles downstream of the Project site) was conducted between 1993 and 1998. Data obtained during these efforts indicate that applicable water quality objectives were regularly exceeded for fecal coliform counts, semi-volatile compounds, and total petroleum hydrocarbons; frequently exceeded for metals (including copper and zinc), nitrogen, and total suspended solids (TSS); and occasionally exceeded for biochemical oxygen demand (BOD) and chemical oxygen demand (MEC Analytical Systems, Inc. 2001). Monitoring at the San Luis Rey River mass loading station (MLS, located approximately 15 miles downstream of the Project site) is conducted under the NPDES Municipal Permit, with collected data indicating that applicable water quality objectives were exceeded for TDS in all testing events between 2001 and 2006. Water quality objectives for a number of additional constituents of concern were exceeded in various testing events during the noted time period, including toxicity, diazinon, pH, fecal coliform, TSS, turbidity, and BOD (WESTON Solutions, Inc. [WESTON] 2007).

Dry weather sampling is conducted under the NPDES Municipal Permit at a number of sites located both upstream and downstream of the Project site. The most recent data indicate that water quality objectives were exceeded in 2005 for turbidity, pH, nitrate, ammonia, fecal coliform, total coliform, enterococcus and ortho-phosphate (WESTON 2007).

The City of Oceanside conducted water quality monitoring between November 1993 and July 2001 at three locations along the San Luis Rey River. Data from these efforts identified issues with "[p]arameters that exhibited consistently high concentrations…" including bacterial indicators, TDS, chloride, magnesium, iron, and manganese (City of Oceanside 2003).

Ambient bay and lagoon monitoring was initiated as part of the NPDES Municipal Permit requirements in 2002/2003 for a number of coastal waters, including the San Luis Rey River Estuary. Samples obtained from the San Luis Rey River Estuary between 2002 and 2006 exhibited generally high individual and overall (i.e., relative to other sampled embayments) quality rankings for sediment chemistry and toxicity (although the data suggest that toxic constituents are present), and low to moderate rankings for benthic community structure (WESTON 2007).

Bioassessment studies were conducted as part of the described NPDES monitoring in 2001-2006, and as a separate program by the RWQCB between 1998 and 2002 (WESTON 2007; RWQCB 2002, 2001, and 1999). Test results for locations along the San Luis Rey River exhibited somewhat varied results during different years, with data from 1998 to 2000 generally at or above the mean for all applicable sites, and

data from 2001 to 2006 generally below the mean. Data from the more recent monitoring events likely reflect moderate to poor water quality conditions.

Available information on groundwater quality in downstream basins includes historic and/or recent data for the Mission and Bonsall HSA Basins, as well as the San Luis Rey River Valley Basin. The Bonsall Basin coincides with the Bonsall HSA boundary depicted on Figure 4.1.2-1, while the Mission HSA Basin includes areas further downstream within the San Luis Rey River HU. An evaluation of potential groundwater storage capabilities conducted for the SDCWA identified TDS ranges of 1,000 to 3,100 mg/l in the Mission HSA Basin and 600 to 3,100 mg/l for the Bonsall HSA Basin (Woodward-Clyde 1990). These levels represent generally moderate to poor water quality conditions, although local variation was present. More recent data for the Mission HSA Basin also indicate generally moderate to poor groundwater quality conditions, as characterized by typical TDS levels of 1,200 to 1,600 mg/l (SDCWA 1997). The described groundwater quality conditions are likely associated, at least in part, with extensive agricultural use in the associated watersheds.

Historic water quality in the southwestern portion of the San Luis Rey Valley Basin was described as exhibiting magnesium, sulfate, chloride, nitrate, iron, and TDS levels that were unsuitable for domestic use, as well as chloride and TDS levels unsuitable for irrigation (California Department of Water Resources [DWR] 2003). Recent assessment of groundwater quality conducted for the San Luis Rey Valley Basin identified a TDS range of 530 to 7,060 mg/l (with an average of 1,258 mg/l), and documented a number of incidents where water quality objectives (or maximum contaminant levels [MCLs]) were exceeded for contaminants including nitrates and pesticides (SWRCB 2003). The described recent and historic data indicate generally moderate to poor groundwater quality within the southwestern portion of the San Luis Rey Valley Basin, with these conditions associated with factors including urban/agricultural development and seawater intrusion in coastal areas.

The SWRCB produces bi-annual qualitative assessments of statewide and regional water quality conditions. The most current (2006) approved listing identifies 19 miles of the San Luis Rey River corridor (with the impairment located within the lower 13 miles) and 0.49 mile of shoreline at the San Luis Rey River mouth as the only impaired waters located downstream of the Project site. The noted section of shoreline is listed due to bacterial indicators, while the San Luis Rey River listing is based on TDS and chloride levels (SWRCB 2007).

Based on the above information, surface water quality within the Project site is assumed to be generally moderate. This conclusion is based on the described water quality data, as well as the fact that associated upstream watersheds include agricultural uses, but not substantial urban development. Monitoring data indicate generally moderate to poor water quality conditions in downstream portions of the San Luis Rey River and associated coastal waters, with this situation attributed largely to the higher level of urban development and associated contaminant generation. Based on the available historic and recent data described above, groundwater quality within the Project site and downstream portions of the Bonsall, Mission, and San Luis Rey Valley basins is characterized as generally moderate to poor.

Regulatory Framework

The Proposed Project is subject to a number of regulatory requirements associated with federal, state and local guidelines, as summarized below, with additional discussion provided below under the discussion of impacts, as appropriate.

National Pollutant Discharge Elimination System Requirements

The Proposed Project is subject to applicable elements of the CWA, including the NPDES. Specific NPDES requirements associated with the Proposed Project include conformance with the General Construction Activity Storm Water Permit (Construction Permit, NPDES No. CAS000002, SWRCB

Order 99-08-DWQ), General Groundwater Extraction Waste Discharge Permit (Groundwater Permit, NPDES No. CAG919002, RWQCB Order No. 2001-96), NPDES Municipal Storm Water Permit (Municipal Permit, NPDES CAS 0108758, RWQCB Order No. 2007-0001), and related County standards as outlined below.

General Construction Activity Storm Water Permit

Conformance with the Construction Permit is required prior to development of applicable sites exceeding one acre, with this permit issued by the SWRCB under an agreement with the USEPA. Specific conformance requirements include implementing a SWPPP and an associated monitoring program, as well as a Storm Water Sampling and Analysis Strategy (SWSAS) for applicable projects (i.e., those discharging directly into waters impaired due to sedimentation or involving potential discharge of non-visible contaminants that may exceed water quality objectives). These plans identify detailed measures to prevent and control the off-site discharge of contaminants in storm water runoff. Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through best management practices (BMPs). While site-specific measures vary somewhat with conditions such as proposed grading, slope, and soil characteristics; detailed guidance for construction-related BMPs is provided in the Construction Permit text and County standards, as well as additional sources including the *Caltrans Storm Water Quality Handbooks* (Caltrans 2007, 2003), USEPA *National Menu of Best Management Practices for Storm Water Phase II* (USEPA 2007), and *Storm Water Best Management Practices Handbooks* (California Stormwater Quality Association 2003). The application of construction permit and SWPPP requirements to the Proposed Project is described below as appropriate in the discussion of potential impacts.

General Groundwater Extraction Waste Discharge Permit

Conformance with the noted Groundwater Permit is applicable to discharge activities that either involve more than 100,000 gpd of discharge, or include contaminants that would exceed applicable discharge requirements. Specifically, these requirements are intended to ensure compliance with applicable Basin Plan water quality and beneficial use objectives (as described below), and typically require BMPs involving a number of physical and/or chemical parameters such as erosion/sedimentation controls and testing/treatment of extracted groundwater prior to disposal.

Municipal Storm Water Permit

This permit was initially adopted by the RWQCB in 2001, with a revised permit adopted on January 24, 2007 (under Order No. 2007-0001). The current Municipal Permit identifies waste discharge requirements for urban runoff related to applicable new development, redevelopment and existing development sites under the jurisdiction of co-permittees (e.g., the County). The intent of these requirements is to protect environmentally sensitive areas and provide conformance with pertinent water quality standards, including the CWA and the RWQCB Basin Plan. Identified requirements involve using a number of planning, design, operation, treatment and enforcement measures to reduce pollutant discharges from individual development projects (and the municipal storm drain system as a whole) to the maximum extent practicable (MEP). Specifically, these measures include: (1) using jurisdictional planning efforts (such as discretionary general plan approvals) to provide water quality protection; (2) requiring coordination between individual jurisdictions to provide watershed-based water quality protection; (3) implementing applicable low impact development, site design, source control, priority project, and volume- or flow-based (as defined in the permit text) treatment control BMPs to avoid,

reduce and/or mitigate effects including increased erosion and sedimentation, hydromodification[1] and the discharge of contaminants in urban runoff; and (4) using appropriate monitoring, reporting and enforcement efforts to ensure proper implementation, documentation and (as appropriate) modification of permit requirements. The Municipal Permit also requires co-permittees to fund and implement urban runoff management plans (URMPs) to reduce runoff and contaminant discharges to the MEP. The URMPs were conducted on a jurisdictional basis for the first two years, and were expanded to include a watershed-based approach for subsequent efforts. The watershed-based approach has been implemented for the Project site and applicable downstream watersheds through the San Luis Rey River Watershed URMP (City of Oceanside 2003).

Pursuant to the described Municipal Permit requirements, the County (along with other applicable co-permittees) participated in developing the SUSMP (approved by the RWQCB on June 12, 2002) to address storm water quality issues, and adopted related storm water standards and ordinances as described below under County Requirements. The County adopted a local (County-specific) SUSMP in 2003 (per Municipal Permit requirements), with an update of this document adopted in March 2008 to reflect the revised 2007 Municipal Permit. That document was again updated in January 2010 to reflect applicable NPDES requirements. In addition, the County participated in a new County-wide SWSMP adopted in February 2010. The application of Municipal Permit and related County requirements to the Proposed Project are described below as appropriate in the discussion of potential impacts.

Basin Plan Requirements

The RWQCB Basin Plan establishes a number of beneficial uses and water quality objectives for surface and groundwater resources. Beneficial uses are generally defined in the Basin Plan as "the uses of water necessary for the survival or well being of man, plus plants and wildlife." Identified existing and potential beneficial uses for the Project site and applicable downstream areas of the Mission and Bonsall HSAs (including coastal waters) include: agricultural supply (AGR); industrial service supply (IND); contact and non-contact water recreation (REC 1 and REC 2, respectively); warm and cold freshwater habitat (WARM and COLD, respectively); wildlife habitat (WILD); rare, threatened, or endangered species (RARE); marine habitat (MAR); and migration of aquatic organisms (MIGR). Identified beneficial uses for groundwater in the Lower San Luis HA include municipal and domestic supply (MUN), AGR and IND. Water quality objectives identified in the Basin Plan are based on established beneficial uses and are defined as "the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses." Water quality objectives identified for surface and groundwater resources in the Lower San Luis HA and the Bonsall HSA are summarized in Table 4.1.2-3.

County of San Diego Requirements

Pursuant to the NPDES Municipal Permit requirements, the County has adopted the Watershed Protection, Stormwater Management, and Discharge Control Ordinance (Stormwater Ordinance, No. 9926), the associated Stormwater Standards Manual (Manual) and Low Impact Development (LID)[2] Handbook, and the previously described County SUSMP. These documents provide, among other things,

[1] Hydromodification is defined in the Municipal Permit as the change in natural watershed hydrologic processes and runoff characteristics (infiltration and overland flow) caused by urbanization or other land use changes that result in increased stream flows, sediment transport, and morphological changes in the channels receiving the runoff.

[2] The LID process is intended to mimic predevelopment hydrologic conditions by using design practices and techniques to effectively capture, filter, store, evaporate, detain and infiltrate runoff close to its source.

direction for applicants to determine if and how they are subject to County and related Municipal Storm Water Permit standards, and identify requirements for the inclusion of permanent site design, source control, low impact development, priority project and treatment control BMPs to provide regulatory conformance for applicable projects. The County Storm Water Ordinance/Manual also requires construction-related BMPs to address issues including erosion and sedimentation. The County may, at its discretion, require the submittal and approval of a SWPPP to address construction-related storm water issues prior to site development (with such requirements in addition to the NPDES SWPPP criteria described above). The application of County storm water requirements is described below as appropriate in the discussion of potential impacts.

The San Diego County Hydrology Manual (County 2003) provides uniform procedures for analyzing flood and storm water conditions in the County. Specific elements of these procedures include methods to estimate storm flow peaks, volumes, and time distributions. These data are used in the design of storm water management facilities to ensure appropriate dimensions and capacity (typically 100-year storm flow volumes), pursuant to applicable requirements in the San Diego County Design and Procedure Manual (County 1993).

The County Guidelines for Determining Significance – Hydrology (July 30, 2007) provide direction for evaluating environmental effects to and from hydrologic conditions and hazards. Specifically, these guidelines address potential adverse effects to hydrologic resources, life and property (pursuant to applicable CEQA standards) from issues including drainage alteration, increased water surface elevations, increased runoff velocities and peak flow rates, and flooding. The County Guidelines identify significance guidelines for the noted issues, as well as related regulatory standards, typical adverse effects, standard mitigation/design considerations, and reporting requirements.

Guidelines for the Determination of Significance

Guidelines of Significance

Project-related impacts associated with drainage and water quality impacts would be significant on a project and/or cumulative level if the proposed project would:

1. Increase water surface elevation in a watercourse within a watershed equal or greater than 1 square mile by 1 foot or more in height, and in the case of the San Luis Rey River, 0.2 foot or more in height.
2. Result in increased velocities and peak flow rates exiting the Project site, which would cause flooding downstream or exceed the stormwater drainage system capacity serving the site.
3. Result in placing housing or habitable structures in a 100-year floodplain area or other special flood hazard area, as shown on a Flood Insurance Rate Map (FIRM), a County Flood Plain Map or County Alluvial Fan Map, which would subsequently endanger health, safety and property due to water hazards.
4. Place structures within a 100-year flood hazard or alter the floodway in such a manner that would redirect or impede flow resulting in any of the following:
    a. Alter the Lines of Inundation resulting in the placement of other housing in a 100 year flood hazard; and/or
    b. Increase water surface elevation in a watercourse with a watershed equal to or greater than 1 square mile by 1 foot or more in height and, in the case of the San Luis Rey River, 0.2 foot or more in height.

5. Fail to conform to applicable federal, State or local "Clean Water" statutes or regulation including but not limited to the Federal Water Pollution Control Act; California Porter-Cologne Water Quality Control Act; and the County of San Diego Watershed Protection, Stormwater Management, and Discharge Control Ordinance.
6. Be tributary to an impaired water body, as listed on the CWA Section 303(d) list and the project would contribute additional pollutant(s) for which the receiving water body is already impaired.
7. Cause or contribute to an exceedance of applicable state or local surface or groundwater receiving water quality objectives or degradation of beneficial uses.
8. Cause or contribute to an exceedance of applicable federal or state drinking water standards for maximum contaminant levels.
9. Cause or contribute to an exceedance of the existing or planned stormwater drainage system capacity.

Guideline Sources

The identified significance guidelines are based on the referenced County Guidelines for Determining Significance – Hydrology (July 30, 2007) and County Guidelines for Determining Significance – Surface Water Quality (July 30, 2007). These guidelines are intended to ensure conformance with existing regulatory standards, as well as to protect public health/safety and private property from hydrology and water quality related hazards. The County Guidelines for Determining Significance – Surface Water Quality (July 30, 2007) provide direction for evaluating environmental effects related to water quality issues, pursuant to related CEQA standards. The Water Quality Guidelines give an overview of hydrologic resources, local watershed conditions, related regulatory standards and typical adverse effects, and provide guidance for identifying significance guidelines and standard mitigation/design considerations.

Analysis of Project Effects and Determination as to Significance

Potential Impacts Associated with Flooding and Storm Drain Capacity (Guidelines No. 1, 2, 3, 4, and 9)

The majority of proposed development within the Project site and off-site facility areas is not located within any mapped 100-year floodplain boundaries, with no associated potential impacts. Portions of existing Pankey Road (northern extension), however, as well as the previously described northernmost bridge along Pankey Road (southern extension), the sewer pump station, on-site roadways, off-site facility areas and one residential site are within the previously described existing 100-year floodplain mapped along Horse Ranch Creek as part of the Project HEC-RAS (refer to the Pre- and Post-development Conditions Hydrology Maps in Sections 9 and 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L). In addition, the proposed development would constrict floodplain width in the southern portion of the site, raising the associated water surface elevation by approximately 4.4 feet and extending the 100-year floodplain boundary further to the west within the adjacent Campus Park West (TM 5424) property. The additional area within the Campus Park West property is currently vacant, and is not proposed for uses under TM 5424 that would be adversely affected by the described flooding (refer to Section 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L).

The Proposed Project design includes a number of measures to address the location of existing and proposed facilities within mapped floodplain boundaries as described above, including: (1) applicable portions of the proposed residential lot, as well as on- and off-site roadway/utility corridors and other appropriate sites/facilities, would be elevated above 100-year storm flood water elevations through proposed grading (i.e., by building up associated pads or roadbeds); (2) portions of the 100-year flow

derived from upstream areas would be diverted around the existing box culvert at the Pankey Road (northern extension) crossing of Horse Ranch Creek, such that the existing culvert would accommodate the remaining flows and the noted section of Pankey Road would not flood during 100-year storm flows; (3) the existing northernmost bridge along Pankey Road (southern extension) would be raised to accommodate post-development flows and avoid flooding; and (4) a letter will be obtained from the Campus Park West property owners stating that they do not object to the described alteration of floodplain conditions within their property (refer to Sections 9 and 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L). It should also be noted that the assessment of potential Project-related flooding impacts in Appendix L (including the HEC-RAS analysis) is based on the assumption that any upstream development that contributes runoff to Horse Ranch Creek would be required to detain, treat and release post-development 100-year storm waters such that the quantity, quality, discharge rate/time, location, and concentration of such runoff would be substantially the same as pre-development conditions (refer to Sections 2 and 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L).

Based on the above described measures and assumptions, no significant flooding impacts to existing, Proposed Project, or off-site facilities within the pre- or post-development Horse Ranch Creek floodplain are anticipated.

The Proposed Project would generate increased storm flows within the site due to the construction of additional impervious surfaces and related effects such reduced infiltration. The effects of this increased flow would be addressed through the inclusion of drainage facilities such as the use of a detention basin and appropriately sized storm drain facilities (e.g., pipelines, swales, and inlets as described here, as well as listed on Table 1-13 and in Chapter 8.0). Specifically, the Project Preliminary Hydrology and Hydraulics Study concludes that "[W]ith the proposed detention basin, the post-development peak runoff leaving the subdivision boundary will be less than or equal to the pre-development volumes" (refer to Section 2 of the Preliminary Hydrology and Hydraulics Study in Appendix L). Proposed Project storm drain facilities (including those associated with potential off-site Project structures) also would be designed to accommodate a 100-year storm event, per requirements in the County of San Diego Design and Procedure Manual (County 1993). Based on the described design and flow control measures, impacts related to the capacity of on- or off-site storm drain facilities and associated flooding hazards from implementation of the Proposed Project would be **less than significant**.

Potential Impacts Associated with Runoff Volumes/Velocities (Guideline No. 2)

As previously noted, existing peak 100-year storm flow from the Project site (including flows from upstream areas) is approximately 8,802 cfs at the southern property boundary. Implementation of the Proposed Project would result in the addition of impervious surfaces, including some parking lot pavement and the pump station structure, with such areas increasing both the volume and velocity of runoff within the Project site by (for example) reducing infiltration capacity and concentrating flows. The Project design includes a number of measures to reduce the peak runoff volume and velocity of on-site flows, and to control post-development runoff from the Project site during design storm events, including:

- Incorporating extensive pervious areas (i.e., parks and open space) within the Project design to maintain runoff and infiltration capacities (with approximately 50 percent of the total Project site to encompass parks and open space).

- Minimizing impervious surfaces within the proposed development area wherever feasible by means such as the use of landscaping.

- Using native and/or drought-tolerant landscaping varieties to reduce irrigation requirements.

- Using unlined drainage facilities (e.g., vegetated swales) in appropriate areas to allow infiltration.

- Employing irrigation management techniques to minimize/control water applications (e.g., use of moisture and pressure sensors to limit irrigation and/or shut off flows to broken pipelines/sprinkler heads).

- Installing energy dissipators (e.g., riprap aprons) at all storm drain outlets to reduce flow velocities.

- Using detention facilities to regulate flows within and from the site (refer to the previous discussion of flooding and storm drain capacity for additional information).

With the inclusion of these proposed design measures (refer to Table 1-13 for the complete list of design measures), post-development runoff leaving the Project site boundary would be less than or equal to the pre-development volumes (with a calculated post-development 100-year storm flow of approximately 8,800 cfs from the Project site, refer to Sections 2 and 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L, and the previous discussion of flooding and storm drain capacity).

As a result of the described flow regulation measures, the associated projected runoff leaving the site, and the proposed use of energy dissipation structures, no significant impacts related to increased runoff volumes or velocities would occur from implementation of the Proposed Project. Based on this conclusion and the relatively small area of new impervious surface associated with proposed off-site roadway and utility corridors (i.e., approximately 9 acres), associated impacts to post-development runoff volumes and velocities from Project implementation would be **less than significant**.

Pursuant to previously described requirements under County guidelines and related NDPES criteria, a Preliminary HMP was prepared to assess potential hydromodification impacts from the Proposed Project (Appendix L). This study evaluates pre- and post-development hydrologic characteristics at four Points of Compliance, defined as areas "…where discharge from the project site leaves the project boundary." (Refer to the Project Description Section of the HMP in Appendix L). Based on these data, the Project was assessed for conformance with applicable hydromodification criteria from adopted regulatory sources, including the San Diego Draft HMP and the County Interim Hydromodification Criteria (refer to the Summary Section of the HMP in Appendix L). The Project HMP concludes that, "…the proposed detention basin is adequate to mitigate the anticipated post-development runoff to satisfy the criteria set forth in…the San Diego Draft HMP. No damage to downstream facilities is anticipated due to hydromodification concerns." (Refer to the HMP in Appendix L). Accordingly, potential hydromodification impacts from implementation of the Proposed Project would be **less than significant**.

Potential Impacts Associated with Water Quality (Guidelines No. 5 through 8)

Potential Project-related water quality impacts are associated with both short-term construction activities and long-term operation and maintenance. Project-related activities would not result in any direct effects to groundwater quality through activities such as underground storage of hazardous materials. Accordingly, potential impacts to groundwater quality would be limited to the percolation of surface runoff and associated contaminants generated within the Project site and associated off-site facility areas. The following assessment of potential water quality impacts is therefore applicable to both surface and groundwater resources.

Short-term Construction Impacts

Potential water quality impacts related to Project construction include erosion/sedimentation, the on-site use and storage of construction-related hazardous materials (e.g., fuels, etc.), generation of debris from demolition activities, and disposal of extracted groundwater (if required), as described below.

Erosion and Sedimentation. Proposed excavation, grading, and construction activities on the Project site potentially could result in related erosion and off-site sediment transport (sedimentation). Project activities would involve the removal of surface stabilizing features such as vegetation, excavation of existing compacted materials from cut areas, redeposition of excavated (and/or imported) material as fill in proposed development sites, potential sediment generation from paving activities, and potential erosion from disposal of extracted groundwater (if required). Project-related erosion could result in the influx of sediment into downstream receiving waters, with associated water quality effects such as turbidity and transport of other contaminants that tend to adhere to sediment particles.

While graded, excavated and filled areas associated with construction activities would be stabilized through efforts such as compaction and installation of hardscape and landscaping, erosion potential would be higher in the short-term than for existing conditions. Developed areas would be especially susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be significant long-term concerns for the Proposed Project because developed areas would be stabilized through installation of hardscape or landscaping. The Project also would incorporate long-term water quality controls pursuant to County and NPDES guidelines, including (among other efforts) measures that would avoid or reduce off-site sediment transport. This would include efforts such as the use of vegetated drainage swales, runoff detention, energy dissipators, inlet filters, irrigation controls, and drainage facility maintenance (i.e., to remove accumulated sediment).

The short-term water quality effects from Project-related erosion and sedimentation potentially could affect downstream waters and associated wildlife habitats, with such impacts considered potentially significant. Short-term (construction) erosion and sedimentation impacts would be addressed through conformance with the NPDES Construction Permit and associated County standards, as described in Subchapter 3.2 of this EIR. This would include implementing an NPDES/County SWPPP for proposed construction, including (but not limited to) erosion and sedimentation BMPs. The Project SWMP also identifies a number of preliminary construction BMPs, including measures related to erosion/sedimentation (Appendix L). These measures, along with potential erosion/sedimentation from other sources (e.g., the regulatory and industry sources listed above under Regulatory Framework), are described in Subchapter 3.2. Based on the implementation of appropriate erosion and sediment control BMPs as part of (and in conformance with) the Project SWPPP, associated erosion/sedimentation impacts would be **less than significant**. Erosion and sedimentation controls implemented for the Proposed Project would be further defined during the NPDES/County permitting and SWPPP process, with the resulting BMPs taking priority over the more general types of standard industry measures listed in Subchapter 3.2.

Construction-related Hazardous Materials. Project construction would involve the on-site use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during Project construction potentially could result in significant impacts if such materials reach downstream receiving waters, particularly materials such as petroleum compounds that are potentially toxic to aquatic species in low concentrations. Implementation of a SWPPP would be required under NPDES and (potentially) County guidelines, and would include detailed measures to avoid or mitigate potential impacts related to the use and potential discharge of construction-related hazardous materials. While detailed BMPs would be determined as part

of the NPDES/SWPPP process based on site-specific parameters, they are likely to include the standard measures from the Project SWMP, NPDES Permit, and County Stormwater Ordinance/Manual, as well as the regulatory/industry sources referenced under Regulatory Framework.

Based on the use of appropriate BMPs as part of a SWPPP under applicable NPDES and County guidelines, impacts due to construction-related hazardous materials as a result of Project implementation would be **less than significant**. Construction-related hazardous materials controls implemented for the Project would be further defined during the NPDES permitting and NPDES/County SWPPP process, with the resulting BMPs taking priority over the more general types of standard industry measures in Table 1-13 and Chapter 8.0, List of Mitigation Measures and Environmental Design Considerations.

Demolition-related Debris Generation. The Proposed Project would involve the demolition of existing facilities including structures and pavement. These activities would generate variable amounts of construction debris, potentially including concrete, asphalt, glass, metal, drywall, paint, insulation, fabric and wood. Demolition activities could also potentially generate particulates, as well as contaminants related to hazardous materials including lead-based paint and asbestos insulation. The introduction of demolition-related particulates or hazardous material contaminants into the local storm drain system could potentially result in significant downstream water quality impacts.

Project construction would be subject to a number of regulatory controls related to demolition, including NPDES/SWPPP requirements and hazardous materials controls described in Section 4.1.3 of this Subchapter. The Project SWPPP would include measures to address potential effects associated with contaminant generation from demolition activities, with detailed requirements to be determined as part of the SWPPP process. A number of standard BMPs that would likely be applicable to Project demolition efforts are listed in Table 1-13 and Chapter 8.0, List of Mitigation Measures and Environmental Design Considerations. Demolition-related activities involving hazardous materials would conform to the associated regulatory requirements described in Section 4.1.3 of this EIR. Such conformance would include applicable measures to regulate sampling and monitoring procedures; contain/abate contaminated materials during construction; provide protective gear for workers handling contaminated materials; ensure acceptable exposure levels; and provide for safe and appropriate handling, transport and disposal of hazardous materials generated during Project construction.

Based on implementation of appropriate BMPs as part of (and in conformance with) an NPDES/County SWPPP, as well as conformance with applicable hazardous material regulations, potential water quality impacts from Project-related generation of demolition debris would be **less than significant**. Project controls for demolition-related debris generation would be further defined during the NPDES permitting and SWPPP process, with the resulting BMPs taking priority over the more general types of standard industry measures listed in Table 1-13 and Chapter 8.0, List of Mitigation Measures and Environmental Design Considerations.

Disposal of Extracted Groundwater. Shallow groundwater is expected to be encountered during Project-related excavation and construction. Disposal of groundwater extracted during construction activities into local drainages and/or storm drain facilities could potentially generate significant water quality impacts through erosion/sedimentation (i.e., if discharged onto graded or unstable areas), or the possible occurrence of contaminants in local groundwater aquifers. Project construction would require conformance with applicable NPDES Groundwater Permit criteria prior to disposal of extracted groundwater (as outlined under Regulatory Framework). While specific BMPs to address potential water quality concerns from disposal of extracted groundwater would be determined based on site-specific parameters, they would likely include the use of erosion prevention and sediment control devices similar to those described in Subchapter 3.2 for applicable conditions (e.g., if extracted groundwater is discharged onto graded or unstable areas); testing, filtering, and/or treatment of extracted groundwater prior to

discharge if required for NPDES permit conformance; and removal of groundwater by a licensed operator for treatment and disposal if required for NPDES permit conformance. Based on the required conformance with NPDES Groundwater Extraction and Waste Discharge Permit standards and the implementation of related BMPs, water quality impacts from Project-related disposal of extracted groundwater are anticipated to be **less than significant**.

Long-term Operation and Maintenance Impacts

The Project SWMP (Appendix L) identifies pollutants of concern and appropriate control measures related to development of the Proposed Project, based on procedures identified in the County Stormwater Ordinance/Manual and SUSMP, as well as the related NPDES Storm Water Municipal Permit. The Proposed Project is identified as a SUSMP "Priority Project" due to the inclusion of proposed development categories such as attached and detached residential properties, parking areas, and roadways. Anticipated contaminants associated with the Proposed Project include sediment, nutrients, heavy metals, oil and grease, organic compounds, oxygen demanding substances, pesticides, trash and debris, and bacteria and viruses (Appendix L). Urban contaminants accumulate in areas such as streets, parking areas, and drainage facilities, and are picked up in runoff during storm events. Runoff within the Project site would increase as a result of constructing impervious surfaces, with a corresponding increase in contaminant loading potential. Based on these conditions, long-term Project operation could result in the on- and off-site transport of urban contaminants and associated significant effects such as increased turbidity, oxygen depletion and toxicity to attendant species in downstream receiving waters. Affected downstream waters may include portions the San Luis Rey River and associated coastal waters that are included on the current (2006) list of CWA Section 303(d) list of impaired waters.

The Proposed Project would conform to applicable NPDES and County storm water standards, with such conformance to include the use of appropriate post-construction site design, source control and treatment control BMPs. Specific proposed BMPs are identified in the Project SWMP (Appendix L), with these measures summarized below and followed by a discussion of associated monitoring and maintenance activities.

Site Design BMPs. Site design BMPs are intended to avoid and/or control post-development runoff, erosion potential and contaminant generation by mimicking the natural hydrologic regime to the MEP. Specific site design BMPs identified in the SWMP include similar measures described above under the evaluation of potential effects to Runoff Volumes/Velocities such as using detention facilities, maximizing open space retention, minimizing pervious areas, and installing energy dissipators, as well as the following: (1) routing storm flows from impervious areas such as sidewalks and patios into landscaping; (2) minimizing construction impacts in drainage courses wherever feasible; (3) minimizing impacts to slopes; and (4) collecting concentrated flows in stabilized drains and channels (refer to Appendix L for additional information). All of the proposed site design BMPs would help reduce long-term urban contaminant generation by minimizing runoff volumes and velocities, retaining permeable areas, increasing on-site filtering and infiltration, and minimizing erosion/sedimentation potential.

Source Control BMPs. Source control BMPs are intended to avoid or minimize the introduction of contaminants into storm drains and natural drainages by reducing on-site contaminant generation and off-site contaminant transport to the MEP. Specific source control BMPs are identified in the Project SWMP, and include measures such as the following: (1) installing "no dumping" stencils/tiles and/or signs at applicable locations (e.g., storm drain inlets and drainage access points); (2) providing paved, enclosed and/or covered areas for material/trash storage; (3) using landscape and irrigation system design measures such as native/drought-tolerant vegetation and efficient irrigation practices (e.g., moisture and pressure sensors) to reduce irrigation and chemical application requirements; (4) installing permeable

pavement in applicable areas (e.g., parking areas and walkways); (5) incorporating landscaping into parking area drainage design; (6) providing self-containment (e.g., drainage collection sumps), pre-treatment (e.g., clarifiers), and/or sanitary sewer connections for uses such as loading docks, maintenance/fueling areas, and outdoor processing sites; (7) implementing regular street sweeping/vacuuming; and (8) distributing educational materials to property owners to help reduce pollutant discharge (e.g., for topics such as yard maintenance, pesticide/fertilizer applications, and pet waste management (Appendix L). All of the proposed source control BMPs would help improve long-term water quality within and downstream from the Project site by avoiding or minimizing contaminant generation and exposure to storm flows at the source.

Treatment Control BMPs. Treatment control (or structural) BMPs are designed to remove pollutants from urban runoff for a design storm event to the MEP through means such as filtering, treatment, or infiltration. The use of identified site design and source control BMPs is intended to reduce treatment requirements by preventing pollutants from entering storm water runoff and reducing runoff volumes and velocities. Treatment control BMPs would still be required for proposed on- and off-site facilities, however, and would incorporate either volume- or flow-based treatment control design standards (per County and NPDES standards). Specific treatment control BMPs identified in the Project SWMP include bio-filtration (vegetated) swales, and storm drain inlet filter inserts (drainage inserts). The proposed treatment control BMPs would help to improve long-term water quality within and downstream of the Project site and off-site facility areas by treating/removing contaminants from urban runoff prior to downstream discharge. Proposed bio-filtration swales have a medium removal efficiency for contaminants including sediment, heavy metals, and oil and grease, while drainage inserts have a medium removal efficiency for trash and debris. The combination of these two types of treatment BMPs is anticipated to provide a level of treatment adequate to meet all associated County and NPDES requirements (Appendix L). Additional discussion of proposed treatment control BMP design, locations and performance criteria is provided in the Project SWMP (Appendix L).

Post-construction BMP Monitoring/Maintenance Schedules and Responsibilities. Identified BMPs include physical facilities such as vegetated swales and drainage inserts, as well as programs/activities including street sweeping/vacuuming, landscape/irrigation management, and distribution of informational/educational materials to property owners. All Project-related BMP facilities would be located on site or within applicable off-site facility areas. Monitoring and maintenance efforts related to BMPs within proposed residential, town center and park areas would be the responsibility of the associated HOA. For BMPs located in commercial and professional office sites, the associated property owners and/or tenants would be responsible for monitoring and maintenance. The proposed bio-filtration swales and drainage inserts associated with public roadways are classified as Third Category BMPs in the County SUSMP. This classification requires assurance to the satisfaction of the County that appropriate ongoing maintenance would be provided, and typically involves the County taking responsibility for such maintenance via dedication of the associated facilities. Funding for long-term monitoring and maintenance of the described facilities under this scenario would be provided through the creation of a special assessment under the authority of the County Flood Control District, with the assessment collected as part of individual property taxes. Because it is anticipated that a substantial time period would be required to establish the described funding mechanism, a developer fee would be collected to ensure adequate funding for BMP monitoring and maintenance during the initial 24-month period after Project construction. Specific monitoring and maintenance efforts associated with proposed BMP facilities and programs include monitoring and reporting to document that programs/activities are being implemented as designed, inspection, and maintenance of physical facilities, and making necessary modifications to ensure that intended BMP functions and regulatory requirements are being met (as summarized in Table 1-13 and Chapter 8.0, with additional information provided in Appendix L).

Based on implementation of BMPs required for conformance with County storm water standards and the related NPDES Municipal Storm Water Permit, water quality impacts would be **less than significant** with respect to Project-related long-term generation of urban contaminants.

Potential Impacts Associated with Drainage Alteration

As described under Existing Conditions, surface drainage within the Project site and adjacent off-site facility areas is variable in direction, with all associated flows ultimately draining to the San Luis Rey River. Project implementation would involve grading, excavation, and construction activities to accommodate the proposed development, with some related alteration of local drainage patterns. The most notable of these proposed modifications involves routing flows around the existing box culvert where the northern extension of Pankey Road crosses Horse Ranch Creek to avoid flooding hazards (as previously described). This proposed diversion would be located completely within the Project site, with the diverted flows extending for a linear distance of approximately 465 feet before reentering the existing drainage path (refer to Section 11 of the Preliminary Hydrology and Hydraulics Study in Appendix L). Based on the described conditions, proposed drainage modifications would be generally minor in nature and extent, with flows within and from the Project site and applicable off-site areas continuing to move predominantly west and south before ultimately reaching the San Luis Rey River and the Pacific Ocean.

On-site portions of Horse Ranch Creek and most associated tributaries would be retained as natural drainage features, with no substantial alteration. Encroachment into these larger on-site drainages would be limited to relatively minor disturbance associated with facilities such as roads, utilities and detention structures, with culverts used to accommodate Project access roads while maintaining existing flow conditions. A number of additional facilities would be constructed as part of the Project drainage system, including storm drain pipelines and vegetated swales, as previously described (refer to the previous discussions of Runoff Volumes/Velocities and Water Quality, as well as Appendix L for additional information). These facilities largely would maintain existing flow locations and patterns, with several also addressing potential water quality issues as described above in this section. Based on the described retention of most on-site drainage courses and the proposed drainage system, implementation of the Proposed Project (including off-site facilities) would not substantially alter on- or off-site drainage patterns or directions, with impacts anticipated to be **less than significant**.

Potential Impacts Associated with Groundwater

Shallow groundwater was observed at depths of between 1.5 and 12 feet below the surface in alluvium, and 28 to 56 feet in terrace deposits during geotechnical investigation (Appendix E). Shallow groundwater is likely present in other portions of the Project site as well, including smaller alluvial drainages. Implementation of the Proposed Project would not involve the extraction of local groundwater for purposes such as consumption or irrigation, with no associated direct impacts to groundwater resources. The Project would entail the construction of impervious surfaces that would reduce local infiltration/recharge capacity, although no significant impacts are anticipated due to the previously described design measures to retain pervious surfaces and maintain or reduce runoff from the site (e.g., through the use of detention facilities).

It is considered likely that shallow groundwater would be encountered during Project construction, with associated temporary dewatering efforts subject to pertinent NPDES requirements. Additional discussion of these requirements is provided above under Regulatory Framework and in the discussion of water quality. Based on the temporary nature of potential dewatering activities associated with Project construction, related impacts to local groundwater resources such as aquifer drawdown or depletion would be **less than significant**.

Cumulative Impact Analysis

As described in the preceding analysis, implementation of the Proposed Project would require conformance with a number of regulatory requirements related to hydrology and water quality, including applicable elements of the CWA, County storm water standards, NPDES, and RWQCB Basin Plan. Based on such conformance (including the design measures described in Chapter 8.0 of this EIR), all identified Project-level hydrology and water quality impacts from the Proposed Project would be avoided or reduced below a level of significance.

The described regulatory requirements constitute a regional effort to implement hydrology and water quality protections through a watershed-based program designed to meet applicable criteria such as Basin Plan Beneficial Uses and Water Quality Objectives. To this end, these standards require the implementation of URMPs that will reduce runoff and contaminant discharges to the MEP, with the Municipal Permit identifying the goal of "[p]romoting attainment of water quality objectives necessary to support designated beneficial uses." The County has implemented all of these requirements in the form of the SUSMP, Stormwater Ordinance/Manual and URMPs, as well as applicable education, planning, and enforcement procedures. Based on the described regional/watershed based approach required for hydrology and water quality issues in existing regulatory standards, and the fact that conformance with these requirements would be required for all identified projects within the cumulative projects area (including the Proposed Project), cumulative hydrology/water quality impacts would be **less than significant** from Project implementation.

Mitigation

Because no significant impacts were identified, mitigation is not required.

Conclusion

Based on the discussions provided above, potential Project-specific and cumulative hydrology and water quality impacts associated with implementation of the Proposed Project would be effectively avoided or reduced below identified significance guidelines through implementation of recommendations provided in the Project Preliminary Hydrology and Hydraulics Study and SWMP, as well as conformance with established regulatory requirements. Accordingly, no mitigation measures are required or proposed.

4.1.3 Hazards and Hazardous Materials

The 1981 EIR did not discuss hazards and hazardous materials. The 1983 EIR identified the handling and storage of chemicals associated with the Hewlett-Packard development to be less than significant due to appropriate handling procedures. The two types of hazardous materials would have included raw chemicals used for processes and plant maintenance and waste from plant operations. Because the current Proposed Project would not include industrial use, no such chemicals would be handled on site, nor require transportation to and from the site. Accordingly, the analysis in the 1983 EIR is no longer applicable. The 1983 EIR also did not discuss hazardous impacts associated with agricultural uses on the site and its impacts to surface water. In addition, no discussion of fire hazards is presented in the previous EIR.

These issues lead to the need for new subsequent analysis to hazards and hazardous materials because no hazardous materials would be used or transported on or off site and the previous documents failed to include a discussion of potential hazardous materials currently on site. The reader is referred to text below for a new evaluation of hazards and hazardous materials for the Project.

A Phase I Environmental Site Assessment and Limited Chemical Residue Survey (Geosoils, Inc. 2002) were performed for the Project site (and adjacent Palomar College site) to assess the potential for the presence of

hazardous materials/waste, restricted agricultural residues, and petroleum contamination. These studies are summarized below, with the complete reports included in Appendix M of this EIR. Additionally, an FPP/FMP (Hunt 2009, as amended) was prepared for the Project (Appendix J).

Existing Conditions

Hazardous Materials

Two small, aboveground storage tanks were observed near an existing residential trailer in the northern area of the Project site. Those tanks are currently used for water and propane storage. There are no surface signs to indicate that any other fuel storage tanks are or have been located either above- or belowground on the Project site. No known chemicals are currently being stored on the Project site.

Transformers observed on overhead power poles, while a potential source of polychlorinated biphenyls (PCBs), are not likely to contain high concentrations of PCBs, and should any leaks from these transformers develop, San Diego Gas and Electric (SDG&E) would be responsible for site cleanup. No other potential sources of PCBs are known to exist on site. No overhead main distribution and/or transmission lines were observed on site.

Visible on-site conditions include the presence of trash and debris. Potential hazardous materials sources in the northern area of the Project site include: a parked travel bus with associated engine parts near the entrance to the Project site; dumped concrete waste on the north side of Pala Mesa Heights Road; a small pile of waste lumber along a southwesterly sloping canyon; and household trash, metal/plastic debris and abandoned appliances, dumped furniture, and a 55-gallon plastic drum in the canyon north of an existing residence. There is evidence of former structures in at least two areas in the northeasterly portion of the Project site, as well as a concrete foundation and old utility lines along the southern edge of the canyon.

Trash and debris in the southern area of the Project site include concrete fragments, household trash, waste lumber, landscape wastes, metal fragments, and abandoned appliances. Also found in the southern area of the Project site were several goat skeletons scattered locally within the northeastern portion, decomposed goats found within an abandoned pump-house, and two cattle carcasses near the southeastern portion of the Project site.

Small patches of discolored surface soils (i.e., staining) were noted around the travel bus and associated engine parts observed on site. There were no other obvious signs of surface discoloration, spills, or releases of hazardous materials on site. No on-site structures on the Project site appear to contain asbestos or sources of lead paint. Radon was not studied because the potential for radon gas accumulation is generally low in southern California.

The site survey concluded that no substantial hazardous materials were on or in the vicinity of the Project site.

Government Document and Database Review

Government records database (November 2001) indicate there are eight mapped risk sites in and around the northern area of the Project site. One risk site was associated with a 500-gallon underground storage tank permitted in 1994 by the SWRCB on the Project site; that storage tank was noted as 'closed by removal.' No other databases noted an active case or contamination associated with this risk site.

There are 11 mapped risk sites around the southern area of the Project site. One of those listings was associated with an active citrus orchard directly east of the southern area. That listing was related to a

diesel tank and propane tank, both stored above ground. No other databases noted an active case or contamination associated with this site. The 10 other risk sites, listed primarily in the SWRCB permitted tank database and the County Environmental Health Services database, were not dually listed in other databases as active cases or contaminated. These listings are not expected to represent a potential environmental concern to the subject property.

There were nine permitted underground and aboveground storage tanks in the study area; none of those was found on the Project site. There were no solid waste landfills noted within or near the Project site.

There were 29 "unmapped" sites found in the database search. Unmapped sites refer to those sites that do not have adequate address information furnished to allow agencies to plot their locations. Based upon the site assessment conclusions, these sites are not anticipated to represent an environmental concern in relation to the Project site.

A review of the Munger Map Book for oil and gas fields (1999) did not indicate that oil or gas wells were located on the Project site.

Files at the County Department of Environmental Health (DEH) indicate that cleanup of an old landfill and oil contamination on land south of the Project site was previously conducted. Specific to the Project site, the DEH files indicated that permits to operate underground storage tanks were in effect in 1986, and that the tanks were assigned exemption status due to their usage (i.e., agricultural) in 1987, and removed from the site in 1992. (This is based on a 1993 compliance report noting that seven previously exempt tanks were removed from the site.) Compliance reports from 1999 and 2001 described hazardous waste inventories, including waste oil filters, waste oil, and mixed oil; however, no significant violations were reported.

Hydrogeologic Review

There are visible signs of two water wells on the Project site: one active well on the southern edge of the northern area and one abandoned well in the southern area. A previous owner suggested that an old well had existed west of the active well and that one may have existed within the I-15 easement, directly adjacent to the northwest corner of the southern area. To protect local groundwater quality, the applicant has obtained the appropriate permits and has destroyed these abandoned water wells.

Limited Chemical Residue Survey

A limited residue survey involved collection of eight on-site soil samples collected from existing earth materials and one surface water sample from a surface outlet pipe that originates off site on an adjacent citrus farm. Based on a list of 18 Hazardous Agricultural Substances generated by the County DEH, sample chemical testing included testing for the following substances:

- Chlorinated pesticides
- Organophosphorous pesticides
- Chlorinated herbicides
- Total organic lead
- Total petroleum hydrocarbons
- pH (measure of acidity or alkalinity)
- Nitrates

Concentrations of chlorinated pesticides – DDT/DDD/DDE (i.e., $DDT_{(Total)}$) – were detected in laboratory tests in six of the samples, ranging from 0.0024 milligrams per kilogram (mg/kg) to 0.894 mg/kg. For comparison purposes, the regulatory action level for hazardous waste criteria for $DDT_{(Total)}$ is 1.0 mg/kg.

Similarly, as discussed in Section 4.1.2, Hydrology and Water Quality of this subchapter, the nitrates identified on site fall within allowable levels (43 mg/l were identified, and the threshold is 45 mg/l)

Laboratory test results were reported as "less than detection levels" for organophosphorus pesticides, chlorinated herbicides, total organic lead, and total petroleum hydrocarbons. Laboratory test results for pH indicated that the soils and water were slightly acidic to slightly basic (pH of 6.5 to 8.0).

Interviews

The current and previous property owners were interviewed to gather first-hand historical data about the Project site. The previous owner noted that there were two wells on the Project site; there may have been a previous well associated with the residence in the northern area. Also, the former owner indicated that there were five aboveground fuel storage tanks associated with the off-site citrus orchards directly east of the southern area. Pesticide application was permitted within the off-site orchards through County DEH. Wind machines used in the on-site orchards were powered by gasoline via fuel tanks housed within the metal tower legs.

The current property owner leases to a non-commercial cattle raising organization (no cattle are bought or sold for profit). He noted that he was unaware of any storage tanks (aboveground or underground) or hazardous waste/restricted chemicals stored or located on the subject property. The current property owner noted one, old, water well on the site as well as the recent well associated with the residence. The owner was unaware of any hazardous materials issues associated with the subject property.

Wildland Fire Hazards

Fire protection within the Fallbrook area is provided by two agencies: (1) CalFire, which serves all wildland fires in the Fallbrook Community Plan area; and (2) NCFPD, which is comprised of the Rainbow Volunteer Fire District and Fallbrook Fire Department. The Project site is within the service area of the CalFire/NCFPD for fire protection. Fire Station No. 4 is located approximately one mile from the closest portion of the Project site and approximately 2.5 miles from the farthest developed area within the northwest corner of the Project site. A discussion of response times and staff is included in Section 4.1.6, Utilities and Service Systems/Public Services.

The Project site is located within a Wildland Urban Interface fire hazard area that is susceptible to fire that could start on or adjacent to the site within flammable vegetation or from I-15 activities. In October 2007, the northeastern portion of the property was burned during a wildfire. With the exception of minor grass fires, the remaining vegetation surrounding the property has not burned in recent years, thereby creating vulnerability of the Project site to a significant fire.

Guidelines for the Determination of Significance

Guidelines of Significance

A significant impact to public safety or the environment would occur if:

Hazardous Substances

1. The Proposed Project is located on or within one-quarter mile from a site identified in one of the regulatory databases compiled pursuant to Government Code Section 65962.5 or is otherwise known to have been the subject of a release of hazardous substances, and as a result the project may result in a significant hazard to the public or the environment..

2. The Proposed Project could result in human or environmental exposure to soils or groundwater that exceed the U.S. Environmental Protection Agency Region 9 Preliminary Remediation Goals, California Environmental Protection Agency California Human Health Screening Levels, or Primary State or Federal Maximum Contaminant Levels for applicable contaminants and the exposure would represent a hazard to the public or the environment.

Wildland Fire Hazards

3. The Proposed Project would expose people or structures to a significant risk of loss, injury, or death involving wildfires if it would:

    a. Fail to demonstrate compliance with applicable fire regulations, including but not limited to the California Public Resources Code; County Consolidated Fire Code; and the Memorandum of Understanding between the USFWS, CDFG, CalFire, San Diego County Fire Chief's Association and the Fire District's Association of San Diego County.

    b. Require the preparation of a comprehensive FPP or equivalent fire fuel assessment as required by the Fire Agency Having Jurisdiction (FAHJ) or the County of San Diego, and the project is inconsistent with the recommendations of the FPP or assessment.

Guideline Sources

Guideline No. 1 recognizes that regulatory databases may contain records of contamination on the project site or in the surrounding area that could present a hazard to people or the environment. This guideline also is based on the State CEQA Guidelines, Appendix G. Guideline No. 2 is included to address the fact that soil or water contamination that exceeds established regulatory thresholds for applicable contaminants could represent a hazard to the public or environment. Guideline No. 3 is based on the Project's conformance to the Public Resources Code; County Consolidated Fire Code; and the Memorandum of Understanding between the USFWS, CDFG, CDF, County Fire Chief's Association, and the Fire District's Association of San Diego County.

Analysis of Project Effects and Determination of Significance

Subject to the Release of Existing Hazardous Substances (Guideline No. 1)

As stated above, government records database (November 2001) indicate there are eight mapped risk sites in and around the northern area of the Project site. There are 11 mapped risk sites around the southern area of the Project site. These listings are not expected to represent a potential environmental concern to

the subject property because they have been either removed or are reported in the SWRCB permitted tank database or in the County Environmental Health Services HE 17 database. There were 29 "unmapped" sites found in the database search. Unmapped sites refer to those sites that do not have adequate address information furnished to allow agencies to plot their locations. Every effort is made by GeoSoils, Inc. to evaluate if any of these sites were located within the extended search radius of the subject property. Based upon their review, none of the unmapped sites appeared to be within the study radius or may be situated down groundwater gradient and/or lower in elevation than the Project site. Accordingly, these sites are not anticipated to represent an environmental concern in relation to the Project site.

In consideration of the review of government documents and databases, it can be concluded that hazards impacts to and from the Project site would be **less than significant**.

Result in Human or Environmental Exposures to Hazardous Materials (Guideline No. 2)

The Proposed Project would not result in human or environmental exposure to soils or groundwater that exceeds the U.S. Environmental Protection Agency Region 9 Preliminary Remediation Goals, California Environmental Protection Agency California Human Health Screening Levels, or Primary State or Federal Maximum Contaminant Levels for applicable contaminants.

Although specific businesses occupying the proposed commercial or office professional buildings are unknown at this time, it is possible that these future tenants may pursue uses that would require the use, storage, transport, and/or disposal of potentially hazardous materials. Should such uses be proposed, they would be subject to a number of regulatory requirements governing the handling, storage, and disposal of hazardous materials used on site. For such uses, a risk assessment in conformance with all pertinent agency regulations, as listed in Table 4.1.3-1, Summary of Regulations Potentially Applicable to Campus Park Commercial/Office Professional Uses, would be required. Future tenants also would be responsible for obtaining applicable permits from regulatory agencies (i.e., DEH, federal and state EPA). Acquisition of applicable permits and compliance with applicable regulatory standards would avoid potentially significant hazardous materials impacts associated with proposed commercial or office professional uses.

As described above, limited residue survey involved collection of eight soil samples and one surface water sample. No exceedances of allowed concentrations were identified, and **no impacts** are assessed.

Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildfires (Guideline No. 3)

As discussed in Section 1.1.2, Hunt drafted an FPP/FMP (2009, as amended). Specific details and requirements of the FPP/FMP can be found in Appendix J.

A vegetation management/fuel modification zone (management zone), or defensible space, is generally defined as that area around a structure where material capable of causing fire has been cleared, reduced, or changed in order to act as a barrier between an advancing fire and the structure. Three management zones were established for the Proposed Project based on local conditions and estimated worst-case scenarios derived from previous fire events, seasonal probabilities, and wind/weather characteristics within the southern California area. The management zones are discussed below and shown on Figure 1-26. Specific details regarding requirements within each management zone are provided in the FPP/FMP (see Appendix J, Section 5).

In the northern area, a 200-foot-wide vegetation management zone would be established adjacent to the single-family residential area to the east and north. A 125-foot-wide management zone would be located west of this single-family residential area and also along the eastern side of the single-family development

in the southern area. A 125-foot-wide management zone also would be established along the southeastern side of the single-family residences and along the eastern edge of the multi-family residential areas MF-1 and MF-2 in the center of the Project site (unless the future off-site abutting tract [Meadowood] is built and has approved, proper fuel modification zones directly abutting the Project site in these areas). Any lots within the balance of the proposed development bordering on open space areas, flammable vegetation, parks and/or the sports complex without an internal defense zone would have a 100-foot-wide management zone. Refer to Figure 1-26 for the locations of the vegetation management zones.

Fuel Modification Zones. Three fuel modification zones are proposed and are summarized as follows (refer to Appendix J, Section 5 for a complete description):

Zone 1. This zone would encompass the area within 30 feet of all sides of all structures (or out to the private lot line if less). This defensible space would be an irrigated, maintained, wet zone with fire-restrictive ground cover or lawn. No flammable or combustible growth or dead or dying vegetation would be allowed. There are specific restrictions on ornamental vegetation types, heights, and locations. The objective is to prevent the spread of fire to or from a structure.

Zone 2. This zone encompasses the area from 31 feet out to 50 feet from all sides of all structures. The zone would be an irrigated wet zone of low volume, fire resistive, drought tolerant, low-profile fuel (native grasses lower than 3 inches), and fire-resistive shrubs and trees. No dry grass would be allowed. There are specific restrictions on tree and shrubs. The objective is to prevent the spread of fire to trees from vegetation of the ground.

Zone 3. This zone encompasses the area from 51 feet out to prescribed vegetation management zone distances (200, 125, or 100 feet). This may or may not be an irrigated zone, with irrigation possibly necessary on new plantings. All flammable vegetation in this zone would be separated, thinned, pruned, or removed. Restrictions would be placed on tree spacing, plant height, and maintenance.

All new power lines would be undergrounded. In addition, a 30-foot-wide management area also would be required around any power line or pipeline easements. Vegetation within and/or adjacent to planters, medians, streets, and the like would be required to be fire resistive and not obstructive to emergency vehicle/personnel access. Vegetation would not be permitted to overhang roadways, and tree canopies would need to be spaced apart. A management zone of 30 feet would be required on each side of roadways throughout the development. This zone would be irrigated and landscaped with fire resistive vegetation, including trees. A minimum 10-foot clearance would be required for removal of flammable vegetation along trail easements on the perimeters of any tract or area (and any internal area which is exposed to natural and/or flammable vegetation), with 30 feet of clearance required where natural slopes exceed 15 percent or natural and/or flammable vegetation abuts the road.

Fuel modification in areas where zones extend beyond the private property line would be assured by maintenance by a legally constituted HOA, with monitoring by the fire district.

Vegetation Management Requirements. All vegetation in all zones must be maintained annually, or more often as needed, to remove undesirable combustible vegetation or dead fuels, replace dead or dying fire-resistant plantings, eliminate ladder fuels or invasive vegetation, and control the volume of fuel to the satisfaction of the fire district. The FPP/FMP provides a list of plant materials that are considered undesirable for landscaping from a fire protection perspective due to their great potential for flammability. Some characteristics of these prohibited plant materials include dead material retention; rough or peeling bark; and the presence of oils, resins, wax, and pitch. The list is not all-inclusive but merely a sampling of plants that are strictly prohibited from use in the landscape design for the Proposed

Project. Table 4.1.3-2, Prohibited Plant Materials, provides a list of the plants prohibited in the PFF/FMP. None of these plants is incorporated into the Project landscape palette.

Additional Project Design Features. In addition to the above-mentioned restrictions and prohibitions, the FPP/FMP also offers a number of recommendations for all structures that have been incorporated as Project design measures regarding water supply/fire sprinklers, access, and fire resistant construction. These design measures contribute directly to minimization of loss, injury, or death related to wildfire and contribute to compliance with applicable fire regulations. Specific criteria address fire hydrants; fire sprinklers; road width, circulation, and grade; access gates; driveways; road/structure identification; and ignition resistant construction. Please refer to Appendix J for further details regarding these recommendations.

Based on the above-noted Project design features and considerations, impacts associated with wildland fire hazards would be **less than significant**.

Cumulative Impact Analysis

The Proposed Project would not result in significant impacts related to hazardous materials or wildland fire hazards. As with the Proposed Project, any future projects in the site vicinity noted in Table 1-13 of this EIR would be required to implement, as appropriate, similar site-specific measures to address potential impacts from hazardous materials or wildfires. Based on these requirements and the less than significant impacts associated with the Proposed Project, cumulative impacts from hazardous materials or wild fire hazards would be **less than significant**.

Mitigation

As all impacts associated with hazards were identified as less than significant, no mitigation measures are necessary.

Conclusion

An environmental site assessment and limited residue survey for the Proposed Project (GeoSoils, Inc. 2002) determined that the Project site has high concentrations of nitrate in the surface water. The presence of nitrate would result in a less than significant hazardous materials impact because the Project does not propose to use these surface waters or locally perched groundwater. In addition, the recommendations contained in the site assessment would be incorporated into the Project design to ensure that hazardous materials impacts would be less than significant. The recommendations and requirements included in the FPP/FMP have been incorporated into Project design to ensure that Project implementation would result in less than significant impacts relating to wildfire hazards.

4.1.4 Agricultural Resources

The 1983-certified EIR for the Campus Park Specific Planning Area addressed the Specific Plan area then undergoing planning as a Hewlett-Packard Research Park. That Specific Plan incorporated properties currently proposed for development under the current Proposed Project, Campus Park West plan, and Palomar College Campus Project.

The 1983 EIR in part relied on prior studies and a prior certified 1981 EIR covering the Specific Plan area (the Sycamore Springs Specific Plan EIR). The 1980 Draft EIR found that the project development would substantially alter the existing agricultural land use pattern of the area, and have significant impacts on surrounding agricultural land. The Board of Supervisors did not agree. They "determined that, due to

environmental factors, such as winter frosts and alkali buildup, combined with economic factors, which limit continued agricultural production on the site, development of the subject property would not have a significant impact on agricultural resources" (as cited in the Hewlett-Packard Draft EIR 1983:83).

At the time of Hewlett-Packard Draft EIR production in 1982, it was noted that a "large portion of the area is still used for crop production, however, most of the site lies fallow at present (1983: Enclosure A-2, 1. Agriculture; and discussed in Section IV. Environmental Analysis A. Land Use, Existing Conditions). It also was specifically noted in the EIR that agriculture was considered a compatible use during buildout of the Hewlett-Packard plan, and could continue to occur in the interim. (Note to the reader: despite the potential for continued agricultural efforts, none has occurred on site for approximately the last 25 years.) Agricultural resources and their loss due to Hewlett-Packard project-specific and cumulative projects' impacts were additionally noted in Sections VII, VII and IX of the 1983EIR. In Section VII, it was disclosed that approximately 375 acres of "prime agricultural land" (Class I and II soils) would be lost to development, as would "an additional 50 acres of agriculturally viable soils to urban development." That Draft EIR found agricultural impacts to be less than significant.

Additional summary information/clarification relating to soils designations, recent crop types, percentage of business loss compared to County-wide agricultural resources, overall County agricultural preservation efforts and policies, as well as potential impacts on adjacent agricultural areas resulting from project implementation was added to the Final EIR in the form of responses to comments (1983: Enclosure B-4). The responses were based on information provided by Tom Escher, County Department of Agriculture, and the 1981 finding of less than significant impacts to this resource was confirmed.

Of import was the response that "Despite the presence of Prime Soils, the proposed project will not impact the preservation of agricultural land in San Diego County. Because the site is virtually surrounded by proposed urban development, and is adjacent to I-15, this land is no longer regarded as prime agricultural land by the County's Department of Agriculture." It was also noted that "Other projects surrounding the site have committed additional acreages to urban development; the steeply sloped mountains to the east were regarded as a natural buffer protecting agricultural activities east of the mountains from encroaching development from the west – land on which agriculture was no longer a protected land use. For these reasons, project implementation on these rich, alluvial soils is not considered a significant impact" (1983: Enclosure A-2, 1. Agriculture).

On January 6, 1983, the Environmental Planning Section recommended to the Environmental Review Board (ERB) that the EIR be certified, with Agriculture specifically called out as being "not significant." The ERB recommended certification of the EIR and found the "Major Issue of Agriculture…Not Significant" by a vote of 4:1 (with the "1" being an ERB member who was absent). Following Planning Commission recommendation for approval, the Board of Supervisors took action on February 16, 1983, wherein the Specific plan was approved and the EIR certified, concurring with the findings and recommendations made by the ERB.

This finding is relied upon for the portions of the current proposed Campus Park Project covered under the existing Specific Plan. No additional information or changes to the on-site or surrounding land uses have occurred since 1983 that would render the parcel more appropriate for a commercial agricultural endeavor. In fact, increases in water costs and the continued development of urban land uses in surrounding areas would likely reduce the suitability of the site for commercial agriculture.

In addition to the project site addressed under the 1981 and 1983 EIRs, there is an approximately 175-acre property to the north of the adopted Specific Plan (i.e., north of Pala Mesa Heights Drive) that is included in the current Campus Park amendment that was not addressed in the prior certified EIRs. Potential agricultural impacts associated with this parcel (hereafter referred to as the northern property) and the off-

site Project improvement/traffic mitigation areas, as well as indirect effects to/from off-site agricultural uses, were not addressed in the prior documents. Each of these items is discussed below in this subsequent evaluation.

Existing Conditions

The northern property is designated as Estate Residential (17) and zoned A70. It consists primarily of open space, including approximately 128.8 acres of native Diegan coastal sage scrub, 2.8 acres of native coast live oak woodland, and 38.6 acres of non-native grassland. Additional uses in the northern property include 1.2 acres of developed area (e.g., a single-family residence and several roads and trails), as well as 4.4 acres of ornamental landscaping (or "disturbed" vegetation). There are no current agricultural uses on the northern property, with such activities (as described for the Project site as a whole) last occurring in 1983.

Approximately 176 acres of mapped soils within the northern property are identified as meeting applicable criteria for the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) *Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance* (2006). These candidate soils are used (along with other information) to identify CDC Important Farmland designations. Because the candidate soil criteria are less restrictive than those used for Important Farmlands, the candidate soil designations typically encompass additional areas.

In fact, the northern property does not contain any areas designated as Prime Farmland, Farmland of Statewide Importance or Unique Farmland under the FMMP. CDC Important Farmland designations within the northern property include approximately 0.01 acre of Farmland of Local Importance, 114.8 acres of Grazing Land, and 61.3 acres of Other Land.

Mapped CDC Important Farmland designations within the off-site Project improvement/traffic mitigation areas include approximately 1.7 acres of Prime Farmland, 6.7 acres of Unique Farmland, 3.0 acres of Farmland of Statewide Importance, 28.2 acres of Farmland of Local Importance and 2.5 acres of Grazing Land (with the remaining areas designated as either Other Land or Urban and Built-up Land).

Williamson Act lands are properties for which the owner has entered into a contract with the state not to develop with other than agricultural uses for a specified period of time. Agricultural preserve lands are lands identified by the County as appropriate for Williamson Act contract should the property owner wish to pursue it. There are no Williamson Act contract lands or agricultural preserves located within or adjacent to the northern property, or within the off-site Project improvement/traffic mitigation areas.

There are no current agricultural uses adjacent or in close proximity to the northern property, with the closest such areas comprised of mixed use orchards located approximately 1,000 feet to the southeast. Existing agricultural uses in proximity to the remainder of the Project site include citrus and mixed-use orchards to the east and south. Non-agricultural land uses in the immediate Project site vicinity include open space to the north, east and south (encompassing both native habitats and previously disturbed areas), rural residential properties to the east and south, the San Luis Rey River to the south, and major transportation corridors (i.e., I-15 to the west and SR 76 to the south). Existing land uses in more distant surrounding areas include residential development to the west and south; major transportation corridors as described above; disturbed and undisturbed open space to the north, east and south;, and agricultural uses such as citrus and mixed-use orchards in all directions, nurseries to the north, west and south; pasture/grazing areas and dryland grain farming to the east; and row/field crops to the east and west.

Current agricultural use in the proposed off-site Project improvement/traffic mitigation areas includes approximately 8.9 acres of citrus orchards and 4.9 acres of mixed-use orchards.

Guidelines for the Determination of Significance

Guidelines of Significance

Project-related impacts associated with agricultural resources are considered significant if one or more of the following guidelines is exceeded:

1. The Project would result in the loss or conversion to non-agricultural use of CDC Important Farmlands that are deemed to be agriculturally viable or the Project would result in the substantial loss or conversion to non-agricultural use of off-site CDC Important Farmlands or active agricultural operations. (CDC Important Farmlands for this analysis are defined to include Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing land.)

2. The Project would create a conflict with or convert Williamson Act contract lands or agricultural preserves to a non-agricultural use.

3. The Project would place or establish uses that are inconsistent with agricultural zones and/or that are in conflict with applicable ordinances, statutes, or policies related to agriculture, including: (a) the Williamson Act; (b) the County Zoning Ordinance; (c) County Board of Supervisor's Policy I-38; (d) applicable policies of the County General Plan Regional Land Use, Open Space, or Conservation Elements; and/or (e) applicable policies of the Fallbrook Community Plan.

4. The Project would involve "changes in the environment" that, due to their location or nature, could result in conversion of farmland to a non-agricultural use.

5. The Project would result in a cumulatively considerable loss of viable farmland in the San Luis Rey River region.

Guideline Sources

Significance Guideline Nos. 1 through 4 are based on the County guidelines and Appendix G of the State CEQA Guidelines, which recommend evaluating issues including conversion of CDC Important Farmlands and agricultural operations, conflicts with Williamson Act lands, conflicts with agricultural planning and zoning designations, and changes in the environment resulting in farmland conversions. Guideline No. 1 is also associated with the feasibility of potential on-site agricultural operations and the determination of whether the conversion of the Project site and off-site facility areas to non-agricultural uses would result in significant direct impacts. Guidelines No. 2 and 3 are related to potential conflicts between proposed site development and agricultural laws, regulations and policies. Guideline No. 4 entails an assessment of potential conflicts to (and from) surrounding agricultural uses, including the conversion of farmland to non-agricultural use, from effects such as air or water contamination and community pressures (e.g., in relation to agricultural-related noise or odor generation). Guideline No. 5 evaluates whether the Proposed Project would contribute to a cumulatively considerable loss of viable farmland in the San Luis Rey River region, including Important Farmlands and agricultural operations.

Analysis of Project Effects and Determination as to Significance

Substantial CDC Important Farmlands Loss or Conversion (Guideline No. 1)

As discussed above, the northern property includes 0.01 acre of Farmland of Local Importance and 114.8 acres of Grazing Land. Project-related impacts to these areas would be less than significant, based on the following considerations:

- Approximately 73.02 acres of the areas designated Grazing Land encompass sensitive biological habitats, including Diegan coastal sage scrub and coast live oak woodland. While the presence of these habitats would not preclude agricultural use per se, the environmental sensitivity of these areas would result in either restrictions on disturbance (and the corresponding loss of farmable area), or requirements for the acquisition of regulatory permits with associated mitigation and substantial expenditures (e.g., acquisition/preservation of off-site habitat areas). Accordingly, the described habitat areas are considered unavailable for agriculture and associated potential agricultural impacts from the Proposed Project would be less than significant. It should be noted that additional habitat areas in the northern property also may be subject to similar restrictions and/or mitigation requirements (i.e., 37.6 acres of non-native grassland). A total of 4.18 acres of area designated as Grazing Land consists of developed area or dirt trails. These areas are not considered appropriate for grazing, and therefore project impacts to these areas are not considered significant agricultural impacts.

- As previously described, the 1981 and 1983 EIRs concluded that because the area encompassing the southern portion of the Campus Park site "…is virtually surrounded by proposed urban development, and is adjacent to I-15, this land is no longer regarded as prime agricultural land by the County's Department of Agriculture." It was also noted that "Other projects surrounding the site have committed additional acreages to urban development; the steeply-sloped mountains to the east were regarded as a natural buffer protecting agricultural activities east of the mountains from encroaching development from the west…project implementation on these rich, alluvial soils is not considered a significant impact." Based on the immediate proximity of the northern property to the parcels so analyzed, and its consistency with the items considered (west of the mountains, and adjacency of uses committed to urban development), the cited conclusions regarding agricultural resources and related impacts also are applicable to this northern parcel.

The off-site Project improvement/traffic mitigation areas include the following approximate areas of Important Farmlands and active agricultural operations (all of which would be impacted by implementation of the Proposed Project): (1) 1.7 acres of Prime Farmland; (2) 3.0 acres of Farmland of Statewide Importance; (3) 6.7 acres of Unique Farmland; (4) 28.2 acres of Farmland of Local Importance; (5) 2.5 acres of Grazing Land; (6) 8.9 acres of citrus orchards; and (7) 4.9 acres of mixed-use (predominantly avocado) orchards. It should be noted that the described orchards overlap with several of the Important Farmland designations, with the combined impact acreage therefore less than the sum of all the noted individual acreages.

The above impacts from off-site improvement/traffic mitigation areas are considered less than significant, based on the relatively small areas involved, the location of several Important Farmland designations within (and surrounded by) urban development such as roadway intersections, and the consideration that most impacts to existing agricultural operations (orchards) would occur along the edges of such uses and would not substantially affect the viability of ongoing or future operations in adjacent areas; thus impacts would be **less than significant**.

Impacts to Williamson Act Contract Lands and Preserves (Guidelines No. 2 and 3)

As described above, there are no Williamson Act contract lands or agricultural preserves within or adjacent to the northern property, or within the off-site Project improvement/traffic mitigation areas. Accordingly, **no impacts** to these resources would occur from implementation of the Proposed Project.

Impacts Relating to Consistency with Agricultural Zones, Ordinances, Statutes and Policies (Guideline No. 3)

As discussed under Section 4.1.5, Land Use and Planning, the Proposed Project is consistent with the governing agricultural zones, ordinances, and policies. A summary of consistency with agricultural elements of the County Zoning Code, General Plan, and Board of Supervisor's Policy I-38 is presented below.

The northern parcel is designated as Estate Residential and zoned A70. The change in land use and zone to SPA and Specific Plan (S-88), respectively, would not result in the elimination of existing agricultural use, and potential future incidental agricultural activities (such as home gardens or orchards) would be allowed on areas not in open space. Based on these conditions, implementation of the Project on the northern property would comply with the proposed designation and zoning.

The General Plan Open Space Element encourages conservation by, among other things, the maintenance and/or expansion of agricultural preserves. There are no existing agricultural preserves within or adjacent to the northern parcel, or within the off-site Project improvement/traffic mitigation areas. Accordingly, the Proposed Project (including the northern property) would not be in conflict with the Open Space Element. The Conservation Element policy includes preserving existing areas with high agricultural potential and preserving existing agriculture. Because the northern property does not currently include agricultural uses, and is no longer regarded as prime agricultural land by the County's Department of Agriculture, it is not considered a parcel with high agricultural potential and non-agricultural use of the property would be consistent with the Conservation Element; impacts would be **less than significant**.

Board of Supervisor's Policy I-38 protects existing agricultural preserves. As noted under discussion for Guideline 1, there are no existing or proposed agricultural preserves or Williamson Act properties within or adjacent to the northern property, or within the off-site Project improvement/traffic mitigation areas. **No impacts** to Agricultural Preserves or Williamson Act contracts would occur and implementation of the Proposed Project (including the northern property) would be in compliance with this policy.

Indirect Impacts (Guideline No. 4)

Proposed development potentially could result in indirect impacts to or from the Proposed Project in the form of nuisance effects (e.g., odor/vector/noise generation), as well as "other changes in the existing environment" that result in the conversion of existing agricultural areas to non-agricultural use. Specifically, other changes in the existing environment (as described in Appendix G of the State CEQA Guidelines) include conditions such as potential air and water quality effects from the Proposed Project, as well as the development of land uses that may be inherently incompatible with adjacent or nearby agricultural operations (e.g., residential development adjacent to commercial agricultural uses that may generate off-site odor or noise effects). These types of indirect impacts generally are seen as potentially resulting in the short- or long-term conversion of agricultural areas to non-agricultural use through physical effects and/or community pressures.

The Project site is adjacent to a number of existing agricultural operations, including citrus and mixed used orchards to the east and south. Orchard-type agricultural uses generally are compatible with

residential and related development. Orchard crops do not generally produce strong odors and do not require year round labor, harvesting or traffic. Orchard crops are commonly located among residential areas and nuisance issues are low when compared to more intensive agricultural uses. Potential indirect impacts to off-site agricultural operations are considered less than significant based on this general compatibility. In addition, indirect impacts related to water quality and drainage issues that could affect off-site agricultural use would not be significant based on the inclusion of both short-term (construction) and long-term measures to avoid or minimize air quality, drainage and water quality effects to surrounding areas (including conformance with applicable NPDES requirements). No indirect impacts to/from agriculture resources would result in association with the off-site Project improvement/traffic mitigation areas, based on the nature of associated facilities (i.e., roadway improvements that would not generate conflicts with, or be subject to nuisance effects from, agricultural use), as well as requirements to implement air quality, drainage and water quality controls as noted above.

The County Agricultural Enterprises and Consumer Information Ordinance requires notification to prospective property buyers regarding the potential for nearby agricultural activities to exist and for those users to generate nuisances such as odor, dust, and traffic. The notice establishes the rights of farmers to farm in accordance with normal and accepted customs, even if those activities may be perceived as nuisance generating. As previously described, existing agricultural activities in close proximity to the Project site consist of citrus and mixed-use orchards, with these types of uses typically not subject to significant nuisance effects. In addition, the agricultural uses located adjacent to the proposed residential uses along the eastern Project site boundary (east of Pala Mesa Heights Drive) are proposed to be developed for residential use in association with the pending Meadowood project. This development, if implemented, would eliminate any potential for urban agriculture interface conflicts along this eastern Project site boundary. Based on the described conditions, nuisance effects related to agriculture are not anticipated to occur at the Project site and off-site Project improvement/traffic mitigation areas, and associated potential indirect impacts would be **less than significant**.

Cumulative Impacts (Guideline No. 5)

Proposed Project development within the northern property would not make a considerable contribution and would result in **less than significant** cumulative agricultural resource impacts, based on the following reasons:

- As previously described, approximately 114.8 acres of the areas designated as Farmland of Local Importance and Grazing Land within the northern property encompass sensitive biological habitats, and would be subject to either restrictions on disturbance (and the corresponding loss of farmable area), or requirements for the acquisition of regulatory permits with associated mitigation and substantial expenditures. Accordingly, the described habitat areas are considered unavailable for agriculture and any associated agricultural impacts from development of the northern property would not contribute to cumulative effects.

- The previously referenced 1981 and 1983 EIRs concluded that the southern portion of the Campus Park site is no longer regarded as prime agricultural land, and that project implementation in this area would not result in significant agricultural impacts. Based on the location of the northern property, the listed conclusions regarding agricultural resources and related impacts are also considered applicable to this parcel. Accordingly, lack of potential future commercial agricultural use of the northern property would not constitute a considerable contribution to cumulative agricultural resource impacts.

- Potential impacts to agricultural resources from the off-site Project improvement/traffic mitigation areas would be incremental in nature, consisting of short and narrow strips of ROW

necessary for focused improvements. As such, they would not change the overall use of the parcel (i.e., require conversion of an agricultural parcel to another use) or make it more likely that the parcel would fall out of agricultural use. No considerable contribution to cumulative agricultural resource impacts would occur.

Mitigation

As all impacts associated with agriculture would be less than significant, no mitigation measures are necessary.

Conclusion

Based on the above-described significance guidelines and impact discussions, direct, indirect, or cumulative impacts were identified as less than significant in relation to the loss or conversion of agricultural resources, designations, or applicable statutes and policies from Proposed Project development (including the northern property) or the off-site Project improvement/traffic mitigation areas. Based on these conclusions, no associated mitigation measures are required or recommended.

4.1.5 Land Use and Planning

The 1981 and 1983 EIRs identified impacts to land use as less than significant with no mitigation required. The 1981 EIR noted that the project was consistent with the Fallbrook Community Plan and with existing land use designations, but that it could conflict with general provisions of the Regional Land Use Element and Regional Growth Management Plan. The previous project analyzed in the 1983 EIR was found to be consistent with the Fallbrook Community Plan for creating a good balance of land uses and encouraging light research and development of industrial uses. The project was found consistent with the goal of "preserving the area's natural amenities" through retention of freshwater marsh in the southern portion of the project site as part of a proposed recreation area. Rezoning of portions of the site would have made use regulations consistent with the proposed Hewlett-Packard facility, commercial use, and mobile-home park.

The current Project proposes land uses different from those proposed in the 1981 and 1983 documents, and plans and ordinances have either been amended or approved since certification of the previous EIRs; including the General Plan (amended in 2002), and the Fallbrook Community Plan (amended in 1988). The Fallbrook Community Guidelines also post-date the 1981 and 1983 documents. The previous EIRs also do not discuss the Interstate 15 Corridor Subregional Plan, Interstate 15/Highway 76 Interchange Master Specific Plan, RPO, Congestion Management Program, or NCCP.

The changes in the analysis due to changes in Proposed Project uses, as well as new or amended plans lead to the need for new analysis for this issue. The reader is referred to text below for a new evaluation of Project-related land use issues.

Existing Conditions

Existing Setting

For information regarding the existing setting, the reader is referred to the discussion in Subchapter 1.4, Environmental Setting, of this EIR.

Regulatory Framework

Land use plans, policies, and ordinances that apply to the Proposed Project are contained in the General Plan, adopted January 3, 1979, and amended April 17, 2002 (GPA 01-01), and its associated elements; Fallbrook Community Plan, adopted December 31, 1974, (GPA 74-02) and amended June 1, 1988 (GPA 88-01); Fallbrook Design Guidelines, approved April 3, 1989; Interstate 15 Corridor Subregional Plan; MSP; Zoning Ordinance (Ordinance 5281), adopted October 18, 1978 and continually revised; Park Land Dedication Ordinance; Subdivision Ordinance (effective March 22, 1979, Title 8, Division 1 of the San Diego Code of Regulatory Ordinances); LPC (Division 9, §§ 59.101 - 59.115); CMP; and NCCP. The Project is exempt from the RPO (see discussion below). These documents address a variety of issues—including development at appropriate densities and, in accordance with existing community plans, protection of steep slopes, conservation of sensitive habitats, provision of open space and recreational opportunities, protection of visual amenities, regulation of signage and lighting, and protection against incompatible land uses. Many of these issues are addressed in several elements of the General Plan and in the Community Plan. Generally, the Community Plan supplements elements of the General Plan.

County of San Diego General Plan

The General Plan Land Use Element designates planned land uses that are considered appropriate for specific areas within the County. The existing regional land use designation for the southern area of the Project site is SSA. The SSA designation is applied on an interim basis to restrict development pending completion of detailed review, study, or annexation to the County Water Authority. The northern area of the Project site is designated *Estate Development Area* (EDA), which allows low density residential and agricultural uses with lot sizes of 2 to 20 acres. The Land Use Element also describes land use designations and use regulations shown on community and subregional area maps, in this case the Fallbrook Community Plan (described below).

The Circulation Element of the General Plan (amended 1997) identifies major existing and planned roadways in the County. These roads are shown on Circulation Element maps. In the vicinity of the Campus Park Project, the following roads and their corresponding classifications are identified: SA 15 (I-15), Freeway; SR 76, Major Road; Pankey Road (from Stewart Canyon Road to SR 76; SC 2602), Light Collector; and Pala Mesa Drive (SC 150), Light Collector.

A number of additional elements also have goals and policies relating directly to the Proposed Project (detailed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report [DDS/GA 2010]), as summarized here. The Open Space Element (amended 2002) addresses health and safety, resource conservation and recreation issues. The Land Use Element (amended 2003) addresses managed growth, promotion of rural character, preservation and management of sensitive resources, conservation, management/provision of public services, as well as the mix of houses/populations served by development. The Recreation Element (amended 2005) contains relevant policies regarding local parks, and the Scenic Highway Element (1986) addresses County scenic roadway corridors.

The Seismic Safety Element (amended 1991) focuses on objectives to minimize harm/provide emergency services in the event of a major seismic event. The Public Safety Element (2008) addresses fire and landslide issues relevant to the Project. The Noise Element (amended 2006) addresses compatibility of proposed uses with anticipated decibel levels, while the Housing Element (1999) focuses on provision of housing and support services. The Conservation Element (amended 2002) addresses wastewater, drainage/flood control, native wildlife/plants protection, soils and dark skies. The Energy Element (1997) contains policies relating to development density/minimization of transportation requirements.

The Public Facility Element (amended 2005) addresses the coordination of public facilities with new development overall. Goals and policies focus on ensuring that the service will be provided when needed and review effects of proposed development on existing services for the issues of parks and recreation, circulation (roads, levels of service and bike paths), law enforcement, animal control, schools, fire protection, wastewater treatment, potable water provision, childcare and trails (location, establishment, type and maintenance).

Fallbrook Community Plan

The Community Plan augments the General Plan and contains goals and policies specific to the community of Fallbrook. Contained within the Community Plan are the I-15 Corridor Subregional Plan (found within the Community Plan) with two additional appendices; Scenic Preservation Guidelines and the Interstate 15/Highway 76 Interchange Master Specific Plan conditions.

The Project site is located in the easternmost portion of the Fallbrook community planning area. The Community Plan land use designation for the southern area of the site is (21) *Specific Plan Area (2.8)*, and the northern area is designated (17) *Estate Residential* (Figure 4.1.5-2, Existing Community Plan Designations). The *Specific Plan Area* designation is used where a specific plan, in this case the Campus Park Specific Plan, has been adopted. An adopted specific plan is one in which the Board of Supervisors has determined that more detailed planning is required before development can occur. Land within this designation typically has environmental constraints or unique land use issues that require special land use and/or design controls. No major or minor tentative subdivision maps or reclassifications to more intensive zones can be approved except in accordance with the adopted plan. The (2.8) suffix indicates a maximum overall density of 2.8 DU/ac within the specific plan.

The *Estate Residential* designation provides for low-density residential and minor agricultural uses. Parcel sizes of two or four gross acres or larger are allowed depending on the average slope gradient. Clustering is permitted within this designation. The minimum parcel size and maximum number of DUs in a clustered development is governed by the applicable regional land use category.

Each community/subregional plan in San Diego County identifies specific community character attributes and outlines goals and policies intended to preserve those attributes. The Fallbrook Community Plan does not contain a community character element, but addresses community character in the Fallbrook Goals section of the Community Plan. The General Goal identifies Fallbrook as having a unique village atmosphere characterized by predominantly low-density residential development and agricultural uses. The County's goal is to "perpetuate the existing rural charm and village atmosphere while accommodating growth in such a manner that it will complement the environment of Fallbrook." The Community Plan discusses business, residential, schools, floodplains and open space, public utilities, parks and recreation and community beautification and design goals and policies. Circulation Element policies relate to efficient circulation, parking, bus use and trails/pathways.

Fallbrook Design Guidelines

The Fallbrook Design Guidelines apply to all development projects within the Fallbrook Community Plan area, with additional guidelines pertaining to commercial, industrial, and multi-family residential developments. The Fallbrook Design Guidelines include objectives and guidelines to ensure that new development in Fallbrook is designed and built with a consideration of community context, a strong emphasis on quality, sensitivity to the landscape and respect for the community's Design Objectives. The Guidelines contain direction on site planning; landform alteration; landscaping; walls, fences and berms; parking and circulation; lighting; non-motorized circulation; architecture and signage.

Interstate 15 Corridor Subregional Plan

The Subregional Plan area extends along the I-15 corridor from approximately 20 miles north of the Escondido city limits to the Riverside County line, and includes the viewshed area on either side of the freeway. The Subregional Plan encompasses approximately 12,600 acres and passes through five planning areas within the County: North County Metropolitan, Bonsall, Valley Center, Fallbrook, and Rainbow. The Subregional Plan does not replace these community plans, but rather is implemented through amendments to the community plans, as appropriate. The Subregional Plan calls for the preservation of the scenic attributes of the I-15 corridor and establishes Scenic Preservation Guidelines applicable for development within the I-15 corridor. In addition, a Special Area Designator "B," Community Design Review Area, is applied to the zones of all property within the I-15 corridor.

Interstate 15/Highway 76 Interchange Master Specific Plan (Appendix B of the I-15 Corridor Subregional Plan)

The County Board of Supervisors approved the I-15 Corridor Subregional Plan on June 1, 1988. This Plan contains Land Use Policy Number Five, which requires the creation of an overall MSP for the I-15/SR 76 interchange that included all four quadrants of this interchange. Policy Number Five references Appendix B to the I-15 Corridor Subregional plan, which details the land planned for inclusion (known as the MSPA), how the County and specific landowners within the quadrant should analyze the MSP, and what subject areas the MSP should contain. The MSPA encompasses approximately 1,178 acres of land located within the four quadrants of the I-15/SR 76 interchange. The southern area of the Project site is located within the MSPA and is identified as Hewlett-Packard "Campus Park" (Areas B and C of Specific Plan 83-01). Because of its location at the intersection of an interstate highway and a major state highway, Appendix B envisions this area as a logical node for future development. Appendix B states that:

> The principal land use components of the proposed plan include the adopted Campus Park/Hewlett Packard industrial/research park Specific Plan to convert approximately 100 acres of mobile home park to an industrial/research park use (with a similar type of development as proposed on the Hewlett-Packard Park ownership) or to retain it for residential uses. Also proposed are residential areas to meet some of the anticipated housing needs of the community and the industrial park, supporting neighborhood commercial areas, parks, trails and open space.

Appendix B calls for an overall residential density of 0.81 DU/ac based on the total acreage within the MSPA, with a maximum of 956 DU for the entire MSPA. The minimum allowable parcel size is 15,000 s.f. on land with slopes of less than 15 percent. According to Appendix B, the MSPA does not have the necessary service, utility, and road infrastructure to support the entire proposed plan. Therefore, an MSP cannot be adopted until further studies are conducted to detail both the specific needs of the MSPA and appropriate methods to support those needs.

Due to the service concerns noted above, the Appendix B calls for the designation of the interim zone S90 - *Holding Area* for the MSPA until the necessary supporting technical studies are conducted and the County Board of Supervisors adopts final zoning and the MSP. The S90 zone is intended to prevent isolated or premature land uses from occurring on lands for which adequate public services and utilities are unavailable, or for which the determination of the appropriate zoning regulations is precluded by contemplated or adopted planning proposals; or by lack of economic, demographic, geographic or other data. It is intended that the S90 designation will be replaced by other use regulations when the aforementioned conditions no longer exist. The uses permitted are community services, interim uses, or uses that would not prematurely commit the land to a particular use or intensity of development. Until the

Board of Supervisors adopts the MSP, and the land contained therein is appropriately zoned to implement an MSP land uses, only the land uses allowed in the S90 zone, as defined in Sections 2900-2908 in the Zoning Ordinance, would be allowed, with a minimum lot size of 20 acres.

The entire MSPA is designated with a regional category of SSA, as described above, on an interim basis to restrict development pending completion of the required studies, including a river plan, traffic study, facilities financing plan, phasing plan, market analysis, dark sky policy, design guidelines, and a park/open space and trails study.

The MSP anticipates that a specific plan will be prepared for the Hewlett-Packard Campus Park (the southern area of the Project site), with 83 acres designated for an industrial research park and associated parking, and 10.5 acres designated for neighborhood commercial.

Campus Park Specific Plan

The adopted Campus Park Specific Plan (1983) encompasses the southern area of the Project site, as well as the adjacent Palomar College site and Campus Park West property (Figure 4.1.5-3, Campus Park Specific Plan Land Use).

Within the combined Campus Park and Palomar College area, the adopted Campus Park Specific Plan would allow development of 2.5 million square feet of industrial research park in buildings up to 50 feet tall, parking for 5,500 cars, a pond, community trails, and a variety of recreational amenities for use by employees. Riparian habitat in the extreme southern portion of the site would be preserved; however, portions of the southern riparian forest would be impacted by the development of recreational facilities. Primary internal access would be along Pankey Road, which would extend from its current northern terminus (southern extension) north along the western property boundary to connect to the current northern extension of Pankey Road.

The approved Campus Park Specific Plan also includes the residential development of 336 manufactured homes and a 150-unit condominium project in the Campus Park West property. An irregularly shaped area to the south of SR 76 was planned for commercial use.

County of San Diego Zoning Ordinance

The Zoning Ordinance identifies the permitted uses on the Project site, consistent with the land use designations of the General Plan and Community Plan. The Project site currently has two zoning designations. The northern area of the Project site has a zoning classification of A70 - Limited Agriculture. The A70 zone is intended to create and preserve areas intended primarily for agricultural crop production. Typically, the zone classification is applied to protect moderate- to high-quality agricultural land. Permitted uses include agricultural, residential, and essential services. Minimum lot size within the A70 zone is 2.0 acres. The southern area of the Project site is zoned S90 - Holding Area. As previously described, this is an interim zone intended to prevent premature development from occurring in areas that do not have adequate public services and facilities or because the determination of appropriate zoning regulations is precluded by planning proposals or by a lack of geographic demographic, economic, or other information. Minimum lot size within the S90 zone is 2.0 acres.

The Project site is located within the I-15 Corridor Subregional Plan area and thus is designated with a Special Area Designator of "B," Community Design Review Area, in both the A70 and S90 zones. The Proposed Project is subject to the Community Design Review Area Regulations contained in Section 5750 *et seq.* of the County Zoning Ordinance, which are intended to maintain and enhance the community's individual character and identity.

County of San Diego Park Land Dedication Ordinance

The Park Land Dedication Ordinance is the mechanism that enables the funding or dedication of local parkland. The ordinance establishes several methods by which developers may satisfy their park requirements including payment of park fees, dedication of a public park, provision of private recreational facilities, or a combination of these methods.

County of San Diego Subdivision Ordinance

The County Subdivision Ordinance sets forth development standards for the subdivision of land with respect to design, dedication and access, and required improvements. Applicable standards for the Proposed Project include several design regulations associated with lot size, orientation, and configuration.

County of San Diego Resource Protection Ordinance

The RPO provides development controls for unique topography, ecosystems, and natural characteristics within the County deemed to be fragile, irreplaceable, and vital to the general welfare of the County's residents. On-site resources addressed by the RPO include wetlands, wetland buffers, floodplains, steep slopes, sensitive lands, and prehistoric and historic sites.

On July 23, 2004, the San Diego County Planning Commission granted an RPO exemption for the Campus Park development and adjacent Pappas Specific Plan Area (PC7-23\RPO-Exemption). The exemption was granted because these developments met the conditions of the RPO, which exempts all or any portion of a Specific Plan Area that has at least one Tentative Map or Tentative Parcel Map approved prior to August 10, 1988, subject to specific findings made by the Planning Commission, or (on appeal) the Board of Supervisors, at a public meeting.

County of San Diego Light Pollution Code

The LPC is a County regulatory ordinance that restricts the use of outdoor lighting that emits undesirable light rays into the night sky. Conformance with this ordinance was addressed during preparation of the Project Initial Study, and is not further addressed in this subchapter. The reader is referred to Section 4.2.1 of this EIR for details from the Initial Study.

Congestion Management Program

The CMP, as adopted by SANDAG, requires enhanced CEQA review for projects that generate 2,400 or more ADT, 200 or more peak hour trips, or 50 or more peak hour trips on freeway segments. Projects meeting these criteria must be evaluated in accordance with the requirements of the Regional CMP. The CMP analysis must include traffic LOS impacts on affected freeways and Regionally Significant Arterial systems, including all designated CMP roadways. The traffic study conducted for the Project (Appendix C) concluded that the Project would exceed the ADT and peak hour freeway trips thresholds requiring enhanced CEQA analysis. Therefore, preparation of a CMP analysis, consistent with the CMP, was required for the Project and is addressed in Subchapter 2.2, Transportation/Traffic.

Natural Community Conservation Planning Program

Regional conservation planning strategies under the California Endangered Species Act (ESA) that provide protection, preservation, and conservation of listed and candidate species, their habitats, natural

communities, and natural resources, while continuing to allow appropriate development and growth within the state, are authorized and implemented under the NCCP Act of 1991. These strategies are designed to allow for growth as well as provide protection and conservation to threatened and endangered species through multi-species, habitat-based, and long-term approaches that ensure both the conservation of, and net benefits to, the affected species. Under this program, the USFWS, CDFG, and other stakeholders have evaluated, or are evaluating, the distribution and extent of sensitive habitats and target sensitive plant and animal species in California. The ultimate goal of these studies is to develop interconnected ecosystem open space. Development and implementation of regional multi-species open space systems is intended to protect viable populations of key sensitive plant and animal species and their habitat while accommodating continued economic development and quality of life for residents of the region.

The County adopted an MSCP for a portion of the County on March 18, 1997, to meet the requirements of the NCCP Act of 1991 and the federal and California ESAs. An MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve. The total MSCP study area encompasses 582,243 acres, of which 43 percent (252,132 acres) is in the unincorporated areas of San Diego County. Although the Project site is within the unincorporated area of the County, Campus Park lies outside the boundaries of the currently adopted MSCP. It is, however, within the boundary for the proposed North County segment of the MSCP, and the Project site contains proposed hardline preserve on the Draft North County MSCP map, although the hardline has not yet been approved by the resource agencies. Refer to Subchapter 3.3, Biological Resources, for additional information on the MSCP and the North County Subarea.

Guidelines for the Determination of Significance

Guidelines of Significance

A significant land use/community character impact would occur if the Proposed Project would:

1. Conflict with the land use goals, objectives, policies and recommendations of the adopted Campus Park Specific Plan; Subregional Plan; MSP and other sections of the Community Plan; General Plan; Zoning Ordinance; and any other applicable plans, policies, ordinances, guidelines or regulations.

2. Conflict with the established community character, as defined by the Community Plan and Fallbrook Design Guidelines. Determination of significant effects to community character is derived from evaluating and comparing the introduced development to the existing community character of the area. If the proposed land uses conflict with the nature and character of the existing setting of the community, a significant impact would be anticipated.

3. Physically divide an established community.

Guideline Sources

The land use guidelines are based on Appendix G of the CEQA Guidelines and County staff guidance. Significance Guidelines No. 1, 2, and 3 are intended to ensure conformance with existing regional and local planning efforts, as well as to maintain and enhance the character, structure, and dynamics of established communities in the Project vicinity. Consideration is also given to the Land Use Element of the General Plan and the Fallbrook Community Plan, particularly applicable sections of the I-15 Corridor Scenic Preservation Guidelines, the Fallbrook Design Guidelines, and the MSP.

Analysis of Project Effects and Determination as to Significance

This land use analysis focuses on existing and proposed land use and zoning, consistency with the General Plan and community/regional plan goals and policies, and conformance with environmental plans. The analysis includes a discussion of the General Plan and an analysis of the proposed General Plan Amendment and the Specific Plan Amendment in relation to the existing General Plan, the Fallbrook Community Plan, and the Fallbrook Design Guidelines.

A discussion and map (Figure 4.1.5-1) of existing land uses within and surrounding the Project site are included. The key components of the community character analysis focus on goals and policies of the general and community plans, an analysis of potential impacts associated with intensification of the site, and the potential for subsequent changes to properties in the vicinity that could be encouraged by the newly proposed community. The discussion identifies existing parks and trails in the vicinity of the Proposed Project and describes the proposed on-site park, trail, and open space areas.

Potential Impacts Associated with the Goals, Objectives, Policies, and Recommendations of Applicable Land Use Plans, Ordinances, and Policies (Guideline No. 1)

The Proposed Project includes a SPA (SPA 03-04), GPA (GPA 03-04), and Rezone (R 03-014), among other discretionary approvals necessary for Project implementation. The proposed SPA would change the land use design and development densities allowed under the existing Campus Park Specific Plan (SP-83-01) and change the Specific Plan area to include the northern area parcel and exclude the Campus Park West and Palomar College areas. The proposed GPA would modify land use designations and densities in the Land Use Element, modify the circulation plan in the Circulation Element, as well as modify text and maps within the Community Plan and Subregional Plan. The proposed Rezone would change existing zoning designations from A70 (northern area) and S90 (southern area) to S88—*Specific Planning Area*.

Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report (DDS/GA 2009) includes a listing of applicable goals and policies of the General Plan and Community Plan, the Fallbrook Design Guidelines, Subregional Plan and MSP, as well as an analysis of the Project's consistency with those goals and policies. Discussion of plan conformity is summarized below for each document/ordinance.

Campus Park Specific Plan

The original Campus Park Specific Plan area encompassed the southern area (241 acres) of the current Project site, the area that is now called Campus Park West, the future Palomar College site, and a small, irregular-shaped area south of SR 76 (Figure 4.1.5-3). Proposed land uses of the original Campus Park Specific Plan included the Hewlett-Packard research/ development campus and a recreation/open space area on the current Project site (Lot B), a mobile home park and condominium development on the Campus Park West property (Lots A and D), and general commercial in the area to the south of SR 76 (Lot C). To facilitate the currently proposed Campus Park Project, the original Campus Park Specific Plan would be amended to revise the proposed land uses on Lot B to single-family and multi-family residential, office professional, Town Center, recreation, and open space, and to add the northern property previously identified as the "Heald" parcel to the Project site.

As indicated, the Project as currently proposed is not consistent with the existing Campus Park Specific Plan and a SPA is part of the Project application. Adoption of the SPA by the County Board of Supervisors would render the Proposed Project consistent with Specific Plan uses and development guidelines. Impacts would be **less than significant**.

County of San Diego General Plan Land Use Element

The Project site currently has designated regional land use categories of SSA (southern area) and EDA (northern area). These regional land use categories would not allow for the development of Campus Park as currently proposed. The EDA discussion in the General Plan defines dwelling unit densities based on the average slope of the project area and defers to the community plan maps (in this case the Fallbrook Community Plan) with respect to allowable maximum densities. In addition, while lot consolidation is allowed within the EDA, clustered parcels cannot be less than one acre.

Existing land use designations are (21) *Specific Plan Area (2.8)* for the 239.4-acre southern area and (17) *Estate Residential* for the northern area. The *Specific Plan Area* designation allows 2.8 dwelling unit/acre, or a total of 670 dwelling units in the southern area. A total of 503 dwelling units are proposed in this area. The *Estate Residential* designation in the northern area allows a total of 1 DU/2 ac if slopes are less than 25 percent, or 1 DU/4 ac if slopes are greater than 25 percent. In this area, 99.6 acres have slopes with gradients less than 25 percent and 76.7 acres have slopes with gradients greater than 25 percent. The total number of dwelling units allowed within the northern area of the Project site, therefore, would be approximately 69 units; 248 single-family dwelling units are proposed. Thus, proposed residential density in the northern area of the Project site would not be consistent with the density allowed under the existing land use categories, although that in the south would be lower than the maximum number of units allowed. In addition, the *Estate Residential* designation requires minimum lot sizes of two acres. Proposed lot sizes within the northern area would be 4,500 to 5,000 s.f. (0.10 to 0.11 acre). The Project, however, includes an application for a GPA to re-designate the entire 416-acre site with a land use designation of *Specific Plan Area* (1.9) (LU-1). The *Specific Plan Area* (1.9) designation would allow a maximum of 751 dwelling units and smaller residential lot sizes consistent with the Proposed Project.

The Proposed Project includes a General Plan Land Use designation change from EDA to Current Urban Development Area (CUDA), which would permit parcels less than one acre in size, thereby increasing overall density. In order that the Proposed Project can be found to be consistent with the Regional Land Use Element of the County General Plan, the Proposed Project is seeking a GPA that would accomplish the necessary change of County land use designation from EDA to CUDA for the 416.1-acre site. Adoption of the GPA by the Board of Supervisors would render the Proposed Project consistent with the General Plan land use designations. Accordingly, impacts associated with General Plan (in)consistency would be avoided and therefore **less than significant**.

County of San Diego Circulation Element

The existing Circulation Element Map shows Pankey Road (SC 2602) traversing the Project site in a north-south direction in the western portion of the site and Pala Mesa Drive (SC 150) connecting with Pankey Road (SC 2602) at the southwestern Project site boundary. The Proposed Project's circulation plan would relocate the on-site segment of Pankey Road (SC 2602) between Stewart Canyon Road and SR 76 to the east, into the proposed alignment of Horse Ranch Creek Road, and creating a new intersection approximately 1,400 feet east of existing Pankey Road (Figures 1-20 and 1-21). Pala Mesa Drive and Pankey Road would extend to the southeast from the bridge spanning I-15 and would connect to existing Pankey Road, then connecting to SR 76 at the SR 76 intersection with existing Pankey Road. Pankey Place would extend east from Pankey Road to Horse Ranch Creek Road. Although the circulation pattern would be similar to that shown in the Circulation Element, the specific alignments would differ slightly and therefore would be inconsistent with design specifics of the Circulation Element. In order for the Proposed Project to be found consistent with the County General Plan Circulation Element, the Proposed Project proposes a GPA to amend the Circulation Element to relocate SC 2602

with the proposed alignment of Horse Ranch Creek Road, and connect SC 150 via Pala Mesa Drive/Pankey Road to Pankey Place providing Pankey Place as a connection between Horse Ranch Creek Road and, ultimately, SR 76. Adoption of the GPA (among other actions) by the Board of Supervisors would render the Proposed Project consistent with the CE classifications. Accordingly, associated impacts would be avoided and therefore **less than significant** (pursuant to Guideline No. 1).

Other Elements

With the exception of the Circulation Element, for which the Proposed Project is seeking amendment, as noted above, the Project would be consistent with applicable General Plan Element standards addressed in this document. The Project would conform with each of the goals and policies addressed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report (DDS/GA 2010) with regard to Open Space, Land Use, Recreation, Scenic Highways, Public Safety, Noise, Housing, Conservation and Public Facility. The reader is referred to the appendix of the of the Specific Plan and General Plan Amendment Report for detail, as well as to Chapter 1.0 for additional Project description specifications, and to Subchapters 2.1, 3.1, and 3.3/Sections 4.1.2, 4.1.3, and 4.1.6 for additional and supporting information regarding aesthetics, noise, biological resources, hydrology and water quality, hazards, and utilities and service systems/public services. Accordingly, associated impacts would be avoided and therefore **less than significant** (pursuant to Guideline No. 1).

Fallbrook Community Plan

As described above, the Proposed Project would be inconsistent with the 1983 Campus Park Specific Plan and the General Plan land use categories, both of which are incorporated into the Fallbrook Community Plan. The Project applications for the SPA and GPA to change the land use designations from (21) Specific Plan Area (2.8) and (17) Estate Residential to (21) Specific Plan Area (2.7) would also resolve this inconsistency, as discussed above. Land use impacts would be avoided and therefore **less than significant** pursuant to Guideline No. 1.

Fallbrook Design Guidelines

The Proposed Project would be consistent with the General Guidelines, Commercial Guidelines, and Special Environmental Consideration Guidelines that apply to the Project, as detailed in Table 2 of EIR Appendix B. Land use impacts are identified as **less than significant** pursuant to Guideline No. 1.

Interstate 15 Corridor Subregional Plan

The Project site is located within the I-15 Corridor Subregional Plan area and has a Special Area Designator "B," Community Design Review Area. Pursuant to the I-15 Corridor Subregional Plan, the Project is subject to the Scenic Preservation Guidelines contained within the I-15 Corridor Subregional Plan. The Proposed Project would be consistent with applicable detailed Scenic Preservation guidelines (see Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report [DDS/GA 2010]). Land use conformity impacts would be **less than significant**.

I-15/Highway 76 Interchange Land Use Policy Five of the I-15 Corridor Subregional Plan (Appendix B of the I-15 Corridor Subregional Plan)

As noted above, the Regional Land Use Element of the County General Plan now designates the entire MSPA as SSA to ensure completion of recommended studies to identify both the needs of the area and appropriate methods to address those needs. As detailed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report (DDS/GA 2010)

under the discussion on the MSP, Appendix B of the I-15 Corridor Subregional Plan required the associated property owners, in conjunction with the County, to prepare master detailed studies for eight issues, which would then be called the Master Specific Plan. Some of these have been addressed through overall plans or regulations already completed (e.g., the San Luis Rey River Plan or LPC). Others have been completed as part of the Meadowood Specific Plan/GPA Report. These master studies are relevant to the Campus Park Project area. The requirements of Appendix B would be met upon approval of the Meadowood completed master studies and adoption of the Proposed Project for the parcels covered within Project boundaries (Project-specific studies which are consistent with the above-noted master studies related to phasing, facilities financing, traffic, and park/open space trails). Land use impacts are identified as **less than significant**.

County of San Diego Zoning Ordinance

The Proposed Project would be consistent with the Community Design Review Area Regulations contained in the County Zoning Ordinance. The reader is referred to Section III.E of the Campus Park Specific Plan/General Plan Amendment Report. Compliance with these regulations is required due to the Project site's designation of Special Area Designator "B." No associated significant land use impacts would occur.

The northern area of the Project site is zoned A70 - Limited Agricultural, and the southern area of the Project site is zoned S90 - *Holding Area*. While residential development is a permitted use within the A70 and S90 zones, the allowable maximum densities must be in conformance with the zoning designations, which are consistent with the land use designations of the General Plan and Community Plan. Under the existing zoning, the maximum allowable number of dwelling units would be based on a minimum lot size of two acres. The Proposed Project would develop 751 dwelling units with minimum lot sizes of 4,000 s.f. (0.09 acre) for single-family homes. In order for the Project to be found consistent with the County Zoning Ordinance, the Project includes an application for a Rezone, which would rezone the entire site as S88 – *Specific Planning Area*. The S88 zone is intended to accommodate Specific Plan areas and would allow an unlimited variety of land uses. Upon approval by the Board of Supervisors, the Proposed Project would accomplish the necessary change and impacts would be **less than significant** pursuant to Guideline No. 1.

County of San Diego Park Land Dedication Ordinance

The Proposed Project would dedicate 8.5 acres for an active sports park adjacent to the east side of Horse Ranch Creek Road, which would include multi-purpose playing fields. Six neighborhood parks totaling 1.9 acres are proposed within the northern single-family area. The Proposed Project also would provide a 1.2-acre private recreational facility with a swimming pool, lounge area, and recreational hall. As such, the Project would meet the requirements set forth by the Park Land Dedication Ordinance for adequate parkland dedication and land use impacts to County parks as a result of Project implementation would be **less than significant**.

County of San Diego Subdivision Ordinance

The Project site has been designed such that it would be consistent with all requirements of the Subdivision Ordinance, upon approval of the Specific Plan Amendment. **No impact** is identified.

Natural Community Conservation Planning Program

As noted above, the MSCP implements the NCCP in a portion of the unincorporated lands of San Diego County. While the Project site is not located within the adopted MSCP area for North County, the Project

site is mapped as a hardline preserve in the Draft North County MSCP map. It is likely that the North County MSCP may be approved prior to approval of the Project; therefore, a hardline approval for coastal sage habitat has been sought by the Project Applicant, who has initiated discussions with the County, as well as with the USFWS and CDFG. The current Project design incorporates the agreed-upon hard line open space, which includes all on-site areas beyond proposed grading and fuel management zone limits. Such designation would allow for take authorization for listed species within the Project's impacted areas with no further approvals necessary from the resource agencies as they relate to the NCCP process. The hardline agreement between the applicant, County, and resource agencies would incorporate the protection measures for impacted biological resources. Measures listed in Subsection 3.3.5 of this EIR include a Resource Management Plan outlining the management tasks to be conducted to preserve the proposed open space in perpetuity. Tasks include maintenance, management, sensitive species surveys, and funding. The Project would comply with the NCCP, as required (refer to Subchapter 3.3, Biological Resources, for additional details). Land use impacts related to program non-conformity would be **less than significant**.

Congestion Management Program

As previously noted, the Traffic Impact Study completed for the Project (Appendix C) concluded that the Project would exceed CMP trigger thresholds for the ADT and street segment peak hour trips, as well as exceed the thresholds relating to freeway segment peak hour trips. Therefore, Project studies were completed in conformance with requirements for enhanced CEQA review. This enhanced review focused on regional freeways I-15 and SR 76 and concluded that the CMP LOS standard would not be met without the Proposed Project. Refer to Subchapter 2.2 of this EIR for additional information. With regard to land use, **no impact** is identified.

Potential Conflicts with Established Community Character, as defined by the Fallbrook Community Plan and Fallbrook Design Guidelines (Guideline No. 2)

Community character/land use compatibility can be defined as those features of a neighborhood or community that give it an individual identity, as well as the unique or significant resources that comprise the larger community. Community character/land use compatibility are also functions of the existing land uses and natural environmental features based on a sense of space and boundaries, physical characteristics (e.g., geographic setting, presence of unique natural and man-made features, ambient noise, air quality, etc.), and qualitative psychological responses held in common (e.g., "rural," "friendly").

Determination of a proposed project's effect on existing community character is derived from evaluating and comparing the introduced development to the existing community character of the area. If the proposed land uses conflict with the nature and character of the existing setting of the community, a significant impact would be anticipated. Evaluation of potential community character impacts is based on Project consistency with applicable goals and policies in relevant planning documents because these documents reflect the community's prioritization of what is important—to retain, improve or change. Specific goals, policies and standards of these two plans that are relevant to the Proposed Project are detailed and discussed in Appendix A, Land Use Plans and Policies Consistency Evaluation, of the Specific Plan and General Plan Amendment Report (DDS/GA 2010), and the Project is found consistent/conforming to their standards. The reader is referred to the appendix of the Specific Plan and General Plan Amendment Report for specifics. Conclusions based on those details are provided below.

The existing community within the Project vicinity generally is comprised of large-lot residential development and agricultural activities, although higher-density residential development, particularly Lake Rancho Viejo, is located in the vicinity. More specifically, the Project site is located adjacent to I-15, which is a major freeway trending north to south, connecting urban areas in San Diego and

Riverside counties. SR 76, a California state highway, is located adjacent to the southern Project boundary. The area serves as an interface between the more urban freeway areas and the less populated, rural areas to the east. Land uses to the west include vacant land (planned future Palomar College); I-15; the Pala Mesa Country Club Golf Resort with golf course, restaurant, and guestrooms; avocado groves; single-family residences; and undeveloped land. Undeveloped land and large-lot residences with scattered avocado groves are located to the north and northeast, as is the Monserate Mountain Preserve. The Meadowood Specific Plan Area, which currently contains citrus and avocado groves, is located to the east. The Campus Park West parcel lies adjacent to the southwestern site boundary and currently consists of a radio-controlled model aircraft facility and undeveloped land. Land uses to the south of the Project site include citrus groves, the San Luis Rey River, and the previously mentioned Lake Rancho Viejo single-family residential subdivision (Figure 4.1.5-1). Excluding the northern section, the Campus Park, Campus Park West, Meadowood and Palomar College properties are all components of an area planned by the community for development under the I-15/Highway 76 Interchange MSP.

The Proposed Project would provide a higher residential density, as well as localized commercial and office professional uses, in a suburban setting. Such development would constitute an intensification of land uses that could be perceived as detracting from the rural community character of the Community Plan area. While the Project would construct a consolidated residential development with commercial and office professional uses in a generally rural setting, large areas of open space would be preserved to retain the rural character. The Project also would provide 12.4 acres of parks and recreational facilities, and an integrated multi-purpose trail system to accommodate active and passive recreation areas, as well as access to hiking, bicycling, and horseback riding. Provision of these features within a consolidated development would maintain rural pursuits.

The Proposed Project has been designed in a "village" format, whereby the natural character of the site and surroundings provided both constraints and opportunities for the Proposed Project design. Higher density housing has been sited adjacent to the Town Center. Lower density residential housing would be sited in the northern and central portions of the Project site, further from the core and adjacent to existing off-site residential development. Architectural and landscaping guidelines contained in the Campus Park Specific Plan and General Plan Amendment Report and depicted in Chapter 1.0 of this EIR provide general design criteria. Location on the flatter portions of the site, as well as extensive Project landscaping along Project perimeter roads, would contribute to visual minimization of the development (the reader is referred to Subchapter 2.1, Aesthetics, of this EIR for additional detailed discussion).

In addition, while the Project site is located in rural Fallbrook Community Plan area, this portion of the Community Plan area along the I-15 corridor is transitioning to more intense uses by design. This is clearly expected and planned for by the community through the incorporation of the I-15 development plans into the Fallbrook Community Plan. Several existing and planned consolidated small-lot residential developments are located within the Project vicinity. Existing small-lot residential developments include the Lake Rancho Viejo development to the south and two other residential developments on the west side of the I-15. Planned developments include Campus Park West, located immediately to the southwest, Palomar College immediately to the west, and Meadowood to the immediate east. Campus Park West is planned for mixed-use development (single- and multi-family residential, commercial, potential wastewater treatment plant, a civic use, and office professional). Palomar College would be a community college ultimately serving approximately 12,000 students. Meadowood would be developed with single- and multi-family residences (between 844 and 886 DUs), parks, and an elementary school.

Given that the Proposed Project development would not be located along a ridgeline (skylined), would retain large areas of natural habitat, would provide substantial vegetative screening, and is consistent with location and development intensity proposed in the area Community Plan, **less than significant** impacts to community character are identified pursuant to Guideline No. 2.

Potential Impacts Associated with Physically Dividing a Community (Guideline No. 3)

The Project would be developed on land that is presently undeveloped and adjacent to and accessible via two major highways, I-15 and SR 76. Only one occupied residence is located on the Project site, and the Project site does not currently provide access to community uses to surrounding residents. No services (schools, shopping, churches, etc.) are provided in the immediate area that could be bisected. The Project, through the proposed SPA, would create a semi-rural residential community with semi-rural design references and commercial and office professional uses. Proposed facilities would include local parks, trails, and a Town Center, which would provide a point of cohesion and a place for surrounding residents to gather. For these reasons, effects associated with physically dividing an established community would not occur, and **no impact** is assessed.

Cumulative Impact Analysis

Significant cumulative land use and planning impacts occur as a result of the combination of Project effects which, when examined individually, or in a vacuum without other projects considered, may not be identified as significant. All of the projects listed in Table 1-15 were included in review of the potential for significant cumulative land use impacts. As noted in Table 1-14, two projects under review at the County in addition to the Proposed Project include GPAs (Campus Park West and Meadowood). Particular attention was given to those projects that include GPAs that may, in combination with the Project, contribute to increased land use density not envisioned in the General Plan or Community Plan. In addition, a Palomar College Campus Project is underway immediately west of the Proposed Project, as noted above in this section. Construction of these various residential, educational and commercial/industrial projects are anticipated to increase the urban intensity of the area, which may not be in conformance with the land use designations, policies and goals of the General Plan, Community Plan, I-15 Corridor Subregional Plan, MSP, and Zoning Ordinance, and may alter the overall community character and land use compatibility of the area over the long term.

As shown on Table 1-15, for the Proposed Project and all other cumulative projects, a total of approximately 4,770 to 4,810 residences, as well as various commercial, office professional, and educational developments would be constructed. Approval of the three GPA projects alone (i.e., the Proposed Project, Campus Park West, and Meadowood) would result in a total of 1,950 to 1,992 residential DUs (approximately 41 percent of the total cumulative residential units), as well as all of the office professional uses, and potentially would result in a significant cumulative impact to the existing land use densities and character of the area. These cumulative projects would result in significant changes in the community character (as demonstrated through by its visual character) of the areas east of I-15. This change in the seen environment is expressly addressed in the cumulative impacts discussion of Subchapter 2.1, Aesthetics. Assessing significant cumulative effects to the same criteria here would be duplicative. The reader is therefore referred to Subchapter 2.1, Section 2.1.4 of this EIR.

With regard to land use consistency, approval of the Project and the other two GPA projects under the jurisdiction of the County, in conjunction with their related amendments would resolve any inconsistencies and achieve conformity with land use designations, goals and policies of the General Plan, Community Plan, Zoning Ordinance, and Subdivision Ordinance. As discussed above, the Project also would be consistent with all other relevant land use plans and policies. Based on this, the Project would be consistent with all applicable land use and planning requirements and would not significantly contribute to related cumulative impacts in association with the projects listed in Table 1-14. Similarly, any potential changes in community character also would be consistent with planning documents for the area. Therefore, the Project would not result in a cumulatively considerable land use effect and potential impacts related to document conformity/inconsistency, including for the issue of community character

would be **less than significant**. Again, the reader is referred to Section 2.1.4 of Subchapter 2.1, however, for discussion of cumulative visual effects related to community character.

Mitigation

Potentially significant land use conformance issues discussed above would be addressed through implementation of Project design elements. No mitigation is required.

Conclusion

The Project would be inconsistent with existing goals and policies in the Land Use Element of the General Plan, the Circulation Element of the General Plan, and the Community Plan. The Project also would be inconsistent with the Zoning Ordinance. If the Project is approved, each of these inconsistencies would be resolved during Board of Supervisors action on the Project as the Project application includes amendments to the General Plan, Specific Plan, and Zoning Ordinance. Potential effects related to community character were identified as less than significant. No land use impacts related to physical community division would occur. Finally, there would be no cumulatively considerable land use impacts as a result of Project development.

4.1.6 Utilities and Service Systems/Public Services

The 1981 and 1983 EIRs identified public service impacts as significant but mitigable. The 1981 EIR found impacts to police, water, and wastewater disposal as significant but mitigable, and covered impacts to energy supply, fire protection, schools, health care, solid waste and private utilities under Effects Found Not to Be Significant. The 1981 EIR discussed annexation for water and wastewater into either the RMWD or the San Luis Rey Municipal Water District. The use of well water or recycled water was discussed. The uses of recycled water for irrigation or construction of a package WTP on site were noted as possible mitigation measures for wastewater disposal impacts.

The 1983 EIR required the Applicant to pay annexation fees to RMWD with regard to water service and to incorporate water conservation measures. Payment of sewer annexation and collection fees, combined with a report to determine the impact to RMWD and identification of necessary facility impacts to RMWD, were identified as mitigating sewer-related impacts. Payment of annexation and development fees would be necessary with regard to fire, as well as automatic sprinklers in the Hewlett-Packard building. Payment of development fees to school districts was required for the anticipated 300 students associated with the project (schools were identified as being over capacity). The 1983 EIR does not discuss police protection.

Since preparation of the previous EIRs, the Project site has been annexed into the RMWD service district for water and sewer services and annexation fees to RMWD would no longer be necessary. Similarly, the Project is within the fire district per the North County Fire Protection District.

The 1981 mitigation measures are no longer viable, as well water and a package WTP are not proposed as part of the Project. In addition, population in the area has changed, which is the basis for assessment of services impacts. The changes in existing service concerns and mitigation possibilities, result in a requirement for new subsequent analysis to wastewater management. Water services also would not require annexation into the RMWD. Schools and fire protection services require update with current response times and agency capacity. The reader is referred to text below for new and/or revised evaluation of water, wastewater management, schools, and fire and police protection.

A Water System Analysis, a Sewer Service Analysis, and Ten Percent Design Report for the Campus Park Sewer Lift Station, all prepared by Dexter Wilson Engineering, Inc. (2010a, 2010b, and 2010c, respectively), are included in Appendix I and summarized below. An FPP/FMP prepared by Hunt (2009, as amended), included in Appendix J, also is summarized below. In addition, Project Facility Availability Forms, as well as personal communications from service providers, are summarized below and included in Appendix I.

Existing Conditions

Water Supply

Available water supply information is continuously changing. Information below is current as of mid July 2009.

Senate Bill 610 (effective on January 1, 2002), which has been codified in the Water Code beginning with Section 10910, requires the preparation of a WSA for projects within cities and counties that propose to construct 500 or more residential units or the equivalent. Senate Bill 610 stipulates that when environmental review of certain large development projects is required, the water agency that is to serve the development must complete a WSA to evaluate water supplies that are or will be available during normal, single-dry, and multiple-dry years for a 20-year period to meet existing and planned future demands, including the demand associated with the project. The assessment includes, among other information, an identification of existing water supply entitlements, water rights, or other water service contracts relevant to the identified water supply for the project, water received in prior years pursuant to those entitlements, rights, and contracts, and a description of the quantities of water received in prior years by the public water system.

Enacted in 2001, Senate Bill 221 requires that the legislative body of a city or county which is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term "sufficient water supply" is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the proposed subdivision. The definition of sufficient water supply also includes the requirement that sufficient water encompass not only the proposed subdivision, but also existing and planned future uses, including, but not limited to, agricultural and industrial uses.

The Project site is located within RMWD, which provides water service to the unincorporated areas of northwestern San Diego County, specifically the unincorporated communities of Rainbow, Bonsall, and a portion of Fallbrook. The RMWD service area is bounded by Camp Pendleton to the west, City of Vista to the south, Fallbrook Community Planning Area to the east and County of Riverside to the north. RMWD covers 49,800 acres and serves approximately 7,000 households/businesses through 6,300 connections. RMWD has 17 reservoirs (total capacity 1,350 acre-feet [a.f.]), 46 pressure stations, and approximately 300 miles of pipeline. The majority of water service is provided to agricultural customers and the average daily consumption of RMWD is a maximum of approximately 84.2 million gallons per day (gpd) or 58,619 gpm.

The RMWD's May 2006 Water Master Plan Update Final Report uses SANDAG's population projections to determine ultimate water demand. The Campus Park Project was included in the RMWD Water Master Plan. The report states that the supply capacity of the existing aqueduct connections is projected to be adequate for ultimate demands. RMWD is a retail water supplier and a member agency of the San Diego County Water Authority (SDCWA), a wholesale water supplier. RMWD purchases 100 percent of its potable water from the SDCWA, which in turn purchases approximately 85 percent of its

potable water from the Metropolitan Water District of Southern California (MWD), which obtains water from the Colorado River and State Water Project (SWP) sources in northern California. Water from the Colorado River is delivered to the MWD via the Colorado River Aqueduct, and water from the SWP is delivered via the California Aqueduct. In December 2007, the District Court ruled that the threatened delta smelt required protection via restrictions on use of water pumps supplying water from the Sacramento/San Joaquin Delta associated with the SWP. These restrictions could result in the reduction of water from the SWP by as much as 40 percent.

MWD completed an Urban Water Management Plan (UWMP) in 2005 that evaluated water supplies and demand over a 20-year period under average conditions as well as under single and multiple year drought conditions. In the UWMP, MWD anticipated substantial cutbacks to water available (up to 50 percent) under the SWP. The UWMP concludes that reduced supply under these scenarios primarily could be made up from enhanced in-basin storage capacity added to the system since the 1990s. The shortfall could be made up even during a multiple dry-year scenario with cut backs of up to 45 to 50 percent over an average year. The UWMP also concludes that MWD can cover supply obligations to its member agencies (including SDCWA) through 2030, even under conditions existing in past droughts. MWD's 2005 UWMP, however, was developed before the regulatory restrictions were placed on the SWP beginning in 2007. These restrictions on pumping have reduced supply deliveries from the SWP in dry, normal, and wet periods. MWD was counting on full deliveries from the SWP in wet years to fill storage supplies that would then be available in dry years. Under the recent regulatory restrictions, availability of deliveries in wet years has been reduced.

MWD also has a Water Surplus and Drought Management (WSDM) Plan, which provides the overall strategy for managing MWD's resources to meet the range of estimated water demands for the calendar year. On a monthly basis, MWD provides to its Board with an update on the regional water supply and demand conditions and potential actions under the Water Surplus and Drought Management Plan. The monthly report provides the status of its supplies from the State Water Project, Colorado River, MWD storage, and storage/exchange programs to determine how to meet potential demands. Currently, MWD has called for a Water Supply Alert – Condition 2, which requires member agencies to adopt conservation measures consistent with the WSDM Plan in order to reduce demand throughout the service area; thereby preserving storage reserves and avoiding or minimizing the need for supply allocations should dry conditions continue.

SDCWA is actively pursuing water supplies from other resources to serve the region's needs through 2030. SDCWA's Updated 2005 UWMP (last updated in April 2007) identifies proposed water resources to be developed over the next 25 years to ensure long-term water supply reliability for the San Diego region. The Updated 2005 UWMP takes into account the population forecast from SANDAG's 2030 Cities/County Forecast. Projects identified in the Updated 2005 UWMP that would provide SDCWA water beyond that received from MWD include the Imperial Irrigation District water transfer and the All-American Canal and Coachella Canal lining projects.

In 1998, SDCWA signed an agreement with the Imperial Irrigation District for the long-term transfer of conserved Colorado River water to San Diego County. Under the agreement, Colorado River water is conserved by Imperial Valley farmers who voluntarily participate in the program. The conserved water is transferred to SDCWA for use in San Diego County. In 2006, SDCWA received 40,000 a.f. of water from this agreement with quantities increasing annually to 200,000 a.f. by 2021.

SDCWA was assigned Metropolitan's rights to conserve water from projects that will line the All-American Canal and Coachella Canal. The projects, if approved and implemented, will reduce the loss of water that currently occurs through seepage, delivering an additional 8.5 million a.f. of water to SDCWA and the San Diego region over the 110-year life of the agreement.

By 2030, water deliveries to the San Diego region from the above-mentioned projects will provide an estimated supply of 277,700 a.f. of potable water per year in addition to water purchased from MWD. The SDCWA also is pursuing potable water generation facilities in the County.

In 2001, SDCWA's Board of Directors approved the Seawater Desalination Action Plan, and in October 2006, the 2006 Desalination Action Plan was approved. SDCWA's current seawater desalination efforts focus on two main areas within San Diego County: (1) San Onofre Generating Station in the northern portion of San Diego County on Marine Corps Base Camp Pendleton and (2) the South Bay/South County area. The goal for SDCWA's Regional Seawater Desalination Program is to generate up to 33,600 a.f. of potable water per year by 2020 and continuing at this level through the 2030 planning period. The SDCWA also has recently completed (April 2008) the Twin Oaks Valley WTP. The facility provides additional filtering capacity, thereby increasing the amount of potable water available for use. The WTP is the first for SDCWA and treats up to 100 million gpd of drinking water, or enough to serve up to 220,000 typical households per year.

In addition, Carlsbad Desalination Plant at the Encina Power Station (a private project by Poseidon Resources) would supply potable water to nine public water agencies, including Carlsbad Municipal Water District, Rincon del Diablo Municipal Water District, Olivenhain Municipal Water District, Vallecitos Water District, Sweetwater Authority, Valley Center Municipal Water District, Santa Fe Irrigation District, RMWD and City of Oceanside Municipal Water District. (RMWD has an agreement dated July 2007 to purchase 7,500 acre-feet per year.) The proposed regional seawater desalination project at the Encina Power Station includes a 50-million gpd seawater desalination facility sited on four acres of the station. The Final Environmental Impact Report for the Poseidon Resources Desalination Plant on the site of the Encina Power Station in Carlsbad was certified in June 2006 and approved by the San Diego RWQCB on May 13, 2009. The facility is expected to break ground in January 2010 and be operational by 2012.

SDCWA has a Drought Management Plan (DMP) and a Model Drought Response Ordinance. The DMP was developed with member agency input and adopted by the SDCWA Board in March 2006. It contains a list of regional water management actions available to SDCWA during drought conditions to avoid or reduce impacts due to supply shortages. These actions are organized into three progressive stages that include voluntary supply management, supply enhancement, and mandatory cutbacks, including a supply allocation methodology. The model ordinance was approved by the SDCWA Board in March 2008 use for by the member agencies in updating their existing ordinances. It contains four reduction levels that increase in severity to adapt to changing supply conditions.

In late 2007, MWD first notified its member agencies that it expected considerable supply challenges, which would result in insufficient core supplies from the Colorado River and SWP to meet demand over the following 2008 water year. MWD's announcement in 2007 that it would draw from its Water Surplus and Drought Management supplemental storage supplies triggered implementation of SDCWA's DMP. SDCWA has implemented a range of drought response measures since activating the DMP, including a call for increased voluntary conservation, increased delivery of imported water into local reservoirs for carryover purposes, and water supply transfer.

On April 14, 2009, MWD announced its intention to cut water deliveries to the San Diego regions by 13 percent for fiscal year 2010. As a result, SDCWA moved to DMP Stage 3 mandatory cutbacks, and announced that it would cut municipal and industrial water deliveries to its member agencies by eight percent during fiscal year 2010. The eight percent reduction takes into account additional supplies available due to the diversification efforts to SCDWA's member agencies. To help achieve the required water use reduction, at its April 23, 2009 meeting, the SDCWA Board declared a Level 2 Drought Alert

condition throughout the region under its model ordinance. Declaration of Level 2 under the model ordinance enabled SDCWA's member agencies to adopt mandatory conservation measures for residences and businesses designed to elicit retail customer water use reductions of up to 20 percent.

Similarly, RMWD has prepared "An Ordinance of RMWD Adopting a Drought Response Conservation Program" (Ordinance No. 08-01), which discusses voluntary and mandatory water conservation under different levels of drought. Under this ordinance, there are four drought response levels. Level 1 (drought watch condition) "applies when SDCWA notifies its member agencies (including RMWD) that due to drought or other supply reductions, there is a reasonable probability there will be supply shortages and that a consumer demand reduction of up to 10 percent is required…." Level 2 (drought alert condition) applies when "due to cutbacks caused by drought or other reduction in supplies, a consumer demand reduction of up to 20 percent is required." Level 3 (drought critical condition) requires up to 40 percent consumer demand reduction, and Level 4 (drought emergency condition) requires more than a 40 percent reduction.

SDCWA also has a Blueprint for Water Conservation for Fiscal Years 2007 through 2012 (2007), which discusses the strategies for water conservation, including landscaping, indoor use (residential, commercial, institutional, and industrial), and agriculture.

The Project's WSA was approved by RMWD in May 2005, and is included in Appendix I of the EIR. Since the WSA was developed in 2005, it does not contain information regarding the regulatory restrictions that were placed on the SWP beginning in 2007. These regulatory restrictions have resulted in reduced supply deliveries and reliability. There are uncertainties regarding SDCWA's supplies from MWD due to the changed condition associated with the SWP deliveries.

The changed conditions put into question the sufficiency of SDCWA's supplies in the short-term. To manage the current short-term supply condition, SDCWA is implementing its DMP. MWD also is implementing its Water Surplus and Drought Management, Five-Year Action Plan, and Water Supply Allocation Plan. To plan for long-term supply reliability, SDCWA continues to implement its diversification strategy, will participate in the update of MWD's Integrated Resources Plan, and will update it UWMP in 2010 to reflect changed supply conditions.

There are two existing water service pressure zones in the vicinity of the Project site. The Canonita Zone system operates at a hydraulic grade line of 1,019 feet. The nearest facility to the Project site is a 16-inch-diameter water main in Stewart Canyon Road approximately 700 feet north of the site. From its intersection with I-15, this water main extends north and connects to the 6.0-million-gallon Canonita Tank. The Beck Zone system, located to the west and southwest of the Project site, operates at a hydraulic grade line of 897 feet. The nearest water line to the Project site is an 18-inch-diameter water main located in the Pala Mesa Drive overpass of I-15 (refer to Figure 1-31). The Beck Zone system includes the Beck Reservoir, which has a storage capacity of 203.7 million gallons.

Wastewater Management

The RMWD is responsible for collection, transmission, treatment, and disposal of wastewater generated from those areas of the district served by the public sewer system. RMWD has the capacity to treat 1.5 million gpd of wastewater at the recently (2004) expanded San Luis Rey WTP in Oceanside through a contract agreement with the City of Oceanside. According to SDCWA, the San Luis Rey WTP would be expanded to a capacity of 5.0 million gpd by 2020 (SDCWA 2008). RMWD currently uses about 1.0 million gpd of that capacity (Lee, pers. comm. 2008). RMWD does not have plans to contract out the remaining portion of their capacity because they plan to fully utilize it. RMWD maintains the pipelines and pumping equipment from the RMWD Plant B Pump Station, which is located just south-southwest of the Project site on Old Highway 395, to the San Luis Rey WTP.

The existing gravity sewers located in the vicinity of the Project site are in the east-central portion of the RMWD. An existing 12-inch-diameter gravity sewer main, called the Plant B Collector Sewer, begins west of I-15 at Reche Road and extends south and east along Tecalote Drive. The line then crosses under I-15 and follows Horse Ranch Creek southward along the southwestern boundary of the Project site across SR 76, as shown in Figure 1-32. As the line approaches San Luis Rey River, it turns to the west, crosses under I-15, and connects to the Plant B Pump Station. The pump station has a firm design capacity of 320 gpm, and the April 2006 Wastewater Master Plan identifies peak dry weather flows to this station as 242 gpm. The existing force main from the Plant B Pump Station is 6 inches in diameter and extends north from the pump station to a 24-inch gravity sewer main in SR 76.

A second gravity sewer line is located in the vicinity of the Project site. This 21- and 24-inch-diameter line is located in SR 76 beginning on the west side of I-15. This section of the line was constructed in 1988 as part of the Hewlett-Packard Campus Park improvements. The line continues west in SR 76 to Gird Road. This gravity sewer line currently is being used as part of RMWD's sewage conveyance system to deliver sewage to the San Luis Rey WTP. This gravity sewer main is part of the backbone sewerage system for the RMWD. It extends west and south and includes Lift Station Nos. 1 and 2 and their respective force mains as it conveys untreated wastewater to the San Luis Rey WTP in Oceanside.

Another force main was constructed as part of the Hewlett-Packard Campus Park improvements. This force main is a 10- and 12-inch-diameter ductile iron pipe inside a 16-inch-diameter steel casing that extends below the SR 76 bridge spanning I-15. The force main continues as a 10-inch-diameter pipe for approximately 200 feet on the west side of the bridge, where it connects to the 21-inch-diameter gravity sewer main in SR 76, which, in turn, connects to the above-mentioned 24-inch-diameter gravity sewer main in SR 76. A lift station that was intended to use the force main in SR 76 as a part of the Hewlett-Packard Campus Park improvements was never constructed.

Schools

The Project site is located within the service area of the Fallbrook Union High School District (FUHSD) and the Fallbrook Union Elementary School District (FUESD) (refer to Figure 4.1.6-1, School District Boundaries). In the FUESD, two elementary schools, Fallbrook Street Elementary School and Live Oak Elementary School, and one junior high school, Potter Junior High, are located within eight miles of the Project site. The nearest high school is Fallbrook High School, five miles from the Project site, which serves public high school students from the Fallbrook, Bonsall, and Vallecitos elementary school districts.

These schools, their distances, capacities, and current enrollment are presented in Table 4.1.6-1, Existing Schools in the Project Vicinity. Most of these schools are currently operating at or above capacity, according to school district staff; the exception is Fallbrook Street School, which have some limited remaining capacity available.

Fire Protection

The NCFPD, in conjunction with CalFire, would provide fire protection services to the proposed Campus Park development. The NCFPD is composed of the Rainbow Volunteer Fire Department and the Fallbrook Fire Department. It serves the Fallbrook, Bonsall, and Rainbow areas, with a primary service area of approximately 90 square miles and an estimated population of 45,000 people. The district also provides emergency medical services for 40 additional square miles outside the primary service area. The NCFPD currently operates six fire stations with 60 full time emergency services personnel, 14 support personnel, 20 reserve firefighters, and 33 volunteer firefighters.

The closest station to the Project site, Fire Station No. 4, is located at 4375 Pala Mesa Drive just west of Old Highway 395. Using existing roadways, the station is currently about two miles from the southern portion of the Project site and from the northern portion of the Project site. The station is staffed 24 hours

per day by one captain, one engineer, two firefighter/paramedics, and one reserve firefighter. The station has an engine company and a paramedic ambulance, both staffed by firefighters. A brush truck with off-road capabilities is normally used only for wildfires.

During the 2007-2008 fiscal year, Fire Station No. 4 responded to approximately 1,263 calls, or 29 percent of the 4,309 calls received by the combined six fire stations in the NCFPD. On a daily basis, this station responded to an average of three calls per day, mostly related to traffic accidents on I-15.

The Public Facilities Element of the San Diego County General Plan states that for urban, unincorporated areas, the current minimally acceptable response time for emergency response is five minutes for single-family residential lots of less than two acres, multi-family residential, and all commercial development.

Police Protection

The County Sheriff's Department provides law enforcement services to the County's unincorporated areas. Such services include general patrol, traffic enforcement, criminal investigation, crime prevention, juvenile services, communications dispatch, and various management support services. The Sheriff's Department operates a substation at 388 East Alvarado Street in Fallbrook, which is approximately 10 miles west-northwest of the Project site. Staffing at the Fallbrook substation includes 33 sworn personnel, 5 non-sworn employees, and 5 reserve staff.

The Public Facilities Element of the San Diego County General Plan contains an objective to provide facilities sufficient to accommodate a service level of three patrol shifts per day per 10,000 population. The 2010 population of the Fallbrook substation service area is approximately 42,500 (Weatherford, pers. comm. 2010). The Fallbrook substation currently operates on a two-shift per day schedule, with each shift working 12.5 hours. While the number of units working each day can vary, on a typical day, there are approximately 13 units working (Weatherford, pers. comm. 2010). With a population of 42,500, 12.75 units would be required to meet the objective of 3 units per 10,000 population. On a typical day, there are enough units working within the Fallbrook substation area to meet this objective.

The Sheriff's Department recently has completed a law enforcement master plan and has identified the area in the vicinity of the Project site as a future expansion area not easily served from existing facilities (Mays, pers. comm. 2008). According to the Director of Facilities for the Sheriff's Department, construction of a new station or a public safety land set-aside in this general area would help ensure adequate police protection in the vicinity (Sampson, pers. comm. 2005). The Sheriff's Department also specified that the Campus Park West property would provide the most suitable location for a Sheriff's sub-station due to its proximity to SR 76 (Mays, pers. comm. 2008).

Guidelines for the Determination of Significance

Guidelines of Significance

A significant impact to utilities would occur if the Proposed Project would:

1. Create a demand for potable water that cannot be met with the current projected water supplies and/or that requires alterations to the existing water pipelines and infrastructure that is needed to convey potable water to the site, or would not comply with Senate Bills 610 and 221.

2. Generate wastewater that cannot be treated by an existing or proposed facility and/or requires alterations to existing sewage systems and infrastructure.

A significant impact to public services (schools, fire protection, and police protection) would occur if the Proposed Project would:

3. Result in the need for altered or new governmental facilities in order to maintain acceptable service ratios, response times, or other performance service measures, the construction of which would cause significant environmental impacts.

Guideline Sources

The identified guidelines for significance are based on Appendix G of the CEQA Guidelines, the Public Facilities Element of the County of San Diego's General Plan, and the Fallbrook Community Plan, and are intended to ensure that adequate public utilities and services are available for local residents.

Analysis of Project Effects and Determination as to Significance

Water Supply (Guideline No. 1)

The Water System Analysis (Dexter Wilson Engineering, Inc. 2010a) is included in Appendix I of this EIR and is summarized below. The Project Facility Availability Form completed by RMWD in October 2010indicates that facilities to serve the Project would be available based on the capital facility plans of the district.

It is estimated that the Proposed Project would utilize approximately 441,500 gpd or 307 gpm of water (Table 4.1.6-2). The maximum day demand is expected to be 883,000 gpd (613 gpm), and the peak hour demand is estimated at 1,986,750 gpd or 1,382 gpm. RMWD purchases 100 percent of its potable water from the SDCWA, which anticipates that sufficient water supplies will be available through 2030. Completion of the 2005 WSA by RMWD, and identification of adequate water supply, complies with Senate Bills 610 and 221. RMWD's WSA for the Proposed Project concluded that adequate water supply would be made available to the Project. Since completion of the WSA, SDCWA completed its DMP and Model Drought Response Ordinance, as discussed under Existing Conditions, above. SDCWA's DMP was implemented in 2007 following MWD's announcement that it would draw from its Water Surplus and Drought Management supplement storage supplies. SDCWA has since implemented a range of drought response measures, including voluntary conservation. In April 2009, the SDCWA Board declared a Level 2 Drought Alert, which requires up to 20 percent of mandatory conservation. Conservation measures under a drought alert include restrictions on amount and time of landscaping irrigation, restrictions on washing vehicles at home, repairing water leaks, serving and refilling water only upon request at businesses, etc.

The WSA was completed in 2005, when the proposed uses on site would have required more water than is currently proposed. At that time, the WSA estimated that the Proposed Project would require 1,060 acre feet per year and that such water was available. The current Project only would require approximately 421 acre feet per year.[3] This represents a 60-percent reduction from what was proposed in 2005. This 60-percent reduction is more than the current 20-percent reduction mandated by SDCWA and RMWD. Building permits would not be obtained prior to adequate water availability to the Project. In addition, proposed houses would be under the same water restrictions as other residences in the region. Therefore, adequate water supply to the Project would be obtainable.

[3] The reduction is due to fewer units currently proposed, and water conservation features committed to as Project design considerations (Dexter Wilson 2010), as well as the transfer of part of the Specific Plan property to Palomar College.

As noted above, RMWD also confirmed their prior (July 2008) Project Facility Availability Form stating that facilities to supply water to the Project would be in place within the next five years. It is anticipated that current drought conditions will have returned to "average-year" conditions prior to Project implementation because building permits would not be obtained prior to adequate water availability to the Project. Impacts associated with water supply to the Project would be **less than significant**.

Figure 1-31 illustrates the proposed water system for the Project. At the southwestern end of the Project site, the existing Beck 897 Zone 18-inch-diameter water line in the Pala Mesa Drive/I-15 overcrossing would be extended via a 16-inch-diameter water line from I-15 east to Pankey Place within the new Pala Mesa Drive/Pankey Road, then extend within Pankey Place to Horse Ranch Creek Road. This line would serve as the primary point of connection to the existing water system. In addition, for the purpose of redundancy, an existing Canonita 1019 Zone 16-inch-diameter water line located within the northern extension of Pankey Road would be extended from its southern terminus through the proposed Horse Ranch Creek Road. These water system connections would be the primary feeds to the proposed 660 Zone system, which would provide water service to the entire Project development area. Since the existing Beck 897 Zone and Canonita 1019 Zone hydraulic grade lines are too high for service at the Project site, two proposed pressure-reducing stations would be constructed at the connections to the existing water mains that would serve the Project. The stations would be installed on a concrete slab above grade and would include a 10-inch-diameter main valve capable of delivering up to 4,900 gpm continuous flow to meet the required fire flow capacity and a 4-inch-diameter valve with a flow range of 50 to 800 gpm to supply the domestic demands of the Project.

The majority of the on-site water lines would be eight inches in diameter. A 16-inch-diameter water line is proposed in Horse Ranch Creek Road and would deliver the required fire flows to the Town Center, sports complex, and office professional areas. A proposed extension of Pankey Road to Pala Mesa Drive would provide the means for completing a water system loop at the south end of the Project site.

The RMWD Water Master Plan identifies an ultimate surplus of reservoir storage in the Beck 897 Zone, which would serve as the primary water supply for the Project. The Beck Reservoir has a storage capacity of 203.7 million gallons. Because the Canonita 1019 Zone system would be used only as a redundant system, there is no expectation of daily water use from that system. Therefore, the Project development would not create additional storage demand on the Canonita 1019 Zone system.

Because the Proposed Project would create a demand for potable water that could be met with the current water storage capacity and the Project is in compliance with Senate Bills 610 and 221, impacts to water service would be **less than significant.**

Wastewater Management (Guideline No. 2)

The Sewer Service Analysis (Dexter Wilson Engineering, Inc. 2010b) prepared for the Proposed Project is included in Appendix I of this EIR and is summarized below. The Project Facility Availability Form completed by RMWD in October 2010 indicates that facilities to serve the Project would be available within the next five years based on the capital facility plans of the district.

It is anticipated that the Proposed Project would generate approximately 212,525 gpd or 148 gpm of sewage (Table 4.1.6-3). The peak sewage flow is estimated to be 758,714 gpd or 527 gpm.

Figure 1-32 illustrates the proposed sewer system for the Project. The on-site sewer system would primarily consist of eight-inch-diameter gravity sewer lines within all neighborhood collector roads within the Proposed Project. In Horse Ranch Creek Road, a larger sewer line would be necessary because of the flatter grade of the proposed road and because this line would be the collector sewer for the Project.

Preliminary sizing analysis indicates that 10- to 12-inch-diameter sewer mains would be needed in Horse Ranch Creek Road and 12-inch-diameter sewer lines would be needed from Horse Ranch Creek Road west to the new sewer lift station in the southern portion of the Project site to accommodate ultimate Project sewage flows. It is assumed that no sewage generated by the Project would enter into the existing 12-inch-diameter Plant B Collector sewer system. (The recommended gravity sewer main sizes would accommodate the flows from the Palomar College site, which has 100 EDUs of sewer capacity.) Instead, it is proposed that a new sewer lift station with a minimum firm pumping capacity of 918 gpm be constructed in the southwestern corner of the Project site (PA I-1 [Figure 1-32]) to provide pumping capacity for the buildout of the Proposed Project, Palomar College, and the 12-inch-diameter interceptor line. The lift station would pump all wastewater to the existing 12-inch-diameter force main in SR 76.

Currently, an agreement between the Project Applicant and RMWD allows for the conveyance, treatment, and disposal of wastewater for 850.57 EDUs, or the entire amount of Proposed Project projected generation.

The Project's on-site sewer lift station would deliver sewage flows in SR 76 to the west side of I-15, from which point the flows could be conveyed west to Oceanside.

All on- and off-site impacts associated with the extension of wastewater facilities related to individual resource areas are detailed throughout Chapters 2.0 and 3.0. Because Campus Park wastewater would be treated at an existing facility for which commitments to serve have been obtained, in accordance with Guideline No. 3, the Project would result in **less than significant impacts**.

Schools (Guideline No. 3)

The residential component of the Proposed Project would generate new school-aged students. To forecast kindergarten through eighth grade student numbers in its district, FUESD uses a rate of 0.261 student per single-family residence, and 0.435 student per multi-family residence. FUHSD uses a rate of 0.152 student per single-family residence and 0.199 student per multi-family residence to calculate increased high school populations. Applying these rates, the Proposed Project would contribute approximately 236 new elementary/middle school students and 125 new high school students, for a total of 361 students, to Fallbrook school district. The anticipated distribution of new students is outlined in Table 4.1.6-4, Anticipated Number of New Students from the Project.

Both school districts have indicated that the Proposed Project would result in the overcrowding of one or more of the schools noted above in Section 3.5.1, Existing Conditions, contributing to the need for expansion of existing schools and/or new schools (Proctor, pers. comm. 2008, Gannet, pers. comm. 2008). The FUHSD is in a long-term site-selection process to build a new comprehensive high school. The District plans to float a bond issue to help finance it in combination with any mitigation funds provided by new residential development projects in the area (Gannet, pers. comm. 2008). In accordance with California Education Code Section 17620, prior to the issuance of building permits the Project Applicant would pay development impact fees to the school district, which are intended to reflect a fair share contribution toward school improvements needed to serve cumulative development. Therefore, the Proposed Project is anticipated to have a **less than significant impact** on school services.

The County has a School Facilities Mitigation Ordinance (7966), which requires addressing school facilities impacts prior to legislative action on a project such as the Proposed Project. The ordinance requires execution of a binding agreement between an applicant and the affected school district prior to legislative approvals associated with a proposed project. The Project would be required to execute an agreement between the Project Applicant and the affected school districts in order to set forth the methodology for providing school services to students generated by the Project. This agreement would

ensure that school services and adequate facilities would be available concurrent with the number of students generated by the Project and impacts would be **less than significant**.

Fire Protection (Guideline No. 3)

Fire Station No. 4 has "first in" responsibility for the Project site. Response to a structure fire would include two engine companies, a ladder truck, and a Battalion Chief. In addition to Fire Station No. 4 response, the ladder truck and crew would come from the Pala Reservation; a response would not be guaranteed if there also was a fire at the Reservation. The NCFPD does not have an aerial ladder truck, which might be needed on scene for an effective fire attack at a commercial building fire or a fire in multi-family residential units; the second closest aerial ladder truck is located at the City of Vista's Fire Station No. 1, about 15 miles away.

Total personnel on scene would be approximately 10 firefighters plus the Battalion Chief. Total response time would be about 10 to 15 minutes. Response to a vegetation fire would be four engine companies and a Battalion Chief, for a total of 13 firefighters from within the NCFPD. The travel time also would be about 15 minutes. CalFire also would respond to a vegetation fire on the Project site depending upon the size of the fire and the threat. More information on fire protection and fuel management is provided in Section 4.1.3, Hazards and Hazardous Materials.

The Project would comply with all the conditions and recommendations regarding access, water supply, fire sprinklers and other fire protection systems, ignition-resistant structures, and vegetation management (including combustible vegetation clearance) described in the Project Facility Availability Form in Appendix I and Sections 5 through 8 of the Conceptual FPP/FMP (Hunt 2009, as amended; EIR Appendix J). The Project Applicant also would contribute developer fees toward improved fire protection services in the area, and these services would benefit from increased property taxes and other County revenues. Therefore, impacts to fire protection services would be **less than significant** as a result of Proposed Project implementation.

The Fire Marshall has indicated that the Proposed Project is eligible for service. Because of the staffing detail and close proximity of Fire Station No. 4 to the Project site, it is expected that this station would be generally consistent with the General Plan Public Facility Element response time target goal of five minutes as detailed below.

The distance from Station No. 4 to the furthest dwelling was calculated by the San Diego County Fire Authority/Department of Planning and Land Use Fire Marshal using a route which goes south on Old Highway 395 to SR 76, east on SR 76, and north on Horse Ranch Creek Road. The Fire Marshal found the furthest travel distance to be 5.65 minutes (i.e., 5 minutes and 39 seconds).

Although this travel time is generally consistent with the County General Plan, Public Facilities Element, the attenuating factors allowing the worst-case 39-second delay include:

1. If a fire should occur, the first arriving NCFPD fire company would normally include five personnel; three in the engine and two in an ambulance. Resources also would respond from CalFire Red Mountain fire station and the Rainbow Volunteers via Automatic Aid. The CalFire Miller station would respond via Mutual Aid. These resources should arrive in approximately 10 minutes. Therefore, within 10 to 15 minutes travel time the full assignment of fire companies responding to a structure fire at Campus Park is projected to arrive. Ladder truck response time is approximately 20 minutes.
2. Within 10 to 15 minutes estimated travel time for a reported structural fire at Campus Park, the total personnel at the fire scene would be approximately 10 firefighters plus the battalion chief. For a vegetation fire, the total estimated personnel arriving, within 10 to 15 minutes travel time, would be four engine companies and a battalion chief, totaling 13 firefighters.

3. Fuel Modification Zones in various key locations would be between 125 and 200 feet in width, depending on the location, which is between 25 and 100 feet wider than required by the County Consolidated Fire Code.
4. All structures would have internal fire sprinklers. Based on a recent National Fire Protection Association (NFPA; Appendix J) sprinkler study, flames did not leave the room of origin in 95 percent of buildings with sprinklers. The study also indicated that fire sprinkler systems are 96 percent effective in controlling or extinguishing a fire. Two or fewer sprinkler heads operated in 89 percent of the fires, requiring a very low water requirement (likely to be 25 to 50 gpm). At most, firefighters may need to operate one hand line to support the sprinkler system. This only requires one engine company. Fire sprinklers substantially attenuate the structural fire problem and demonstrate an excellent record.
5. Per the FPP, all structures would meet or exceed the NDFPD, County and State Ignition Resistant Construction requirements for developments in the wildlands/urban interface. Ignition-resistant construction has been proven to be highly effective in recent fires (including in San Diego County). Ignition-resistant construction, in conjunction with extensive fuel modification, attenuate potential for fire involvement of multiple structures.
6. The FPP also includes fire hydrant locations which exceed code requirements. Hydrants would be spaced no more than 500 feet apart in single family dwelling areas and 300 feet apart in commercial and industrial areas.
7. The FPP also includes other upgraded features exceeding code requirements and included as tactical upgrades to assist firefighters. These may be included, but are not restricted to, wet standpipes, enclosed stairways, and other built-in features when and as-needed to assist firefighters in multi-story commercial buildings (see Appendix J).
8. No wood fences would be placed on the development perimeter.

These considerations render the travel times consistent with the Public Facility Element guideline.

Police Protection (Guideline No. 3)

The current objective identified in the General Plan is a service level of three patrol shifts per day per 10,000 population. The proposed project would result in the demolition of one residential unit and the construction of 751 residential units, resulting in a net increase of 750 units on the project site. SANDAG estimates indicate that the unincorporated portions of San Diego County have an average of 2.95 persons per household (SANDAG 2010). The net increase of 750 residential units at the site would result in an estimated population increase of 2,213 people.

The Sheriff's Department has indicated that future response times to the Project cannot be accurately estimated, as they depend on such factors as type of call, call priority, previous calls pending, time of day, location of squad car, and amount of traffic.

The issue under CEQA is whether the Proposed Project would "result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives" for the public service. For law enforcement, the performance measurement is service ratio. Using the County's objective of three patrol shifts per day per 10,000 people, the Project would require an increase of 0.66 unit per day to maintain the current level of service. Therefore, while the Project would result in a need for an incremental increase in staffing, it would not result in the need for the construction of new facilities that would result in substantial adverse physical impacts.

Impacts to police protection services would be **less than significant.**

Cumulative Impact Analysis

A number of related cumulative projects are planned for development in the vicinity of the Campus Park Project, as listed in Tables 1-14 and 1-15. These future projects include residential developments totaling approximately 4,021 units, as well as other types of development, such as expansion of the Pala Mesa Resort. Cumulative impacts of these development projects are discussed below. The significance guidelines that were used to evaluate Project-specific impacts, described above, are also used here to evaluate cumulative impacts.

Water Supply

Based on the average household consumption of approximately 400 to 500 gpd, the future cumulative increase in demand (including the Proposed Project) would be 2.0 to 2.5 million gpd. According to the Draft Regional Water Facilities Master Plan (SDCWA 2002), water demand associated with cumulative development in the Project vicinity is expected to be within the demand anticipated for this region by the Year 2010 of approximately 39,800 acre-feet per year, or about 35.5 million gpd. According to the RMWD Master Plan, the cumulative growth and associated water demand described here would be within that anticipated by RMWD. Expanded facilities and water supply ultimately would be available to serve these projects and would not necessarily require the installation of additional facilities beyond those planned in the RMWD Master Plan. As stated above under Existing Conditions, due to the current short-term supply condition, SDCWA is implementing its DMP. Also as stated above, to plan for long-term supply reliability, SDCWA continues to implement its diversification strategy, will participate in the update of MWD's Integrated Resources Plan, and will update its UWMP in 2010 to reflect changing supply conditions. Projects potentially would be constrained in terms of water use, but supply adequate to serve health and safety requirements of the population are assumed. Each project also would be required to pay appropriate fees for each EDU prior to granting of building permits for all approved projects. Such fees would go toward the cost of construction of expanded facilities. Therefore, cumulative impacts to water utilities are anticipated to be **less than significant.**

Wastewater Management

Wastewater treatment would be provided by the San Luis Rey WTP in Oceanside.

The San Luis Rey WTP has a current capacity of 1.5 million gpd and is operating at approximately 67 percent of its capacity (1.0 million gpd). Based on an average of 250 gpd per household, the total cumulative residential sewage generation (including the Proposed Project) would be approximately 1.3 million gpd over current levels. (This estimate is considered conservative in that (1) some projects would not be within RMWD and therefore may not be treated by the San Luis Rey WTP and (2) some projects may utilize septic systems.) This would further increase sewage treatment demand over the maximum service capacity of the San Luis Rey WTP. However, the RMWD Wastewater Master Plan recognizes the cumulative need for additional treatment capacity. The Proposed Project and other cumulative projects within the district would pay appropriate fees prior to granting of building permits for all approved projects. Because the Proposed Project has been accounted for within the Wastewater Master Plan prepared by RMWD and capacity is available for the Proposed Project, the Project's contribution to cumulative impacts on wastewater treatment services would be **less than significant.**

Schools

Cumulatively, the future residential projects listed in Tables 1-14 and 1-15 would generate approximately up to 2,036 elementary/middle school and 820 high school-aged students. The scale of cumulative development in the vicinity of the Proposed Project is such that cumulative conditions would result in students in excess of existing and planned school capacities. The affected school districts would need to

expand school facilities. The required payment of Project direct development impact fees to the affected school districts would avoid significant impacts upon schools from the Proposed Project. Other future developments also would be required to pay school fees and/or dedicate land for schools commensurate with their impact contribution. Because the adverse effect of student loading on area schools would be addressed during routine payment of fees, the Proposed Project's contribution cumulative impacts upon Fallbrook schools would be **less than significant.**

Fire Protection

As noted above and in Section 4.1.3 of this EIR, Project-related development fees and property taxes would benefit the NCFPD, which also has required the incorporation of certain fire prevention design measures into the Proposed Project. Paying these fees and meeting the design requirements would avoid significant impacts from Project development. Likewise, development of other projects in the vicinity of the Proposed Project also would be required to pay developer fees and property taxes, and incorporate similar design measures to avoid significant fire service impacts. Compliance with these existing programs would ensure that the cumulative effect of Project development on fire protection would be **less than significant.**

Police Protection

To plan for future growth, the Sheriff's Department completed the Law Enforcement Facilities Master Plan (2005). In addition to assessing the existing conditions of County law enforcement facilities, the Law Enforcement Facilities Master Plan, using population projections prepared by SANDAG, recommended the construction of a new station along the northern section of the I-15 corridor (Mays, pers. comm. 2006). As an example, the future proposed projects in the quadrant, including the Proposed Project, would support approximately 13,891 people. Facilities identified in the Law Enforcement Facilities Master Plan are prioritized into categories one through four; the new facility to be located in the I-15 corridor is listed as a priority four with an approximate occupancy for a future station. However, based upon discussion with the Sheriff's Department, the preferable future location would be south of SR 76, possibly within the Campus Park West project site.

The cumulative impacts analyzed within this EIR analyze those impacts that are reasonably foreseeable by construction of a Sheriff's station at the Campus Park West project site. The Campus Park West project is included in the list of cumulative projects discussion in Section 1.7. Environmental impacts associated with the development of Campus Park West, including civic uses permitted within the commercial land use designation, are analyzed within the cumulative discussions in Chapters 2.0 and 3.0 of this EIR.

Using the County's objective of three patrol shifts per day per 10,000 people, the Project would require an increase of 0.66 unit per day to maintain the current level of service. As discussed previously, on a typical day, there are 13 units working. The current population of the Fallbrook substation service area requires 12.75 units to meet the objective. The addition of 2,213 people to the service area would increase the necessary units to 13.4 to maintain the current level of service. This is the precise sort of incremental effect addressed through the payment of routine taxes and the contribution of appropriate funds to fund a Sheriff's station (required as a Project design consideration). Therefore, while the Project would result in a need for an incremental increase in staffing, it would not result in the need for the construction of new facilities that would constitute a considerable contribution to cumulative effects. Therefore, cumulative impacts associated with the Proposed Project would be **less than significant**.

Mitigation

Because no significant impacts were identified, mitigation is not proposed.

Conclusion

Development of the Proposed Project is not expected to result in significant impacts to water or sewer services, schools, or fire and police protection services beyond the incremental impacts usually addressed through the payment of developer fees, taxes, or service fees, and the contribution of appropriate funds to fund a Sheriff's station. Payment of the developer fees and contribution of appropriate funds would reduce the Proposed Project's impacts to schools, fire, police, and water and sewer services to below a level of significance because they would ensure that the districts would have adequate funds to provide for upgraded facilities in accordance with their improvement plans in a timely manner.

Table 4.1.2-1
SUMMARY OF TYPICAL CONTAMINANT SOURCES
FOR URBAN STORM WATER RUNOFF

Contaminant	Contaminant Sources
Sediment and Trash/Debris	Streets, landscaping, driveways, parking areas, rooftops, construction activities, atmospheric deposition, drainage channel erosion
Pesticides and Herbicides	Landscaping, roadsides, utility right-of-ways, soil wash-off
Organic Compounds	Landscaping, streets, parking areas, animal wastes, recreation areas
Oxygen Demanding Substances	Landscaping, animal wastes, leaky sanitary sewer lines, recreation areas
Heavy Metals	Automobiles, bridges, atmospheric deposition, industrial areas, soil erosion, corroding metal surfaces, combustion processes
Oil and Grease/Hydrocarbons	Roads, driveways, parking lots, vehicle maintenance areas, gas stations, illicit dumping to storm drains
Bacteria and Viruses	Landscaping, roads, leaky sanitary sewer lines, sanitary sewer cross-connections, animal wastes, recreation areas
Nutrients (Nitrogen and Phosphorus)	Rooftops, landscaping, atmospheric deposition, automobile exhaust, soil erosion, animal wastes, detergents, recreation areas

Source: USEPA 1999

Table 4.1.2-2
TYPICAL LOADINGS FOR SELECTED CONTAMINANTS IN RUNOFF
FROM VARIOUS LAND USES
(lbs/acre/year)

Land Use	TSS	TP	TKN	NH_3 - N	NO_2 + NO_3 - N	BOD	COD	Pb	Zn	Cu
Commercial	1000	1.5	6.7	1.9	3.1	62	420	2.7	2.1	0.4
Parking Lot	400	0.7	5.1	2	2.9	47	270	0.8	0.8	0.04
HDR	420	1	4.2	0.8	2	27	170	0.8	0.7	0.03
MDR	190	0.5	2.5	0.5	1.4	13	72	0.2	0.2	0.14
LDR	10	0.04	0.03	0.02	0.1	N/A	N/A	0.01	0.04	0.01
Freeway	880	0.9	7.9	1.5	4.2	N/A	N/A	4.5	2.1	0.37
Industrial	860	1.3	3.8	0.2	1.3	N/A	N/A	2.4	7.3	0.5
Park	3	0.03	1.5	N/A	0.3	N/A	2	0	N/A	N/A
Construction	6000	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grains/Hay	400	0.8	N/A	N/A	N/A	20	150	N/A	N/A	N/A
Citrus/Vegetables	400	1.5	N/A	N/A	N/A	30	200	N/A	N/A	N/A

HDR = High Density Residential; MDR = Medium Density Residential; LDR = Low Density Residential
N/A = Not available; insufficient data to characterize
TSS = Total Suspended Solids; TP = Total Phosphorus; TKN = Total Kjeldahl Nitrogen; NH_3 – N = Ammonia – Nitrogen; NO_2 + NO_3 – N = Nitrite + Nitrate - Nitrogen; BOD = Biochemical Oxygen Demand; COD = Chemical Oxygen Demand; Pb = Lead; Zn = Zinc; Cu = Copper
Sources: USEPA 1999; RWQCB 1988

Table 4.1.2-3
SURFACE AND GROUNDWATER QUALITY OBJECTIVES FOR THE LOWER SAN LUIS HYDROLOGIC AREA AND THE BONSALL HYDROLOGIC SUBAREA[1]

SURFACE WATER												
Lower San Luis Hydrologic Area												
Constituent (mg/l or as noted)												
TDS	**Cl**	**SO_4**	**% Na**	**N&P**	**Fe**	**Mn**	**MBAS**	**B**	**Odor**	**Turb NTU**	**Color Units**	**F**
500	250	250	60	--[2]	0.3	0.05	0.5	0.75	None	20	20	1.0
GROUNDWATER												
Bonsall Hydrologic Subarea												
Constituent (mg/l or as noted)												
TDS	**Cl**	**SO_4**	**% Na**	**NO_3**	**Fe**	**Mn**	**MBAS**	**B**	**Odor**	**Turb NTU**	**Color Units**	**F**
1,500	500	500	60	45	0.85	0.15	0.5	0.75	None	5	15	1.0

[1] Concentrations not to be exceeded more than 10% of the time during any one-year period; refer to Figure 4.1.2-1 for local hydrologic designation locations.
[2] Shall be maintained at levels below those that stimulate algae and emergent plant growth.
Abbreviation Key: TDS = Total Dissolved Solids; Cl = Chlorides; SO_4 = Sulfate; Na = Sodium; N&P = Nitrogen and Phosphorus; NO_3 = Nitrate; Fe = Iron; Mn = Manganese; MBAS = Methylene Blue Activated Substances (e.g., commercial detergent); B = Boron; Turb = Turbidity (measured in Nephelometric Turbidity Units [NTU]); F = Fluoride.
Source: RWQCB 1994, as amended

Table 4.1.3-1
SUMMARY OF REGULATIONS POTENTIALLY APPLICABLE TO CAMPUS PARK COMMERCIAL/OFFICE PROFESSIONAL USES

Regulation	**Administering Agency**	**Requirements/ Compliance**
Federal Jurisdiction		
CERCLA ("Superfund") 42 USC 9601 et seq. As amended by SARA, Emergency Planning and Community Right-to-Know Act of 1986 (SARA Title III) 42 USC § 11001 et seq.; 40 CFR Parts 350, 355, and 370.	USEPA Region IX, National Response Center, and San Diego County Environmental Health Division	CERCLA – release notification requirements; SARA Title III – requirements for emergency planning and community right-to-know for storage, handling, or production of significant quantities of hazardous or acutely toxic substances
Resource Conservation and Recovery Act (RCRA); 42 USC § 6901 et seq.; 40 CFR Parts 260-272	USEPA Region IX, California DTSC	Sets forth standards for the generation and management of solid waste; requires application to the DTSC for an USEPA identification number in the event occupants are hazardous waste generators
29 USC § 651, 29 CFR § 1910 et seq., and § 1926 et seq.	Cal-OSHA	Meet requirements for equipment used to store and handle hazardous materials to protect workers
40 CFR, Parts 172, 173, and 179.	U.S. DOT, California Highway Patrol, Department of Motor Vehicles, and Caltrans	Meet standards for labels, placards, and markings on hazardous materials and hazardous waste shipments
Federal Atomic Energy Act 40 USC 2021	Nuclear Regulatory Commission and California Department of Health Services	Meet requirements for handling of radioactive materials and radioactive materials licensing

Table 4.1.3-1 (cont.)
SUMMARY OF REGULATIONS POTENTIALLY APPLICABLE TO CAMPUS PARK COMMERCIAL/OFFICE PROFESSIONAL USES

Regulation	Administering Agency	Requirements/ Compliance
Federal Jurisdiction (cont.)		
40 CFR, Part 68	Federal Risk Management Plan	Requires a Risk Management Plan for facilities handling acutely hazardous materials in amounts over the threshold planning quantity for that material
State/Regional/Local Jurisdiction		
8 CCR § 339, § 3200 et seq., 5139 et seq., and 5160 et seq.	Cal-OSHA	Addresses control of hazardous substances in the workplace
California Water Code §§ 13260-13269; 23 CCR § 2S10 Article 9 et seq.	RWQCB	Addresses waste discharge requirements and will apply to any storage or disposal or solid and liquid wastes to the extent that such action may affect the quality of the waters of the state
Hazardous Waste Control Act of 1972 as amended; California Health & Safety Code § 25100 et seq.; 22 CCR § 25100 et seq.	USEPA Region IX, DTSC, and San Diego County HMD	Addresses the generation, storage, and preparation for shipment of hazardous wastes, if generated by tenants
California Health and Safety Code §§ 25500-25543.3, CCR § 2720-2734	San Diego County HMD	Requires preparation of Hazardous Materials Business Plan
California Code of Regulations, Title 19, Division 2, Chapter 4.5	San Diego County HMD	Requires preparation of a California Accidental Release Prevention Program (including a Risk Management and Prevention Program) for hazardous chemicals stored or used on site in excess of the state threshold quantities
Uniform Fire Code and Consolidated Fire Code, Article 80, 79, 4	San Diego County Fire Department	Meet requirements for the storage and handling of hazardous materials (Article 80) and flammable and combustible liquids (Article 79)
California Building Code	California Building Standards Commission	Meet requirements for building construction for facilities handling hazardous materials and/or biohazards
California Health and Safety Code § 25800 et seq.	California Department of Health Services	California Radiation Control Law requires compliance with requirements for handling radioactive materials and limits exposures to emissions from radioactive materials use
California Environmental Quality Act Statutes PRC §21154.4	Office of Planning and Research	Requires notification of schools within 0.25 mile of all facilities containing hazardous materials or waste

Table 4.1.3-2
PROHIBITED PLANT MATERIAL

Botanical Name	Common Name
TREES	
Abies spp.	Fir trees
Acacia spp.	Acacia
Agonis juniperina	Juniper myrtle
Araucaria spp.	Norfolk island pine
Callistemon spp.	Bottlebrush
Cedrus spp.	Cedar including deodar cedar
Chamaecyparis spp.	False cypress
Cinnamomum camphora	Camphor Tree (okay in Zone 2)
Conifers	-
Cryptomeria japonica	Japanese cryptomeria
Cupressocyparis leylandii	Leylandii cypress
Cupressus forbesii	Tecate cypress
Cupressus glabra	Arizona cypress
Cupressus sempervirens	Italian cypress
Cupressus spp.	Cypress
Eucalyptus spp.	Eucalyptus
Juniperus spp.	Juniper
Larix spp.	Larch
Olea europea	Olive[1]
Palm spp.	Palms
Pinus spp.	Pine
Podocarpus spp.	Fern pine
Pseudotsuga manziesii	Douglas fir
Schinus molle	California pepper
Tamarix spp.	Tamarix
Taxodium spp.	Cypress
Taxus spp.	Yew
Tsuga spp.	Hemlock
GROUNDCOVERS, SHRUBS, AND VINES	
Acacia spp.	Acacia
Adenostoma fasciculatum	Chamise
Adenostoma sparsifolium	Red shanks
Anthemis cotula	Mayweed
Arbutus menziesii	Madrone
Arctostaphylos spp.	Manzanita
Arundo donax	Giant reed or cane
Artemesia californica	California sagebush
Artemesia caucasia	Silver spreader
Artemesia pycnocephala	Sandhill sage
Artemesia spp.	-
Atriplex spp.	Saltbush
Baccharis spp., including *Baccharis pilularis consanguine*	Coyote bush
Bambusa spp.	Bamboo
Bougainvillea spp.	Bougainvillea
Brassica nigra	Black mustard
Brassica rapa	Yellow mustard
Cardera draba	Noary cress

Table 4.1.3-2 (cont.)
PROHIBITED PLANT MATERIAL

Botanical Name	Common Name
GROUNDCOVERS, SHRUBS & VINES (cont.)	
Carpobrotus spp.	Ice plant, hottentot fig
Cirsium vulgare	Wild artichoke
Conyza bonariensis	Horseweed
Coprosma pumila	Prostrate coprosma
Cortaderia selloana	Pampas grass
Cytisus spp.	Scotch broom, French broom
Dodonea viscose	Hopseed bush
Eriogonum fasciculatum	California buckwheat
Eriogonum spp.	Common buckwheat
Fremontodendron spp.	Flannel bush
Hedera helix	English ivy
Heterotheca grandiflora	Telegraph plant
Juniperus spp.	Juniper
Lactuca serriola	Prickly lettuce
Mahonia spp.	Mahonia
Miscanthus spp.	Eulalie grass
Nicotania bigelevil	Indian tobacco
Nicotania glauca	Tree tobacco
Pennisetum setaceum	Fountain grass
Perronskia atriplicifloria	Russian sage
Pickeringia 'Montana'	Chaparral pea
Rhus diversiloba	Poison oak[2]
Rhus laurina	Laurel sumac
Ricinus communis	Castor bean
Rosmarinus spp.	Rosemary
Salvia mellifera	Black sage
Salvia spp.	Sage including purple sage
Sacsola austails	Russian thistle
Solanium xantii	Purple nightshade[3]
Sylibum marianum	Milk thistle
Tamarix spp.	Tamarisk
Thuja spp.	Arborvitae
Urtica urens	Burning nettle
Vinca major	Periwinkle
Rhus lentii	Pink flowering sumac

Source: Hunt 2009

[1] Prohibited if any flammable understory or if not properly spaced or not located properly away from structures

[2] Prohibited for the safety of workers/firefighters

[3] Toxic plant

Table 4.1.6-1
EXISTING SCHOOLS IN THE PROJECT VICINITY

School District	School (Grade Range)	Distance from Project Site (miles)	Enrollment (number of students)	Capacity (number of students)	Available Capacity (number of students)
Fallbrook Union Elementary School District[1]	Fallbrook Street School (K-2nd)	8	470	520	50
	Live Oak Elementary School (3rd-6th)	4	760	780	20
	Potter Junior High School (7th-8th)	4	1,084	1,080	-4
					-20
Fallbrook Union High School District[2]	Fallbrook High School (9th-12th)	5	2,905	3,300	395

Sources: FUHSDand FUESD, personal communications, 2005 and 2008
[1] Enrollment and capacity numbers for FUESD are from 2005. Updated information from the district were requested in 2008; however, none could be provided.
[2] Enrollment and capacity numbers for FUHSD are from 2008.

Table 4.1.6-2
WATER DEMAND PROJECTIONS

Land Use	Quantity	Demand Factor	Average Water Use (gpd)
Single-family Residential	521 units	500 gpd/unit	260,500
Multi-family Residential	230 units	400 gpd/unit	92,000
Town Center	6.7 acres	3,000 gpd/acre	20,100
Office Professional	157,000 s.f.	100 gpd/1,000 s.f.	15,700
Developed Parks	4.8 acres	4,000 gpd/acre	19,200
Sports Complex	8.5 acres	4,000 gpd/acre	34,000
		TOTAL	**441,500 gpd or 307 gpm, equivalent to 883.0 EDUs**

Source: Dexter Wilson Engineering, Inc. 2010a

Table 4.1.6-3
SEWER FLOW PROJECTIONS

Land Use	Quantity	EDUs	Demand	Average Sewage Flow (gpd)
Single-family residential	521 units	521.0	250 gpd/EDU	130,250
Multi-family residential	230 units	555.0		57,500
Town Center	61,200 s.f.	25.9		6,470
Office Professional	157,000 s.f.	64.2		16,050
Developed Parks	2 parks	2.0		500
Sports Complex	1 complex	7.0		1,750
			TOTAL	**212,525 gpd or 148 gpm**

Source: Dexter Wilson Engineering, Inc. 2010b

Table 4.1.6-4
ANTICIPATED NUMBERS OF NEW STUDENTS FROM THE PROJECT

School District	Type of DU	Number of DUs	Student Generation Rate (Students/DU)	Number of Students
Fallbrook Union Elementary School District	Single-family	521	0.261	136
	Multi-family	230	0.435	100
Total Number of Kindergarten through Eighth Grade Students				**236**
Fallbrook Union High School District	Single-family	521	0.152	79
	Multi-family	230	0.199	46
Total Number of High School Students				**125**
GRAND TOTAL NUMBER OF STUDENTS				**361**

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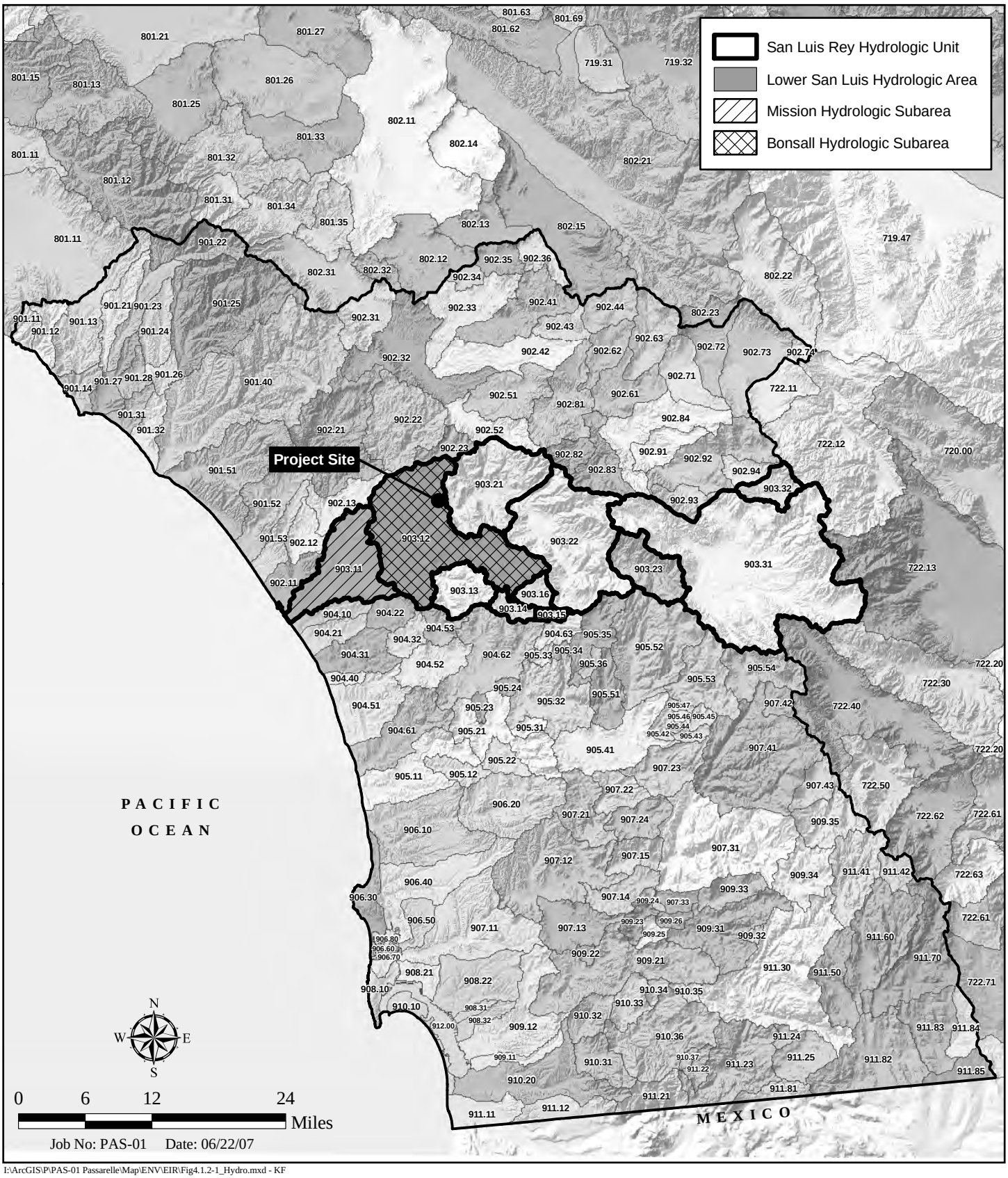

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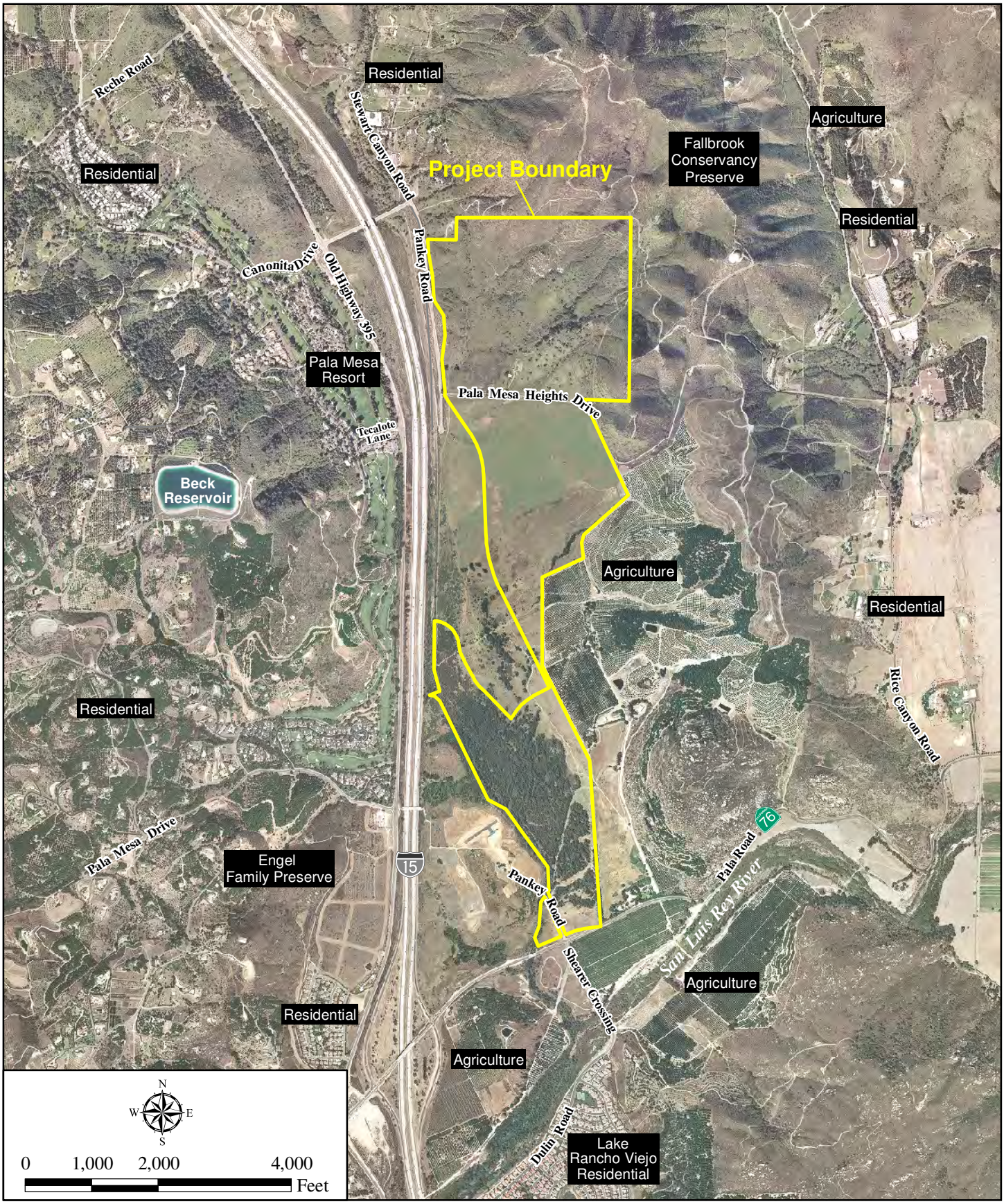
Project Location within Local Hydrologic Designations

CAMPUS PARK PROJECT

HELIX

Figure 4.1.2-1



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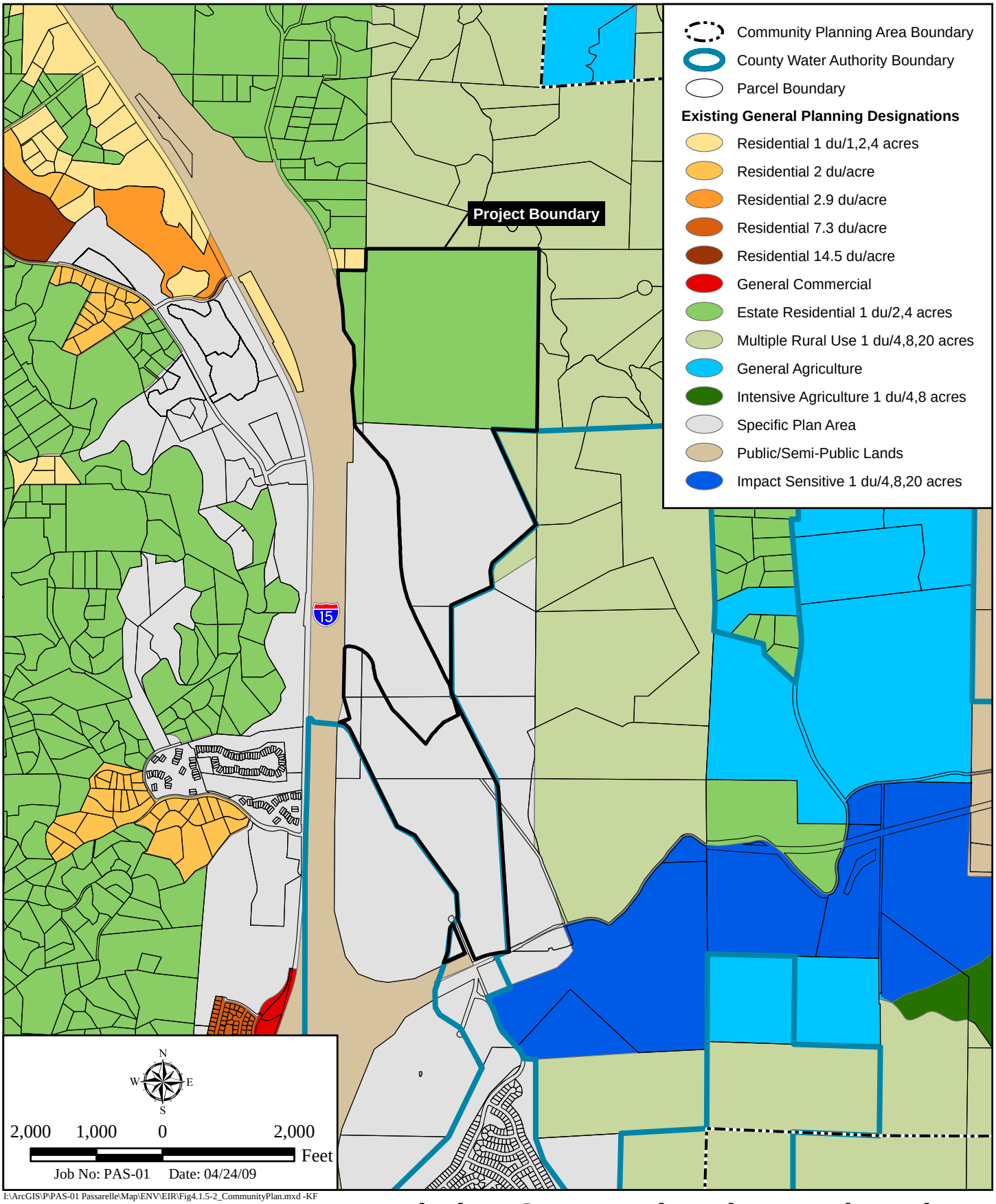
Existing Land Uses

CAMPUS PARK PROJECT

HELIX

Figure 4.1.5-1



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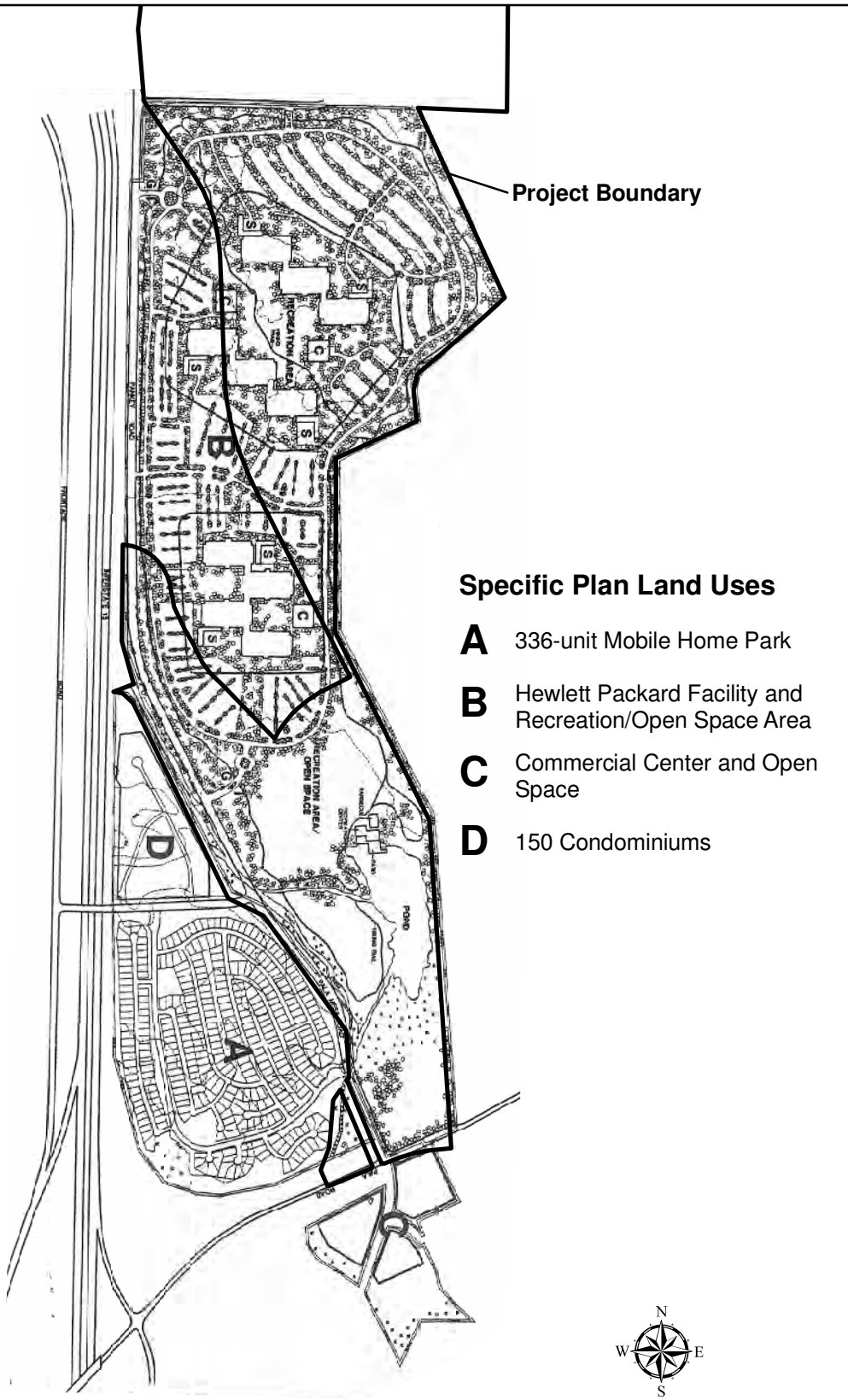
Existing Community Plan Designations

CAMPUS PARK PROJECT

HELIX

Figure 4.1.5-2



Source: DDS/GA (2009)

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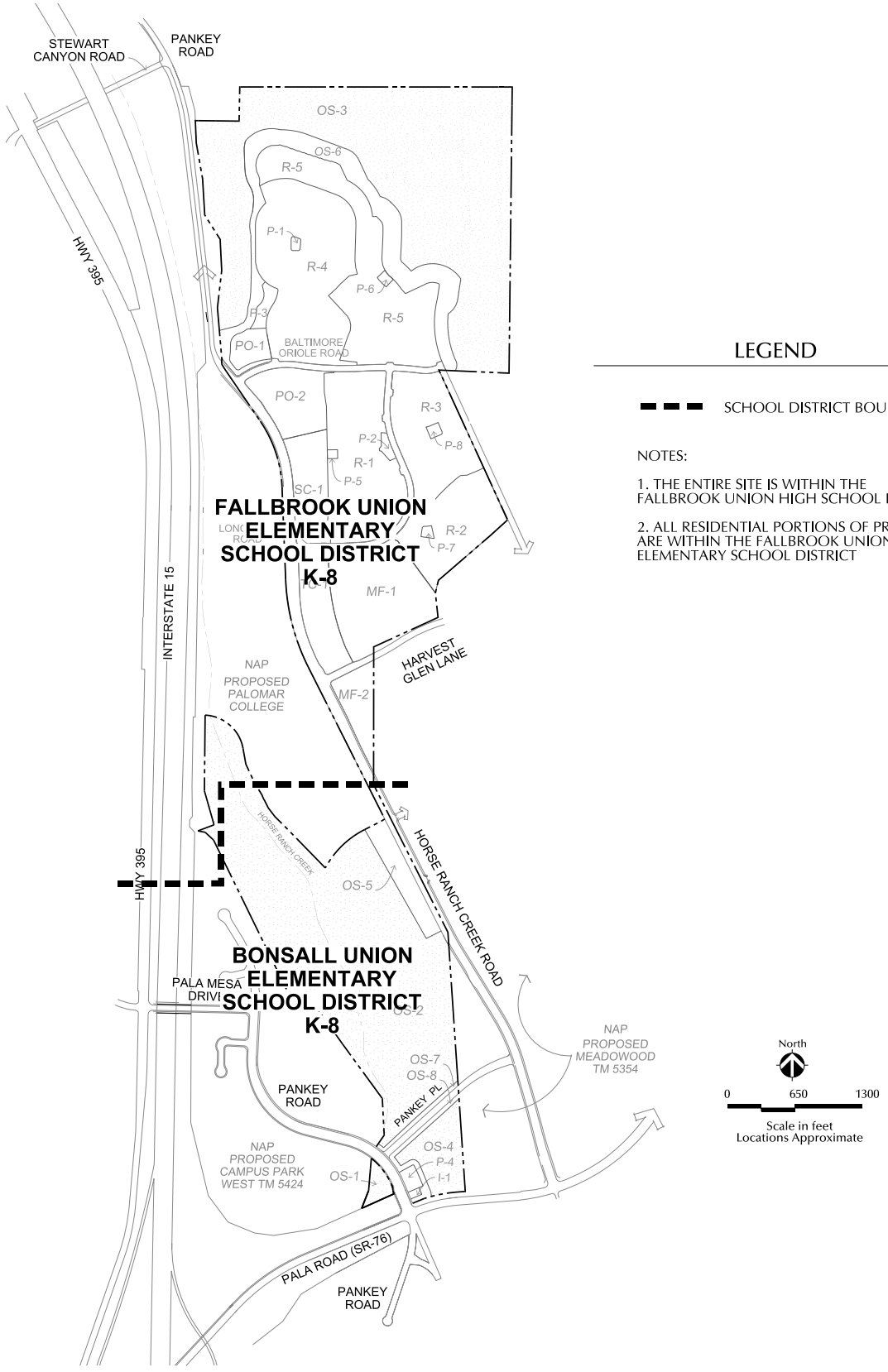
Existing Specific Plan Land Use

CAMPUS PARK PROJECT

HELIX

Figure 4.1.5-3



Source: DDS/GA (2010)

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School District Boundaries

CAMPUS PARK PROJECT

HELIX

Figure 4.1.6-1

SUBCHAPTER 4.2

EFFECTS FOUND NOT TO BE SIGNIFICANT DURING INITIAL STUDY

4.2 Effects Found Not to be Significant During Initial Study

A number of issues were found to have less than significant effects as detailed on the CEQA IS for the Project (refer to Appendix A, NOP and Comments to the NOP). Issues with effects found not to be significant are briefly discussed below, with an explanation regarding the assessed lack of significance.

4.2.1 Aesthetics – Light and Glare

The Project would use outdoor lighting and is located within Zone B as identified by the San Diego County Light Pollution Code, approximately 17 miles from Palomar Observatory. Project lighting would not adversely affect nighttime views or astronomical observations, because the Project would conform to the LPC (Sections 59.101-59.115), including the Zone B lamp type and shielding requirements per fixture and hours of operation limitations for outdoor lighting and searchlights.

In addition, the Project would control outdoor lighting and sources of glare because it would not install any of the following:

- Lighting that directly illuminates neighboring properties;
- Lighting that would cast a direct beam angle toward a potential observer, such as a motorist, cyclist or pedestrian;
- Outdoor lighting for vertical surfaces such as buildings, landscaping or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of the intended area to be lit;
- Any highly reflective surfaces such as glare-producing glass or high-gloss surface color that would be visible along roadways, pedestrian walkways, or in the line of sight of adjacent properties.

The Project would not contribute to significant cumulative impacts on day or nighttime views, because it conforms to the San Diego County Light Pollution Code, which effectively addresses and minimizes the impacts of new light pollution sources. Mandatory compliance for all new building permits ensures that impacts of this Project, in combination with those of all past, present and future projects would not be cumulatively considerable. Project compliance with the Light Pollution Code, combined with the additional outdoor lighting and glare control measures detailed above would ensure that the Project's lighting impacts would be **less than significant** on either a Project or cumulative level.

4.2.2 Geology and Soils – Septic Systems

The Project does not propose to install any septic tanks or alternative wastewater disposal systems that might put a strain on the supporting capacity of surrounding soils. Instead, the Project proposes annexation to the Rainbow Municipal Water District for sewer service. Existing septic systems within the project study area shall be removed during the construction phase, pursuant to direction by the County DEH. Accordingly, **no impact** would occur.

4.2.3 Hazards – Airports, Emergency Response Plans, and Vectors

The Project site is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. Also, the Project does not propose construction of any structure

that is higher than 150 feet. Therefore, the Project would not constitute a flight-related safety hazard for people residing or working in the Project area; **no impact** would occur.

Development of the Project would not interfere with the Operational Area Emergency Plan in any way. It would not impair implementation of, or physically interfere with, the San Diego County Nuclear Power Station Emergency Response Plan or Oil Spill Contingency Element since the Project site is not within the 10-mile radius of the San Onofre Nuclear Generating Station, and the site is not located within the coastal zone or along the coastline. The Project does not propose altering major water or energy supply infrastructure such as the California Aqueduct, so it would not interfere with the Emergency Water Contingencies Annex and Energy Shortage Response Plan. Accordingly, **no impact** would occur.

The southern portion of the Project site is located within the Dam Inundation Zone for Lake Henshaw, as shown on Figure 4.2.3-1. Pursuant to the criteria identified in the County of San Diego Guidelines for Determining Significance – Emergency Response Plans (July 30, 2007), significant impacts related to development within dam inundation zones are associated with "unique institutions" and the related potential for "significant loss of life in the event of a dam failure…" Unique institutions are defined in the referenced guidelines to include the following types of facilities:

- Hospitals
- Schools
- Skilled nursing facilities
- Retirement homes
- Mental health care facilities
- Care facilities with patients that have disabilities
- Adult and childcare facilities
- Jails/detention facilities
- Stadiums, arenas or amphitheaters

The Proposed Project design includes a sports complex (athletic field) and may have childcare associated with office professional or Town Center uses (with none of the other unique institution categories proposed on site). These named facilities would be located outside of the dam inundation zone shown on Figure 4.2.3-1. Accordingly, impacts would be **less than significant** in association with the described Lake Henshaw dam inundation zone and related emergency evacuation plans.

Since the Project would not involve areas of permanent standing water (e.g., artificial lakes or agricultural irrigation ponds), and would not involve uses that would produce or collect animal waste (e.g., equestrian facilities, chicken coops, solid waste facility, etc.), it would not be expected to substantially increase current or future residents' exposure to vectors, including mosquitoes, rats, or flies.

4.2.4 Hydrology and Water Quality – Groundwater and Surface Water Bodies

No impact to groundwater resources is anticipated from Project implementation. The Project would obtain its water supply from the Rainbow Municipal Water District, which relies on surface reservoirs and imported water sources. The Project would not use ground water for irrigation or any other use and would not involve operations such as diversion of watercourses that could substantially interfere with groundwater recharge. Wells that previously supported historical residential and early farming use of the property have been previously removed in conjunction with well destruction permits obtained from DEH. One well remains, which currently serves the on-site existing residence. This well also would be removed (in compliance with a well destruction permit) during Proposed Project construction.

Because the Project site and vicinity are located approximately 15 miles inland and between approximately 260 and 850 feet amsl, no significant hazards related to tsunamis are anticipated. In addition, **less than significant** hazards related to seiche effects are anticipated from Project implementation because the Project site and vicinity are not located adjacent to or downslope of any large water bodies.

4.2.5 Noise – Aircraft

As noted above, the Project site is not located within a Comprehensive Land Use Plan for airports, within two miles of a public airport, or in the vicinity of a private airport. Therefore, the Project would not expose people residing or working on the Project site to excessive airport-related noise levels, and **no impact** would occur.

4.2.6 Population and Housing – Displacement

The Proposed Project would result in the demolition of one existing residence, causing the displacement of the one occupant who resides there. The Proposed Project would construct 751 dwelling units on the site, resulting in a net gain of 750 dwelling units. The elimination of one home on the Project site would have a **less than significant** impact on population and housing.

4.2.7 Recreation – Local and Regional Parks

To avoid substantial physical deterioration of local recreational facilities, the Project would provide an active sports park (8.5 acres), six neighborhood parks (totaling 1.9 acres), community recreational facilities (1.2 acres), and a publicly available trail staging area (0.8 acre). This would reduce any potential Project-related impacts to local recreational facilities to below a level of significance. Cumulative impacts would also be considered less than significant because all past, present, and future projects in the area are also required to comply with the Park Land Dedication Ordinance.

With regard to regional recreational facilities, there is currently an extensive surplus of publicly owned lands available for recreation, which far exceeds the General Plan standard of 15 acres per 1,000 population. Therefore, the Proposed Project would not result in substantial deterioration or accelerate the deterioration of regional parkland, and impacts would be **less than significant**. On a cumulative basis, even with the impacts of all past, present and reasonably foreseeable future projects, a significant surplus of regional recreational facilities is expected to remain.

4.2.8 Transportation/Traffic – Air Traffic and Parking

Development of the Project would not result in a change in air traffic patterns or an increase in air traffic levels resulting in substantial safety risks, since the Project site is not located within an Airport Master Plan Zone and is not in the vicinity of any public or private airports. Also, the Project would not result in inadequate parking capacity because the Project would have sufficient on-site parking spaces to be consistent with the Zoning Ordinance. **No impact** is assessed with regard to air traffic or parking.

4.2.9 Utilities and Service Systems – Solid Waste

The Project would deposit all solid waste at a County-permitted solid waste facility, in compliance with all relevant federal, state, and local statutes. Thus, any Project-related or cumulative impacts related to solid waste would be **less than significant**.

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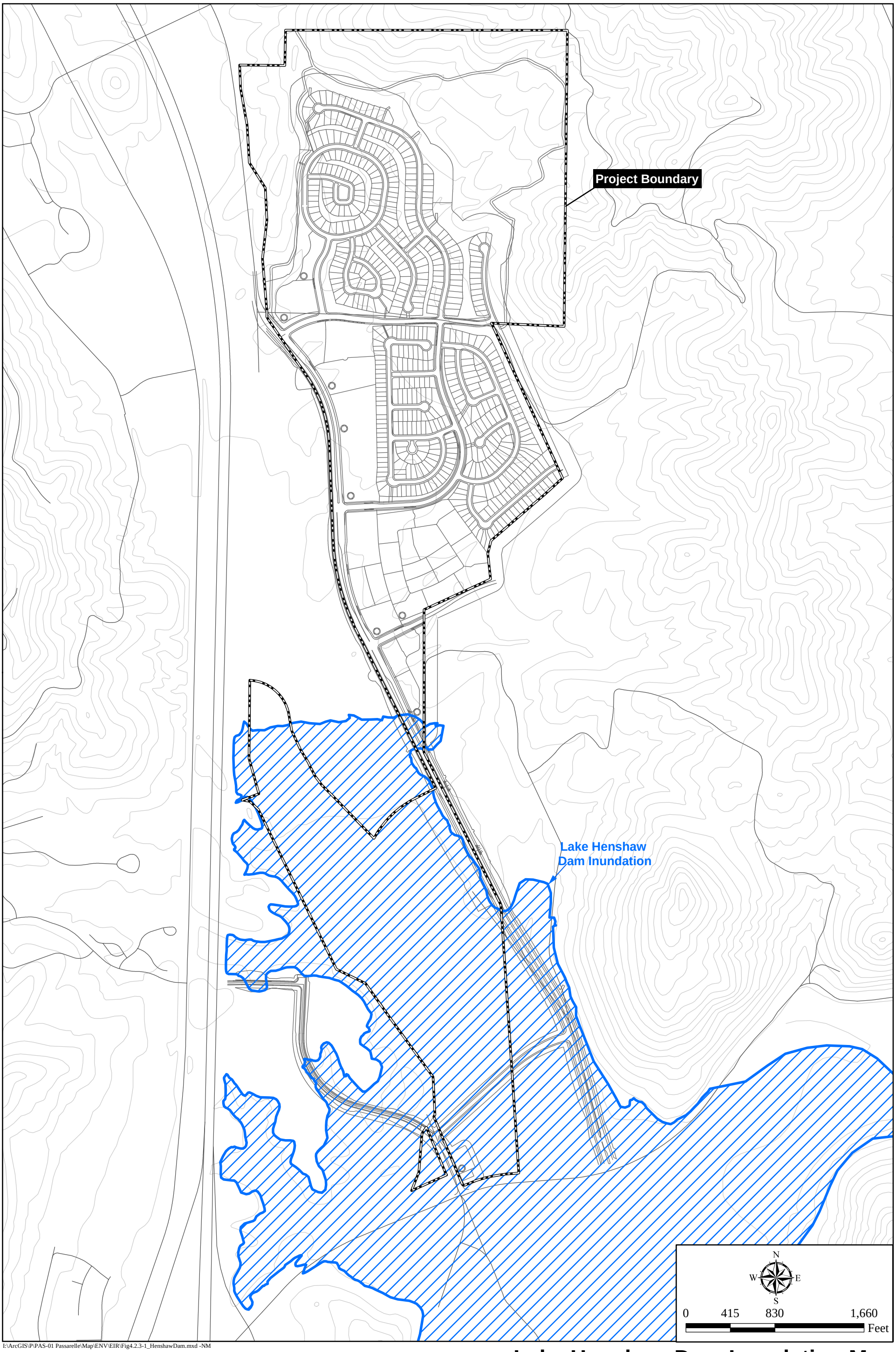

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Lake Henshaw Dam Inundation Map

CAMPUS PARK PROJECT

HELIX

Figure 4.2.3-1

CHAPTER 5.0

ALTERNATIVES TO THE PROPOSED PROJECT

CHAPTER 5.0 – ALTERNATIVES TO THE PROPOSED PROJECT

5.1 Rationale for Alternative Selection

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Proposed Project was determined to result in potentially significant and unmitigated impacts related to aesthetics, transportation/traffic, and air quality; and potentially significant but mitigable impacts to noise, paleontological resources, biological resources, cultural resources, and utilities/public services (see Chapters 2.0 and 3.0 of this EIR).

Section 15126(d)(5) also states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide several factors that should be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control or otherwise have access to the alternative site (if an off-site alternative is evaluated). The alternatives evaluated in Subchapters 5.2 and 5.3 within this chapter include the:

- No Project/No Development Alternative
- No Project/Existing Plan Alternative
- Single-family Alternative
- Biological Reduced Footprint Alternative
- General Plan Update Draft Land Use Map Alternative
- General Plan Update Board Referral Map Alternative

Each of these alternatives was selected in order to either: (1) avoid or minimize significant impacts associated with the Proposed Project as analyzed in the circulated Draft EIR, or (2) compare potential effects with General Plan Update alternatives, which are considered viable development options for planning purposes. Specifically with regard to CEQA alternatives developed to lower significant impacts, the following criteria were considered.

The No Project/No Development Alternative was included because it is likely that a new applicant for the No Project/Existing Plan Alternative may not be found within the foreseeable future. The No Project/No Development Alternative would allow retention of uses similar to those currently existing on site, thereby avoiding both construction-period and long-term impacts (i.e., to aesthetics, biological and cultural resources, as well as associated secondary effects such as traffic generation and related noise and air quality), associated with development of the proposed mixed use.

The No Project/Existing Plan Alternative was included because it is required under CEQA Guidelines Section 15126.6(e) since the Proposed Project proposes revisions to an adopted Specific Plan and General Plan. This alternative would allow for relatively intensive uses within adopted Specific Plan areas, but would allow for only 90 single-family residential units in the area north of Pala Mesa Heights Drive (the northern boundary of the existing Specific Plan). In this area, the Proposed Project would allow a total of 246 single-family residential units. The alternative would be generally more consistent with other residential uses in the Fallbrook area. In addition, this alternative potentially could incrementally reduce adverse noise impacts due to siting residential and other site uses in more separated locales than would occur under the Proposed Project where such uses are intermixed.

The Single-family Alternative was included to provide an alternative to the higher density multi-family units. This was another scenario proposed to evaluate development options considered generally more consistent with other residential uses in the Fallbrook area.

The Biological Reduced Footprint Alternative was included to focus on minimization of significant impacts related to Project footprint and sensitive biological resources. Open space would increase to approximately 64 percent of the site, and encroachment into native habitat would be reduced both in the parcel north of Pala Mesa Heights Drive, as well as south of the Town Center area west of future Horse Ranch Creek Road. Sensitive plant species impacted by the Proposed Project would not be affected, and significant impacts to southern riparian forest, coast live oak woodland, Diegan coastal sage scrub, and non-native grassland would be reduced.

Following public circulation of the Draft EIR and receipt of comments on the Proposed Project, the Project was refined in response to those comments. The refined Project is discussed in detail in Chapter 1.0 of this Final EIR and incorporates elements of both the Single-family and Biological Reduced Footprint alternatives. The refined Project results in substantially lower impacts to sensitive habitats and allows development consistent with existing commitments for sewage treatment and is now proposed for approval.

All of the alternatives are compared to the impacts of the refined Proposed Project and are assessed relative to their ability to meet the basic objectives of the Proposed Project in the discussion below. As described in Subchapter 1.2 and restated below, the Project objectives are to:

1. Create a walkable and public transportation-friendly community with on-site work, live, shop, and play opportunities.

2. Design and develop common areas to establish a Project theme.

3. Provide a variety of lot sizes and high-quality housing types, including single-family and multi-family homes, to accommodate forecasted population increase.

4. Provide convenient, community-serving commercial uses within a Town Center.

5. Provide public services, roadways, and utilities infrastructure to support the Proposed Project in a timely and efficient manner that is concurrent with need.

6. Provide for a variety of recreational uses, including parks and a comprehensive network of regional and local trails to link the office professional area, Town Center, residential areas, parks, and nature trails.

Alternative Location

In accordance with CEQA Guidelines Section 15126.6(f)(2), an alternative project site location should be considered if development of another site is feasible and if development of another site would avoid or substantially lessen significant impacts of the proposed project. Factors that may be considered when identifying an alternative site location include the size of the site, its location, the General Plan (or Community Plan) land use designations, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is "…whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location."

Appropriateness of the Proposed Project is initially based on approved proposed uses in the 1983 Campus Park Specific Plan. That plan was developed to take advantage of its location at the intersection of two major County thoroughfares, having been developed specifically for the site's geographic location along the I-15 corridor and consistency with the County's long-range plans for I-15/SR 76 node development.

The Project Applicant purchased 324 acres of the approved 1983 Specific Plan area (as well as an additional 176-acre parcel to the north) with the intention of developing a primarily mixed-use residential project consistent with the objectives of the Specific Plan. As a mixed use proposal, it would be sited in an area already slated for development, and would offer amenities to the surrounding existing residential uses (commercial and recreational opportunities, in particular) to a greater extent than the approved 1983 Specific Plan. Palomar College purchased approximately 84 acres, which left approximately 416 acres for development within the Project site.

No other similar, approximately 416-acre, property is available for development in the vicinity; the area immediately to the west is currently proposed for development (Campus Park West and Palomar College), as is the property immediately to the east (Meadowood). The area south of the San Luis Rey River has already been developed with single-family residences, and the area to the north includes property within the Fallbrook Land Conservancy.

If another parcel in the vicinity of the Project site were to become available, development upon it would be likely to result in impacts similar to those identified for the Proposed Project, such as potential effects on aesthetics, air quality, transportation/traffic, and biological resources. Greater impacts related to land use inconsistency and community character aspects would be anticipated as a result of proposing denser mixed uses into an area not already planned for such development within a Fallbrook community. Development of other sites also potentially could result in impacts to known cultural resources, which do not occur on the Project site.

Because: (1) the property was purchased with the intention of developing the site with a density similar to that allowed under the existing approved Campus Park Specific Plan (as well as the ongoing General Plan Update), (2) there are no similar parcels of land in the vicinity suitable for this type and scale of development, and (3) there is a likelihood that another site would likely not substantially reduce significant environmental effects, the need to evaluate an off-site alternative was rejected.

5.2 Analysis of the No Project/No Development Alternative

In accordance with Section 15126.6(e) of the CEQA Guidelines, the No Project Alternative should include a discussion of: (1) the existing conditions at the time the NOP is published; and (2) the circumstance under which the project does not proceed, taking into account what would reasonably be expected to occur in the foreseeable future by others (e.g., in accordance with the previously approved Specific Plan). This subchapter evaluates Scenario 1, which is the No Project or No Development Alternative. Scenario 2 is addressed under Subchapter 5.3, No Project/Existing Plan Alternative.

5.2.1 No Project/No Development Alternative Description and Setting

Under the No Project/No Development Alternative, the Project site would remain in its current condition of native and non-native habitats, together with pastureland and disturbed/developed areas. The approximately 409 acres of native and naturalized habitat (including pasture) throughout the site would remain, as would the existing dirt roads and one single-family residence. The non-commercial grazing of 40 to 60 head of cattle would continue.

The proposed mixed-use Project with single-family and multi-family residential, office professional uses and a Town Center, including supporting infrastructure (i.e., roadways and utilities connections), would not be constructed, nor would the multi-use community and hiking trails be created. The sports park, neighborhood parks, and HOA recreation facilities would not be provided. There would be no off-site improvements.

5.2.2 Comparison of the Effects of the No Project/No Development Alternative to the Proposed Project

The anticipated environmental effects resulting from the No Project/No Development Alternative are described below. A comparison of the impacts resulting from the No Project/No Development Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Under the No Project/No Development Alternative, the Project site would continue to appear as a primarily undeveloped, agricultural area. Potentially significant aesthetic impacts related to construction period and cumulative effects would be avoided under this alternative.

Transportation/Traffic

Very minimal traffic is now generated from the existing uses on site; i.e., trips to and from one single-family residence and infrequent activities associated with cattle grazing. Consequently, no significant transportation/traffic impacts would occur as a result of No Project/No Development Alternative implementation. Upgrades related to implementation of (or contribution to) General Plan Circulation Element goals, however, would not occur.

Air Quality

The only activities associated with the No Project/No Development Alternative that potentially would affect air quality are vehicle-generated emissions from trips to and from the single-family residence and occasional grazing activities support. These emissions are both minimal and existing; no activities occur on site that would result in significant impacts to air quality. (While the site currently supports cattle, existing uses do not include a feedlot, with resultant high levels of manure generation and related methane gas issues.)

Noise

Current activities on the site (i.e., automobile travel to the one on-site residence and limited activities associated with cattle grazing) create no discernable noise to off-site sensitive noise receptors. No significant noise effects would occur at a result of the No Project/No Development Alternative.

Geology/Paleontology

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. No grading or construction activities would occur on the project site with the No Project/No Development Alternative. Consequently, there would be no significant geological impact.

There are no known paleontological resources on site. There would be no earth-moving activities associated with the No Project/No Development Alternative that would result in the possible unearthing

of previously unknown resources. Therefore, no significant paleontology impacts would occur as a result of this alternative. This is potentially less impactive than the Proposed Project, for which the possibility of future impacts to unknown paleontological resources was identified.

Biological Resources

The No Project/No Development Alternative would avoid additional direct impacts to habitat (i.e., southern riparian forest, southern willow scrub, freshwater marsh, oak woodland, Diegan coastal sage scrub [including disturbed], pasture, and non-native grassland). Existing levels of encroachment (including cattle activity within the riparian area) would be expected to continue.

Cultural Resources

There are no known on-site historic or prehistoric resources. Since no grading activities (which might uncover unknown resources) would occur on the Project site with the No Project/No Development Alternative, no significant impacts to cultural resources would occur. This is potentially less impactive than the Proposed Project, for which the possibility of future impacts to unknown cultural resources was identified.

5.2.3 Conclusion

The No Project/No Development Alternative would avoid visual, traffic, short-term air quality, biological resources, and noise impacts (as well as unanticipated but possible paleontological and cultural resources impacts) associated with the Project.

The No Project/No Development Alternative would fail to meet Proposed Project objectives detailed in Subchapter 5.1 above, including: (1) development of a livable mixed-use community; (3) development of a variety of single- and multi-family housing types, (4) provision of convenient, community-serving commercial uses; (5) improvement of currently deficient area circulation and utilities; and (6) providing a variety of recreational uses.

5.3 Analysis of the No Project/Existing Plan Alternative

5.3.1 No Project/Existing Plan Alternative Description and Setting

This alternative addresses the land uses and densities currently permitted under the County General Plan (northern approximately 175 acres of the site) and the approved Campus Park Specific Plan (southern approximately 241 acres of the site). As described in Section 4.1.5, Land Use and Planning, of Subchapter 4.1 in this EIR, the existing General Plan designation for the northern area is EDA, which would allow low-density residential and agricultural uses with lot sizes of 2 to 20 acres, depending on the slope gradient. This would allow a maximum of 90 dwelling units. In consideration of the steep slopes near the western, northern, and eastern sides of the property and the consequential increase in lot sizes, however, this alternative would yield 63 dwelling units.

Within the southern area of the Project site, the existing Campus Park Specific Plan would allow development of 2.5 million s.f. of industrial research park in buildings up to 50 feet tall, parking for 5,500 cars, a pond, community trails, and a variety of recreational amenities for use by employees (Figures 4.1.5-3 and 5-1, Existing Specific Plan Land Use and Existing General Plan Alternative, respectively). Due to the sale of a portion of the specific planning area to the Palomar College District, however, the parcel considered under the current Campus Park plan is smaller. This alternative would include 1.975 million s.f. of light industrial and professional office uses. Some riparian habitat in the extreme southern

portion of the site would be preserved; however, portions of the southern riparian forest would be impacted by the development of office professional uses. Primary internal access would be along Horse Ranch Creek Road, as shown on Figure 5-1. Overall ADT generated by this alternative would total 23,858.

Some residential uses are proposed for the Campus Park property under the adopted plan; this alternative would not involve the construction of multi-family residential, commercial, and park uses associated with the Proposed Project. Given the approximately 27 percent increase in ADT over the Proposed Project, off-site road improvements assumed as part of the Project (and perhaps even additional improvements) also would be required for this alternative.

5.3.2 Comparison of the Effects of the No Project/Existing Plan Alternative to the Proposed Project

The anticipated environmental effects resulting from the No Project/Existing Plan Alternative are described below. A comparison of the impacts resulting from the No Project/Existing Plan Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Implementation of the No Project/Existing Plan Alternative would introduce large structural masses and expanses of pavement associated with circulation roads and parking lots of the research complex onto an existing undeveloped viewscape of open, grassy fields. Substantially more building mass from approximately two million s.f. of office buildings and light industrial uses would result in greater impacts in the central area. In the northern area, estate homes on two-acre or larger lots would be developed, replacing some of the native vegetation with roads, driveways, and structures. Professional office uses adjacent to SR 76 would be sited where the refined Project would contain open space or low intensity uses. Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

Transportation/Traffic

Development of the No Project/Existing Plan Alternative would result in land uses that would generate traffic associated with the research and development complex, as well as some associated uses. The traffic analysis completed for the Campus Park Draft EIR (Urban Systems Associates, Inc. 1982) stated that traffic volumes at the Hewlett-Packard facility at buildout were estimated to be 14,625 (additional traffic generation was assumed for non-light-industrial portions of the Specific Plan; the 14,625 ADT reflects the Hewlett-Packard facility only). On- and off-site mitigation was identified that was anticipated to reduce the impacts to less than significant levels. Using current standards, and adding these numbers to the trips associated with the northern area assumed for residential under the existing General Plan parcels, projected traffic generation would result in 23,858 ADT; or 6,517 more trips per day than the refined Proposed Project.

An additional difference between the 1983 and current proposed plans would be the timing of this traffic loading. Peak hour impacts could be expected to be worse under the 1983 plan, as a large number of employees would be trying to access or leave the buildings at times consistent with specific shifts. This would not be true of the Proposed Project, which includes a more diverse grouping of residential, office, and commercial uses, each of which might require/allow varying periods of business operations and employee numbers. The Proposed Project's mixed uses also would promote a greater percentage of

internal trips (an internal capture rate of 30 percent is assumed), whereas the No Project/Existing Plan Alternative would result in a minimal internal capture rate, perhaps 2 percent, or only 477 trips. This would result in 23,381 ADT on off-site area roads. Even if the full capture rate for the Proposed Project is assumed, approximately 7,155 of the 23,858 Alternative-generated ADT would remain on site. This would result in off-site effects of the Proposed Project being less on a daily basis (12,139 ADT under the Proposed Project versus 16,703 ADT under this alternative). During the PM peak hour, the Proposed Project would only generate about 41 percent of the off-site traffic as compared to the previously proposed Hewlett-Packard facility and residential units.

Overall, based on a greater peak hour traffic generation, this alternative would have greater traffic impacts than the Proposed Project, and would be less preferred for this issue. Using current standards, it is anticipated that mitigation measures similar to those for the Proposed Project would alleviate several transportation impacts, but (also similar to the Proposed Project), it is assumed that a number of mitigation measures would be tied to fair-share or contributory mitigation programs. A conservative approach would assess alternative impacts as significant and unmitigated pending mitigation implementation.

Air Quality

The No Project/Existing Plan Alternative would conform to the RAQS and SIP. No sensitive receptors would be exposed to substantial pollutant concentrations. Construction-related and long-term odor impacts would not be significant.

This alternative would result in emissions of air pollutants for both the construction phase and operational phase of the project. Construction would result in emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the project site. These construction emissions would be above the significance criteria for the maximum construction scenario and would therefore pose a significant, but temporary, impact on the ambient air quality during construction.

CO and VOC operational emissions (in pounds per day) in 2015 under this alternative were projected to be approximately 15 and 13 percent greater, respectively, than those of the Draft EIR Proposed Project, and thus, would still exceed the respective thresholds for CO and VOC of 550 and 75 pounds per day. CO emissions would be 1,632 pounds per day and VOC emissions would be 154 pounds per day. In 2040, this alternative, like the Proposed Project, would exceed the County's significance criterion for CO. This alternative would result in 635 pounds per day of CO (over 12 percent greater than the Proposed Project) in 2040. Operational CO and VOC emissions would exceed the County's significance criteria in 2015, as well as CO in 2040, and would therefore result in significant impacts on the ambient air quality. Because the Project's operational emissions would be mainly associated with vehicular traffic from Project-related vehicle trips, there would be no feasible mitigation measures to reduce emissions below a level of significance.

Alternative-related traffic would not result in CO 'hot spots.' Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emissions ultimately would be below the County's significance thresholds, and the Project would not cause or contribute to a long-term exceedance of an air quality standard.

Overall, impacts associated with this alternative would be greater than those associated with the Proposed Project.

Noise

Development of the No Project/Existing Plan Alternative would be expected to result in an increase in noise impacts over the Proposed Project because the alternative land uses would result in the generation of approximately 27 percent more vehicular traffic. Sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. This alternative also may increase off-site noise impacts due to the increase in the generation of vehicular traffic; additional analysis would be required to determine off-site impacts.

Overall, impacts associated with this alternative would be greater than those associated with the Proposed Project.

Geology/Paleontology

All grading and/or construction activities for the No Project/Existing Plan Alternative would be anticipated to occur on the Project site in accordance with each of the standards and regulations identified in Subchapter 3.2 above. Similar to the Proposed Project, implementation of this alternative would result in the need for application of standard remediation/building mitigative techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. As stated for the Proposed Project, there are no known paleontological resources on site. Earth-moving activities associated with the No Project/Existing Plan Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that no unmitigated significant paleontology impacts would occur as a result of alternative implementation. Overall, impacts associated with these issues would be similar to those identified for the Proposed Project.

Biological Resources

The No Project/Existing Plan Alternative would be generally similar to the Proposed Project with regard to biological resources impacts, although less open space would be provided in the southern half of the property than would occur under the refined Project. This alternative would significantly impact southern riparian forest, southern willow scrub, freshwater marsh, coast live oak woodland, Diegan coastal sage scrub (including disturbed), non-native grassland, and pasture. Impacts to the coastal California gnatcatcher, least Bell's vireo, yellow warbler, and yellow-breasted chat, would be significant. Similar to the Proposed Project, approximately 248 individuals of Parry's tetracoccus, a sensitive plant, would be impacted; however, impacts are not expected to be significant. This alternative would result in a significant loss of foraging and roosting habitat for raptors. A mitigation monitoring program would ensure that all significant biological resources impacts would be mitigated to below a level of significance. Overall, impacts associated with this topic would be similar to, but somewhat greater in intensity, than those identified for the Proposed Project.

Cultural Resources

There are no known cultural resources on site. Similar to effects identified for the Proposed Project, earth-moving activities associated with the No Project/Existing Plan Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that no significant impacts to prehistoric or historic resources would occur as a result of alternative implementation. Impacts associated with this topic would be similar to those identified for the Proposed Project.

5.3.3 Conclusion

The No Project/Existing Plan Alternative potentially could incrementally reduce adverse noise impacts due to siting residential and other site uses in more separated locales than would occur under the Proposed Project where such uses are intermixed. Off-site traffic and noise effects related to an increased number of peak hour trips, as well as the associated air quality effects would be expected to be somewhat worse than the Proposed Project. Aesthetics, geology/paleontology and cultural resources impacts would be similar to those identified for the Proposed Project. Biological resources impacts also generally would be the same, but open space set aside would be less than is proposed under the refined Project.

It also should be noted that the 1983 Specific Plan proposed a company-specific (Hewlett-Packard) research and technology campus (Figure 4.1.5-3). Such a use may not be feasible as Hewlett-Packard is no longer interested in developing such a facility at this site, and an alternate large company would have to be found to own/occupy the development.

Finally, the No Project/Existing Plan Alternative would fail to meet a number of Proposed Project objectives detailed in Subchapter 5.1 above, including: (3) provision of a variety of lot sizes and housing types (the 1983 Plan proposes much more consistent and isolated housing types); (4) provision of convenient, community-serving commercial uses; and (6) provision of a variety of recreational uses that would be available to existing off-site users (only pathways would be accessible under the 1983 plan).

5.4 Analysis of the Single-family Alternative

5.4.1 Single-family Alternative Description and Setting

This alternative would have the same development footprint as the Proposed Project in the northern half of the Project and east of future Horse Ranch Creek Road. It also would be similar to the Proposed Project in that it would have the same uses and number of residential lots except it would not include multi-family residential units (see Figure 5-2, Single-family Alternative). Single-family lots would replace the multi-family lots of the Proposed Project and additionally would be located west of Horse Ranch Creek Road in areas proposed for detention basin, trail staging area, pump station, and open space under the refined Project. This alternative would include 751 single-family homes on lots ranging from 40 by 100 feet to 50 by 100 feet, and similar to the Proposed Project would include 61,200 s.f. of Town Center, 157,000 s.f. of professional office use. This alternative would have 214.4 acres of park and open space. Traffic generated by this alternative would total 17,973 ADT (LOS Engineering, Inc. 2009, as amended).

5.4.2 Comparison of the Effects of the Single-family Alternative to the Proposed Project

The anticipated environmental effects resulting from the Single-family Alternative are described below. A comparison of the impacts resulting from the Single-family Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Implementation of the Single-family Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would be developed, replacing some of the native vegetation with roads, driveways, and structures. The removal of multi-family areas would increase visual continuity of the development, but also would introduce residential units west of future Horse Ranch Creek Road, where no residential uses are proposed for the refined

Project. Sound barriers associated with residential uses west of future Horse Ranch Creek Road and SR 76 (see Noise, below) also would be required, in areas generally assigned to open space under the refined Project. Similar to the Proposed Project, landscaping required to screen sound walls would be implemented as part of the alternative, which would lower the CEQA impact associated with these walls to less than significant levels. Implementation of the Single-family Alternative would result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area. Therefore, impacts to aesthetics overall would be similar or slightly greater than the Proposed Project.

Transportation/Traffic

Development of the Single-family Alternative would generate approximately 632 more ADT than would the refined Proposed Project. This may result in greater (although not substantially so) impacts associated with alternative-related vehicular activity on off-site roadways than would the Proposed Project. This is because impacts are not always proportional to the volume of traffic, and the volume associated with this alternative would most likely not increase impacts identified under CEQA, as some of the roadways are at or near capacity. In other words, the exact number of vehicles would be greater, but the LOS would remain unacceptable due to the number of vehicles on the roadway regardless of traffic loading specific to Campus Park. Accordingly, this alternative may be similar to the Proposed Project for this issue. The reader is referred to Table 5-1 at the end of this chapter.

Air Quality

The Single-family Alternative would conform to the RAQS and SIP. No sensitive receptors would be exposed to substantial pollutant concentrations. Long-term odor impacts would not be significant.

This alternative would result in slightly higher emissions of air pollutants for both the construction phase and operational phase of the project. Construction would result in emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the project site. These construction emissions would be above the significance criteria for the maximum construction scenario and would therefore pose a significant, but temporary, impact on the ambient air quality during construction.

Similar to the refined Proposed Project, CO and VOC operational emissions (in pounds per day) in 2015 under this alternative would exceed the respective thresholds for CO and VOC of 550 and 75 pounds per day. In 2040, neither alternative would exceed the County's significance criteria for any pollutants. Operational CO and VOC emissions would still exceed the County's significance criteria in 2015 and would therefore result in a significant impact on the ambient air quality in the near term. Because the project's operational emissions would be mainly associated with vehicular traffic from Project-related vehicle trips, there would be no feasible mitigation measures to reduce emissions below a level of significance. Project-related traffic would not result in CO 'hot spots.' Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emissions ultimately would be below the County's significance thresholds, and the Project would not cause or contribute to a long-term exceedance of an air quality standard.

Overall, air quality effects associated with this alternative would be slightly greater than those associated with the Proposed Project.

Noise

Development of the Single-family Alternative would result in a slight increase in noise impacts, when compared to the Proposed Project, because the alternative land uses would result in the generation of approximately four percent more vehicular traffic than the refined Proposed Project. In addition, the Single-family Alternative would site residential uses west of future Horse Ranch Creek Road and north of SR 76, which would be primarily in open space under the refined Project. These residences would require sound barriers similar to those required for the Proposed Project as well as additional barriers along the two cited roadways. The barriers would be expected to reduce noise impacts to less than significant levels.

Geology/Paleontology

Grading under the Single-family Alternative would occur in the same areas as the Proposed Project, and implementation of this alternative would result in significant impacts to geology. All grading and/or construction activities for the Single-family Alternative would be anticipated to occur on the Project site in accordance with each of the standards and regulations identified in Subchapter 3.2 above. Similar to the Proposed Project, implementation of this alternative would result in the need for application of standard remediation/building mitigative techniques in response to on-site landslide hazard, liquefaction and settlement/collapse.

Similar to the Proposed Project, there are no known paleontological resources on site. Earth-moving activities associated with the Single-family Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that significant paleontology impacts occurring as a result of alternative implementation would be mitigated to less than significant levels.

Overall, impacts associated with these issues would be similar to those identified for the Proposed Project.

Biological Resources

Because grading would occur in the same (as well as additional) areas as the Proposed Project, implementation of the Single-family Alternative also would result in significant impacts to sensitive habitats and species. This alternative would significantly impact southern riparian forest, southern willow scrub, freshwater marsh, oak woodland, Diegan coastal sage scrub (including disturbed), non-native grassland, and pasture. Also similar to the Proposed Project, approximately 248 individuals of a sensitive plant species, Parry's tetracoccus, would be impacted, although impacts are not expected to be significant. Impacts to the coastal California gnatcatcher, least Bell's vireo, yellow warbler, and yellow-breasted chat, however, would be significant. Finally, this alternative would result in loss of foraging and roosting habitat for raptors, which is identified as a significant impact. A mitigation monitoring program would ensure that significant biological resources impacts would be mitigated to a level below significance. Overall, biological impacts associated with this alternative would be greater than those identified for the Proposed Project.

Cultural Resources

There are no known cultural resources on site. Similar to effects identified for the Proposed Project, earth-moving activities associated with the Single-family Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that potential significant impacts to prehistoric or historic resources occurring as a result of alternative

implementation would be mitigated to less than significant levels. Impacts associated with this topic would be similar to those identified for the Proposed Project.

5.4.3 Conclusion

Although balanced by development in areas preserved as open space by the refined Project, the Single-family Alternative could result in slightly reduced effects associated with aesthetics due to the lack of multi-family homes and the replacement of those homes with single-family dwellings on individual lots, resulting in a development format more consistent with surrounding uses. The incremental diminution in adverse effects would not lower the CEQA impact to a less than significant level—impacts would remain significant and unmitigable with regard to aesthetics (temporary and cumulative effects), transportation/traffic (project direct effects) and air quality (temporary effects). In addition, the construction of homes in areas anticipated to be largely open space under the refined Project, as well as associated sound walls, could result in this alternative being considered more impactive than the refined Project for aesthetics. The sound walls would be addressed, however, through alternative-mandated screening similar to sound walls proposed for the refined Project. Environmental impacts would be similar for the issues of geology/paleontology and cultural resources, and would be incrementally worse for biology and noise (and potentially aesthetics) due to increased development area.

The Single-family Alternative would meet the majority of the Project objectives; however, this alternative would fail to meet Proposed Project objective 3; development of a variety of single- and multi-family housing types.

5.5 Analysis of the Biological Reduced Footprint Alternative

5.5.1 Biological Reduced Footprint Alternative Description and Setting

This alternative would preserve a greater amount of biological resources by decreasing the development footprint, as shown in Figure 5-3a, Biological Reduced Footprint Alternative and Figure 5-3b, Biological Resources Impacts of the Reduced Footprint Alternative, which depicts biological resources affected by this alternative. These figures show that development would be greatly reduced in the northern portion of the site, and that no development would occur in the southern portion of the site except infrastructure such as the detention basin and sewer pump station. This alternative would include 390 single-family units on lot sizes ranging from 40 by 100 feet to 50 by 100 feet, 255 multi-family units, 61,200 s.f. of Town Center, and 157,000 s.f. of office professional use. Approximately 64 percent of the site (267 acres) would be open space or parks as opposed to 57 percent (236 acres) for the Proposed Project. This alternative would generate 16,384 ADT.

5.5.2 Comparison of the Effects of the Biological Reduced Footprint Alternative to the Proposed Project

The anticipated environmental effects resulting from the Biological Reduced Footprint Alternative are described below. A comparison of the impacts resulting from the Biological Reduced Footprint Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Implementation of the Biological Reduced Footprint Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would replace some of the native vegetation with roads, driveways, and structures, however, this

alternative would result in a substantially smaller development footprint and more open space in the northern area. This alternative would result in fewer residential structures overall than the Proposed Project. Alternative implementation still would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to a change in the visual character of the area in concert with abutting planned development.

Transportation/Traffic

Development of the Biological Reduced Footprint Alternative would result in land uses that would generate 16,384 ADT. This would be approximately 957 fewer ADT than would be generated by the Proposed Project. This may result in fewer or somewhat lower (although not substantially so) impacts associated with alternative-related vehicular activity on off-site roadways than would the Proposed Project. Because impacts are not always proportional to the volume of traffic, however, a slightly lower volume would most likely not reduce impacts, as some of the roadways are at or near capacity. As noted above, the exact number of vehicles would be lower, but the level of service would remain unacceptable due to the number of vehicles on the roadway regardless of traffic loading specific to Campus Park. Accordingly, this alternative may be similar to the Proposed Project for this issue, with both alternatives being assigned significant and unmitigable impacts for this issue.

Air Quality

The Biological Reduced Footprint Alternative would conform to the RAQS and SIP. No sensitive receptors would be exposed to substantial pollutant concentrations. Construction-related and long-term odor impacts would not be significant.

This alternative would result in slightly less emissions of air pollutants for both the construction phase and operational phase of the project. Construction would result in emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the project site. These construction emissions would be above the significance criteria for the maximum construction scenario and would therefore pose a significant, but temporary, impact on the ambient air quality during construction.

CO and VOC operational emissions (in pounds per day) in 2015 under this alternative would be less than those of the Proposed Project. They would still exceed the respective thresholds for CO and VOC of 550 and 75 pounds per day, however, as CO emissions would be 1,142 pounds per day and VOC emissions would be 109 pounds per day, and constitute a significant impact on the ambient air quality in the near term. Similar to the Proposed Project, in 2040, this alternative would not exceed the County's significance criteria for any pollutants. Because the project's operational emissions would be mainly associated with vehicular traffic from Project-related vehicle trips, there would be no feasible mitigation measures to reduce emissions below a level of significance.

Project-related traffic would not result in CO 'hot spots.' Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emissions ultimately would be below the County's significance thresholds, and the Project would not cause or contribute to a long-term exceedance of an air quality standard.

Overall, air quality effects associated with this alternative would be less than those associated with the Proposed Project.

Noise

Development of the Biological Reduced Footprint Alternative would result in a decrease in noise impacts when compared to the Proposed Project because alternative land uses would result in the generation of approximately six percent fewer ADT than the Proposed Project. Sound barriers similar to those required for the refined Proposed Project would be expected to lower noise impacts to less than significant levels.

Geology/Paleontology

All grading and/or construction activities for the Biological Reduced Footprint Alternative would be anticipated to occur on the Project site in accordance with each of the standards and regulations identified in Subchapter 3.2 above. Similar to the Proposed Project, implementation of this alternative would result in the need for application of standard remediation/building mitigative techniques in response to on-site landslide hazard, liquefaction and settlement/collapse.

As stated for the Proposed Project, there are no known paleontological resources on site. Earth-moving activities associated with the Biological Reduced Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that no unmitigated significant paleontology impacts would occur as a result of alternative implementation.

Overall, impacts associated with these issues would be similar to those identified for the Proposed Project.

Biological Resources

The Biological Reduced Footprint Alternative would have a smaller development footprint. No development would occur along SR 76, and encroachment into upland habitats in the northern portion of the Project area would be lessened. The Biological Reduced Footprint Alternative would impact a total of 173.7 acres on site. Specifically, this alternative would significantly impact 1.1 acre of southern riparian forest, 1.6 acres of southern willow scrub, 0.2 acre of freshwater marsh, 0.1 acre of coast live oak woodland, 17.9 acres of Diegan coastal sage scrub (including disturbed), 21.4 acres of non-native grassland, and 127.6 acres of pasture. This alternative also would impact 0.1 acre of non-native vegetation, 0.03 acre of eucalyptus woodland, 1.5 acres of disturbed habitat, and 2.1 acres of developed land. The amount of southern willow scrub impact, therefore, would be the same under either the Proposed Project of this alternative. The alternative would, however, result in fewer impacts to most sensitive habitats, with the difference in impacted acreage noted as follows: southern riparian forest (0.3 acre), coast live oak woodland (1.2 acres), Diegan coastal sage scrub (24.4 acres), non-native grassland (17.1 acres) and pasture (7.8 acres). This alternative would not impact sensitive plant species. Implementation of the Biological Reduced Footprint Alternative would result in significant impacts to coastal California gnatcatcher. The alternative also would impact least Bell's vireo, yellow warbler, and yellow-breasted chat, but, similar to the Proposed Project, impacts to these species would be less than significant. Alternative implementation would significantly impact foraging and roosting habitat for raptors. A mitigation monitoring program would ensure that significant biological resources impacts would be mitigated below a level of significance.

Because the footprint would be smaller and some impacts would be lessened, this alternative would have fewer impacts than the Proposed Project for this issue.

Cultural Resources

There are no known cultural resources on site. Similar to effects identified for the Proposed Project, earth-moving activities associated with the Biological Reduced Footprint Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that potentially significant impacts to prehistoric or historic resources occurring as a result of alternative implementation would be mitigated to less than significant levels. Impacts associated with this topic would be similar to those identified for the Proposed Project.

5.5.3 Conclusion

The Biological Reduced Footprint Alternative would be preferred over the Proposed Project for the issues of aesthetics, biological resources, traffic, air quality and noise. It would be equivalent to the Proposed Project for the issues of geology/paleontology and cultural resources. This alternative would meet Proposed Project objectives by providing a walkable and public transportation-friendly community; common areas to establish a Project theme; single- and multi-family homes; commercial uses in the Town Center; supporting public services, roadways, and utilities infrastructure; and recreational uses. The Biological Reduced Footprint Alternative would fail to meet Proposed Project objective 3; development of a variety of single- and multi-family housing types, however, to as great a level as the Proposed Project.

5.6 Analysis of the General Plan Update Draft Land Use Map Alternative

Although not strictly a CEQA alternative per se (i.e., an alternative that reduces one or more significant impacts associated with the Proposed Project), the General Plan Update Land Use Map Plan for the Project area provides a viable option for development in this area.

5.6.1 General Plan Update Draft Land Use Map Alternative Description and Setting

This alternative would result in development in accordance with the proposed General Plan Update draft land use map (Figure 5-4, General Plan Update Draft Land Use Map Alternative). This alternative would generally have the same development footprint as the Proposed Project in the northern half of the property, except it would have a small amount of open space on the eastern edge of the central portion of the project site. Single-family dwelling units would be located only in the northernmost portion of the site, while multi-family dwelling units would be located in the central and southern portion of the site. This alternative would replace refined Project open space, pump station and trail staging area south of Pankey Place with highway commercial, which is not included in the Proposed Project. This alternative would result in 248 single-family dwelling units ranging from 45 x 100 feet to 50 x 100 feet, 1,059 multi-family dwelling units, 188,000 square feet of Town Center and highway commercial (120,000 s.f. of Town Center and 68,000 s.f. of highway commercial), 40,000 s.f. of office professional, and 234.4 acres of open space and parks. The General Plan Update Draft Land Use Map Alternative would generate 34,748 ADT.

5.6.2 Comparison of the Effects of the General Plan Update Draft Land Use Map Alternative to the Proposed Project

The anticipated environmental effects resulting from the General Plan Update Draft Alternative are described below. A comparison of the impacts resulting from the General Plan Update Draft Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Implementation of the General Plan Update Draft Land Use Map Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center and office uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, homes would be developed, replacing some of the native vegetation with roads, driveways, landscaping and structures. This alternative would result in more multi-family and fewer single-family residential structures than the Proposed Project. Small open space areas south of the highway commercial and north of SR 76 would be backed by highway commercial uses immediately to the north and additional development overall would be located west of future Horse Ranch Creek Road that would not occur under the refined Project. Sound walls would be required west of future Horse Ranch Creek Road that would not be required under the refined Project. Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

Transportation/Traffic

Development of the General Plan Update Draft Land Use Map Alternative would generate 34,748 ADT, or approximately twice as much traffic than the refined Proposed Project. Because the office professional square footage would be less than under the Proposed Project, this increase largely would be associated with residential and commercial uses. The highway commercial uses would generate approximately 15,000 ADT. The alternative is calculated to generate additional traffic over the Proposed Project, and the internal capture rate is anticipated to remain constant at 30 percent. The increase in traffic would result in additional impacts over the Proposed Project, although CEQA significance (significant and unmitigable) would remain the same. Pertinent to this alternative, LOS Engineering completed a focused review of areas at or near unacceptable levels of service. This spot analysis is included in Appendix C to this EIR. Based on this spot check of several intersections and road segments, it was determined that the study area for this alternative would be larger due to the additional peak hour trips and additional impacts would occur outside of the Project study area. The anticipated primary study area for this alternative is depicted on Figure 5-4a. In addition to all of the intersection and segment impacts identified under the Proposed Project, the alternative is projected to have significant direct impacts at four intersections, two local roadway segments, and five state route segments, as noted below.

- Intersection of Mission Road and I-15 NB Ramps (LOS E during the PM peak hour)
- Intersection of SR 76 and East Vista Way (LOS E during the AM peak hour)
- Intersection of SR 76 and North River Road (LOS E during the AM peak hour)
- Intersection of SR 76 and Olive Hill Road (LOS E during the AM and PM peak hours)
- Segment of Reche Road from Green Canyon Norte to Live Oak Park Road (LOS E)
- Segment of Reche Road from Live Oak Park Road to Gird Road(LOS E)
- Segment of SR 76 from E. Vista Way to North River Road (LOS F)
- Segment of SR 76 from North River Road to Olive Hill Road (LOS F)
- Segment of SR 76 from Olive Hill Road to Mission Road (LOS F)
- Segment of SR 76 from Gird Road to Sage Road (LOS E)
- Segment of SR 76 from Couser Canyon Road to Pala Mission Road (LOS F)

This would increase the direct impacts from 8 locales associated with the Proposed Project to a total of 19 potential direct impacts associated with this alternative. Cumulative and horizon year impacts would similarly increase.

Air Quality

The General Plan Update Draft Land Use Map Alternative would conform to the RAQS and SIP. No sensitive receptors would be exposed to substantial pollutant concentrations. Long-term odor impacts would not be significant.

This alternative would result in greater emissions of air pollutants for both the construction phase and operational phase of the project due to the increased ADT. Construction would result in emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the project site. These construction emissions would be above the significance criteria for the maximum construction scenario and therefore would pose a significant, but temporary, impact on the ambient air quality during construction.

CO and VOC operational emissions (in pounds per day) in 2015 under this alternative would be substantially greater (over approximately 40 percent), than those of the Proposed Project, and thus, would still exceed the respective thresholds for CO and VOC of 550 and 75 pounds per day. CO emissions would be 2,383 pounds per day and VOC emissions would be 222 pounds per day. In 2040, this alternative, unlike the Proposed Project, would exceed the County's significance criterion for CO. This alternative would result in 930 pounds per day of CO and 79 pounds per day of VOC in 2040, amounts substantially greater than the Proposed Project. Operational CO and VOC emissions would exceed the County's significance criteria in 2015 and 2040 under this alternative and would therefore result in a significant impact on the ambient air quality. Because the project's operational emissions would be mainly associated with vehicular traffic from Project-related vehicle trips, there would be no feasible mitigation measures to reduce emissions below a level of significance.

Project-related traffic would not, however, be anticipated to result in CO 'hot spots.' Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emissions ultimately would be below the County's significance thresholds, and the Project would not cause or contribute to a long-term exceedance of an air quality standard.

Overall, due to the increased construction and vehicular emissions, impacts associated with this alternative would be greater than those associated with the Proposed Project.

Noise

Development of the General Plan Update Draft Land Use Map Alternative would be expected to result in an increase in noise impacts, over those assessed to the Proposed Project because alternative land uses would result in the generation of approximately twice as much ADT. The anticipated increase in traffic could be significant, although sound barriers similar to or greater in height than those required for the Proposed Project would be expected to lower noise impacts to less than significant levels. This alternative also would increase off-site noise impacts due to the increase in alternative-related ADT. No houses or other noise sensitive land uses are located adjacent to the intersections identified above under Transportation/Traffic, although commercial uses are located at the intersection of SR 76/Olive Hill Road. Residences were located along Reche Road from Green Canyon Norte to Gird Road, and SR 76 from Gird Road to Sage Road and Couser Canyon Road to Pala Mission Road. In addition, commercial uses were identified along SR 76 from North River Road to Mission Road. Additional analysis would be required to determine whether noise impacts at the identified intersections and road/SR 76 segments would be significant, and of greater impact than the Proposed Project.

Geology/Paleontology

All grading and/or construction activities for the General Plan Update Draft Land Use Map Alternative would be anticipated to occur on the Project site in accordance with each of the standards and regulations identified in Subchapter 3.2 above. Similar to the Proposed Project, implementation of this alternative would result in the need for application of standard remediation/building mitigative techniques in response to on-site landslide hazard, liquefaction and settlement/collapse.

As stated for the Proposed Project, there are no known paleontological resources on site. Earth-moving activities associated with the General Plan Update Draft Land Use Map Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that significant paleontology impacts occurring as a result of alternative implementation would be mitigated to less than significant levels. Therefore, impacts would be similar to the Proposed Project.

Biological Resources

The General Plan Update Draft Land Use Map Alternative would impact a total of 224.0 acres on site. Specifically, this alternative would significantly impact 8.1 acres of southern riparian forest (6.7 acres more than the Proposed Project), 0.3 acre of southern willow scrub (1.3 acres less), 0.8 acre of freshwater marsh (0.79 acre more), 1.1 acres of coast live oak woodland (0.2 acre less), 38.8 acres of Diegan coastal sage scrub (including disturbed; or 3.5 acres less), 39.4 acres of non-native grassland (0.9 acre more), and 130.8 acres of pasture (4.6 acres less). This alternative also would impact 0.1 acre of non-native vegetation, 0.1 acre of eucalyptus woodland, 2.4 acres of disturbed habitat, and 2.1 acres of developed land. Approximately 248 individuals of a sensitive plant species, Parry's tetracoccus, also would be impacted, although impacts are not identified as significant. Impacts to the coastal California gnatcatcher, least Bell's vireo, yellow warbler, and yellow-breasted chat would be significant, as would the impact to raptors, based on loss of foraging and roosting habitat. In the event that additional impacts to sensitive biological habitats occur associated with off-site intersection improvements, additional habitat mitigation also would be required under this alternative. Specific to acreage impacts, fewer acres of sensitive habitat would be impacted. Similar to the Proposed Project, however, a mitigation monitoring program would ensure that significant biological resources impacts occurring as a result of alternative implementation would be mitigated to less than significant levels.

Cultural Resources

There are no known cultural resources on site. Similar to effects identified for the Proposed Project, earth-moving activities associated with the General Plan Update Draft Land Use Map Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that no significant impacts to prehistoric or historic resources would occur as a result of alternative implementation. This alternative would be similar to the Proposed Project for this issue.

5.6.3 Conclusion

This alternative would provide additional commercial services to area residents. It would result in roughly equivalent impacts to geology/paleontology and cultural resources. The additional development areas west of future Horse Ranch Creek Road would result in increased development over the refined Proposed Project in areas that would retain open space. Specific acreage impacts to sensitive biological habitats would slightly decrease (by 1.2 acres), although impacts would remain significant (and mitigable) for these habitats. This alternative would also result in potential substantial increases in off-site traffic congestion and associated adverse noise and air quality effects. In addition, the larger amount of traffic associated with this alternative would require a larger study area for analysis, with additional direct and

cumulative impacts, some of which were noted above. As noted at the beginning of the alternative discussion (Subchapter 5.6), this alternative is not considered a standard CEQA alternative in terms of identification of lower or fewer significant impacts. It is, however, a viable planning alternative based on County goals for increased densification/intensity of development of the Project site and surrounding areas. It has therefore been included in this EIR for the information and consideration by the decision makers during hearings on Project approval. This alternative would meet all Proposed Project objectives by providing a walkable and public transportation-friendly community; common areas to establish a Project theme; single- and multi-family homes; commercial uses in the Town Center; supporting public services, roadways, and utilities infrastructure; and recreational uses.

5.7 Analysis of the General Plan Update Board Referral Map Alternative

Similar to the alternative addressed in Section 5.6, the alternative does not strictly serve as a CEQA alternative (i.e., an alternative that reduces one or more significant impacts associated with the Proposed Project). Despite this, the General Plan Update Board Referral Map Plan for the Project area provides a viable option for development in the area.

5.7.1 General Plan Update Board Referral Map Alternative Description and Setting

This alternative would result in development in accordance with a draft General Plan update land use map proposed by the Board of Supervisors (Figure 5-5, General Plan Update Board Referral Map Alternative). This alternative would generally have the same development footprint as the Proposed Project, except it would have a small amount of open space immediately north of SR 76 and on the eastern edge of the central portion of the project site. There would be two multi-family areas with this alternative, one in the central portion and one in the southern portion of the site. This alternative would replace the southernmost refined Project open space with highway commercial, which is not included in the Proposed Project. This alternative would result in 404 single-family dwelling units ranging from 45 x 100 feet to 80 x 100 feet, 258 multi-family dwelling units, 188,000 s.f. of commercial (120,000 s.f. of Town Center and 68,000 s.f. highway commercial), 40,000 s.f. of office professional, and 234.9 acres of open space and parks. The General Plan Update Board Referral Map Alternative would generate 29,902 ADT.

5.7.2 Comparison of the Effects of the General Plan Update Board Referral Map Alternative to the Proposed Project

The anticipated environmental effects resulting from the General Plan Update Board Referral Map Alternative are described below. A comparison of the impacts resulting from the General Plan Update Board Referral Map Alternative and the Proposed Project is shown in Table 5-1.

Aesthetics

Implementation of the General Plan Update Board Referral Map Alternative would introduce development and expanses of pavement associated with circulation roads and parking lots of the Town Center, commercial and office professional uses onto an existing undeveloped viewscape of open, grassy fields. In the northern area, estate homes would be developed below the hillsides, replacing some of the native vegetation with roads, driveways, and residentially related structures. This alternative would result in 89 fewer residences than the refined Proposed Project, but would include a larger development footprint as multi-family development would be constructed west of future Horse Ranch Creek Road and a small open space area south of the highway commercial and north of SR 76 would be backed by highway commercial uses immediately to the north.

Similar to the Proposed Project, implementation of this alternative would be anticipated to result in significant and unmitigable visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the viewscape from a designated scenic highway and a change in the visual character of the area.

Transportation/Traffic

Development of the General Plan Update Board Referral Map Alternative would result in land uses generating 29,902 ADT, or 12,561 ADT (72 percent) more than the Proposed Project. The alternative is calculated to generate additional traffic over the Proposed Project, although the internal capture rate would be expected to remain 30 percent. Based on the focused review discussed above for the General Plan Update Draft Land Use Plan Alternative discussed in Subchapter 5.6, the increase in traffic would result in additional impacts over the Proposed Project for this alternative as well. These increased impacts would fall between those identified for the Proposed Project (at 8 locations) and the direct impacts projected for the General Plan Update Draft Land Use Map Alternative (at 19 locations). The study area also would be anticipated to be larger due to the additional peak hour trips, potentially resulting in additional impacts outside of the Proposed Project study area.

Air Quality

The General Plan Update Board Referral Map Alternative would conform to the RAQS and SIP. No sensitive receptors would be exposed to substantial pollutant concentrations. Long-term odor impacts would not be significant.

This alternative generally would result in incrementally greater but similar emissions of air pollutants to the Proposed Project for the construction phase, but greater emissions of air pollutants for the operational phase of the project due to the higher ADT generated by the project. Construction would result in emissions associated with fugitive dust, heavy construction equipment, and construction workers commuting to and from the project site. These construction emissions would be above the significance criteria for the maximum construction scenario and would therefore result in a significant, but temporary, impact on the ambient air quality during construction.

CO and VOC operational emissions (in pounds per day) in 2015 under this alternative would be substantially greater (over 30 percent greater) than those of the Proposed Project. These emissions would exceed the respective thresholds for CO and VOC of 550 and 75 pounds per day, as CO emissions would be 2,060 pounds per day and VOC emissions would be 192 pounds per day. In 2040, this alternative, unlike the refined Proposed Project, would exceed the County's significance criterion for CO. This alternative would result in 809 pounds per day of CO in 2040. Because operational CO and VOC emissions would exceed the County's significance criteria in 2015, as well as CO in 2040, and would therefore result in significant impacts on the ambient air quality. Because the project's operational emissions would be mainly associated with vehicular traffic from Project-related vehicle trips, there would be no feasible mitigation measures to reduce emissions below a level of significance.

Project-related traffic would not be expected to result in CO 'hot spots.' Furthermore, emissions associated with traffic would decrease with time as older vehicles are phased out and more stringent emission standards are applied to new vehicles. Emissions ultimately would be below the County's significance thresholds, and the Project would not cause or contribute to a long-term exceedance of an air quality standard.

Overall, air quality effects related to this alternative would be greater than those associated with the Proposed Project.

Noise

Development of the General Plan Update Board Referral Alternative would be anticipated to result in an increase in noise impacts, as compared to the Proposed Project because the alternative land uses would result in the generation of approximately 72 percent more ADT. The anticipated increase in traffic could be significant, although sound barriers similar to or greater in height than those required for the Proposed Project would be expected to lower noise impacts to less than significant levels. This alternative also would be expected to increase off-site noise impacts related to the increase in ADT. These increased impacts would fall between those identified for the Proposed Project and the impacts projected for the General Plan Update Draft Land Use Map Alternative. Additional analysis would be required to determine if these impacts would be significant. Overall, noise impacts related to this alternative would be greater than those associated with the Proposed Project.

Geology/Paleontology

All grading and/or construction activities for the General Plan Update Board Referral Map Alternative would be anticipated to occur on the Project site in accordance with each of the standards and regulations identified in Subchapter 3.2 above. Similar to the Proposed Project, implementation of this alternative would result in the need for application of standard remediation/building mitigative techniques in response to on-site landslide hazard, liquefaction and settlement/collapse.

As stated for the Proposed Project, there are no known paleontological resources on site. Earth-moving activities associated with the General Plan Update Board Referral Map Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that no unmitigated significant paleontology impacts would occur as a result of alternative implementation. Impacts for these issues would be similar to those identified for the Proposed Project.

Biological Resources

The General Plan Update Board Referral Map Alternative would impact a total of 224.0 acres on site. Specifically, this alternative would significantly impact 8.1 acres of southern riparian forest (6.7 acres more than the Proposed Project), 0.3 acre of southern willow scrub (1.3 acre less), 0.8 acre of freshwater marsh (0.79 acre more), 1.1 acres of coast live oak woodland (0.2 acre less), 38.8 acres of Diegan coastal sage scrub (including disturbed; 3.5 acre less), 39.4 acres of non-native grassland (0.9 acre more), and 130.8 acres of pasture (4.6 acres less). This alternative also would impact 0.1 acre of non-native vegetation, 0.1 acre of eucalyptus woodland, 2.4 acres of disturbed habitat, and 2.1 acres of developed land. Approximately 248 individuals of a sensitive plant species, Parry's tetracoccus, also would be impacted, although impacts are not identified as significant. Impacts to the coastal California gnatcatcher, least Bell's vireo, yellow warbler, and yellow-breasted chat would be significant, as would the impact to raptors, based on loss of foraging and roosting habitat. In the event that additional impacts to sensitive biological habitats occur associated with off-site intersection improvements, additional habitat mitigation also would be required under this alternative. Specific to acreage impacts, fewer acres of sensitive habitat would be impacted. Similar to the Proposed Project, however, a mitigation monitoring program would ensure that significant biological resources impacts occurring as a result of alternative implementation would be mitigated to less than significant levels.

Cultural Resources

There are no known cultural resources on site. Similar to effects identified for the Proposed Project, earth-moving activities associated with the General Plan Update Board Referral Map Alternative may

result in the possible unearthing of previously unknown resources. A mitigation monitoring program would ensure that potentially significant impacts to prehistoric or historic resources occurring as a result of alternative implementation would be mitigated to less than significant levels. Impacts for this issue would be similar to those identified for the Proposed Project.

5.7.3 Conclusion

This alternative would provide additional commercial services to area residents. As noted at the beginning of this alternative discussion (Subchapter 5.7), this is not considered a standard CEQA alternative in terms of identification of lower or fewer significant impacts. It is, however, a viable planning alternative based on County goals for increased densification/intensity of development next to existing service nodes and primary transportation routes. It has therefore been included in this EIR for the information and consideration by the decision makers during hearings on Project approval. Environmental effects associated with this alternative would result in generally equivalent impacts to geology/paleontology and biological and cultural resources. It would have roughly similar, but incrementally greater, impacts to the issue of aesthetics. It would cause potential substantial increases in impacts to off-site traffic congestion (both in intensity and location) and associated adverse noise and air quality effects. This alternative would meet Proposed Project objectives by providing a walkable and public transportation-friendly community; common areas to establish a Project theme; single- and multi-family homes; commercial uses in the Town Center; supporting public services, roadways, and utilities infrastructure; and recreational uses.

5.8 Environmentally Superior Alternative

Although the No Project alternatives would result in minimal to substantially reduced environmental impacts, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of an alternative other than the No Project as the environmentally superior alternative.

The Environmentally Superior Alternative for the Campus Park Project is the Biological Reduced Footprint Alternative, which had reduced impacts for the issues of biology based on a smaller impact footprint (approximately 20 percent smaller), a decrease in alternative-related ADT of approximately six percent over the Proposed Project (with an associated decrease in noise and air quality impacts), as well as incrementally lower impacts to visual resources. Despite these improvements in physical effect, significant and unmitigable impacts would still result for the issues of aesthetics, traffic and air quality, similar to the Proposed Project.

Table 5-1
COMPARISON OF PROJECT ALTERNATIVE IMPACTS TO PROPOSED PROJECT IMPACTS

Environmental Issue	Proposed Project	Alternative					
		No Project/ No Development	No Project/ Existing Specific Plan	Single-family	Biological Reduced Footprint	GP Update Land Use Map	GP Update Board Referral Map
Aesthetics	SU Temporary and Cumulative	Less; NI	Similar or greater; SU	Similar or Greater; SU	Less; SU	Greater; SU	Greater; SU
Transportation/Traffic	SU	Less; NI	Greater; SU*	Greater; SU	Less; SU	Greater; SU	Greater; SU
Air Quality	SU Temporary	Less; NI	Greater; SU	Less; SU	Less; SU	Greater; SU	Greater; SU
Noise	SM	Less; NI	Greater; SM	Greater; SM	Less; SM	Greater; SM	Greater; SM
Geology/Paleontology	SM	Less; NI	Similar; SM	Similar; SM	Similar; SM	Similar; SM	Similar; SM
Biological Resources	SM	Less; NI	Greater; SM	Greater; SM	Less; SM	Similar; SM	Similar; SM
Cultural Resources	SM	Less; NI	Similar; SM	Similar; SM	Similar; SM	Similar; SM	Similar; SM

NI = no impact
SM = significant but mitigable
SU = significant and unmitigable
* The 1983 Hewlett-Packard Specific Plan EIR assessed traffic impacts associated with that Plan as significant but mitigable. Using current standards, roadway conditions, and congestion rates on I-15 during peak hours, it is now anticipated that impacts could be comparable to the Proposed Project in terms of significance.

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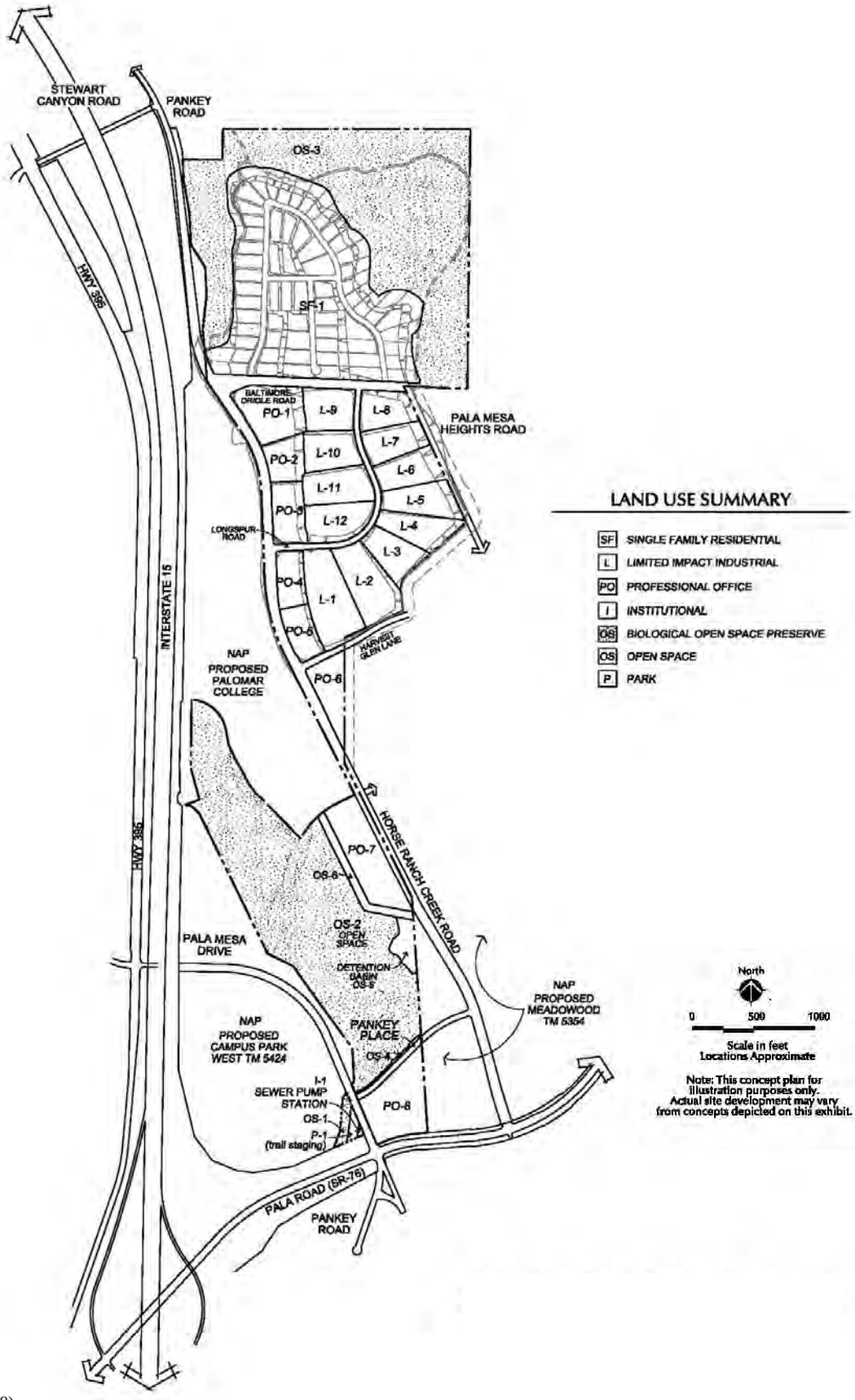

Source: DDS/GA (2008)

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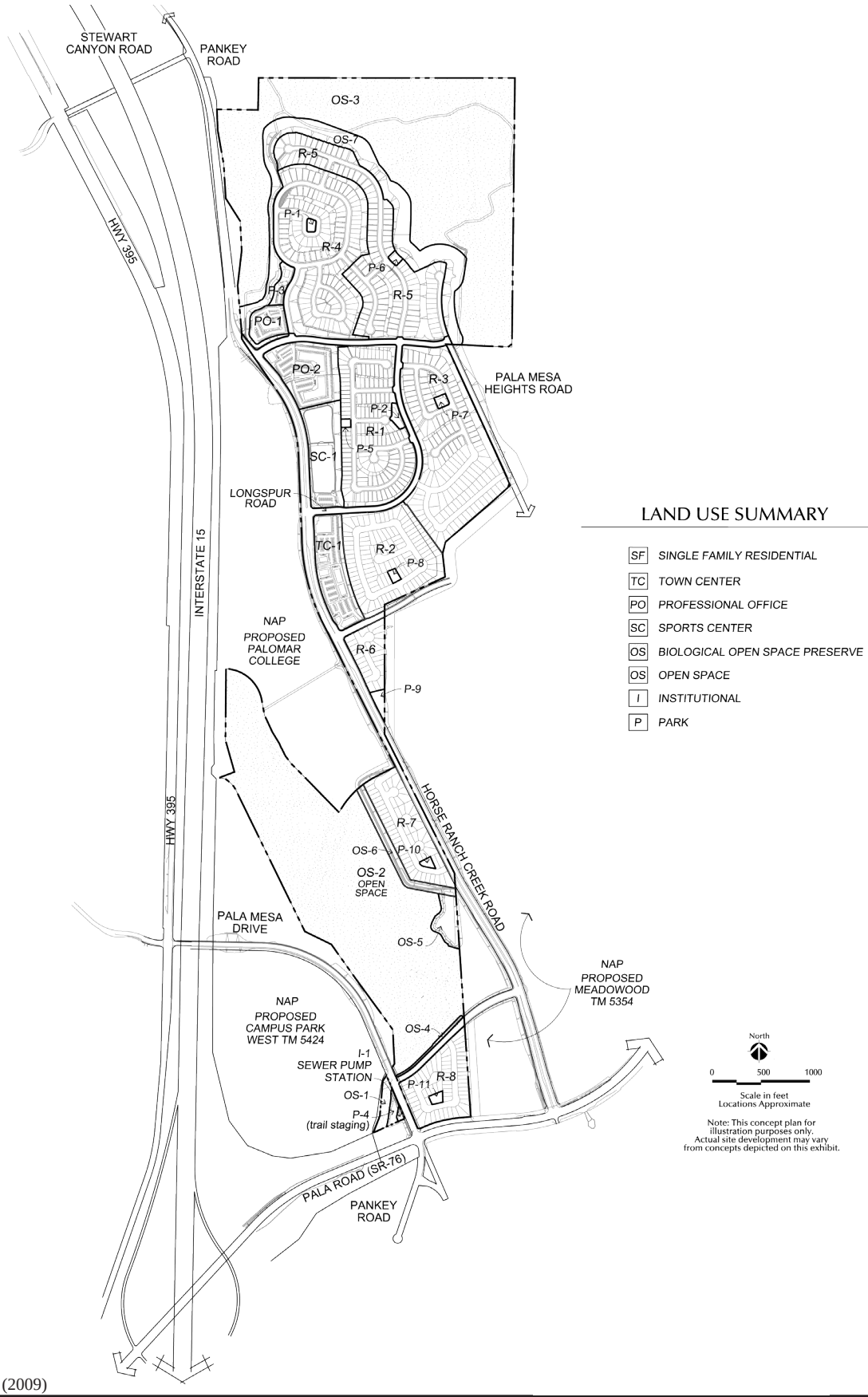
No Project/Existing Plan Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-1



Source: DDS/GA (2009)

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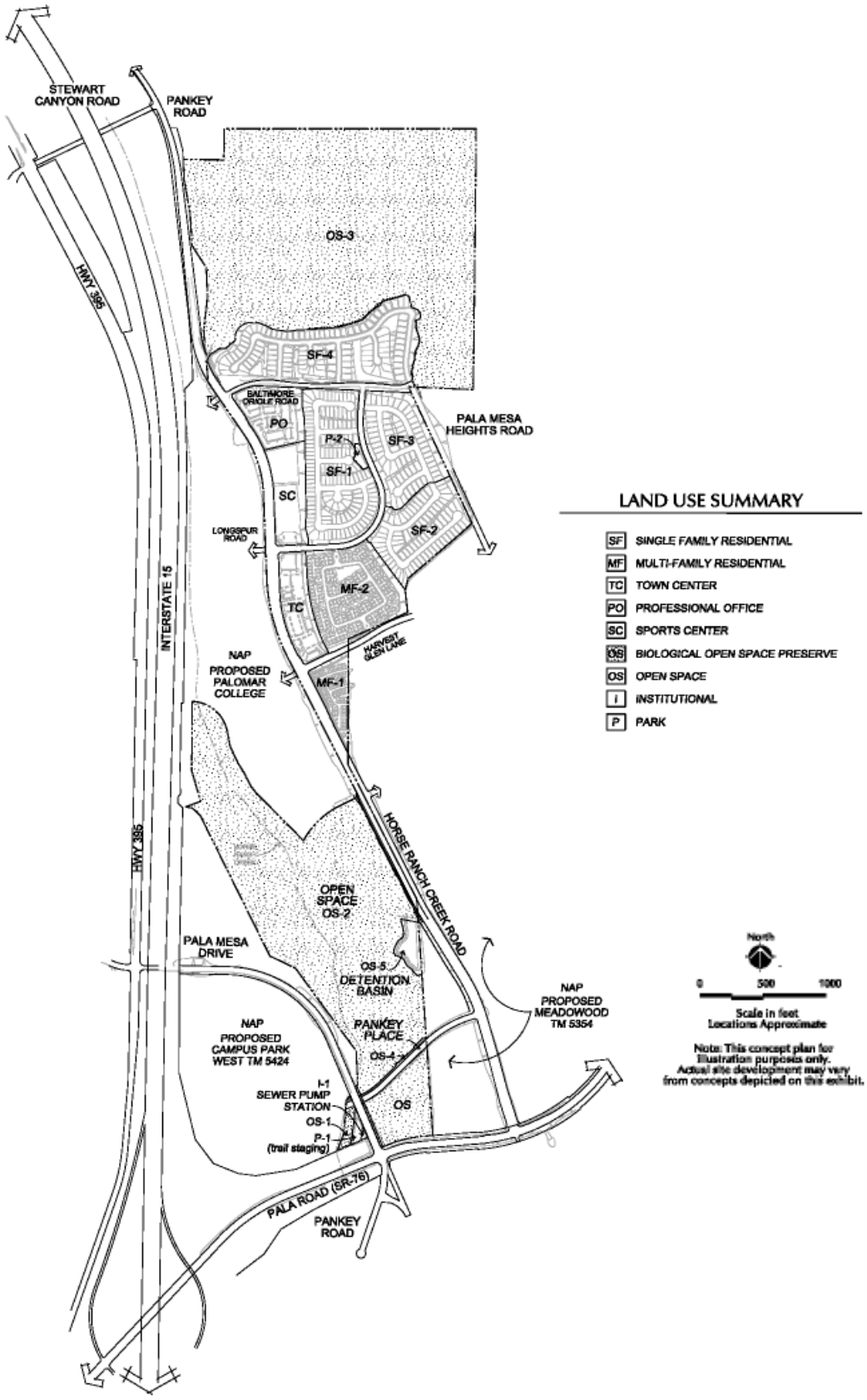
Single-family Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-2



Source: DDS/GA (2008)

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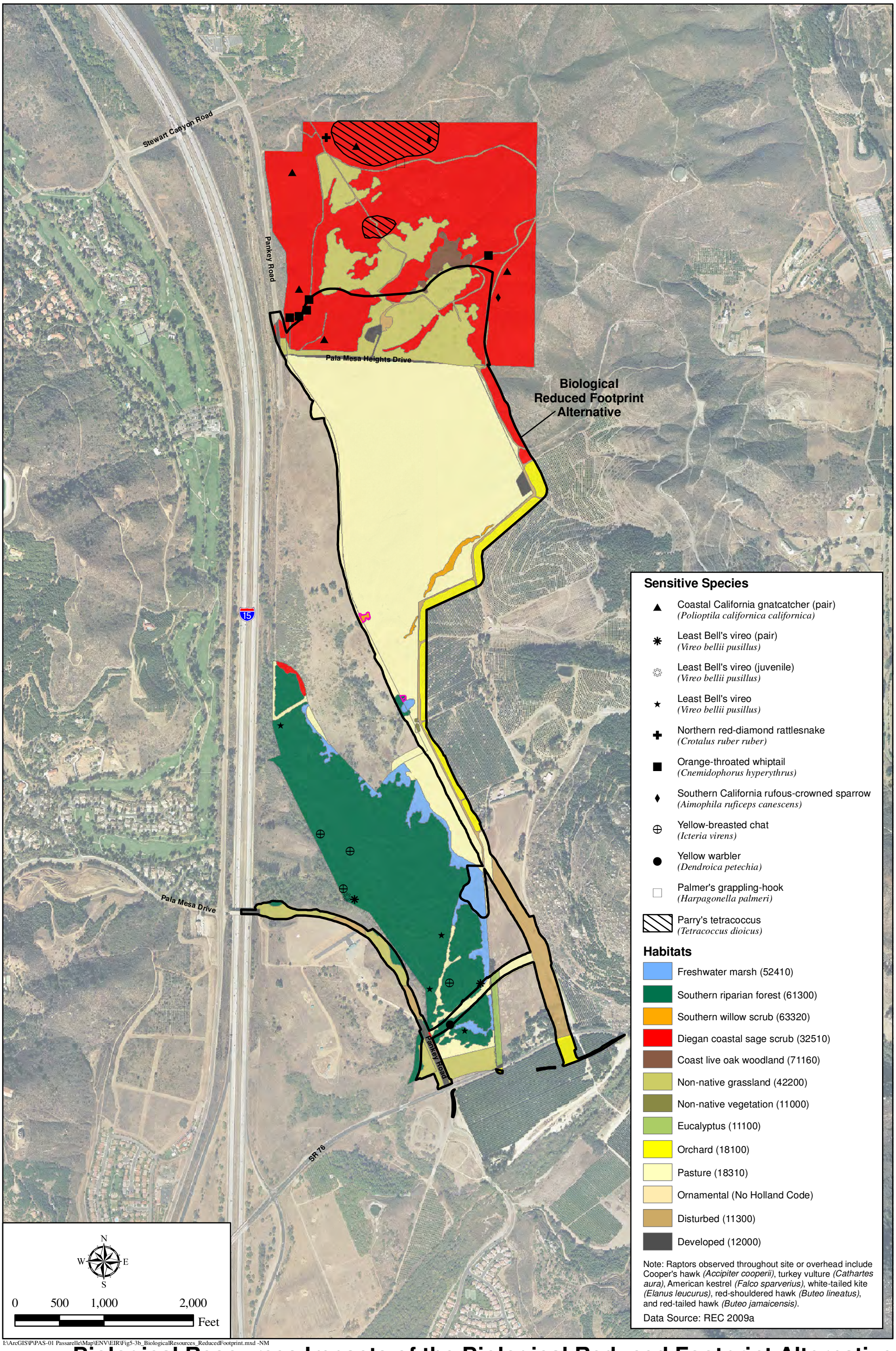
Biological Reduced Footprint Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-3a



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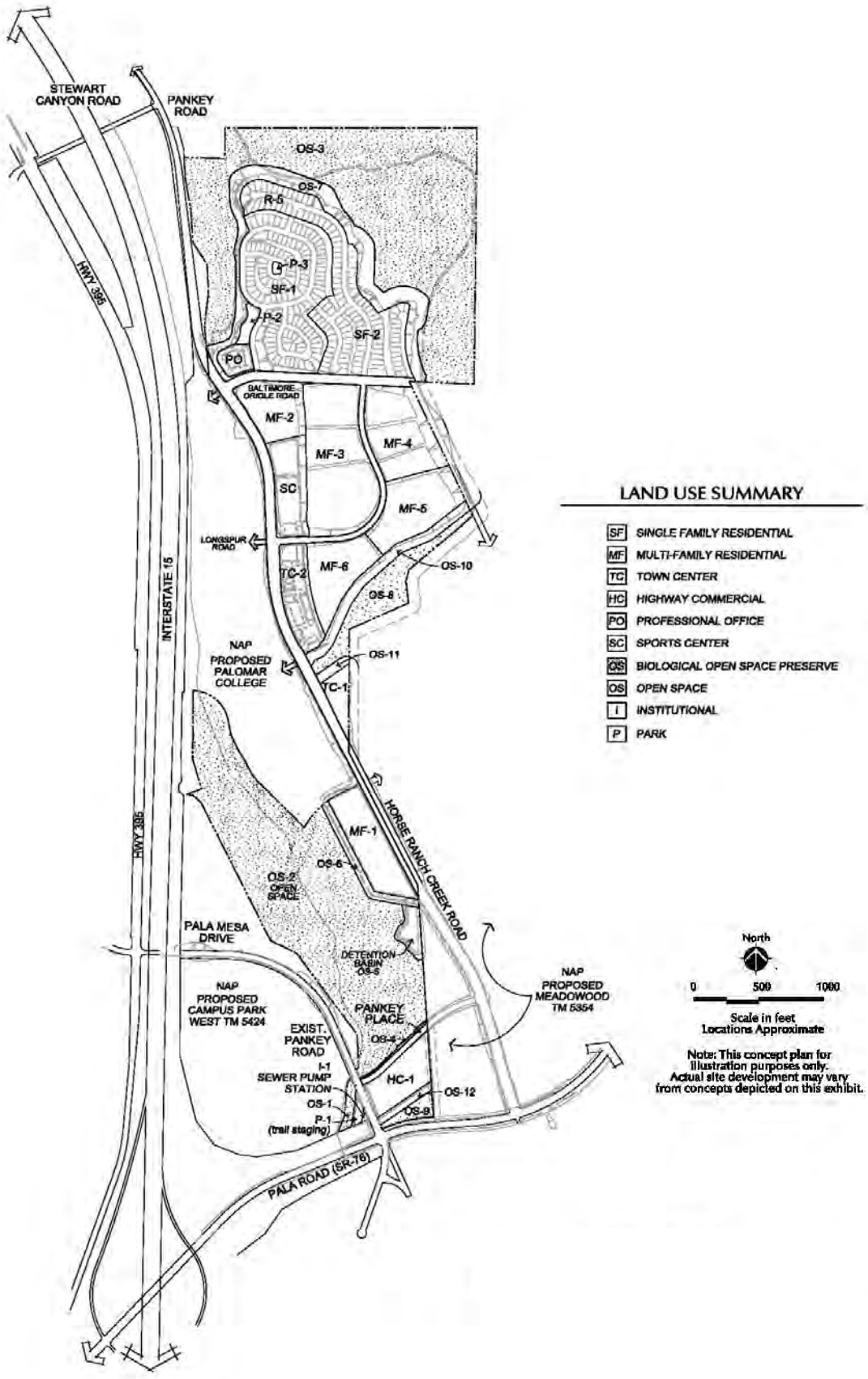
Biological Resources Impacts of the Biological Reduced Footprint Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-3b



Source: DDS/GA (2008)

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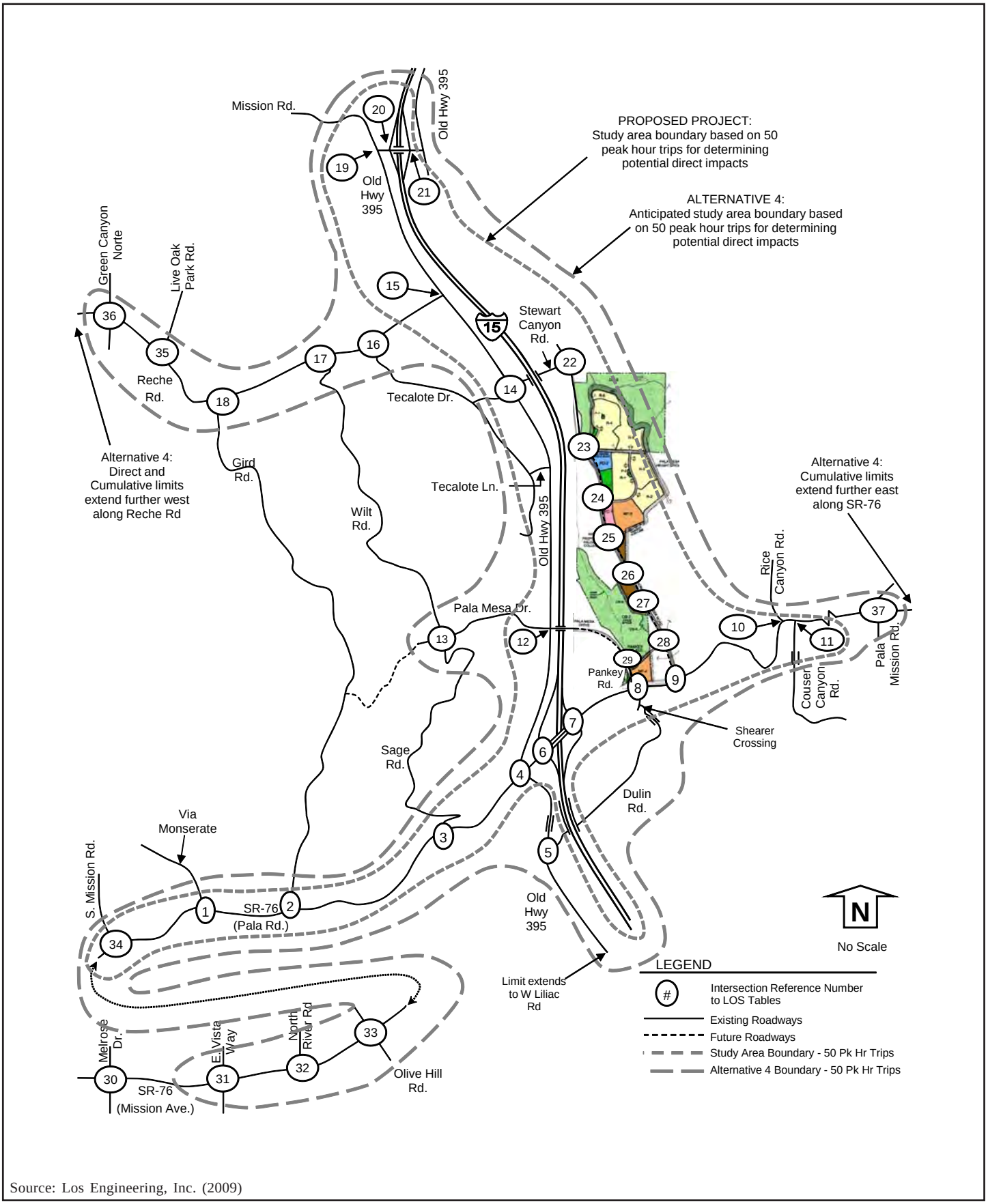
General Plan Update Draft Land Use Map Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-4



Source: Los Engineering, Inc. (2009)

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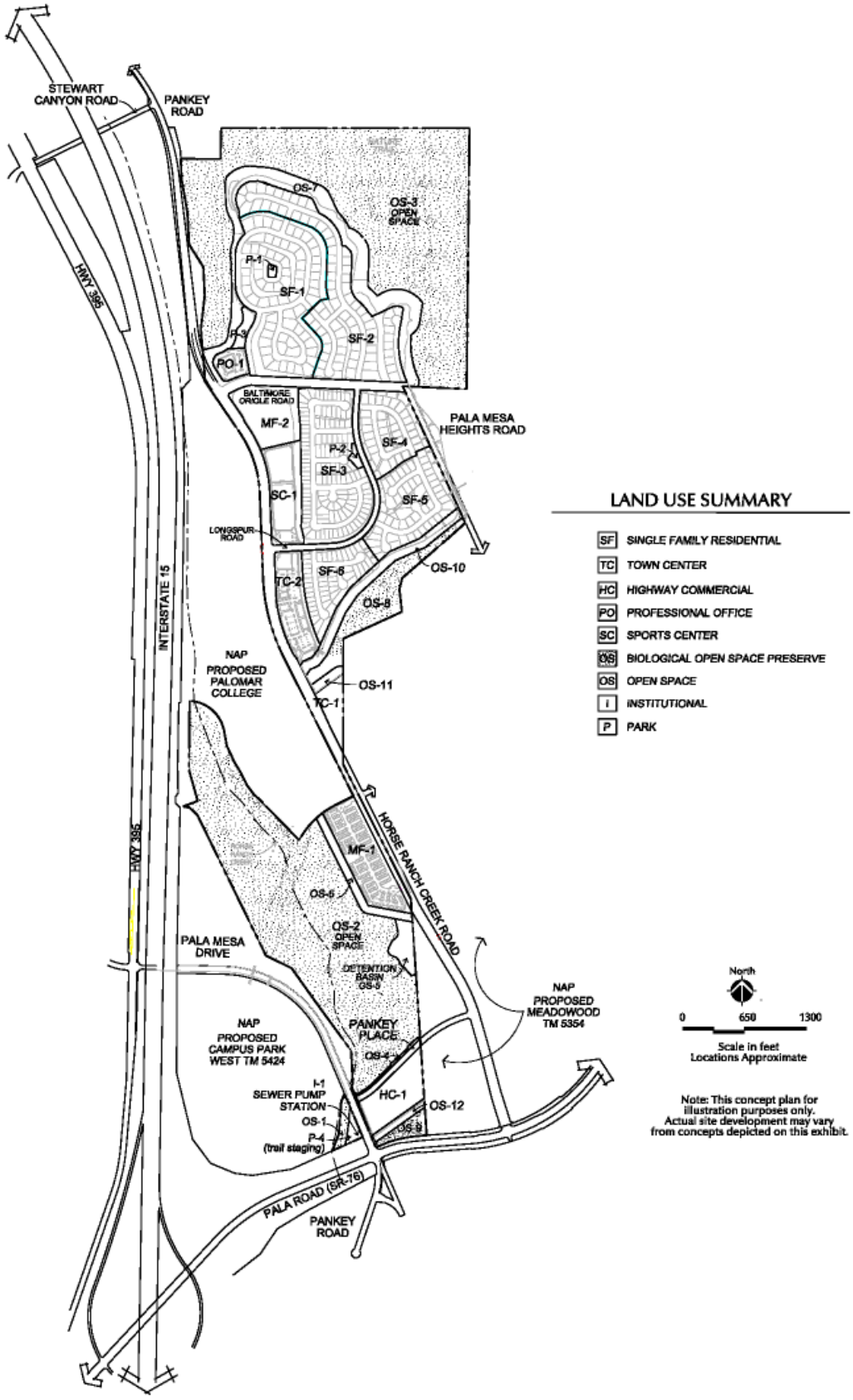
Proposed Project and General Plan Alternative Update Draft Land Use Map Traffic Study Areas

CAMPUS PARK PROJECT

HELIX

Figure 5-4a



Source: DDS/GA (2008)

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General Plan Update Board Referral Map Alternative

CAMPUS PARK PROJECT

HELIX

Figure 5-5

CHAPTER 6.0

LIST OF REFERENCES

CHAPTER 6.0 – LIST OF REFERENCES

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CHAPTER 7.0

LIST OF EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

CHAPTER 7.0 – LIST OF EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

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CHAPTER 8.0

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

CHAPTER 8.0 – LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

Comprehensive Listing of Mitigation Measures

Mitigation for Transportation and Circulation Impacts

M-TR-1 Direct impacts to SR 76 from I-15 SB ramps to I-15 NB ramps shall be mitigated by Project Applicant construction of a loop on-ramp at the intersection of SR 76/I-15 SB ramps and restriping of the bridge to four lanes.

Direct impacts to other segments of SR 76 shall require the following mitigation:

• SR 76 from South Mission Road to Gird Road	Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements.
• SR 76 from Sage Road to Old Highway 395	Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements.
• SR 76 from Horse Ranch Creek Road to Couser Canyon Road	Under Caltrans, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before Caltrans improvements.

M-TR-2 Direct impacts to the SR 76 /I-15 NB ramps signalized intersection shall be mitigated by Project Applicant construction of an EB to NB loop ramp and restriping of the bridge to four through lanes (two lanes in each direction). A NB right-turn lane and WB right-turn lane shall be added to the SR 76 and I-15 NB on- and off-ramps.

M-TR-3 Direct impacts to the Old Highway 395/Reche Road unsignalized intersection shall be mitigated by Project Applicant installation of a traffic signal.

M-TR-4 Existing Plus Cumulative Plus Project impacts to roadway segments listed below shall be mitigated through Project Applicant participation in the Transportation Impact Fee (TIF) Program:

- Old Highway 395 from East Mission Road to West Lilac Road
- Reche Road from Green Canyon Norte to Gird Road
- Pankey Road from SR 76 to Shearer Crossing
- Pala Mesa Drive from Wilt Road/Sage Road to Old Highway 395

M-TR-5 Existing Plus Cumulative Plus Project impacts to segments of SR 76 listed below shall be mitigated through Project Applicant participation in the TIF Program:

- Melrose Drive to Old Highway 395
- I-15 SB ramps to I-15 NB ramps
- Horse Ranch Creek Road to Pala Mission Road

M-TR-6 Existing Plus Cumulative Plus Project impacts to the signalized intersections listed below shall be mitigated through Project Applicant participation in the TIF Program:

- SR 76/Gird Road
- SR 76/Old Highway 395
- SR 76/I-15 SB ramp
- SR 76/I-15 NB ramp
- Mission Road/Old Highway 395
- Mission Road/I-15 SB ramps
- Mission Road/I-15 NB ramp
- SR 76/Melrose Drive
- SR 76/East Vista Way
- SR 76/North River Road
- SR 76/Olive Hill Road
- SR 76/South Mission Road

M-TR-7 Existing Plus Cumulative Plus Project impacts to the unsignalized intersections shall be mitigated through Project Applicant participation in the TIF Program:

- SR 76/Via Monserate
- SR 76/Sage Road
- Old Highway 395/Dulin Road
- SR 76/Pankey Road
- SR 76/Rice Canyon Road
- SR 76/Couser Canyon Road
- Old Highway 395/Pala Mesa Drive
- Old Highway 395/Stewart Canyon Road
- Old Highway 395/Reche Road
- Reche Road/Live Oak Park Road

M-TR-8 Buildout (Year 2030) Plus Project impacts to roadway segments listed below shall be mitigated through Project Applicant participation in the TIF Program:

- Pankey Road from SR 76 to Shearer Crossing (suggested mitigation: widen roadway to four-lane collector)

In response to community concerns raised at Planning Group Meetings, the Project Applicant is also proposing an alternative mitigation approach for the cumulative and buildout (Year 2030) impacts addressed in M-TR-6 through M-TR-8, above, in conjunction with TIF payments. This alterative proposal is presented as M-TR-6a to 8a, below.

M-TR-6a to 8a

Existing Plus Cumulative Plus Project and Buildout (Year 2030) Plus Project impacts to signalized and unsignalized intersections, as well as roadway segments, would be mitigated through the Project Applicant allocating the monies identified as TIF payments for the Proposed Project to design and construct specific intersection improvements, thereby providing the community with completed intersection upgrades when needed rather than waiting until all the TIF payments by others are collected and design efforts are completed. The improvements completed by the Project Applicant under this scenario would include:

• Old Highway/Pala Mesa Drive	Project Applicant shall install a traffic signal and construct additional NB and SB through lanes and EB to NB and WB to SB left-turn lanes.
• Old Highway 395/ Stewart Canyon Road	Project Applicant shall install a traffic signal and add a WB to SB left-turn lane.
• SR 76/Pankey Road	Project Applicant shall revamp Pankey Road to tie into existing SR 76.

Mitigation for Noise Impacts

On-site Exterior Noise

M-N-1 Nine-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 285 through 301 within PA R-4 and the HOA recreational facility (PA P-3) (Figure 3.1-8, Location of Noise Attenuation Barriers).

The designed noise screening may only be accomplished if the barrier weight is at least 3.5 pounds per square foot of face area and if barriers have no decorative cutouts or line-of-site openings between shielded areas and the roadways. All gaps (except for weep holes) should be filled with grout or caulking. Recommended noise attenuation barriers may be constructed using one of the following alternative materials:

1. Masonry block;
2. Stucco veneer over wood framing (or foam core), or one-inch-thick tongue and groove wood of sufficient weight per square foot;
3. Glass (¼ inch thick), or other transparent material with sufficient weight per square foot;
4. Earthen berm; and/or
5. Any combination of these construction materials.

M-N-2 Ten-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 21 through 52 within PA R-1 (Figure 3.1-10). The barriers shall be designed as stated above in M-N-1.

M-N-3 Ten-foot high noise attenuation barriers shall be constructed along portions of MF-1 that front the Town Center and a portion of Longspur Road (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

M-N-4 Ten-foot high noise attenuation barriers shall be constructed along portions of MF-2 that front Horse Ranch Creek Road and Harvest Glen Lane (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

On-site Interior Noise

M-N-5 A final noise study for the second floors of all single- and multi-family homes on the Project site shall be prepared prior to obtaining building permits for the Project. The report shall finalize the noise requirements based on actual building design specifications. Noise requirements will include the following:

- A "windows closed" condition shall be provided that requires a means of mechanical ventilation for the second floors of all single- and multi-family houses.
- The second floors of all single- and multi-family houses shall be provided with weather-stripped solid-core exterior doors.
- Exterior wall/roof assembles shall be free of cutouts and openings.
- Upgraded windows shall be provided for the second floors of single- and multi-family houses.

Preliminary exterior and interior noise requirements for tentative tract map approval shall be presented in the final noise report prior to obtaining building permits.

Park Areas

M-N-6 Nine-foot high noise attenuation barriers shall be constructed along the western side of the northern half of PA P-3 (Figure 3.1-8). The barriers shall be designed as stated above in M-N-1.

Sewer Lift Station

M-N-7 The generators shall be equipped with the manufacturer's sound enclosure to decrease noise levels to 70 dBA at 23 feet to comply with adjacent property line standards. Additionally, the proposed generator must be sited within the parcel a minimum of 35 feet from the trail staging area and 100 feet from biological open space. Sound level measurements shall be conducted at the nearest property line once the pump stations are fully operational to ensure compliance with the County's Noise Ordinance.

Construction Noise

M-N-8a and b

A specific mitigation plan based upon the location of the construction equipment and/or blasting activities shall be identified by a County-approved acoustical engineer. If construction noise impacts are anticipated, the Project Applicant shall install a temporary noise attenuation barrier along any property line, or at an appropriate location (e.g., between newly constructed and

occupied housing and later phases of construction). The mitigation plan shall determine the height and location of any necessary temporary barriers based on elevations of the construction area relative to the sensitive receptor and specific types of equipment being used. The barrier shall be constructed of solid non-gapping wood and shall comply with the County's 75 dBA standard and Noise Ordinance criteria for construction operations.

Cumulative Noise

M-N-9 Cumulative impacts associated with construction to future on-site residences would be mitigated by the implementation of Mitigation Measure M-N-8a and b.

Mitigation for Geology/Paleontology Impacts

Geology

A detailed geotechnical analysis (including efforts such as additional field investigation, borings, sampling, and laboratory testing) shall be conducted prior to implementation of the Proposed Project, with this analysis to include review of Project grading plans and assessment of associated potential impacts from landslides, liquefaction, and settlement/collapse. While the final determination of measures to address these potential hazards would be based on site-specific conditions, grading plans and geotechnical analysis, they likely would include the following types of efforts (as well as conformance with applicable standards such as the IBC) to reduce potential adverse geologic impacts below a level of significance.

Landslide Hazards

Potential measures to address impacts from landslide hazards include the following:

M-GE-1 If potentially unstable landslide deposits or outcrops (e.g., debris flows) are encountered during geotechnical investigation or Project construction, they shall be remediated per direction by the Project Geotechnical Engineer (e.g., by additional grading).

Liquefaction

Potential measures to address impacts from liquefaction and related hazards include the following:

M-GE-2a Deposits subject to potential liquefaction hazards shall be overexcavated and recompacted (or replaced with engineered fill), per direction by the Project Geotechnical Engineer.

M-GE-2b In-place ground modifications (densification) of applicable deposits shall be conducted via methods such as "cement deep soil mixing," placement of vibra-stone columns within wick drains, compaction grouting, or dynamic compaction, per direction by the Project Geotechnical Engineer.

M-GE-2c Subexcavation/recompaction or pre-settling procedures shall be implemented under the raised embankment areas for the proposed Pala Mesa Drive roadway to address potential settlement that otherwise might adversely impact the pavement and infrastructure located within the roadway.

M-GE-2d Confining stresses shall be increased through design (PSE 2000), and subdrains shall be placed in appropriate locations to reduce surficial saturation, per direction by the Project Geotechnical Engineer.

Settlement/Collapse

Potential measures to address impacts from settlement/collapse of surficial materials include the following:

M-GE-3a Implementation of densification measures as described above for potential liquefaction hazards.

M-GE-3b Surcharging of fill (e.g., temporary loading with stockpiled fill) and allowance of appropriate time delays (i.e., to facilitate 90 percent settlement) shall be implemented in applicable areas, per direction by the Project Geotechnical Engineer.

M-GE-3c Wick and blanket drains shall be installed in applicable locations, per direction by the Project Geotechnical Engineer.

Paleontological Resources

The following mitigation measures shall be implemented to ensure that potential adverse impacts to paleontological resources from implementation of the proposed project would be reduced below a level of significance. Evidence shall be provided to the Director of DPLU that the following notes have been placed on grading plan:

M-P-1a A qualified paleontologist shall be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual having an M.S. or Ph.D. in paleontology or a related field (e.g., sedimentary or stratagraphic geology, evolutionary biology, etc.), and who has knowledge of San Diego County paleontology and documented experience in professional paleontological procedures and techniques.

M-P-1b The qualified paleontologist shall conduct or supervise the following mitigation tasks associated with full-time monitoring during original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits):

1. Monitoring of excavation operations to discover unearthed fossil remains.

2. Salvage of unearthed fossil remains.

3. Recording of stratigraphic, geologic and geographic data to provide a context for the recovered fossil remains.

4. Laboratory preparation (cleaning and repair) of collected fossil remains to the point of identification (not exhibition).

5. Curation of prepared fossil remains.

6. Transfer, for archival storage, of cataloged fossil remains and copies of relevant field notes, maps, stratigraphic sections and photographs to an accredited institution (museum or university) in California that maintains paleontological collections.

7. Preparation of a final report summarizing the results of the field investigation, laboratory methods, stratigraphic information, types and importance of collected fossils, and any necessary graphics to document the stratigraphy and precise fossil collection localities.

The following conditions shall be included as notes on the Project grading plans:

M-P-1c A qualified paleontologist or paleontological monitor (under the supervision of the qualified paleontologist) shall be on site on a full-time basis during the original cutting of previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual with at least one year of experience in field identification and collection of fossil materials. The paleontological monitor shall work under the direct supervision of the qualified paleontologist.

The Project applicant shall: (1) submit a copy of a letter signed by the qualified paleontologist or paleontological monitor which states that the applicant has retained their services and acknowledges agreement to perform and/or be responsible for concurrence with the Project mitigation measures; and (2) authorize the qualified paleontologist to direct, divert, or halt any grading activity, and to perform all other acts required by the provisions listed below. If the qualified paleontologist or paleontological monitor ascertains that the river terrace deposits are not fossil bearing, the qualified paleontologist shall have the authority to terminate the monitoring program.

1. Monitor all grading and excavation activities in previously undisturbed deposits of moderate paleontological resource sensitivity (i.e., Quaternary river terrace deposits).

2. If paleontological resources are unearthed, the qualified paleontologist or paleontological monitor shall:

    a. Direct, divert, or halt any grading or excavation activity until such time that the sensitivity of the resource can be determined and the appropriate recovery implemented.

    b. Salvage unearthed fossil remains.

    c. Record stratigraphic and geologic data to provide a context for the recovered fossil remains.

    d. Prepare collected fossil remains for curation.

    e. Curate, catalog and identify all fossil remains to the lowest taxon possible, inventory specimens, assign catalog numbers, and enter the appropriate specimen and locality data into a collection database.

    f. Transfer the cataloged fossil remains to an accredited institution (museum or university) in California that maintains paleontological collections for archival storage and/or display.

3. The qualified paleontologist shall prepare a final Paleontological Resources Mitigation Report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.

Mitigation for Biological Resources Impacts

The mitigation outlined below for direct impacts to on- and off-site habitats includes preservation both on and off site, on-site creation of habitat, and on-site enhancement of habitat. Appendix I of the Biological Technical Report (EIR Appendix G) contains the conceptual mitigation plans for the Project, including on-site wetland mitigation (REC 2010). A conceptual RMP (REC 2009d; Appendix G of EIR Appendix G) also was prepared for the Proposed Project, and discusses short- and long-term management of the habitat to be preserved on site.

Wetland habitats, including southern riparian forest, southern willow scrub, and freshwater marsh are proposed to be mitigated through on-site enhancement of existing wetland habitat. The Wetland Revegetation Plan details the feasibility, site selection criteria, and success criteria to achieve mitigation.

Upland habitats that would be impacted by the Project, including coast live oak woodland, Diegan coastal sage scrub, non-native grassland, and pasture, are proposed to be mitigated through on- and off-site preservation. The off-site preservation location(s) preferably would occur within the watershed of the San Luis Rey River. Site(s) shall be approved by the Director of DPLU. On-site preservation management is addressed within the Project RMP. Off-site preservation management will be addressed once a site is selected. A separate RMP will be required for off-site mitigation.

Mitigation (i.e., preservation of open space) would occur upon issuance of the grading permit for each particular area on site. Mitigation will be implemented as impacts occur; therefore, mitigation has been divided into phases. Specific product phasing may increase or decrease based on economic factors. Mitigation has been divided into three major phases:

- **Phase 1:** Impacts/mitigation south of proposed Baltimore Oriole Road, including the off-site extension of Horse Ranch Creek Road, Pankey Place, Pankey Road, and Pala Mesa Drive.
- **Phase 2**: Impacts/mitigation north of proposed Baltimore Oriole Road.
- **Phase 3**: Impacts/mitigation for off-site intersection improvements as each intersection is improved.

Because mitigation will be phased, an impact and mitigation tracking system will be utilized. The Project Applicant or monitoring biologist will tally impacts as they occur and ensure that the appropriate mitigation (preservation, creation, and/or enhancement) occur concurrently. The Applicant, County, or monitoring biologist will ensure that adequate and appropriate mitigation is provided for the total impact to each habitat.

Habitats

M-BI-1a Significant direct impacts to 2.1 acres of southern riparian forest (including 1.4 acres on site and 0.7 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. A total of 2.1 acre of riparian forest shall be created on site and be of sufficient quality to support least Bell's vireo, yellow warbler, and yellow-breasted chat. A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. In addition, 4.2 acres of the on-site southern riparian forest shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1b Significant direct impacts to 2.4 acres of southern willow scrub (including 1.6 acres on site and 0.8 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 2.4 acres of southern willow scrub habitat on site. A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. An additional 4.8 acres of the Project site's riparian forest shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1c Significant direct impacts to 0.11 acre of freshwater marsh (including 0.01 acre on site and 0.1 acre off site) shall be mitigated at a 3:1 ratio, including 1:1 creation and 2:1 enhancement. This mitigation requires creation of 0.11 acre of freshwater marsh habitat on site. A conceptual mitigation plan for wetland creation and enhancement is included as Appendix I of EIR Appendix G. In addition, 0.22 acre of the Project site's riparian forest shall be enhanced. On-site enhancement shall include cowbird trapping and removal of exotics.

M-BI-1d Significant impacts to 1.3 acres of coast live oak woodland shall be mitigated at a ratio of 2:1 or 3:1. One acre of this habitat shall be mitigated at 2:1 as it is in the fuel modification zone and 0.3 acre shall be mitigated at 3:1 as it would be impacted due to grading. Therefore, a total of 2.9 acres is required to mitigate this habitat type. This mitigation shall consist of preserving 1.5 acres on site and purchasing 1.43 acres of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU.

M-BI-1e Significant impacts to 46.07 acres of Diegan coastal sage scrub (including 42.3 acres on site and 3.77 acres off site) shall be mitigated at a 2:1 ratio for a total mitigation requirement of 92.1 acres. This impact shall be partially mitigated through the preservation of the remaining Diegan coastal sage scrub on site (87.3 acres). The remainder of the required mitigation shall be accomplished by purchasing 4.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1f Significant impacts to 44.77 acres of non-native grassland habitat (including 38.5 acres on site and 6.27 acres off site) shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 22.4 acres. Mitigation shall consist of preserving the remaining non-native grassland on site (5.6 acres) and purchasing 16.8 acres off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1g Significant impacts to 144.46 acres of pasture (including 135.4 acres on site and 9.06 acres off-site) shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 72.2 acres. Mitigation shall consist of purchasing 72.2 acres off site of mitigation credit at an approved mitigation bank or on land approved by the Director of DPLU that is equal to or "like functioning" to the impacted pasture.

Jurisdictional Areas

M-BI-2 Significant impacts to Corps and CDFG jurisdictional wetlands shall be mitigated through habitat-based mitigation, as described in M-BI-1a through 1c, above. Impacts to Waters of the U.S. shall be mitigated at a 1:1 ratio (1.6 acres) through enhancement of on-site southern riparian forest. The Project Applicant shall obtain applicable regulatory permits from other agencies.

Sensitive Plants

M-BI-3 Direct significant impacts to Parry's tetracoccus shall be mitigated through the preservation of the remaining population of this species on site. [1] Minor encroachment into the larger northern population (located within the outer limits of the fuel modification zone) shall be avoided during brushing and clearing. The limits of the population shall be flagged or fenced (with drift fence) to demarcate the limits of brush clearing. To mitigate for the loss of the 248 plants in the north central portion of the site, habitat supporting this plant species at a 2:1 ratio shall be purchased or created off site. This may co-occur with other mitigation/habitat needs of the Project. Off-site lands must be within an approved mitigation bank or lands deemed acceptable by the Director of DPLU.[2] If, for any reason, an appropriate preserve population cannot be located, the Director of DPLU will be contacted and an alternate mitigation will be determined. Alternative mitigation may include propagation of the plant from seed.

Sensitive Wildlife

M-BI-4 Long-term significant direct impacts to the coastal California gnatcatcher shall be mitigated through the habitat preservation and off-site habitat purchase per M-BI-1e, above.

M-BI-5 Significant direct impacts to the yellow warbler shall be mitigated through the habitat-based mitigation addressed in M-BI-1a, above. Habitat mitigation shall consist of creation of southern riparian forest at a ratio of 1:1 and enhancing portions of on-site southern riparian forest remaining. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow warbler.

M-BI-6 Significant direct impacts to the yellow-breasted chat shall be mitigated through the habitat-based mitigation addressed in M-BI-1a, above. Habitat mitigation shall consist of creation of southern riparian forest at a ratio of 1:1 and enhancing portions of on-site southern riparian forest remaining. Creation and enhancement shall be conducted in accordance with habitat requirements of the yellow-breasted chat.

M-BI-7 Significant direct impacts to raptor foraging areas shall be mitigated through the habitat-based mitigation addressed in M-BI-1f and M-BI-1g, above. Habitat mitigation shall consist of the preservation of non-native grassland and pasture at a 0.5:1 ratio.

Indirect Impacts

M-BI-8 No grading, clearing, or construction activity shall be initiated within 300 feet of occupied habitat during coastal California gnatcatcher and southern California rufous-crowned sparrow breeding season (February 15 through August 31), 300 feet of occupied habitat during least Bell's vireo, yellow warbler, and yellow breasted-chat breeding season (March 15 through September 15), 500 feet of occupied tree-nesting raptor habitat during raptor breeding season (January 15 through July 15), or within 800 feet of ground nesting raptor habitat during raptor breeding season (February 1 through July 15). All grading permits, grading plans, and improvement plans shall state the same. If grading, clearing, or construction would occur during gnatcatcher and/or raptor nesting seasons, a qualified

[1] The Project site burned during the October 2007 wildfires. It is anticipated that the population will re-germinate to their original population size.

[2] Parry's tetracoccus, though sensitive, is still relatively abundant in the County. Therefore, locating this plant for preservation is feasible.

biologist shall conduct a pre-construction survey to determine if these species occur within impacted areas. If there are no gnatcatchers or raptors nesting (including nest building or other breeding/nesting behavior) within this area, development shall be allowed to proceed.

If grading activities, including blasting and associated drilling, in the development area are scheduled to occur during sensitive bird breeding seasons, the Diegan coastal sage scrub in the northern section of the site the adjacent 500 feet of the open space easement areas shall be surveyed by a qualified biologist to determine if nests occupied by these species are present. Drilling is known to create noise at a level of 94 dBA at a distance of 50 feet. This corresponds to 60dBA at a distance of 2,500 feet. Where drilling is required, maximum feasible sound attenuation measures shall be incorporated. The typical level of noise reduction for a 10-foot high barrier is approximately 12 dB. This would reduce the distance of the 60-dBA contour, originally 2,500 feet from the unmitigated drilling activity, to approximately 1,000 feet from the drilling activity.

Therefore, if nests are present and if drilling is necessary, maximum feasible sound attenuation shall be accomplished. This includes no grading or clearing within 500 feet during the breeding season. No drilling would be allowed if nests are located within 1,000 feet. If nests are located between 1,000 and 2,500 feet from the drilling site, a temporary sound barrier deemed appropriate by the monitoring biologist and acoustician will be installed that completely blocks any part of the drilling site facing sensitive avian habitat. Outside of the nesting season or during the nesting season if pre-construction surveys are negative, no restriction shall be placed on grading, including blasting/drilling activities. A report shall be submitted to the Director of DPLU describing the survey results and dates of clearing or grading activities. This design measure may be modified as necessary with written approval of the Director of DPLU.

M-BI-9 through 11

- The Project shall implement the required RMP (REC 2009b; Appendix G of EIR Appendix G) for the Proposed Project, including the following measures:
    - The Project Applicant shall participate in a Landscape Maintenance District as the funding mechanism for the long-term management of open space.
    - Exotic plant species shall be removed from high quality woodlands, wetlands, and grasslands on an as-needed basis to be assessed every five years.
    - Sensitive plant population boundaries shall be mapped every three years.
    - Trash shall be removed from open space annually.
    - All habitats and sensitive plant and animal species shall be monitored annually. Biological surveys shall be conducted every five years for sensitive plant and animal species.
    - Fencing and signs within open space shall be maintained.

    The conceptual RMP (within Appendix G of EIR Appendix G) is a draft document that set guidelines. A final RMP shall be prepared prior to Project grading.

- The presence of the Limited Building Zones between development and the remaining habitat shall provide a buffer to minimize edge effects, such as encroachment and the future fuel modification of open space. The limited building zones reduce potential significant impacts associated with highly invasive non-native plant invasion, domestic animal predation, and human encroachment through signage of the open space and

backyard fencing, as proposed on the fencing and signage plans. The limited building zones on the Project site would be within the fuel modification zone.

- The landscape plan shall include specifics regarding the types of plant species allowed along the Project footprint boundary. The final landscape plans will be reviewed prior to approval to ensure that no invasive non-native plants (as identified by the California Invasive Plant Council) are used adjacent to any biological open space areas.

- The limits of grading shall be flagged or marked with silt fencing prior to grading to prevent inadvertent impacts to adjacent sensitive habitat. Prior to brushing, a qualified biologist shall review the flagging and fencing.

- A qualified biologist shall monitor the limits of grading during clearing, grubbing, and grading. Monitoring shall be conducted once per day with weekly reports submitted to the County DPLU. If inadvertent impacts occur, they shall be reported to the appropriate agency within 24 hours.

M-BI-12 To prevent the potential for significant road kill impacts on Pankey Place, a barrier shall be erected on the north side of the road, adjacent to OS-2 and on the south side of the road adjacent to OS-4. The barrier shall be a six-foot high black or green vinyl-coated chain-link fence. It shall be erected at the edge of graded roadway between any trails/landscaping and the open space. The fence openings shall be small enough to deter climbing and encroachment by humans.

Potential Mitigation for Impacts Associated with Cumulative Traffic Mitigation in Conjunction with TIF Payment

As stated above, the Proposed Project may include the improvements of some additional off-site intersections as part of cumulative traffic mitigation in conjunction with payment of TIF. If this occurs, the mitigation measures below also would be implemented:

M-BI-1d(1) If the intersection of Old Highway 395/Stewart Canyon Road/Canonita Drive is improved by the Project, significant impacts to 0.01 acre of coast live oak woodland shall be mitigated at a ratio of 2:1 for a total mitigation requirement of 0.02 acre. This mitigation shall consist of purchasing 0.02 acre of oak woodland in an off-site mitigation bank or on other land as approved by the Director of DPLU.

M-BI-1e(1) If the intersections of Old Highway 395/Stewart Canyon Road/Canonita Drive and Old Highway 395/Pala Mesa Drive are improved by the Project, significant impacts of up to 0.23 acre of Diegan coastal sage scrub shall be mitigated at a 2:1 ratio for a total mitigation requirement of up to 0.46 acre. Mitigation shall consist of purchasing up to 0.46 acre off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1f(1) If the intersection of Old Highway 395/Pala Mesa Drive is improved by the Project, significant direct impacts to up to 0.03 acre of non-native grassland habitat shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of up to 0.31 acre. Mitigation shall consist of purchasing up to 0.31 acre off site in a mitigation bank or other land as approved by the Director of DPLU.

M-BI-1g(1) If the intersection of Old Highway 395/Stewart Canyon Road/Canonita Drive is improved by the Project, significant impacts to 0.14 acre of pasture shall be mitigated at a ratio of 0.5:1 for a total mitigation requirement of 0.015 acre. Mitigation shall consist of purchasing 0.015 acre off site of mitigation credit at an approved mitigation bank or on

land approved by the Director of DPLU that is equal to or "like functioning" to the impacted pasture.

Mitigation for Cultural Resources Impacts

M-CR-1a, 1b, and 1d

Direct impacts to buried, previously unrecorded cultural resources would be mitigated through the implementation of a grading monitoring program for both on-site development and off-site improvements. Prior to approval of grading or improvement plans, the Project Applicant shall implement a grading monitoring and data recovery program to mitigate potential impacts to undiscovered buried archaeological resources on the Project site to the satisfaction of the Director of DPLU. This grading monitoring program shall include, but not be limited to, the following actions:

1. Provide evidence to the DPLU that a County-approved archaeologist (consulting archaeologist) has been contracted to implement a grading monitoring and data recovery program to the satisfaction of the Director of DPLU. A letter from the consulting archaeologist shall be submitted to the Director of DPLU. The letter shall include the following guidelines:

    a. The consulting archaeologist shall contract with a Luiseño Native American monitor to be involved with the grading monitoring program.

    b. The consulting archaeologist/historian and Luiseño Native American monitor shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program as outlined in the County of San Diego Report Format and Content Guidelines – Cultural Resources: Archaeological and Historic Resources (December 5, 2007).

    c. The consulting archaeologist shall monitor all areas identified for development.

    d. An adequate number of monitors (archaeological/historical/Native American) shall be present to ensure that all earthmoving activities are observed and shall be on site during all grading activities.

    e. During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and Luiseño Native American monitor(s) shall be on site full time. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Principal Investigator in consultation with the Native American monitor. Monitoring of cutting of previously disturbed deposits will be determined by the Principal Investigator.

    f. Isolates and clearly non-significant deposits shall be minimally documented in the field, and the monitored grading can proceed.

    g. In the event that previously unidentified potentially significant cultural resources are discovered, the archaeological monitor(s), in consultation with the Luiseño Native American Monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Principal Investigator shall contact the County Archaeologist at the time of discovery. The Principal Investigator, in consultation with the County staff archaeologist and Luiseño Native American monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the

affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the County Archaeologist, then carried out using professional archaeological methods.

h. If any human bones are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the MLD, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

i. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Principal Investigator shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

j. In the event that previously unidentified cultural resources are discovered, all cultural material collected during the grading monitoring program shall be processed and curated at a San Diego facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

k. In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Director of DPLU prior to the issuance of any building permits. The report shall include the following:

   i. Department of Parks and Recreation Primary and Archaeological Site forms;

   ii. Evidence from a federally approved curation facility within San Diego County that all cultural material collected during the grading monitoring program has been received for curation accompanied by payment of the fees necessary for permanent curation.

l. In the event that no cultural resources are discovered, a brief letter to that effect shall be sent to the Director of DPLU by the consulting archaeologist that the grading monitoring activities have been completed.

M-CR-1c To avoid direct impacts to site CA-SDI-682/Monserate adobe from off-site improvements, a temporary fencing plan shall be implemented. Prior to the start of grading or improvements, the Project Applicant shall implement a temporary fencing plan to mitigate potential impacts to site CA-SDI-682/Monserate adobe to the satisfaction of the Director of DPW. The temporary fencing plan shall include, but not be limited to the following actions:

1. Prepare and implement a temporary fencing plan for the protection of archaeological site CA-SDI-682/Monserate adobe. The temporary fencing plan shall be implemented under the supervision of a consulting archaeologist and Luiseño Native American monitor and consist of the following:

a. Prepare and implement a temporary fencing plan for the protection of archaeological site CA-SDI-682/Monserate adobe during any grading activities within 100 feet of said archaeological site(s). The temporary fencing plan shall be prepared in consultation

with a consulting archaeologist and Luiseño Native American monitor. The fenced area shall include a buffer sufficient to protect the archaeological site(s). The fence shall be installed under the supervision of the consulting archaeologist and Luiseño Native American monitor prior to commencement of grading or brushing and be removed only after grading operations have been completed. The temporary fencing plan shall include the following requirements:

Provide evidence to the Director of DPW that the following notes have been placed on the Grading Plan:

In the event that construction activities are to take place within 100 feet of archaeological site CA-SDI-682/Monserate adobe, the temporary fencing plan shall be implemented under the supervision of a consulting archaeologist that consists of the following:

i. The consulting archaeologist and Luiseño Native American monitor shall mark known limits of site loci.

ii. The consulting archaeologist and Luiseño Native American monitor shall determine the appropriate portion of Horse Ranch Creek Road for which the limits of proposed road grading will be fenced to ensure that the grading avoids buried deposits.

iii. Upon approval of the proposed extent of fencing by the County archaeologist, the consulting archaeologist and Luiseño Native American monitor shall supervise the fencing installation.

iv. Submit to the DPW for approval a signed and stamped statement from a California Registered Engineer, or licensed surveyor that temporary fences have been installed in all locations of the Project site where proposed grading or clearing is within 100 feet of the archaeological site CA-SDI-682/Monserate adobe.

v. Fencing will be removed after the conclusion of construction activities.

Environmental Design Considerations/Conditions of Approval

Design Considerations for Aesthetics and Landform Alteration

- Residential and commercial designs, while varied in design theme, will be generally uniform in massing, elevation, and density. Proposed project zoning specifies the following maximum height limits: 35 feet for single-family; 35 feet for multi-family; 40 feet for the Town Center; and 35 feet for office professional buildings uses.
- The entire development (residential, Town Center, parks, and office) will use common siting principles, landscaping, and construction materials as well as pedestrian orientation.
- Development will be consolidated on flatter, less environmentally sensitive areas to minimize impacts to sensitive upland habitats.
- Grading (cut and fill) will be balanced on site.
- Edges of development will be softened through the use of contour grading.
- Varied heights of trees, shrubs, and groundcover will be planted on modified slopes to result in “visual undulation.”

- Landscaping will be installed within each constructed phase as it is finished.
- Project lighting will adhere to Division 9 of the County LPC.
- All landscaping will follow Project landscaping design guidelines as described in the SPA/GPA Report as well as applicable government regulations and standards, including those for sight line visibility and access.
- All landscaping and irrigation plans will be consistent with appropriate guidelines and regulations and prepared by a licensed landscape architect and submitted to the County for review and approval prior to construction.
- All non-preserved areas not covered by structures or hardscape/paving will be appropriately and professionally landscaped.
- Landscape design will define areas through the creation of a focal point at entries, screening of unsightly areas, softening of expanses of pavement and buildings, and provision of transitions and separations between Project development and the surrounding community.
- Larger specimen trees will be installed at entries and key locations throughout the development.
- Areas around buildings will incorporate a mixture of trees, shrubs, vines, and groundcover designed to complement the overall design theme of the Project.
- Where the Project "Planned Sign Program" is silent, the County of San Diego Zoning Ordinance (Section 6200, Off-Premise Sign Regulations and Section 6250, On-Premise Sign Regulations) will control.
- Where feasible, noise barriers may incorporate a berm or non-glare glass/"lexon" panel combination. Wall height will not exceed 10 feet.
- Where sound walls are built that would be visible from Horse Ranch Creek Road, the wall will be screened by Project-planted vegetation. These walls will be subject to long-term maintenance through the HOA.
- Within the Town Center, both stone/stone product and native and/or locally occurring plant materials will be widely used in Village entries and other features as one of its unique, identifying design theme elements. The following items are required:
    - A minimum of 20 percent of the total vertical exterior building surface area will be concrete, natural or cut stone, or stone veneer. Quarried and eroded granite, sandstone, flagstone, or metamorphic stone may be used to satisfy the requirements of these guidelines. Lava rock or artificial stone products will be evaluated on a case-by-case basis.
    - The requirement in the above item may be waived provided that an equal square footage of landscape walls, terraces, or other features is provided within the landscaping. Any such elements will be designed as extension of the building walls to "tie" the structure into the landscape, repeat architectural forms, and help ensure reinforcement of this unique identifying theme.
    - Poured-in-place concrete also is an acceptable exterior surface material. Concrete panels may be sandblasted exposed aggregate, battered, or board- or earth-formed.
- Within the office professional use, non-reflective/non-glare glass will be widely used. Large expanses of glass will be restricted to the two office professional use areas.
- Single-family detached residential lots and setbacks will encourage variety in the design, orientation, and placement of homes.

- Minimum front yard building setbacks to houses are 15 feet. Minimum front yard building setbacks to garages facing the street are 20 feet. Setbacks will be varied, where possible, to avoid a monotonous pattern.
- Where slopes in the side yards allow for varied side yard setbacks, more useful private open space in side yards will be provided to avoid a monotonous pattern of houses.
- Multiple housing plans will be provided for compatibility with different lot configurations (interior and corner lots) and variety of designs for entry and garage designs.
- Side-entry floor plans may be used on both interior and corner lots, provided that the entry is clearly defined and the front elevation includes front-facing windows, porches, or other pedestrian-oriented design features.
- Housing plans used on corner lots will provide for architectural features, such as porches or entry trellises, to wrap around the street-facing corner.
- Production wall fencing will be integrated into the design of corner lots to provide for reduced wall length and other enhancements to side yards.
- Where the rear of a lot abuts a street, the design will provide for a privacy wall and landscaping consistent with the Campus Park streetscape theme.
- Grade differentials within neighborhoods will be used to add variety and enhance the sense of open space between residences.
- Basic guidelines for single-family residential garage design include requirements to:
    - Minimize the impact of garages facing the street by techniques such as varying garage door patterns and using deep recessed doors, varying colors, splitting one large door into two single doors, and integrating door window and coach lights.
- For multi-family housing, developments fronting onto Village Pathway and Promenade streets will be oriented toward the street with reduced setbacks, multiple entries, and pedestrian connections to ground floor units.
- Multi-family buildings will be oriented to create outdoor rooms, such as courtyards, connected by landscaped walkways.
- Multi-family landscaping will be comprised of trees, shrubs, vines, and ground covers that are consistent with the overall Campus Park theme.
- Tree plantings in the front yard areas of multi-family housing will be varied to provide interest in the landscape.
- Multi-family side and rear yard areas will be landscaped to soften the architecture and provide privacy for residential units.
- All business identification signs will comply in terms of size, number of colors and materials with standards specified in the Fallbrook Community Plan Design Guidelines. One sign will be allowed per business on each building wall.
- The materials and colors of the sign also will be compatible with the style, materials, and colors of the Project architecture.
- Address number signs will be of an appropriate size and location to be clearly visible to visitors and emergency responders.
- Prohibited signs include roof-mounted signs, flashing lights or signs, and animated signs or lights that convey the illusion of motion.

- Screen planting shall be utilized to visually buffer office professional uses from the I-15 corridor.
- PAs will be unique, but share fundamental architectural characteristics consistent with the Village theme.
- Building elevations visible from public view areas (all Village streets, surrounding arterial streets, and public open spaces) will be articulated with elements such as wall offsets, balconies, and windows, appropriate to the architectural style.
- The architectural style along the same street or within an individual PA will be compatible as a result of use of similar building heights, materials, window or door style, detailing, porches, arcades, overhangs, roofing, or color.
- Varied building elements, roof pitches, and setbacks will be employed to avoid monotony.
- Distinctive building elements will be oriented toward the corners of prominent Village core and entry street intersections.
- Street-facing facades will incorporate a range of scale-defining elements that relate building masses to the scale of the pedestrian. Elements may include trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows.
- Individual residential unit entries will be oriented toward the Village streets wherever possible.
- Internal homes will be connected to the Village streets by courtyards or landscaped walkways wherever possible.
- Utilitarian areas, including parking, loading, mechanical equipment, and trash enclosures, will be screened from public views to the extent possible.
- All public/HOA planting areas will be permanently irrigated and use low water consumptive plant material wherever practical.
- Transformer and cable box locations will be carefully planned and coordinated with both the utility company and the landscape architect. Transformers and cable boxes will be located to be unobtrusive and screened from view with plantings where possible.
- Mailboxes and mailbox structures will be designed to complement the architectural style of the development for which they are intended. Grouped mailboxes will be used with a maximum of 12 boxes per cluster.
- Trash enclosures will be designed to complement the architectural style of the development for which they are intended. Recycling areas (at least 50 percent) will be compatible with the proposed trash enclosure. Trash and recycling areas, or bins or container placed therein, will be protected from adverse environmental conditions, such as rain, that might render the collected materials unmarketable. Provisions for trash and recycling will be in conformance with the County requirements.
- Large expanses of asphalt paving will be avoided, where possible, and the appearance softened by landscape screening. Exposed vehicular use areas (all parking lots greater than 6,000 square feet) will include a minimum of 10 percent of the paved areas in landscaping, dispersed throughout the parking area such that every designated parking space will be within 30 feet of the trunk of a tree.
- Illumination of walkway/trail connections will be provided through the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity will become more intense at path intersections and vehicular crossings

- Within building groups, architectural and accent lighting will be indirect and subtle. Increased lighting levels will highlight pedestrian areas to clearly define the pedestrian path. Service area lighting will be contained within the service area boundaries/enclosure. Lighting will be designed to minimize glare and intrusion into neighboring land uses.

Design Considerations for Transportation/Traffic

- In order to preclude substantial traffic delays during construction of residential, Town Center, recreational, and public services/utility Project elements, the Proposed Project includes the preparation and approval of a Traffic Control Plan, including measures to reduce traffic delays and minimize public safety impacts, such as the use of flagmen, traffic cones, detours and advanced notification signage, pedestrian/equestrian detours, movement restrictions, and temporary lane closures. In addition, the construction contractor will provide a means for public liaison/contact information for public inquiries and concerns.
- Grading will be balanced on site, with no import or export. Any rock generated due to on-site blasting during construction will be used on site.
- Traffic signs denoting equestrian crossings will be located along applicable roadways to promote safety. Equestrian paths will be provided along Horse Ranch Creek Road south of Baltimore Oriole Road, Pankey Road north of SR 76, Pankey Place, Baltimore Oriole Road, and Harvest Glen Road.
- Equestrian push buttons for crossing will be provided at signalized intersections.
- Regional trails crossing roads will be designed to cross at or near a right angle.

Design Considerations for Air Quality

- The Project is pedestrian and bicycle friendly to encourage reduction in vehicle usage and trips. The mixed-use Town Center would be within a 10-minute walk (1/2 mile) of the majority of proposed residences. Transit stops will be located along Horse Ranch Creek Road. The bus route also would include a loop along Baltimore Oriole Road and Longspur Road. NCTD turnouts would be provided in the vicinity of each intersection along Horse Ranch Creek Road and off site on the north side of SR 76 between Horse Ranch Creek Road and the Project site.
- The Project includes commercial (i.e., Town Center) and recreational uses to encourage use of local facilities and reduce trip lengths.
- One long-term bicycle parking space will be provided for each unit at multi-family uses without garages.
- Class I or II bike lanes are located within ½ mile of all Project uses and the Project bike-lanes connect to an existing off-site facility.
- Non-residential site uses provide 1 bike rack space per 20 vehicle parking spaces.
- Site design and building placement will minimize barriers to pedestrian access and interconnectivity.
- Transit improvements will include shelters, route information, benches and lighting.

- Project design includes pedestrian/bicycle safety and traffic calming measures in excess of County requirements.
- Project internal roads will converge in right angle formations (rather than skewed, or acute, angles).
- Project intersections will use pedestrian safety/traffic calming measures such as marked crosswalks, countdown signal timers, curb extensions, speed tables, raised cross walks, raised intersections, median islands, tight corner radii and roundabouts or mini-circles.
- Project streets will favor pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chokers.
- The Project will provide preferential parking spaces for electric and/or compressed natural gas vehicles.
- Residential buildings will provide a space for recharge of batteries for both small (hand held) as well as large (e.g., an electric lawnmower or car) equipment (laundry rooms and garages).
- The Proposed Project will have retail, open space, office, park and residential uses within ¼ of each other.
- Project will use only electric or natural gas stoves in residences.
- Grading will entail multiple applications of water during grading between dozer/scraper passes.
- Paving, chip sealing, or chemical stabilization of internal roadways will occur after completion of grading.
- Sweepers or water trucks will remove “track-out” at any point of public street access.
- Dirt storage piles will be stabilized by chemical binders, tarps, fencing, or other erosion control and suppression measures.
- Grading will terminate if winds exceed 25 mph.
- Residential slopes will be hydroseeded if lots are not developed soon after grading.
- Construction vehicles will use low-sulfur diesel fuels.
- The Project will provide residents with separate recycling and waste receptacles to support the 50 percent state-wide solid waste diversion goal.
- The Project will require separation and recycling of construction waste.
- The Project landscaping palette will include drought-tolerant trees, emphasizing evergreens on the north and west sides of buildings and deciduous trees on the south sides of buildings. These plantings will contribute to on-site carbon storage, provide shade, and reduce heating from impervious surfaces.
- The Project will provide electrical outlets at building exterior areas.
- The Project will provide shade within five years or use light-colored materials or open grid pavement for at least 30 percent of the site’s non-roofed impervious surfaces.
- The Project’s compact land-use patterns will reduce habitat fragmentation and contribute to the preservation of natural habitats, including forests and woodlands.
- The Project will use reclaimed water, if available, to the extent possible.

- The Project will strive for a 50 percent reduction in residential water use through features such as low-flow appliances (including toilets, shower heads, washing machines), as well as a drought-tolerant landscape palette, water-saving irrigation systems (i.e., weather-based irrigation controllers), and other water conservation measures.
- Compliance with state and local ordinances requiring water conservation, including California Plumbing Code Section 402, which requires the installation of water conserving fixtures in new construction and Section 67.101 of the County's Code of Regulatory Ordinances, which prohibits water waste.
- Buildings at the Project will achieve energy performance equivalent to at least 20 percent better than current Title 24 standards.
- The Project will install energy reducing programmable thermostats that automatically adjust temperature settings.
- The Project will install low-energy traffic signals and energy efficient (sodium) street lighting.
- The Project will install energy reducing passive heating and cooling systems (e.g., insulation and ventilation).
- The Project will install energy reducing daylighting systems (e.g., skylights, light shelves and interior transom windows).
- The Project will increase interior wall and roof insulation.
- Project buildings will be designed using double-paned windows, door sweeps and weather stripping, electric light dimming controls where feasible, and high-efficiency heating and cooling systems.
- Residents at the Project will be offered a choice of energy efficient appliances (including washer/dryers, refrigerators) and appliances installed by builders would be Energy Star (including dishwashers).
- Smart growth land use patterns will be implemented, which reduce the amount of land being developed gas and therefore reduce GHG emissions.
- The Project will provide educational materials for residents discussing strategies for reducing GHG emissions associated with the operation of their buildings.
- The Project will be conditioned to participate in contributing appropriate funds for the acquisition, design and construction of a Transit Node.

Design Considerations for Noise

- Blasting procedures will comply with Division 5 of Title 3 of the San Diego County Code of Regulatory Ordinances Relating to Blasting Operations, as amended (Ordinance 7821, September 1990).
- No more than two drills will operate simultaneously, and no more than two blasts per day will occur in any one area. No rock crushing will occur on site.
- The blasting contractor will conduct a pre-blast survey to determine if any sensitive uses need to be monitored during blasting operations.
- Noise barriers may consist of a wall and berm combination. The wall height in a combination barrier will not exceed 10 feet.

Design Considerations for Geology

- Prior to and/or during site development, the Project geotechnical engineer will review Project plans to ensure compatibility with geotechnical conclusions and review (and modify as appropriate) applicable field activities (e.g., grading, removal of unsuitable surficial soils, and manufactured slope construction) to ensure conformance with appropriate geotechnical recommendations, regulatory guidelines, and industry standards.
- Project design will incorporate the peak ground acceleration level identified in the Project Geotechnical Investigations (Appendix F), as well as applicable International Building Code (IBC) and County Building Code standards related to subsurface profile type, acceleration and velocity coefficients, seismic zone, and seismic source.
- Project construction will incorporate appropriate best management practices (BMPs) to control erosion and sedimentation, pursuant to applicable NPDES and County requirements and standards. Specific BMPs will be identified in the Project Storm Water Pollution Prevention Plan (SWPPP; to be prepared prior to Project construction) and may include measures such as seasonal and area grading restrictions, use of a weather-triggered action plan during the rainy season, use of erosion prevention and control efforts (e.g., fiber rolls, soil binders and silt fences), storage of BMP materials on site to provide adequate standby capacity, provision of appropriate training for construction personnel, installation of permanent landscaping after construction, implementation of appropriate solid waste management and dust control efforts, and implementation of sampling and monitoring programs per regulatory requirements. Refer to Section 3.2.3 of Subchapter 3.2, Geology/Paleontology, for more discussion.
- Project construction will incorporate measures to address expansive soils in applicable areas, including techniques such as removal and replacement of expansive materials with engineered fill, selective grading (e.g., placing a cap of non-expansive material), or other appropriate industry standard measures from sources such as the IBC.
- Project construction will incorporate measures to address potential impacts related to the generation and disposal of oversize materials, including standard industry techniques such as restricting the size and/or location (e.g., depth) of materials used in various types of fills, or use in landscaping efforts, pursuant to direction in the Project Geotechnical Investigations (Appendix F).
- Project design and construction will incorporate measures to address potential issues related to cut and fill/steep fill transitions and bedrock cuts, including the use of overexcavation and appropriate fill depths, pursuant to recommendations in the Project Geotechnical Investigations (Appendix F).
- Project design and construction will incorporate measures to address potential issues related to the stability of manufactured slopes, including:
    - Use of drained replacement (stabilization) fills for cut slopes exposing fractured or faulted bedrock, alluvium, or colluvium.
    - Replacement with drained compacted fill, or construction at lower (layback) angles, for cut slopes that are steeper and oriented in the same direction as exposed geologic contacts and fracture patterns.
    - Construction of fill slopes at maximum ratios of 2:1 (horizontal to vertical).
    - Installation of terrace drains at approximately 30-vertical-foot intervals on fill slopes.

- Use of increased compaction standards (i.e., 93 to 95 percent) for fills (exceeding 50 feet) in depth.
- Use of subsurface drainage for fill slopes.
- Avoidance of side hill fill slopes wherever feasible.

- Project design and construction will incorporate measures to address potential issues related to the design and integrity of residential foundations, including locating residential structures outside of areas of mapped alluvial deposits, and conformance with geotechnical recommendations related to footing locations/depths, proximity to slope faces, and slab-on-grade design criteria (e.g., thickness and use of expansion joints).

Design Considerations for Biological Resources

- A hydroseed mix that incorporates native species, is appropriate to the area, and is without invasive species, will be used for slope stabilization in all transitional zones.
- "California" pepper trees (Schinus molle) will not be permitted within the Project plant palette.
- Native vegetation will be preserved whenever feasible, and all disturbed areas will be reclaimed as soon as possible after completion of grading.
- Project trails will be aligned on existing paths, roads, and utility easements, and within otherwise disturbed areas to the extent feasible in order to minimize impacts to sensitive resources.
- Native oaks will be preserved in open spaces to the maximum extent possible.
- Trails will avoid fragile root areas of trees and shrubs, where feasible. Where trails cross natural terrain, width may be reduced to four feet for a short distance to protect sensitive resources.
- Lodgepole fencing will be at select locations to prevent encroachment into the open space, as discussed in the RMP.

Design Considerations for Public Services and Utilities

- The Project Applicant will pay developer fees levied by each applicable school district prior to the issuance of building permits.
- The Project design will include water conservation measures, including the state-mandated 14 BMPs for water conservation (such as installation of ultra low-flow toilets) and the use of drought tolerant/native vegetation where possible (e.g., not prohibited by fire management requirements).
- The Project will be conditioned to require the Project Applicant to contribute appropriate funds, along with the other projects located in and around the I-15/SR 76 Interchange, to fund a Sheriff's station, which may be located at the Campus Park West Project site.
- Project design will incorporate appropriate fuel management zones (100 to 200 feet wide) in designated areas (e.g., adjacent to all structures), pursuant to the San Diego County Fire Code and as detailed in the Conceptual FPP/FMP. (Appendix J.)
- Project design will meet all general vegetation management requirements of the Conceptual FPP/FMP (Appendix J).

- Fuel management zones will be appropriately maintained by the Project HOA, which will include efforts such as inspecting/repairing irrigation systems, vegetation thinning/pruning, and weed removal.
- Project landscape design will exclude all prohibited plant materials listed in the Prohibited Plant Materials list in the Conceptual FPP/FMP (Appendix J). The prohibited trees, shrubs, vines, and groundcovers shall not be planted or retained in any community vegetation management zone, landscaped area, as street trees, or in any median or planter.
- Project landscape shall be consistent with the planting, spacing, and maintenance guidelines in the Conceptual FPP/FMP (Appendix J).
- Project design will incorporate applicable ignition and fire resistance measures for all structures (pursuant to the San Diego County Fire and Building codes, see Appendix J), including the use of approved sprinkler systems; proper roofing and exterior wall materials; and appropriate design and construction of facilities such as eaves, vents, doors, window frames, decks, chimneys, gutters, and fences.
- Multi-family and office professional buildings exceeding 30 feet in height will have an approved stairway access to roofs for fire fighters.
- All structures exceeding 200 square feet will be equipped with sprinkler systems. For office and commercial uses, these sprinkler systems will have capacity for remote supervision.
- The design and operation of all access-related facilities such as streets, driveways, alleys, gates, speed bumps, walkways, and emergency access roads will comply with applicable requirements of the San Diego County Fire Code or other pertinent standards.
- Fire-related water supplies and access facilities within the site will conform to associated requirements identified in the Conceptual FPP/FMP, including measures such as providing emergency truck access, providing adequate fire flow within the site (2,500 gpm for two hours), and using approved fire hydrant design and spacing (per requirements in the San Diego County Fire Code).
- All residential units will be equipped with smoke detectors.
- All Project locations/facilities with uses exhibiting potential fire safety issues, such as hazardous or flammable/combustible material storage sites, and battery storage/charging areas, will comply with appropriate sections of the Consolidated Fire Code.
- The Project will be conditioned to require the Project Applicant to increase the Fire Tax Rate Area, not to exceed five percent over the current tax rate.
- The Project will be conditioned to require the Project Applicant to provide a fair share contribution toward the siting, design, and construction of a local fire station.

Design Considerations for Hydrology and Water Quality

- Proposed Project design includes a number of site design, source control, and treatment control BMPs related to long-term water quality issues and associated regulatory requirements (including NPDES permitting and County requirements). The site owners (i.e., through an HOA) will be responsible for post-construction BMP programs and activities, as well as for monitoring and maintenance for physical BMP facilities. Refer to Subchapter 4.1.2, Chapter 8.0 and Appendix L for a detailed discussion of proposed site design source control and treatment control BMPs, as well as associated regulatory requirements.

- Site design BMPs include measures such as preservation of open space and existing drainage patterns, use of landscaping with native/drought-tolerant varieties, use of permeable pavers as design accents, installation of flood control structures such as retention basins, minimization of irrigation/chemical applications in landscaped areas, discharge of runoff from developed areas into landscaping, control of runoff on slopes (e.g., with brow ditches), and use of energy dissipating structures at drainage outlet points.
- Source control BMPs include installing inlet stenciling/tiles and signs in appropriate locations to discourage illicit discharge, implementing regular programs for landscape/drainage facility maintenance and waste/green waste disposal/recycling, providing proper containment and maintenance for trash/material storage areas, minimizing/controlling irrigation runoff, directing runoff from applicable areas (e.g., private roads) into landscaping or treatment control BMPs, and providing educational materials to homeowners.
- Treatment control BMPs consist of installing enhanced bio-filtration swales and water quality basins within the Project site boundaries to treat post-construction runoff prior to off-site discharge.

- Surface runoff and resultant erosion will be minimized through use of low water consumptive/drought tolerant plants on landscaped slopes.
- All proposed storm drain facilities (including those associated with potential off-site structures) will be designed to accommodate a 100-year storm event.
- An authorized SWPPP/Storm Water Sampling and Analysis Strategy (SWSAS) will be implemented, pursuant to requirements under the NPDES and the County Watershed Protection, Stormwater Management and Discharge Control Ordinance/Stormwater Standards Manual. Specific elements in these plans include:
  - Construction debris storage areas will be restricted to appropriate locations at least 50 feet from storm drain inlets and watercourses.
  - Appropriate storage facilities for construction debris, including adequately sized watertight dumpsters; covers to preclude rain from contacting waste materials; impervious liners; and surface containment features such as berms, dikes, or ditches will be used to prevent runon and runoff.
  - A licensed waste disposal operator will be employed to regularly (at least once a week) remove and dispose of construction debris in an authorized off-site location.
  - Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.
  - Dust-control measures such as watering will be used to reduce particulate generation for pertinent locations and activities (e.g., concrete removal).
  - Erosion prevention and sediment control measures will be used within and/or downstream of all demolition activities.
  - Conformance with applicable requirements under the NPDES General Groundwater Extraction Waste Discharge Permit, if required (i.e., if discharge of extracted groundwater exceeds permit criteria).
  - Demolition BMPs such as:
    - Recycle appropriate (i.e., non-hazardous) construction debris for on- or off-site use whenever feasible.

- ♦ Use dust-control measures, such as watering, to reduce particulate generation for pertinent locations/activities (e.g., concrete removal).
- ♦ Use appropriate erosion prevention and sediment control measures downstream of all demolition activities.
- ♦ Conform with applicable requirements related to the removal, handling, transport, and disposal 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.

- Project design and construction will incorporate measures to address issues related to Project site drainage and the potential for encountering shallow groundwater. Specifically, such measures include using positive drainage techniques to direct surface flows away from structures, controlling runoff on slopes (e.g., with brow ditches or terrace drains), minimizing/controlling landscape irrigation, use of subdrains in applicable areas to direct subsurface flows into drainage facilities, and conformance with NPDES permit requirements for groundwater removal/disposal.
- The Project will include relocating and raising the existing bridge over Horse Ranch Creek along the southern extension of the Pankey Road to provide adequate freeboard and avoid existing flooding during a 100-year storm.
- The Project Applicant will obtain letter from the adjacent Campus Park West property owner stating that post-Project flooding onto their property is allowed.

Design Considerations for Hazards

- Paving operations will be restricted during wet weather and sediment control devices will be used downstream of paving activities.
- Paving wastes and slurry (e.g., use of properly designed and contained concrete washout areas) will be properly contained and disposed of.
- The amount of hazardous materials used and stored on-site will be minimized, and storage/use locations will be restricted to areas at least 50 feet from storm drains and surface waters.
- Raised (e.g., on pallets), covered, and/or enclosed storage facilities will be used for all hazardous materials.
- Mobile fueling/maintenance units for construction equipment will be used whenever feasible to avoid/reduce on-site fuel/lubricant storage.
- Accurate and up-to-date written inventories and labels will be maintained for all stored hazardous materials.
- 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.
- 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.

- All construction equipment and vehicles will be properly maintained.
- Solid waste management efforts such as proper containment and disposal of construction debris (e.g., use of watertight dumpsters and daily trash collection/removal) and street sweeping/vacuuming will be implemented.
- Training will be provided to applicable employees in the proper use, handling, and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
- Absorbent and clean-up materials will be stored in appropriate on-site locations where they are readily accessible.
- Wastewater facilities will be properly located and maintained.
- Recycled or less hazardous materials will be used wherever feasible.
- Regulatory agency telephone numbers and a summary guide of clean-up procedures will be placed in a conspicuous location at or near the job site trailer.
- Hazardous material use/storage facilities and operations will be regularly (at least weekly) monitored and maintained to ensure proper working order.
- A Storm Water Sampling and Analysis strategy will be implemented pursuant to regulatory guidelines.
- Where planned fills are 10 feet or greater in depth, methane probes will be required to assess methane concentrations in site soils. If methane gas is detected at concentrations greater than 12,500 parts per million (ppm), a methane remediation system designed by an engineer experienced in methane remediation will be approved prior to issuance of building permits.
- During Project construction and demolition of existing structures on the site, asbestos and lead paint surveys will be conducted and, if present, a licensed contractor will remove and properly dispose of these materials. If fluorescent lights are present, the ballast and light tubes will be disposed of in accordance with current regulations.
- Existing septic systems within the Project Parcel will be removed during the construction phase, pursuant to permits and requirements issued by the County DEH.
- Project construction activities conform applicable requirements of the NPDES General Groundwater Extraction Waste Discharge Permit, if appropriate (i.e., if discharge of extracted groundwater exceeds permit criteria).
- Construction debris storage areas will be restricted to appropriate locations at least 50 feet from storm drain inlets and watercourses.
- Appropriate storage facilities for construction debris will be used, including adequately sized watertight dumpsters covers to preclude rain from contacting waste materials impervious liners and surface containment features such as berms, dikes, or ditches to prevent runon and runoff.
- A licensed waste disposal operator will be employed to regularly (at least once a week) remove and dispose of construction debris in an authorized off-site location.
- Appropriate (i.e., non-hazardous) construction debris will be recycled for on- or off-site use whenever feasible.
- Dust-control measures such as watering will be used to reduce particulate generation for pertinent locations and activities (e.g., concrete removal).

- Erosion prevention and sediment control measures will be used downstream of all demolition activities.

Design Considerations for Land Use and Planning

- The lighting for the Proposed Project will comply with the County LPC.
- Where the Project "Planned Sign Program" is silent, the County of San Diego Zoning Ordinance (Section 6200, Off-Premise Sign Regulations and Section 6250, On-Premise Sign Regulations) will control.
- Trails that are part of the County Regional Trail System (Community Multi-purpose Trail and Regional Trails Links) will be developed in accordance with the County's Trail Standards and will accommodate equestrians, bicyclists, and pedestrians. The Regional Trail System will be dedicated to the County of San Diego, or another public agency or public interest organization.
- The Campus Park Community feeder trail system will be designed to accommodate bicyclists and pedestrians. Equestrian use on multi-purpose trails (Horse Ranch Creek Road and Baltimore Oriole Road) also will be allowed. Where trails pass through dedicated open space, the Community feeder trail system will be dedicated to the County or another public agency or public interest organization.
- Trails will be constructed per the County of San Diego Design and Construction Guidelines. The minimum regional trail easement will be 20 feet wide. A minimum travel width of at least eight feet is required for trails. Where trails cross natural terrain, the width may be reduced to four feet wide for a short distance in areas of topographically restricted width or to protect biological habitat. Community feeder trails will have a minimum travel width of at least four feet and will be surfaced with decomposed granite.