

COMMENTS

RESPONSES

Comment Letter 1

Response to Comment 1A: The commenter provides introductory statements including Caltrans mission. The County appreciates Caltrans' interest in the proposed project. The comment does not raise any environmental issues regarding the content of the EIR Addendum. Therefore, no response required.

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation



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February 13, 2025

11-SD-15, 76
PM VAR
Horse Creek Ridge (Passerelle)
Site Plan/PDS2021-SPA-21-001

Mr. Sean Oberbauer
Land Use & Environmental Planning Manger
County of San Diego
5510 Overland Avenue, Suite 210
San Diego, CA 92123

Dear Mr. Oberbauer:

Thank you for including the California Department of Transportation (Caltrans) in the developmental review process for the Horse Creek Ridge (Passerelle) Project located near Interstate 15 (I-15) and State Route 76 (SR-76). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of San Diego in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

1A

"Improving lives and communities through transportation."

| COMMENTS | RESPONSES |
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| <p>Mr. Sean Oberbauer, Land Use & Environmental Planning Manger February 13, 2024 Page 2</p> <p>Caltrans has the following comments:</p> <p>Traffic Engineering and Analysis</p> <p>Regarding the project's revised conditions of approval 1.11 outlined below, the infrastructure improvements discussed have not yet been completed at the intersection of SR-76 and Horse Ranch Creek Road but are stated as to have been completed in the Passerelle Project Draft Conditions of Approval. This project, or another project from the Campus Park Master Planned Community development will need to make these improvements. Please provide additional details on how these improvements will be made.</p> <p><i>"Prior to the approval of final map for any unit of this project improve or agree to improve and provide security for traffic signalization when traffic warrants are met, with southbound left, combination left-through-right, and right turn lanes, and eastbound and westbound left turn lanes and westbound deceleration lane at the SR-76 / Horse Ranch Creek Road intersection to the satisfaction of Caltrans and the Director of Public Works."</i></p> <p>Hydraulics</p> <ul style="list-style-type: none"> • Please specify where the existing storm drain lines that the proposed systems will connect to and will ultimately drain to. Please specify if these systems will ultimately drain to the existing Caltrans earthen ditch to the west of the project site. Will they drain to Horse Ranch Creek? • Hydromodification resulting in the elongation of peak flow rate due to the implementation of detention basins can adversely impact infrastructure along SR-76. • Please specify if the development will drain to Horse Ranch Creek and ultimately to Horse Ranch Creek Bridge No. 57-102. <p>The Hydraulics Branch submitted comments previously in December 2022 (attached) and have not yet been addressed:</p> <ul style="list-style-type: none"> • Please specify which street is adjacent to the east of Parcel 1: Messara Street or Jaeger Street. Currently, the Drainage map and grading plan have different street names. Please provide correct street names on all maps. • Please show Caltrans' Right-of-Way (R/W) and alignment stationing for I-15 on all drainage maps and show all adjacent Caltrans drainage facilities. • Please state in the project write up for both drainage studies that the reduction in peak flow via infiltration is negligible. <p>Preliminary Drainage Study for Parcel 2: Page 91: <i>Invert elevation of upper slot is 4.25'. Outlet structure diagram on the drainage map shows the upper slot having an invert elevation of 5.25'.</i></p> <ul style="list-style-type: none"> • Please clarify which is the correct invert elevation for the upper slot of the outlet structure. <p><small>"Provide a safe and reliable transportation network that serves all people and respects the environment"</small></p> | <p>Response to Comment 1B: Condition wording as provided by Caltrans is satisfactory to the County and shall be added to the project's conditions of approval. This comment does not raise any environmental issues regarding the content of the EIR Addendum. Comment noted.</p> <p>Response to Comment 1C: There are two discharge points associated with this project: Parcel 1 discharges into an existing County-maintained storm drain in Friesian Way. This storm drain flows north and ultimately discharges into the existing Caltrans earthen ditch. From there, flows travel south and confluence with runoff from Parcel 2. Parcel 2 discharges into an existing San Diego County-maintained storm drain in Horse Ranch Creek Road. Runoff from this parcel travels south in the storm drain and discharges into the existing Caltrans earthen ditch, which continues south and discharges into Horse Ranch Creek.</p> <p>Please note that both parcels discharged into these storm drain systems in their pre-developed condition. The proposed development does not increase runoff compared to pre-development conditions.</p> <p>Response to Comment 1D: A Hydromodification Management Plan has been prepared for both project sites and approved by the County of San Diego. All hydromodification requirements have been met in accordance with the Regional Water Quality Control Board's MS4 Permit.</p> <p>Response to Comment 1E: Runoff from the site will ultimately drain to Horse Ranch Creek Road and the Horse Ranch Creek Bridge. Flows are reduced to pre-project levels.</p> <p>Response to Comment 1F: Caltrans R/W is not visible within the drainage map as the purpose of the drainage map is to focus on onsite drainage patterns.</p> <p>Response to Comment 1G: The I-15 centerline alignment is approximately 500 feet from the project boundary. Including this stationing on the drainage map would compromise clarity and legibility. The purpose of the drainage map is to focus on onsite drainage patterns.</p> |

| COMMENTS | RESPONSES |
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| <p>Mr. Sean Oberbauer, Land Use & Environmental Planning Manger February 13, 2024 Page 3</p> <ul style="list-style-type: none"> Any discharge of water flow into Caltrans' R/W is considered as "Diversion of Flow", which is not permitted by the state. It is recommended to connect to County drainage, not Caltrans' R/W. Please see Sections 17-4 and 17-21 from the Caltrans Project Development Procedures Manual: https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdom-chapter17-a11y.pdf <p>Right-of-Way</p> <p>Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.</p> <p>Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.</p> <p>Additional information regarding encroachment permits may be obtained by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:</p> <ul style="list-style-type: none"> require a Caltrans Encroachment Permit. have completed the Caltrans Local Development Review (LDR) process. have an approved environmental document. <p>need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.</p> <p>If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.</p> <p>Sincerely,</p> <p><i>Kimberly D. Dodson</i></p> <p>KIMBERLY D. DODSON, GISP Branch Chief Local Development Review</p> <p style="text-align: center;">"Provide a safe and reliable transportation network that serves all people and respects the environment"</p> | <p>Response to Comment 1H: Comment acknowledged regarding infiltration. The reduction in peak flow due to infiltration is negligible. Since the results and conclusions of the report remain unchanged, no revisions are proposed at this time.</p> <p>Response to Comment 1I: The hydraulic calculations were performed using an invert elevation of 4.25 feet from the bottom of the outlet structure. The detail will be updated accordingly during final engineering.</p> <p>Response to Comment 1J: The correct invert elevation is 4.25 ft from the bottom of the outlet structure.</p> <p>Response to Comment 1K: The project discharges to a County-maintained storm drain system. These connections have been reviewed and approved by the County. The existing site drains to this same system, and 100-year peak flow rates have been reduced at all discharge points in the post-developed condition. Therefore, no diversion of flow will occur as a result of this project.</p> <p>Response to Comment 1L: Thank you for this information regarding any work performed within Caltrans' R/W. The project would not result in any modifications or any encroachment to any Caltrans' facilities; therefore the project would not be subject to a Caltrans' encroachment permit process or LDR process. No changes to the EIR Addendum are required in response to this comment.</p> <p>Response to Comment 1M: Closing statement. No response required.</p> |

COMMENTS

RESPONSES

Comment Letter 2

Response to Comment 2A: The County appreciates the Wildlife Agencies' interest in the project. Introductory statement. No response required. The project is not a 15183 Checklist.

Response to Comment 2B: Statement regarding the concern, mandate and jurisdiction of the Wildlife Agencies. No response required.

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U.S. FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



CALIFORNIA DEPARTMENT OF
FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, California 92123

In Reply Refer to:
FWS/CDFW- 2025-0051875-CEQA_SD

February 7, 2025
Sent Electronically

Sean Oberbauer
County of San Diego, Planning & Development Services
5510 Overland Avenue, Third Floor
San Diego, California 92123
Sean.Oberbauer@sdcounty.ca.gov

Subject: Addendum, General Plan Amendment, and Specific Plan Amendment to the Final Environmental Impact Report for the Campus Park Specific Plan for the Passerelle Project, PDS2021-GPA-21-003, San Diego County, CA

Dear Sean Oberbauer:

The U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (Department), collectively referred to as the Wildlife Agencies, have reviewed the Addendum, General Plan Amendment, and Specific Plan Amendment to the Final Environmental Impact Report for the Campus Park Specific Plan for the Passerelle Project (Project). The comments provided in this letter are based on information provided in the CEQA § 15183 Checklist; our knowledge of sensitive and declining species and their habitats in the region; and our participation in regional conservation planning efforts, including the County of San Diego's draft North County Multiple Species Conservation Program Plan (North County Plan).

2A

WILDLIFE AGENCIES' ROLES

The primary concern and mandate of the Service is the protection of fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCP) developed under section 10(a)(1)(B) of the Act.

2B

The Department is a Trustee Agency with jurisdiction over natural resources affected by the project [California Environmental Quality Act (CEQA) Guidelines §15386] and is a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and Game Code §2050 *et seq.*) and Fish and Game Code Section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) Program, a California regional habitat conservation planning program. The County of San Diego participates in the NCCP program by

| COMMENTS | RESPONSES |
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| <p>DocuSign Envelope ID: 48AAD63A-C750-4E05-92D9-14764E9019D0</p> <p>Sean Oberbauer (FWS/CDFW-2025-0051875-CEQA_SD) 2</p> <p>implementing its approved South County Multiple Species Conservation Plan and the Fully Signed Third Restated and Amended Planning Agreement (Planning Agreement; March 2021) for the draft North County Plan. The Project is located within the draft North County Plan area.</p> <p>Consistent with its role as a Responsible Agency under CEQA Guidelines Section 15381, the Department notes that compliance with habitat plans in development, such as the draft North County Plan, is discussed in CEQA. Specifically, section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the draft North County Plan because of this Project is necessary to address CEQA requirements.</p> <p>PROJECT DESCRIPTION AND SUMMARY</p> <p>The Project is located northeast of the SR-76 and I-15 Interchange adjacent to Horse Ranch Creek Road near the community of Fallbrook, San Diego County, California within Township 9 South, Range 3 West of the United States Geologic Service (USGS) 7.5' Bonsall, California Quadrangle; Assessor's Parcel Numbers (APN) 108-120-61 and 108-120-62.</p> <p>The proposed Project will consist of the conversion of a portion of the Campus Park Specific Plan designated for 157,000 square feet of Office Professional Uses to a 138-unit multi-family residential development and associated internal roadways, parking, and pocket parks. The Project also includes improvements to and widening of portions of Horse Ranch Creek Road with a transition from the frontage of the existing sports complex to the frontage of the northern proposed residential parcel. The Project site was previously graded during the construction of the Campus Park development and the residential component of the development known as Horse Creek Ridge.</p> <p>The Wildlife Agencies previously commented on the EIR and Habitat Loss Permit for the Campus West Project via letter on September 26, 2013. The letter expressed concerns regarding potential restrictions of north-south movement for species such as the coastal California gnatcatcher (<i>Poliophtila californica californica</i>; gnatcatcher). The Service formally consulted on the Campus Park West Project on June 3, 2014, reinstated consultation on January 23, 2017, and formally consulted once more on March 29, 2019. Per the FEIR Addendum, the Passerelle Project would impact existing disturbed habitat and avoid Diegan coastal sage scrub habitat that is located on adjacent parcels.</p> <p>COMMENTS AND RECOMMENDATIONS</p> <p>The Wildlife Agencies offer the following comments and recommendations to assist the County in avoiding, minimizing, and adequately mitigating Project-related impacts to biological resources and to ensure the Project is consistent with the County's draft North County Plan.</p> <p>1) Lighting: Based on the current design specifications provided in the Addendum, the Project proposes to install unshielded lighting throughout the development footprint. The increased artificial nighttime lighting associated with the Project has the potential to significantly and</p> | <p>Response to Comment 2C: Comment summarizes project details. No response required.</p> <p>Response to Comment 2D: Introductory statement regarding the Wildlife Agencies comments and recommendations. No response required.</p> <p>Response to Comment 2E: Shielded lighting is proposed. Per the project's Conditions of Approval, lighting must be in compliance with the County's Light Pollution Code and the County's Lighting Ordinance 59.101. No changes to the EIR Addendum are required in response to this comment.</p> |

| COMMENTS | RESPONSES |
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| <p>DocuSign Envelope ID: 48AAD63A-C750-4E05-92D9-14764E9019D0</p> <p>Sean Oberbauer (FWS/CDFW-2025-0051875-CEQA_SD) 3</p> <p>adversely affect fish and wildlife resources. We request that lighting structures be shielded and directed away from the adjacent, on-site preservation area, per conservation measure 11 in the biological opinion for Campus Park Master Plan Project issued on June 3, 2014 (FWS-SDG-10B0045-13F0208).</p> <p>The following comment is specific to the Department:</p> <p>2) The Project may impact Crotch's bumble bee (<i>Bombus crotchii</i>), a candidate species for listing under the under CESA. Project activities involving ground and vegetation disturbance could result in potential significant impacts, including loss of foraging resources, changes in foraging behavior, burrow collapse, nest abandonment, reduced nest success, reduced health and vigor of eggs, young, and/or queens, and direct mortality. Impacts to CESA-listed or candidate species and their habitats may result in a mandatory finding of significance because the Project has the potential to substantially reduce the number or restrict the range of an endangered, rare, or threatened species (CEQA Guidelines § 15065).</p> <p>There is no discussion of potential impacts to Crotch's bumble bee within provided documents, and focused surveys have yet to be conducted. If Crotch's bumble bee is present within or near the Project site, Project activities could result in take, which is prohibited and requires an Incidental Take Permit for otherwise lawful activities. To address the above issues and help the Project applicant avoid unlawfully taking of Crotch's bumble bee, the Department requests the County include the following mitigation measures per below:</p> <p><i>BIO-X: A qualified biologist, approved by CDFW, shall conduct a focused survey in suitable habitat (e.g., coastal sage scrub, and non-native grasses and forbs), in accordance with the <u>Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species</u>¹ guidelines to determine presence/absence of the species. Surveys shall be conducted within one year prior to vegetation removal activities and a minimum of three surveys shall be conducted during peak flying season (April-August), when the species is most likely to be detected above ground. If surveys verify absence, no further action is required.</i></p> <p><i>If surveys determine that Crotch's bumble bees are currently utilizing the study area, within 500 feet of the project site, coordination with CDFW shall occur to develop appropriate avoidance and minimization measures and determine if take authorization may be required. Appropriate take authorization may include an Incidental Take Permit, among other options. Appropriate take authorization shall be obtained prior to Project initiation.</i></p> <p>We appreciate the opportunity to comment on the Addendum, General Plan Amendment and Specific Plan Amendment and look forward to our continued collaboration in implementing the</p> <p>¹ https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150&inline</p> | <p>Response to Comment 2F: See response to Comment 2G below.</p> <p>Response to Comment 2G: Comment noted. Habitat for the Crotch's bumble bee (<i>Bombus crotchii</i>) is not present at the site because fuel management was conducted as recently as spring 2025. The fuel management activities required at the site removes habitat potential.</p> <p>No direct impacts to sensitive species are anticipated. For Crotch's bumble bee, impacts would be less than significant because the Site lacks suitable habitat for foraging, nesting, or overwintering. The Site was previously graded and is brush managed. Please reference the EIR Addendum re biological resources and the grading permits that authorized clearing on the site as part of the larger Campus Park project. The habitat that has the potential to support Crotch's bumble bee is located offsite and would not be affected by the proposed project.</p> <p>Response to Comment 2H: Closing statement. No response required.</p> |

2E
Cont'd

2F

2G

2H

COMMENTS

RESPONSES

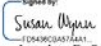
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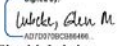
Sean Oberbauer (FWS/CDFW-2025-0051875-CEQA_SD) 4

County's draft North County Plan. If you have questions or comments regarding this letter, please contact [Katrina Rehrer](#)² of the Department or [Dimitri Pappas](#)³ of the Service.

Sincerely,

2H
Cont'd

Signed by:

for Jonathan D. Snyder
Assistant Field Supervisor
U.S. Fish and Wildlife Service

Signed by:

Glen M. Lubcke
Environmental Program Manager
California Department of Fish and Wildlife

cc:
[Melanie Burlaza](#)⁴ CDFW
[Susan Wynn](#)⁵ Service

References

California Department of Fish and Wildlife. 2024. California Natural Diversity Database. Available from: <https://wildlife.ca.gov/Data/CNDDB>.

Third Restated and Amended North and East County MSCP Plans Planning Agreement. 2021. Available from: <https://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/2021-Planning/Agreement-RestatedandAmended.pdf>

² Katrina.Rehrer@wildlife.ca.gov
³ Dimitri.Pappas@fws.gov
⁴ Melanie.burlaza@wildlife.ca.gov

COMMENTS

RESPONSES

Comment Letter 3



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February 7, 2025

The County of San Diego
Planning & Development Services
Attn: Sean Oberbauer
5510 Overland Avenue, Suite 210
San Diego, California 92123

Via Electronic Mail
Sean.Oberbauer@sdcounty.ca.gov

RE: Passerelle Project Addendum
Coastal Environmental Rights Foundation Comments

Dear Mr. Oberbauer:

Please accept the following comments regarding the Passerelle project's ("Project") Environmental Impact Report addendum ("Addendum") on behalf of Coastal Environmental Rights Foundation ("CERF"). CERF is dedicated to the preservation, protection, and defense of the environment, wildlife, and natural resources of the California Coast.

3A

As detailed below, the San Diego County ("County") Addendum fails to adequately consider the revised Project's impacts on Greenhouse Gasses ("GHG"). Specifically, the Addendum eliminates from the Project any office land use and the County failed to adequately consider the increased Vehicle Miles Traveled ("VMTs") from this removal.

3B

A. CEQA Carries a Strong Presumption in Favor of an EIR

The CEQA presumption in favor of the preparation of Environmental Impact Reports ("EIR") is reflected in the "fair argument" standard, under which an agency must prepare an EIR whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment.¹ An EIR must be prepared for any project that "may have a significant effect on the environment."²

3C

"Significant effect upon the environment" is defined as "a substantial or potentially substantial adverse change in the environment."³ A project "may" have a significant effect on the environment if there is a "reasonable probability" that it will result in a significant

3D

¹ *Quail Botanical Gardens Found., Inc. v City of Encinitas* (1994) 29 Cal. App. 4th 1597, 1602; *Friends of "B" St. v City of Hayward* (1980) 106 Cal. App. 3d 988, 1002.


² Pub. Res. Code §21151; *No Oil, Inc. v City of Los Angeles* (1974) 13 Cal. 3d 68, 75.


³ Pub. Res. Code §21068; 14 Cal. Code Regs. §15382.


Response to Comment 3A: The County appreciates the Coast Law Group's interest in the project. This is an introductory statement. No response required.

Response to Comment 3B: It is well established that Greenhouse Gas (GHG) emissions and Vehicle Miles Traveled (VMT) impacts are not considered new information that would trigger the preparation of a subsequent or supplemental EIR. Therefore, no new GHG analysis or VMT analysis are required for the Proposed Project, which relies on the Campus Park FEIR that was certified in 2011. As documented in the Addendum, at the time of the certification of the Campus Park FEIR, the contribution of GHG emissions to climate change was a prominent issue of concern since the 1990s. Therefore, the issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the certification of the Campus Park FEIR. The courts have consistently determined that new legal regulations, such as adopting new guidelines, do not constitute significant new information that would trigger further environmental review under Public Resource Code (PRC) Section 21166. (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301. See also *Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego* [2011] 196 Cal.App.4th 532) [The court found that the effects of GHG on climate change were known or could have been discovered with the exercise of reasonable diligence for an EIR initially certified in the early 1990s.] Therefore, no new GHG analysis is required for the Proposed Project, which relies on the Campus Park FEIR certified in 2011.

Similarly, the County's adoption of the 2022 Transportation Study Guidelines (TSG) that now requires VMT analysis would not be considered significant new information because the underlying issue was known when preparing the original Campus Park FEIR. (*Olen Properties Corp v. City of Newport Beach* [2023] 93 CA5th 270, 280-281.) In *Olen Properties*, the court held that the change in the CEQA Guidelines from level of service to VMT was not significant new information because the underlying issue was known when the *Olen* EIR was prepared in 2006.

| COMMENTS | RESPONSES |
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| <p>Passerelle CERF Comments February 7, 2025 Page 2 of 4</p> <p>impact.⁴ If substantial evidence shows any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial.⁵</p> <p>This standard sets a low threshold for preparation of an EIR.⁶ If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect.⁷</p> <p>When a project proponent proposes substantial changes to a project after a certified EIR, the proponent must prepare a subsequent or supplemental EIR ("SEIR") if the change requires revisions to the EIR.⁸</p> <p>As detailed below, the Addendum fails to adequately analyze whether the major project revisions would require a change to the EIR. Specifically, the Addendum fails to consider the number of external trips created by the shift away from mixed land use to increasingly residential.</p> <p>B. The Addendum fails to Adequately Analyze the Changed Project's Impact on GHG and Transportation</p> <p>An EIR must contain a good faith, reasonable effort to fully disclose to the public potential environmental impacts and mitigation measures.⁹ As to GHG, the lead agency must, to the extent possible, use scientific and factual data to "describe, calculate, or estimate the amount of [GHG] emissions resulting from a project."¹⁰ To meaningfully disclose the project's GHG impact, a quantitative analysis of project and baseline emissions must be disclosed.¹¹</p> <p>⁴ <i>No Oil, Inc. v City of Los Angeles</i>, 13 Cal. 3d at 83 n16; <i>Sundstrom v County of Mendocino</i> (1988) 202 Cal. App. 3d 296, 309. ⁵ 14 Cal. Code Regs. §15063(b)(1). ⁶ <i>Consolidated Irrig. Dist. v City of Selma</i> (2012) 204 Cal. App. 4th 187, 207; <i>Nelson v County of Kern</i> (2010) 190 Cal. App. 4th 252; <i>Pocket Protectors v City of Sacramento</i> (2004) 124 Cal. App. 4th 903, 928; <i>Bowman v City of Berkeley</i> (2004) 122 Cal. App. 4th 572, 580; <i>Citizen Action to Serve All Students v Thornley</i> (1990) 222 Cal. App. 3d 748, 754; <i>Sundstrom v County of Mendocino</i> (1988) 202 Cal. App. 3d 296, 310. ⁷ <i>Save the Agoura Cornell Knoll v City of Agoura Hills</i> (2020) 46 Cal. App. 5th 665, 689, 696; <i>Georgetown Preservation Soc'y v County of El Dorado</i> (2018) 30 Cal. App. 5th 358, 373; <i>Jensen v City of Santa Rosa</i> (2018) 23 Cal. App. 5th 877, 886; <i>Clews Land & Livestock v City of San Diego</i> (2017) 19 Cal. App. 5th 161, 183; <i>Stanislaus Audubon Soc'y, Inc. v County of Stanislaus</i> (1995) 33 Cal. App. 4th 144, 150; <i>Brentwood Ass'n for No Drilling, Inc. v City of Los Angeles</i> (1982) 134 Cal. App. 3d 491; <i>Friends of "B" St. v City of Hayward</i> (1980) 106 CA3d 988; See also, 14 Cal. Code Regs. §15064(f)(1). ⁸ Cal. Pub. Res. Code §21166. ⁹ CEQA Guidelines §15151. ¹⁰ CEQA Guidelines §15064.4. ¹¹ <i>Friends of Oroville v. City of Oroville</i> (2013) 219 Cal.App.4th 832, 843 as modified (Sept. 18, 2013).</p> <p></p> | <p>Response to Comment 3B, cont'd: See also Master Response: Preparation of Addendum. This conclusion is further strengthened by technical guidance recently issued by the Governor's Office of Planning and Research ("OPR") (the State agency that promulgates the CEQA Guidelines). OPR, relying on <i>CREED v. San Diego</i> and <i>Concerned Dublin Citizens v. City of Dublin</i>, indicated that a "CEQA analysis prepared after July 1, 2020, may be able to rely on a previously certified EIR that analyzed traffic impacts using the LOS metric." Therefore, similarly, a VMT analysis is not required for the proposed Project.</p> <p>Response to Comment 3C: The comment incorrectly references the circumstance in which a preparation an EIR must be prepared, referencing the "fair argument" standard. As fully explained in the Master Response: Preparation of Addendum, the test as to appropriate environmental review at this point is based on Public Resource Code (PRC) §21166. As is the case for the Proposed Project, any time a further discretionary approval by the lead agency is required for a project for which an EIR has been certified, the agency is faced with the question of whether a subsequent or supplemental EIR should be required for that approval. The question then becomes whether any of the conditions described in PRC §21166 and Section 15162(a) of the State CEQA Guidelines apply, so as to justify repeating the entire CEQA process. As the court explained in <i>Bowman v. City of Petaluma</i>: "[S]ection 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired [§21167(c)], and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (<i>Bowman v. City of Petaluma</i> (1986) 185 CA3d 1065, 1073.)</p> <p>Response to Comment 3D: As explained in the Master Response: Preparation of Addendum, the standard is whether one or more of the conditions identified in PRC 21166 are met. See Master Response: Preparation of Addendum.</p> <p>Response to Comment 3E: The comment incorrectly references the circumstance in which a preparation of EIR must be prepared, referencing the "fair argument" standard. See response to comment 3C above and the Master Response.</p> |

| COMMENTS | RESPONSES |
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| <p>Passerelle CERF Comments February 7, 2025 Page 3 of 4</p> <hr/> <p>The County cannot downplay, minimize, or omit aspects of a project’s change to suggest that the project would not impact GHG.¹² In <i>Am. Canyon Cmty. United for Responsible Growth v. City of Am. Canyon</i>, the city’s addendum deemed insignificant a project change from multiple small retail stores to one larger retail store. As part of the addendum analysis, the city excluded the storage and employee areas’ square footage in its trip generating assessment. The city reasoned that these store components do not attract customers and thus do not generate additional trips. The city provided no basis for this analysis and instead relied on its own subjective assumptions. The First District Court of Appeals held that the square footage omission minimized and downplayed the environmental impacts of the project and that the city’s determination was not supported by substantial evidence.</p> <p>“In 2019, emissions from fossil fuel on-road vehicles made up 45% and was the largest contributor of all GHG emissions in the [climate action plan] emissions inventory.”¹³ The County cannot meet its GHG goals without reducing VMT, which predominantly occurs through increasing mixed land use areas and balancing housing with jobs.</p> <p>Here, the County attempts to downplay and minimize environmental impacts by omitting any analysis of the Project’s changed internal capture and number of external trips.¹⁴ The County guesses that the Project’s commercial component “would be a relatively minor contributor to the internalization of trips” and that the more important aspects of the Project to reduce VMTs are the Town Center and recreation areas. The County fails to support this proposition with any facts, sources, or quantitative analysis. Indeed, instead of facts, the County relies on uncalculated “likelihood” and “rural tendencies” to make subjective assumptions. Worse, the Project admits that the impact would be “impossible to fully quantify without an updated SANDAG model” and simply alleges that there would be a net decrease in trips using an analysis that omits any consideration of external trips generated and reduction of internal capture.</p> <p>Therefore, the County downplays and minimizes the impact the Project would have on VMTs by failing to analyze the Project’s proposed decrease in mixed use character. The Project is located in a census tract that is 200.5% above the regional average baseline VMT and thus the Project will result in a significant impact on VMT.¹⁵ The Project’s EIR cites to the inclusion of “residential, retail, and office” land uses to encourage a reduction in VMT and mitigate associated GHG emissions. The elimination of an entire land use type (office) from the Project without explanation or analysis of how this impacts the total trips (external and internal) and the length of those trips (VMT), as well as the resultant GHG emissions, is</p> <hr/> <p>¹² <i>American Canyon Community United for Responsible Growth v. City of American Canyon</i> (2006) 145 Cal.App.4th 1062, 1081. ¹³ 2024 San Diego County Climate Action Plan, pg. 48. ¹⁴ Addendum, Appendix I, Traffic Analysis/Trip Generation Memo, pg. 5. ¹⁵ CEQA Guidelines Section 15064.3.</p>  | <p>Response to Comment 3F: The comment references PRC Section 21166 related to the preparation of subsequent EIRs. See also Master Response: Preparation of Addendum.</p> <p>Response to Comment 3G: The first comment makes a broad statement that the Addendum failed to adequately analyze the Proposed Project’s changes to the Campus Park Project. However, the commenter offers no information or evidence of how the proposed change in designation from office professional to residential would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Rather, the EIR Addendum carefully analyzed each environmental issue of the Campus Park FEIR in comparison to the proposed Project. See also Master Response: Preparation of Addendum.</p> <p>The second comment, that the Addendum failed to consider the number of external trips created by the proposed project, is not particularly relevant for an analysis of the Project’s impacts. First, please note that the County’s adoption of the 2022 Transportation Study Guidelines (TSG), which now requires VMT analysis, would not be considered significant new information because the underlying issue was known when preparing the original Campus Park FEIR. (<i>Olen Properties Corp v. City of Newport Beach</i> [2023] 93 CA5th 270.) Therefore, a VMT analysis is not required for the Proposed Project, which relies on the Campus Park FEIR certified in 2011. In any event, based on the results of the Passerelle Trip Generation Memo dated February 15, 2022, prepared by Urban Systems Associates, Inc, (“2022 Trip Generation Memo”), the Proposed Project was found to generate approximately 1,380 ADT. The previously proposed office professional use was calculated to generate 2,669 ADT (LOS Engineering, 2009). The proposed residential trip generation is approximately 48% less than the previously approved trip generation. This more than accounts for any reduction in internalized trips. (Appendix I of the Addendum.) See Master Response: Analysis of the Project’s GHG and Traffic Impacts.</p> |

| COMMENTS | RESPONSES |
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| <p>Passerelle CERF Comments February 7, 2025 Page 4 of 4</p> <hr/> <p>illogical and not supported by substantial evidence. This is especially true where the prior 2011 FEIR determined transportation impacts would be significant and unmitigable. Mitigation opportunities not available or feasible at the time, including TDM measures, have not been adequately analyzed.</p> <p>C. Conclusion</p> <p>The Addendum fails to adequately analyze the Project's significant environmental impacts to GHG and transportation. CERF urges the County to prepare a SEIR to fully analyze the impacts of eliminating an entire land use type and increasing the total residential units in the Project.</p> <p>Thank you in advance for your consideration of our comments.</p> <p>Sincerely,</p> <p>COAST LAW GROUP LLP Natalie Clagett Attorneys for Coastal Environmental Rights Foundation</p>  | <p>Response to Comment 3H: The commenter cites CEQA Guidelines 15151 regarding the sufficiency of an EIR and 15064.4 regarding the determination of the significance of impacts with respect to GHG. Neither provision is relevant here with respect to a project for which an EIR has been previously certified or adopted. Please see Response to comment 3B above and the Master Response: Preparation of Addendum and Analysis of the Project's GHG and Traffic Impacts and Appendix D of EIR Addendum, Global Climate Change Assessment.</p> <p>Response to Comment 3I: The County disagrees with the contention that it downplayed, minimized, or omitted aspects of the Proposed Project changes and the differences with the Campus Park. Furthermore, the commenter's reliance on American Canyon Community United for Responsible Growth v. City of American Canyon (2006) 145 Cal.App.4th 1062, 1081, is misplaced. In American Canyon, a local agency reduced the proposed project's square footage by intentionally omitting aspects of the project when comparing it to the original project that was previously analyzed. Whereas, here the Addendum carefully analyzed each environmental issue of the Campus Park FEIR in comparison to the proposed Project. The proposed Project was not minimized, nor were aspects of the Project omitted.</p> <p>Response to Comment 3J: Please see the Master Response: Preparation of Addendum. The Proposed Project results in a reduction of VMT with respect to the Campus Park project. Moreover, the Proposed Project represents only approximately 26% of the mixed uses in the Campus Park plan; the other commercial uses will remain the same. These uses would continue to serve to internalize trips, including the Sports Complex, Neighborhood Park, and Town Center uses. These uses are likely to contribute the most to internalization of trips as they not only comprise the largest components of Commercial ADT for the Specific Plan area (74% of the trip generation), but they also are the types of uses most attractive to residential uses.</p> |

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Cont'd

3K

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| | <p>Response to Comment 3K: The County disagrees with the statement that an internal capture analysis was omitted. An analysis was conducted that considered the removal of the office component from the Campus Park Project and is memorialized in the Trip Generation Memo. This analysis examines the internal capture assumptions from the original traffic study of the Campus Park FEIR. As stated in the 2022 Trip Generation Memo,</p> <p>“As shown on the land use map for the previously approved Specific Plan, additional land uses which would serve to internalize trips include the Sports Complex, Neighborhood Park and Town Center uses. These uses will not be removed with the proposed change in land use. These uses are likely to contribute the most to internalization of trips as they not only comprise the largest components of Commercial ADT for the Specific Plan area (74% of the trip generation), they also are the types of uses most attractive to residential uses. This is particularly the case in rural areas where such Town Center and recreation uses are sometimes remote. Therefore, it is highly likely that the professional office component of the Specific Plan area would be a relatively minor contributor to the internalization of trips. Additionally, the residential component replacing the office would likewise use the Town Center and recreation areas which would also internalize trips. Therefore, although one of the residential attractors would be removed with the proposed plan, it is likely that the replacement with residential uses would continue to internalize some amount of trips. See Master Response: Analysis of the Project's GHG and Traffic Impacts.</p> <p>Please also refer to comment 3G above with respect to the comment related to external trips.</p> |

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| | <p>Response to Comment 3K, cont'd: Finally, the commenter misinterprets the statement that the changes are impossible to fully quantify without an updated SANDAG model. The proposed residential trip generation is approximately 48% less than the previously approved trip generation for the office professional uses. This more than accounts for any reduction in internalized trips (previously estimated at 30%). Therefore, the Proposed Project would clearly reduce trip generation and VMT on a daily basis.</p> <p>Response to Comment 3L: As stated in Response to Comment 3K, an analysis of internal capture assumptions was conducted. The 2022 Trip Generation Memo specifically addresses the Project's proposed decrease in the mixed-use character of the Campus Park Project. The 2022 Trip Generation Memo provides substantial evidence that the reduction in attracting land-uses is outweighed by the overall reduction in trips caused by the conversion of land-uses and therefore, VMT would be reduced overall as a result of the proposed project. Finally, regarding the commenter's statement that no substantial evidence has been provided regarding how the elimination of office uses from the Campus Park Project affects the total trips and the resulting GHG emissions, see Master Response: Preparation of Addendum and response to comments 3J and 3K above.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 4</p> <hr/> <p>From: Dan Silver To: Oberbauer, Sean Subject: [External] Passerelle project Date: Tuesday, January 7, 2025 2:10:31 PM</p> <hr/> <p>January 7, 2024</p> <p>Sean Oberbauer DPDS County of San Diego 5510 Overland Ave San Diego CA 92123</p> <p>RE: Passerelle project</p> <p>Dear Mr Oberbauer:</p> <p>Endangered Habitats League appreciates the opportunity to comment.</p> <p>The project is an amendment to the Campus Park Specific Plan to convert office park to residential. This will worsen the jobs-housing imbalance in the North County. It is also of concern that the town center has not been constructed, meaning that more long auto trips are needed for goods and services.</p> <p>The site has been graded and there are no new impacts to biological resources.</p> <p>Even though the prior GHG analysis was part of an air quality analysis and not up to current standards for greenhouse gases, the County has accepted the argument that a ground-up GHG analysis does not need to be prepared. Because this is a <i>completely different</i> project than the old one, it is not clear that the “new information” test of CEQA (what “could have been known”) for an addendum vs a subsequent EIR is applicable. Instead, the applicant has produced a study finding that GHG emissions with the conversion to residential will be lower than with the previously planned office commercial. In and of itself, however, this conclusion does nothing to mitigate the project’s GHG emissions. The GHG-reduction measures being employed are largely just compliance with state building codes. Use of all electric appliances is not being required, though it is a clearly feasible and increasingly common measure.</p> <p>The end result is that the applicant is escaping mitigating GHG impacts as would be done today, with today’s standards for significance and with newer, feasible measures. This is detrimental to the public interest. We recommend that the project prepare a full GHG analysis to determine significance and achieve a “net zero” GHG outcome, with full onsite migration. <i>At the minimum, the project should comply with the new CAP checklist, as at least one other older project has done in the course of its processing.</i></p> <p>Thank you for considering our comments.</p> <p>Sincerely, Dan Silver</p> <p>Dan Silver, Executive Director</p> <p>Endangered Habitats League 8424 Santa Monica Blvd., Suite A 592 Los Angeles, CA 90069-4267</p> <p>213-804-2750 dsilverla@me.com https://ehleague.org</p> | <p>Response to Comment 4A: The County appreciates the Endangered Habitats League's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 4B: The commenter is correct in that the Proposed Project proposes a Specific Plan Amendment (SPA) to the Approved Project to designate 11.96 acres for the development of 138 multi-family residential units, designed as single-family homes on condominium lots, rather than the development of 157,000 sf of professional office uses. However, there is no evidence referenced to substantiate the commenter’s claims that this will worsen the jobs-housing imbalance in the North County. In particular, it is unclear whether additional sites offering similar job opportunities have been approved in the North County since the adoption of the Campus Park Specific Plan in 2011.</p> <p>Response to Comment 4C: Comment noted. This statement is correct.</p> <p>Response to Comment 4D: The County does not agree with the commenter’s assessment that the Proposed Project is a completely different project from what was originally analyzed in the Campus Park FEIR. As described in the Master Response: Preparation of Addendum, the development of the Project would include the construction of buildings in the same development footprint as the project originally analyzed for the Campus Park Specific Plan. The same two public streets will serve the Project and will be constructed within the same development footprint that was identified in the Campus Park FEIR. The Project does not propose extending any water, sewer, electrical, or gas lines, as all services would be extended to the site through the surrounding development. The only change to the Campus Park Specific Plan relates to the change in use from Office Professional to residential uses. This change, as analyzed in the Addendum and associated technical documents, indicates that the Proposed Project represents only approximately 26% of the mixed uses in the Campus Park plan; the other commercial uses will remain the same.</p> |

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| | <p>Response to Comment 4D, cont'd: The commenter correctly states that new information requiring a subsequent EIR under PRC Section 21166(c) applies only to new information that was not known and could not have been known "with the exercise of reasonable diligence" when the prior environmental review was completed. However, the new information must also be of "substantial importance." Per CEQA Guidelines Section 15162(a)(3), the new information must show any of the following:</p> <ul style="list-style-type: none"> •The project will have significant effects not evaluated in the prior EIR or negative declaration. •Significant effects previously examined will be substantially more severe than shown in the prior EIR. •Mitigation measures or alternatives found infeasible are in fact feasible and would substantially reduce significant effects of the project, but the project proponents decline to adopt them. •Mitigation measures or alternatives considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt them. <p>Therefore, a change in the project itself is not enough. As explained above, for a project change to trigger a subsequent or supplemental EIR, the change must be substantial and must result in a new significant environmental impact or an increase in severity of previously identified impacts.</p> <p>Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> |

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| | <p>Response to Comment 4D, cont'd: In this case, the Project design and development footprint has not changed from what was previously analyzed in the Campus Park FEIR. Nor has the Proposed Project resulted in a new significant environmental impact or an increase in severity of previously identified impacts. As stated by the commenter, the Global Climate Change Assessment was completed to compare the Campus Park's GHG emissions at buildout (General Plan Scenario) to the Proposed Project's GHG emissions. (See Master Response: Analysis of the Project's GHG and Traffic Impacts and Appendix D Global Climate Change Assessment to the EIR Addendum.) The results of the Climate Change Assessment show that the Proposed Project would reduce GHG emissions when compared with the buildout of the General Plan Scenario, which includes the buildout of the Campus Park Project with the office professional uses. In other words, the Proposed Project changes did not result in a new significant environmental impact or an increase in severity of previously identified impacts.</p> <p>Response to Comment 4E: First, the proposed Project was found to reduce GHG emissions relative to the approved office professional uses of the approved Campus Park Specific Plan. But in any event, the Project will include the design features as summarized in Table 4 of the Addendum that are strategies to reduce GHG emissions. The Proposed Project would also be required to implement all mitigation measures specific to the Campus Park FEIR. The Project would also be required to implement all building code requirements applicable at the time of building permit issuance, which will include additional GHG reduction requirements, such as including installing Electric Vehicle (EV) charging stations, solar panels consistent with Title 24 (2019), low-flow water fixtures, planting of native landscaping, etc.</p> <p>Response to Comment 4F: The County disagrees with the assertion that the Project is "escaping" mitigating GHG impacts that would be imposed today. See response 4D above. The Project has included design features to reduce GHG emissions and will be required to implement building code requirements applicable at the time of building permit issuance.</p> |

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| | <p>Response to Comment 4G: Contrary to the commenter's statement, CEQA does not mandate net zero as a standard. While CEQA mandates considering and mitigating environmental impacts, including GHG emissions, it doesn't universally mandate net-zero for all projects. Moreover, this Project was shown to be less intense than what the previous uses indicated in the Campus Park FEIR. It is also understood that the Project would be conditioned to comply with all building code requirements at the time permits are required, which includes meeting and exceeding Title 24 standards. The County's CAP includes similar requirements, though they are more defined. In any event, this project will be required to implement all applicable regulatory measures at the time of building permit issuance, including compliance with applicable measures of Title 24 and the CalGreen code.</p> <p>Response to Comment 4H: No response required.</p> |

COMMENTS

RESPONSES

Comment Letter 5

From: Eileen Delaney
To: Oberbauer, Sean
Cc: Steph Baxter; Jeniene Domercq
Subject: [External] Passerelle Comments
Date: Thursday, February 6, 2025 8:25:53 PM

Fallbrook Planning Group
P. O. Box 1419
Fallbrook, CA 92088

Sean Oberbauer
Land Use & Environmental Planning Manager
County of San Diego
Planning & Development Services

February 6, 2025

Mr. Oberbauer,

At our January 22, 2025 meeting The Fallbrook Planning Group voted 14-0 (with one absence) to respond to the Passerelle Project with the following comments:

- 1. Architectural look of the project is good.
2. Garages need to be a minimum of 20 ft by 20 ft.
3. Additional Parking is needed.
4. Although the traffic study states that this project will reduce ADT's by 46%, there are concerns that this project could cause traffic impacts and more congestion, especially during rush hours in the morning and evening hours.
5. There needs to be more parks or a way that the CPG can recommend what other location(s) PLDO funds can be used in the Fallbrook Planning area.
6. The CPG will vote on the project and the GP Amendment at a later date after we receive the applicant's response to public comments.

Thank you.

Best regards,

Eileen Delaney, Chair
Fallbrook Planning Group
Fallbrook Design Review Board
Follow The FPG on Facebook
Fallbrook Planning Group | Facebook
Visit our website for current meeting information

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Response to Comment 5A: The County appreciates the Fallbrook Planning Group's interest in the project. This is an introductory statement. No response required.

Response to Comment 5B: No response required.

Response to Comment 5C: In response to public comments (received in letters and during community planning group meetings), architectural design of units revisited and revised to provide for 20'x20' garages in all proposed housing floorplans.

Response to Comment 5D: The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. In addition to guest parking spaces, each residential unit has a 20'x20' garage to accommodate two cars.

Response to Comment 5E: See Master Response: Analysis of the Project's GHG and Traffic Impacts.

Response to Comment 5F: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.

Response to Comment 5G: Comment noted. The CPG voted in favor of the project 12-3 at the May 19, 2025 meeting.

Response to Comment 5H: Conclusionary statement. No response required.

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 6</p> <p>Fallbrook Union High School District 2234 South Stage Coach Lane Fallbrook CA 92028 (760)723-6332</p> <p>Fallbrook Union Elementary School District 321 Ivy Street Fallbrook, CA 92028 (760)731-5400</p> <p>January 30, 2025</p> <p>VIA U.S. MAIL</p> <p>Passerelle, LLC 10531 4S Commons Drive, #700 San Diego, CA 92127</p> <p>Re: PROJECT CASE NUMBER(S): PDS2021-SPA-21- 001, PDS2021-GPA-21-003, PDS2021-TM-5338R, PDS2021-STP-21-013, PDS2021-ER-03-02-059C Meeting Regarding Mitigation of Residential Development Impacts to School Facilities</p> <p>Dear Passerelle LLC,</p> <p>In connection with the noticing and environmental review process commenced under the California Environmental Quality Act, Fallbrook Union High School District ("High School District") and Fallbrook Union Elementary School District ("Elementary District" and together with the High School District, the "Districts") have been made aware that Passerelle, LLC ("Developer") intends to develop a 138-unit multifamily residential community (the "Development") within the boundaries of the Districts, on property located at Campus Park, near the northeastern intersection of Interstate 15 and State Route 76 (a.k.a. Pala Road), about 6 miles southeast of downtown Fallbrook. This is very exciting news for our Fallbrook community, and we look forward to working with you to address mitigation of the Developer's impacts to the Districts' school facilities and capacity.</p> <p>Education Code section 17620 <i>et seq.</i> and Government Code section 65995 <i>et seq.</i> allow a school district to impose developer impact fees or other requirements to mitigate school-related impacts resulting from residential and non-residential development. The Districts have each adopted a fee justification study and the High School District currently collects "Level 1" developer impact fees at \$4.61/square foot for residential development, shared between the Districts, to partially offset the cost of increased growth and lack of capacity.</p> <p>As you know, the Development was previously zoned for commercial development under the Campus Park Specific Plan. A change of zoning from commercial to residential necessarily increases the expected generation of students within the area that would be assigned to attend schools of the Districts. As we understand it from submitted planning documents, the Development will be comprised of condominium-style homes in the range of 1,850 – 2,200 square feet, each with multiple bedrooms and all with common area "tot lot" access and other family-friendly amenities. From our vantage point, the Development plan seems well-situated to attract young families to the Fallbrook area. We expect the influx of new students caused by the Development to create a need for housing at every grade span – from transitional kindergarten through 12th grade. Each of these 14 grades will be impacted. The school facilities of the Districts are currently at or approaching capacity, and so the Districts would need to expand facilities to accommodate the expected growth brought on by the Development.</p> | <p>Response to Comment 6A: The County appreciates the Fallbrook Union High School District and Fallbrook Union Elementary School District's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 6B: This comment provides information regarding Education and Government Code sections. No response required.</p> <p>Response to Comment 6C: Comment noted. No response required.</p> <p>Response to Comment 6D: Comment noted. No response required.</p> <p>Response to Comment 6E: It is well established under state law that there are only two ways that any legislative body can condition approval of a GPA or Tentative Map as related to an impact on school facilities: the standard payment of fees at building permit issuance and/or dedication of land under Education Code 17620 (or alternatively under Gov't Code Section 65995.5) and the payment of fees for interim school facilities under Gov't Code Section 65970 for overcrowded conditions. (Gov't Code Section 65995.) The proposed project will add students to the local school district. Service availability letters were signed by the appropriate school districts. According to the EIR Addendum, both school districts have provided concurrence for facility availability for the "addition of students to be generated by the project."</p> <p>Additional information from the Fallbrook School Districts is required to substantiate a finding for overcrowding. (Gov't Code Section 65970.) The developer will request a copy of the needs analysis prepared by the Fallbrook School Districts. An environmental review of any school expansion will be conducted by the school district when this occurs.</p> |

COMMENTS

RESPONSES

Passerelle, LLC
January 25, 2025
Page 2


And, as you likely know, Level 1 residential impact fees do not cover all the costs of school facilities to house new student growth as a result of residential development. Accordingly, the Districts will be looking for options to cover the remainder of the costs, including voluntary mitigation obligations agreed to by the Developer. In this respect, the Districts are requesting that the Developer engage with the Districts to discuss further options for the Developer, to address the school facilities impacts created by the Development. These options may be in lieu of or in addition to the payment of statutory developer fees.

Whatever the outcome, the Districts are open to discussion with the Developer so we can properly address the school facilities needs of the Fallbrook community. We would appreciate your assistance in coordinating a meeting to begin the dialogue. Please contact one of us to coordinate a time for the first conversation among the Districts and your organization. We look forward to working with you for the betterment of our community.

Sincerely,

Sincerely


Ilsa Garza-Gonzalez, Superintendent
Fallbrook Union High School District


Monika Hazel, Superintendent
Fallbrook Union Elementary School District




Cc: Samuel R. Santana, Esq., Districts' Legal Counsel
(via email only: ssantana@dwkesg.com)
Sean Oberbauer, Project Manager, County of San Diego
(via email only: sean.oberbauer@sdcounty.gov)


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Response to Comment 6F: Comment noted. No response required.

Response to Comment 6G: As suggested by the comment letter, the developer will proceed with discussions with the Fallbrook School Districts concurrent with the entitlement process.

Response to Comment 6H: See response to Comment 6G.

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 7</p> <div style="text-align: center;">  <p>HORSE CREEK RIDGE COMMUNITY ASSOCIATION</p> </div> <p>February 4, 2025</p> <p>Mr. Sean Oberbauer Land Use and Environmental Planning Manager COUNTY OF SAN DIEGO 5511 Overland Ave., Suite 210 San Diego, CA 92123</p> <p>RE: COMMENTS ON PASSERELLE PROJECT</p> <p>The Horse Creek Ridge Community Association (HCR) Board of Directors has reviewed the Draft EIR Addendum and related development plans, technical reports and draft conditions for the Passerelle project (the Applicant). We have also solicited and received input from homeowners in our HOA regarding the project. While we do not necessarily object to the requested land use change from professional offices to residential, it is our conclusion that, as designed, the proposed 138-unit Passerelle project will negatively and unfairly affect HCR.</p> <ol style="list-style-type: none"> There are no substantive active recreation areas in the project. No pool is proposed, and the suggested tot lots and potential dog areas are minimal and less than sufficient to support the size of the community. Once the Passerelle units are occupied, we predict it will be a constant battle for HCR in keeping the residents of these 138 homes from using the HCR common recreation facilities. The HCR Harvest House Activity Center clubhouse, community pool and recreation area are right next door, and while the pool and clubhouse are key-fob controlled, there is an expectation for attempted access by non HCR persons and in this case specifically residents of the Passerelle project. <p>We recommend that the Applicant eliminate a few of the housing units and replace them with some common, active recreation areas so the Passerelle residents will have some recreation space and are less likely to migrate over to use the HCR facilities. Otherwise, protecting our investment and use of our common spaces will be a constant battle for HCR. The limited activities that the adjacent County Sports Park can be used for are insufficient for these new 138 families.</p> <ol style="list-style-type: none"> There is insufficient parking. The proposed garages are called out on the design plans as only 18' x 18', which are smaller than the national average of 24' x 24' and certainly smaller than the 20' x 20' garages in HCR. HCR experiences enforcement issues with residents not parking in their garages because they are too small for many vehicles or pickups. The proposed Passerelle garage driveways are not of sufficient length for parking outside of the garage space. As a result, the Passerelle garages may only fit one vehicle and the houses having no substantive driveways, the new residents will undoubtedly be parking their vehicles on Friesen and Messara, or in our Harvest House parking lot, resulting in additional problems for us. This will result in a similar problem HCR already experiences on the broad curve on Gold Palomino where vehicles park along both sides of the street, creating visibility and safety concerns while the county selects a final striping plan. | <p>Response to Comment 7A: The County appreciates the Horse Creek Ridge Community Association's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 7B: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p>Based on a comment by Paul Klukas at the January 2025 Fallbrook Communing Planning Group meeting, access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the proposed project.</p> <p>Response to Comment 7C: Comment noted. See response to Comment 7B.</p> <p>Response to Comment 7D: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages in all proposed housing floorplans.</p> <p>Response to Comment 7E: The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose. It is not the proposed project's responsibility to enforce parking standards on public streets.</p> |

| COMMENTS | RESPONSES |
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| <p>This problem is likely to be exacerbated when Palomar College opens, with students taking advantage of free parking on HCR public streets. This Friesian/Messara area is a main entry into the HCR community. This new accumulation of parked cars and trucks at the entry to our community will clearly result in increased traffic and reduced safety. Further, the public-school bus pick-up and drop-off is in this location, adding to the safety concerns. We recommend that the applicant increase the width and depth of the garages so the residents might be motivated to park in their garage and not on the public streets in HCR. Or they should make room to provide an onsite parking lot in each of their two neighborhoods. The augmentation of existing site plan proposed by the Applicant per Comment #1 above, would contribute to resolving this matter and demonstrate the Applicant is serious about the quality of life their community will afford future homeowners, while fostering goodwill and neighborly conduct with their existing communities of HCR and Citro to the South.</p> <p>Considering the walkability of these communities and the availability of public transportation access, the reliance on personally owned transportation (vehicles) is high. The requirement for communities to support parking options for average sized vehicles and the multi-vehicle per residence status in the region should be highly considered when designing them.</p> <p>3. The developer is not improving all of Horse Ranch Creek Rd. The plans under review show that the applicant is only planning on improving (widening to 4 lanes) along their 2-lot frontage, south to Gold Palomino. They are not widening along the Town Center lot (Applicant owns this property). Driving north on Horse Ranch Creek Road from Hwy 76, this collector roadway will have 4 lanes, then reduce to 2 lanes (at Andalusian Trail), then expand to 4 lanes again at Gold Palomino, and again reduce to 2 lanes at the north side of Friesian. In HCR's opinion, this is poor planning of roadway design and will become a problem with evacuation of HCR/Passerelle if we were to experience a wildfire event. HCR residents already experience trouble receiving/maintaining fire insurance, which is likely to be further exacerbated by increased fuel sources presented by additional housing units and reduced ingress and egress for emergency services and residents, respectively.</p> <p>We recommend the County require the Applicant to widen the Horse Ranch Creek Road roadway from the along the Passerelle lot frontage at Friesian Way south to Andalusian Trail. As Passerelle also owns the lot between Andalusian and Gold Palomino (proposed for a commercial development), this will maintain a consistent and safely navigable roadway for HCR/Passerelle residents, emergency services, students of Palomar College and other taxpayers using the roadway for normal travel purposes.</p> <p>In light of the above concerns, the Horse Creek Ridge HOA requests that the County consider a redesign of the Passerelle project to address these matters prior to approval.</p> <p>Sincerely,</p>  <p>Scott McLaughlin, President Horse Creek Ridge Community Association</p> | <p>Response to Comment 7F: CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) This comment does not address any environmental issues in regard to the EIR addendum. See response to 7E.</p> <p>Response to Comment 7G: See responses to 7E and 7F.</p> <p>Response to Comment 7H: See response to 7D.</p> <p>Response to Comment 7I: See responses to 7D and 7E.</p> <p>Response to Comment 7J: This comment does not address any environmental issues in regard to the EIR addendum.</p> <p>Response to Comment 7K: See responses above.</p> <p>Response to Comment 7L: See Master Response: Analysis of the Project's GHG and Traffic Impacts, specifically the results of traffic analysis. This analysis supports the position that widening Horse Ranch Creek Road to the fullest extent is not warranted by project traffic.</p> <p>Response to Comment 7M: This comment does not address any environmental issues in regard to the EIR addendum. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's memo demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> <p>Response to Comment 7N: See response to 7L.</p> <p>Response to Comment 7O: This is a conclusionary statement. Therefore, no response is provided.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 8</p> <p>From: Peter Andersen To: Oberbauer, Sean Cc: Josh Chatten-Brown; Katie Pettit; Ron Askeland; Dan Silver; Charles Rilli; Dave Hogan; Michael King; Sally Prendergast Subject: [External] Comment on the Passerelle Project Date: Tuesday, January 14, 2025 10:51:43 AM Attachments: Sierra Passerelle Project.docx</p> <hr/> <p>Dear Mr. Oberbauer</p> <p>Sierra Club San Diego appreciates the opportunity to comment on the Passerelle project and the important need for a full EIR in compliance with CEQA and the rule of the County of San Diego. Please find attached Sierra Club's letter detailing the urgent need for a full EIR.</p> <p>Dr. Peter Andersen Sierra Club San Diego</p> | <p>Response to Comment 8A: The County appreciates the Sierra Club's interest in the project. Introductory statement. No response required.</p> <p>Response to Comment 8B: The comment states that the Passerelle Project is attempting to amend an old, obsolete EIR rather than preparing a new EIR. However, a new EIR is not required simply because of the age of the original environmental document; rather, its age is irrelevant if subsequent events or changes to the project do not trigger the need for further environmental review. (Snarled Traffic Obstructs Progress v. City & County of San Francisco [1999] 74 CA4th 793.) The California Supreme Court in Friends of the College of San Mateo Gardens v. San Mateo County Community College District (2016) 1 Cal. 5th 937 has clearly articulated the rules of environmental review, including when a “new” EIR is required for proposed changes to a project that has already undergone CEQA review. The Court states that rather than an “....abstract characterization of the project as ‘new’ or ‘old.’ An agency that proposes project changes thus must determine whether the previous environmental document retains any relevance in light of the proposed changes and, if so, whether major revisions to the previous environmental document are nevertheless required due to the involvement of new, previously unstudied significant environmental impacts. These are determinations for the agency to make in the first instance, subject to judicial review for substantial evidence.” (id at 944.)</p> <p>Once the lead agency has certified an EIR and approved a project, as is the case for Campus Park, a “new” EIR is not required for a later discretionary approval, such as for the Proposed Project. However, the preparation of a subsequent or supplemental EIR is required if one of the following circumstances applies:</p> <ul style="list-style-type: none"> • Substantial changes are proposed in the project that will require major revisions of the EIR; • Substantial changes occur in the circumstances under which the project is being undertaken that will require major revisions in the EIR; <p>or</p> <ul style="list-style-type: none"> • New information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete becomes available. (Pub Res C §21166 and 14 Cal Code Regs §15162.) |

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COMMENTS

RESPONSES



Sierra Club San Diego Chapter
 4241 Jutland Drive, STE 303
 San Diego, CA 92117

Sean Oberbauer
 DPDS
 County of San Diego
 5510 Overland Ave
 San Diego CA 92123

January 14, 2025

Dear Mr. Oberbauer,

This letter is in regard to the Passerelle Project in North County San Diego. This project attempts to provide an amendment to an old EIR that is completely obsolete rather than providing a new EIR. This project attempts to convert a previously approved office/commercial project to a residential project. This major change requires a full EIR since this is an entirely new project and because the prior EIR is hopelessly obsolete. As the Environmental Review of the Passerelle project states on page 3: "At the time of the FEIR certification, the CEQA Guidelines did not require an environmental-specific issue analysis for energy, GHG emissions, tribal cultural resources, and wildfire."

First, this project should have a complete EIR because the prior transportation analysis is woefully inadequate and needs to be supplemented with A greenhouse gas (GHG) analysis which is now required by the State of California and the County of San Diego. A housing project in the far north county is certain to create Vehicle miles and corresponding high GHG in violation of current county standards. Indeed, on page 19 of the environmental review it is stated "that the Approved Project's impacts to air quality and GHG emissions are significant and unmitigable." That prior project has far less GHG and VMT that the current residential project. Both CEQA and the County of San Diego require a revised analysis.

Second, as I am sure you are aware wildfires constitute a huge problem in Southern California. The obsolete FEIR was conducted in an era where climate change and large wildfires were not the significant problem that they are today. On page 54 the Review states clearly that, "the prior FEIR for the Approved Project did not contain a discussion of wildfire-related issues in its own topical category." An EIR must to a detailed fire analysis as this is an existential threat to the people of the state and the county. Moreover, the county accepted the Firesafe and VMT efficient smart growth

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Response to Comment 8B, cont'd: After careful consideration of the potential environmental impacts of the Proposed Project and based on the evidence presented in the Addendum and the attached technical reports, the County has determined that 1) none of the conditions described in Pub Res C §21166 and 14 Cal Code Regs §15162 that require preparation of a subsequent or supplement to an EIR have occurred. Therefore, an Addendum to the Campus Point FEIR has been deemed appropriate for the Proposed Project as described in Section 15164 of the CEQA Guidelines. See Master Response: Preparation of Addendum for a detailed discussion.

Response to Comment 8C: Project Changes: The comment misquotes the standard applied in determining when a later change to a project requires a "full" EIR. As explained in CEQA Guidelines Section 15162(a)(1), for a change to a project to trigger a subsequent or supplemental EIR, the change must be substantial and must result in a new significant environmental impact or an increase in severity of previously identified impacts. The commenter provides no evidence to support its assertion that a change in use from office/professional to residential is an "entirely new project."
 On the contrary, Section 3 of this Addendum carefully analyzed each environmental issue of the Campus Park FEIR in comparison to the Proposed Project, and based on this analysis, the County concluded that none of the conditions described in Section 15162 of the CEQA Guidelines apply. This conclusion is based on Section 3 of the Addendum and includes, among other factors, the following:
 •The development of the Project would include the construction of buildings in the same development footprint as the professional offices uses indicated in the original Campus Park FEIR.
 •The same two public streets that will serve the Project will be constructed within the same development footprint that was identified in the Campus Park FEIR.
 •The entire Project site has already been graded as part of the adjacent development (Phase 1) and thus contains little to no vegetation.
 •The Project does not propose extending any water, sewer, electrical, or gas lines, as all services would be extended to the Project site through the surrounding development.

| COMMENTS | RESPONSES |
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| <p>alternative on September 11, 2014. This project violates the spirit and letter of the Firesafe plan. A residential project has a much greater likelihood of ignitions than the prior approved office project.</p> <p>Finally, and additionally, the current review has no evacuation plan for the new, proposed residential project. The residential project requires a detailed evacuation plan that requires a traffic analysis, multiple exits from the project site, and analysis of the cumulative evacuation requirements of the project and the surrounding community. Every wildfire in California, including the recent Palisades and Eaton fires, has created catastrophic problems with evacuation including loss of life, impediments to first responders, and corresponding loss of vehicles and homes. It is inconceivable that such a project could be approved in 2025 in the absence of a new and valid evacuation plan.</p> <p>To fully comply with the CEQA and with adopted County policies the project must conduct a full new Environmental Impact Report that would fully analyze GHG, Fire, and evacuation.</p> <p>Sincerely Yours,</p> <p>Dr. Peter Andersen, Vice Chair Conservation Committee Sierra Club San Diego</p> | <p>Response to Comment 8C, cont'd:</p> <ul style="list-style-type: none"> •Development proposed under the Project would result in approximately the same height and massing as development allowed under Campus Park. •The results of the Climate Change Assessment show that the Proposed Project would reduce GHG emissions when compared with the buildout under the current Campus Park Project with office professional uses. •See each topical element of Section 3 of the Addendum for further discussion. <p>The agency's determination of whether modifications constitute significant new information requiring additional CEQA review is a factual issue, subject to review under the substantial evidence standard, rather than a procedural issue subject to de novo review. (Center for Biological Diversity v. County of Los Angeles, (2018) 112 Cal. App. 5th 317.)</p> <p><u>New/Revised CEQA Guidelines:</u></p> <p>Nor does the adoption of new CEQA guidelines as referenced by the commenter constitute significant new information that would trigger further environmental review under PRC 21166. New information requiring a subsequent EIR under PRC Section 21166(c) applies only to new information that was not known and could not have been known "with the exercise of reasonable diligence" when the prior environmental review was completed. The new information must also be of "substantial importance." Finally, per CEQA Guidelines Section 15162(a)(3), the new information must show any of the following:</p> <ul style="list-style-type: none"> • The project will have significant effects not evaluated in the prior EIR or negative declaration • Significant effects previously examined will be substantially more severe than shown in the prior EIR • Mitigation measures or alternatives found infeasible are, in fact, feasible and would substantially reduce significant effects of the project, but the project proponents decline to adopt them • Mitigation measures or alternatives considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt them |

| COMMENTS | RESPONSES |
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| | <p>Response to Comment 8C, cont'd: <u>Wildfires:</u> Concerning wildfire, further environmental review under PRC 21166 is not required simply because significance thresholds have been subsequently revised for wildfire. The underlying issues relating to wildfire were already known when the Campus Park FEIR was prepared in 2011. Although the prior Campus Park FEIR did not contain a discussion of wildfire-related issues in its own topical category, the EIR nevertheless addressed fire hazard within its hazards and public services section. The analysis in the Campus Park FEIR concluded that implementation of the fire protection plan and fire management plan would result in less-than-significant impacts related to wildfire hazards. (Campus Park FEIR, Chapter 4, page 4-31)</p> <p>As part of the environmental analysis for the Addendum, a fire protection plan was created for the Proposed Project. (Appendix E.) Consistent with the findings of the Campus Park FEIR, the fire protection plan for the Proposed Project provides the following fire safety features:</p> <ul style="list-style-type: none"> •The North County Fire Protection District will serve the Project. The closest fire station is located approximately 2.5 miles from the site. The expected emergency travel time to the site is approximately 4.9 minutes. •The Proposed Project is surrounded by predominantly developed lands except for the offsite area northwest of Parcel 1, where fuel management activity is in place. The closest flammable vegetation that poses a threat to the site in this area is located over 125 feet northwest of the nearest proposed structure on-site. Existing fuel modification zones (FMZs) that were established from the surrounding development are located within that 125 feet and are comprised of 50 feet of drought-tolerant and irrigated ornamental landscaping, and an additional 75 feet of non-irrigated low-volume, fire-resistant, drought-tolerant, and low-profile ground cover. The Project's FMZs provide further protection from on-site fire spreading to off-site vegetation, so accidental fires within the landscape or structures in the Project will have limited ability to spread off-site. (Appendix E). |

| COMMENTS | RESPONSES |
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| | <p>Response to Comment 8C, cont'd:</p> <ul style="list-style-type: none"> •The landscaping throughout the Project and on its perimeter will be highly maintained and much of it irrigated, which further reduces its ignition potential. Structures will be highly ignition-resistant on the exterior, and the interiors will be protected with automatic sprinklers systems, which have a very high success rate for confining fires or extinguishing them. <p>Additionally, the existing drainage pattern, including stream and river courses, would not be altered as a result of post-fire slope instability resulting from the change from professional offices to residential dwelling units. Impacts related to wildfire were determined to be less than significant, and no additional mitigation was required. (Appendix E.)</p> <p>The Project did not have significant effects that were not previously evaluated in the prior Campus Park FEIR, nor has any evidence been provided by the commenter that the significant effects that were previously examined would be substantially more severe than shown in the prior EIR. The agency's determination of whether modifications constitute significant new information requiring additional CEQA review is a factual issue, subject to review under the substantial evidence standard, rather than a procedural issue subject to de novo review. (Center for Biological Diversity v. County of Los Angeles, (2018) 112 Cal. App. 5th 317.)</p> <p>In fact, it is the opposite; the change in use from office/professional to residential will result in a decrease of ADTs, which would result in less vehicle travel along the roadways. See Response to Comment 8D below.</p> <p><u>GHG</u>: Concerning GHG, please see the discussion in the Master Response: Preparation of Addendum and response to comments 8D below.</p> <p><u>Energy</u>: As explained in the Addendum, in December 2018, the California Natural Resources Agency adopted an update to the State's CEQA Guidelines that incorporates a new category, energy impacts, into the Initial Study Checklist. However, arguably, the topic of</p> |

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| | <p>Response to Comment 8C, cont'd: energy use would not be considered new information. According to the State Attorney General, the 2018 update fleshed out many of the provisions on energy use that were first added to the CEQA Guidelines in 2010. Additionally, guidance for local governments on reducing energy use can be found in the California Energy Commission's Energy Aware Planning Guide, as updated in 2011. The Energy Aware Planning Guide is a comprehensive resource for local governments seeking to reduce energy use, improve energy efficiency, and increase usage of renewable energy. The Guide included recommended strategies related to land use, transportation, buildings, water use, and community energy. (CEQA and General Planning, State of California Department of Justice.*)</p> <p>A wide range of Project design features were incorporated in Campus Park, ranging from water use efficiency to building energy efficiency and landscaping, to smart growth land use patterns, solid waste diversion, and education. These included measures that were listed in the CAPCOA document (2008), as well as other measures that may be applicable to Campus Park. (See Table 2.3-12 of the Campus Park FEIR.) Campus Park was specifically committed to installing low-flow appliances (toilets and shower heads), building energy efficiency measures that were 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). (Campus Park FEIR, page 2.3-22.)</p> <p>In any event, as explained in the Addendum, energy was not a specific category for analysis at the time the Campus Park FEIR was prepared; accordingly, no associated topical analysis was performed at the time. However, the issue of energy was a factor considered in the Air Quality (and GHG analysis) and the transportation sections of the Campus Park FEIR.</p> <p>*https://oag.ca.gov/environment/ceqa/planning#:~:text=The%20California%20Energy%20Commission's%20Energy,IV%20discusses%20long%20Drange%20planning.]</p> |

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| | <p>Response to Comment 8C, cont'd: The Proposed Project incorporates many of the same project design features of the Campus Park FEIR that would reduce energy consumption and prevent the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The Proposed Project would construct multi-family residences with energy- and water-efficient fixtures and appliances in accordance with the Title 24 Building Efficiency Standards. Additionally, the project would incorporate renewable energy and provide 250 square feet of rooftop solar on each residential unit. In other words, the project has been designed to conserve energy and utilize sustainable development practices and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, even though the CEQA Guidelines for Energy were subsequently adopted, there are no new significant environmental effects or a substantial increase in the severity of previously identified significant effects.</p> <p><u>Tribal cultural resources:</u> As explained in the Addendum, “Tribal Cultural Resources” was not an environmental impact area considered by the Campus Park FEIR because it was certified in 2011, before Assembly Bill 52 (AB 52) of 2014 was passed and subsequently took effect, which defined “tribal cultural resources” as a CEQA impact analysis topic (Public Resources Code Section 21084.2). As well as requiring tribal consultation prior to the release of an EIR (Public Resources Code Section 21080.3.1), referred to as “AB 52 Tribal Consultation.”</p> <p>Although the Campus Park FEIR did not evaluate potential impacts specifically to tribal cultural resources, Section 3.4 (Cultural Resources) of the Campus Park FEIR presents an analysis of archaeological resources (summarized above in Section 3.5.1), including those that are Native American in origin, referred to in the EIR as “prehistoric” resources and sites. Furthermore, while AB 52 consultation was not conducted for the Campus Park FEIR, the County engaged in government-to-government consultation with California Native American tribes pursuant to California Government Code Sections 65352.3 and 65352.4, as established by Senate Bill 18 (SB 18) of 2004, referred to as “SB 18 Tribal Consultation.”</p> |

| COMMENTS | RESPONSES |
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| | <p>Response to Comment 8C, cont'd: Although the Campus Park FEIR did not evaluate potential impacts specifically to tribal cultural resources, Section 3.4 (Cultural Resources) of the Campus Park FEIR presents an analysis of archaeological resources (summarized above in Section 3.5.1), including those that are Native American in origin, referred to in the EIR as “prehistoric” resources and sites. Furthermore, while AB 52 consultation was not conducted for the Campus Park FEIR, the County engaged in government-to-government consultation with California Native American tribes pursuant to California Government Code Sections 65352.3 and 65352.4, as established by Senate Bill 18 (SB 18) of 2004, referred to as “SB 18 Tribal Consultation.”</p> <p>The Campus Park FEIR additionally found there is a potential for off-site brushing and initial grading activities to result in the discovery of previously unrecorded archaeological resources or human remains where these activities occur within 100 feet of CA-SDI-682/Monserate adobe, which contains significant Native American archaeological components and has been identified as the Native American village of Tom-Kav. Because of the potential for significant impacts to occur, the EIR determined that direct impacts would be mitigated through the implementation of a grading monitoring program for both on-site and off-site improvements and temporary fencing for site CA-SDI-682/Monserate adobe. The measure includes provisions requiring a Luiseño Native American monitor to be involved in the implementation of substantial aspects of the monitoring program. The Campus Park FEIR concluded that the Campus Park project would have a less-than-significant impact on prehistoric or historic resources with implementation of mitigation. Thus, even though “Tribal Cultural Resources” was not named as an environmental topical area specifically considered by the Campus Park FEIR, it was thoroughly analyzed.</p> <p>Nor does the Project result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new mitigation measures are required for the Proposed Project. The Proposed Project site has been mass graded during the construction phase of the surrounding Campus Park development, and therefore, previous site disturbances have occurred.</p> |

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| | <p>Response to Comment 8C, cont'd: The proposed roadway improvements are also within the project area previously considered in the FEIR; therefore, the roadway improvements proposed as part of the Proposed Project would not result in changes to the findings of the FEIR. Development of the Proposed Project would not result in any ground-disturbing activities beyond those that were identified in the Campus Park FEIR. The only additional grading activities would be finish grading. Any additional grading activities would be required to comply with cultural resources mitigation measures identified in the Campus Park FEIR as required to mitigate any potential impacts to undiscovered cultural resources (Table 9 and Appendix B). Specifically, a grading monitoring program would be required, as specified in Mitigation Measure CR-1. (Addendum, page 25.)</p> <p>Moreover, because Campus Park proposed a Specific Plan Amendment, SB 18 Tribal Consultation was conducted by the County, and the results were presented in the Campus Park FEIR. The mitigation measures put forward in the Campus Park's EIR incorporated the measures requested during the SB 18 Tribal Consultation. The consultation was initiated in 2005 with the two tribal parties, who responded to the written notifications: the Soboba Band of Mission Indians and San Luis Rey Band of Mission Indians. The San Luis Rey Band of Mission Indians requested mitigation measures that required the presence of a Native American monitor during grading, excavation, or other ground-breaking activities within previously undisturbed soils. In 2008, additional notification letters were sent to tribes on an updated contact list provided by the NAHC, and in response, the Pechanga Band of Mission Indians and Rincon San Luiseño Band of Mission Indians both also requested the presence of Native American monitors during ground-disturbing activities, in particular near CA-SDI-682/Monserate adobe. SB 18 Tribal Consultation did not indicate on-site components that included any Native American religious, ritual, or other special activities.</p> <p>Response to Comment 8D: The commenter is incorrect that the new GHG Guidelines would require a "complete" or "new" EIR as suggested. (See Response to Comment 8A above and Master Response: Preparation of Addendum.) Although the commenter does not explain</p> |

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| | <p>Response to Comment 8D, cont'd: what aspects of the prior transportation analysis are inadequate, it must concern the issue of GHG based on the entirety of the comment. Also note, a Local Mobility Analysis was also completed for the Proposed Project by Urban Systems Associates, April 15, 2021 (Appendix I). The Local Mobility Analysis determined that no deficiencies were identified on the surrounding roadways and intersections, as a result of the Proposed Project, and it would not contribute to the need for new or different roadway improvements.</p> <p>With respect to GHG, the courts have consistently held that the effects of GHG on climate change are not considered new information for purposes of Section 15162(a)(3), because this information was known or could have been discovered with the exercise of reasonable diligence since the early 1990s. (Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1319. Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego, (2011) 196 Cal. App. 4th 515, 532.</p> <p>Similarly, the Addendum explains that at the time of the certification of the Campus Park FEIR, the contribution of GHG emissions to climate change was a prominent issue of concern. GHG and climate change impacts are not considered new information that was not known or could not have been known at the time of the certification of the Campus Park FEIR. Therefore, no new GHG analysis is required for the Proposed Project, which relies on the Campus Park FEIR certified in 2011.</p> <p>Although GHG/climate change is not considered “new information” under PRC Section 21166, a Global Climate Change Assessment was completed to compare the Campus Park Project’s GHG emissions to the Proposed Project’s GHG emissions to determine if the Proposed Project would result in any new significant impacts or substantially increase the severity of impacts previously identified in the FEIR . (See Appendix D to the EIR Addendum.)</p> <p>The results of the Climate Change Assessment show that the Proposed Project would reduce GHG emissions when compared with the buildout under the current Campus Park Project with the office professional uses (referred to as the “Buildout of the General Plan Scenario”).</p> |

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| | <p>Response to Comment 8D, cont'd: The Campus Park project would generate 3,233.05 MT of CO2e annually and the Proposed Project would generate 2,548.19 MT of CO2e annually or 684.86 MT CO2e fewer GHG emissions annually.</p> <p>In addition, the Proposed Project is anticipated to include additional measures designed to reduce GHG emissions through regulations (e.g., Electric Vehicle charging stations, solar panels consistent with Title 24, low-flow water fixtures, planting of trees) applicable to the Proposed Project at the time of building permit issuance. The Proposed Project would also be required to implement all building code requirements applicable to the Proposed Project at the time of building permit issuance, which would include additional GHG reduction requirements. (See Addendum, page 30.)</p> <p>The Project's Global Climate Change Assessment utilized the Passerelle Trip Generation Memo dated February 15, 2022, prepared by Urban Systems Associates, Inc. ("2022 Trip Generation Memo"), that provided a comparison of the trips generated from the Campus Park Project to the Proposed Project. (Addendum, page 48.) The Proposed Project was found to generate approximately 1,380 ADT. Whereas the previously proposed professional office use was calculated to generate 2,669 ADT (LOS Engineering, 2009). When compared with the Campus Park Project, the Proposed Project would result in a net reduction of approximately 1,289 ADT. However, to be conservative, when analyzing the effect on GHG, an additional 415 ADT was added back to account for the internalized trips attributed to the loss of the office space portion of the "mixed use" component of the Campus Park Project in the original GHG analysis. This essentially corrected the 8 percent (8%) GHG-specific reduction utilized in the GHG assessment by the 2010 Global Climate Change Evaluation (SRA) and is used within this Project's GHG assessment. (Ldn Consulting, 2023.) (See also Master Response: Preparation of Addendum and Analysis of the Project's GHG and Traffic Impacts, for a thorough discussion on the topic of GHG, traffic.)</p> <p>Response to Comment 8E: The County's adoption of the 2022 Transportation Study Guidelines (TSG), which now requires VMT analysis, does not introduce significant new information, because the</p> |

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| | <p>Response to Comment 8E, cont'd: underlying issue was known during the preparation of the original Campus Park FEIR. (Olen Properties Corp v. City of Newport Beach [2023] 93 CA5th 270.) In Olen Properties, the court held that the change in the CEQA Guidelines from level of service to VMT is not significant new information because the underlying issue was known when the Olen EIR was prepared in 2006. (id at 280-281.)</p> <p>Furthermore, the court explained that CEQA Guidelines Section 15064.3 (the section requiring use of VMT to analyze traffic impacts) operates “prospectively,” and subsequent changes to the guidelines are not “new information” triggering a subsequent EIR. This conclusion is further strengthened by technical guidance recently issued by the Governor’s Office of Planning and Research (“OPR”) (the State agency that promulgates the CEQA Guidelines). OPR, relying on CREED v. San Diego and Concerned Dublin Citizens v. City of Dublin, indicated that a “CEQA analysis prepared after July 1, 2020, may be able to rely on a previously certified EIR that analyzed traffic impacts using the LOS metric. Therefore, no new VMT analysis is required for the Proposed Project, which relies on the Campus Park FEIR certified in 2011. As stated in Response 8C above, the results of the Climate Change Assessment show that the Proposed Project would reduce GHG emissions when compared with the buildout under the current Campus Park Project with the office professional uses. (See also Master Response: Preparation of Addendum.)</p> <p>Response to Comment 8F: The commenter incorrectly states, without any evidence, that the prior project [Campus Park] has far less GHG and VMT than the current Proposed Project. Nor is the statement referenced on page 19 of the Addendum relevant to the conclusion reached by the commenter. On the contrary, based on the evidence provided in the Addendum, the Proposed Project was found to generate approximately 1,380 ADT. In contrast, the previously proposed professional office use was calculated to generate 2,669 ADT (LOS Engineering, 2009). When compared with the Campus Park Project, the Proposed Project would result in a net reduction of approximately 1,289 ADT. (Trip Generation Memo).</p> |

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| | <p>Response to Comment 8F, cont'd: As discussed in more detail in the Master Response: Preparation of Addendum and responses to 8C and 8D above, the Project would not cause any new or substantial increases in the severity of previously identified impacts in the Campus Park FEIR.</p> <p>As demonstrated by the analysis provided in the Project's Addendum, the Proposed Project will not result in any new additional significant impacts, nor will it substantially increase the severity of previously anticipated significant impacts. Instead, all of the impacts associated with the Project are within the envelope of impacts addressed in the Campus Park FEIR and do not constitute new or substantially increased significant impacts. Based on this determination, the Project does not trigger the preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines. See Master Response: Preparation of Addendum.</p> <p>Response to Comment 8G: The commenter notes that climate change and large wildfires are more prevalent today than in 2011. The County generally agrees with this comment. However, for purposes of CEQA, in analyzing fire risks or exacerbation of risks related to the Project, fire activity is not the only factor that is determinative in the issue of risk. Instead, it is how a structure will respond to such an event, i.e., whether projects are designed to withstand identified fire risk, which is important for this analysis. This includes project siting, structure hardening, landscape species/location/maintenance, etc., all of which play a part in such an analysis. Each of those items and more has been analyzed and incorporated into the Proposed Project and explained in its site-specific fire protection plan (Appendix E). The Fire Protection Plan provides recommendations for site development to reduce the potential for fire hazards and to address fire safety requirements. Implementation of this plan would reduce any potential human or structural exposure to a significant risk of loss, injury, or death involving wildfire. The Addendum explains that the Proposed Project's would not result in any change to the on-site or off-site impacts related to wildfire risk that were previously evaluated within the Campus Park FEIR. Nor are there any changes to the Project that would give rise to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.</p> |

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| | <p>Response to Comment 8G, cont'd: Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's memo demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option. It is unlikely that the project creates significant impacts under any of the CEQA thresholds due to the above conclusions.</p> <p>No new mitigation measures are required for the Proposed Project. Therefore, preparation of a subsequent EIR is not required. (Addendum, page 55.)</p> <p>Concerning the comment that the Campus Park FEIR is obsolete, see comment above in response 8A. A new EIR is not required simply because of the age of the original environmental document. The Fire Protection Plan analyzed the Project based on its location in an Urban-Wildland Interface Zone and the on-the-ground conditions of the surrounding community.</p> <p>The commenter misinterprets the language on page 54 of the Addendum. As explained earlier above in Response to comment 8C, even though the prior Campus Park FEIR did not contain a discussion of wildfire-related issues in a separate topical category, the EIR nevertheless addressed fire hazard within its hazards and public services section. The analysis in the Campus Park FEIR concluded that implementation of the fire protection plan and fire management plan would result in less-than-significant impacts related to wildfire hazards.</p> |

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| | <p>Response to Comment 8H: With respect to the first part of the comment regarding providing a detailed fire analysis, see Response to Comment 8C above. Section 15162 of the CEQA Guidelines establishes the type of environmental documentation required when new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified. First, as explained previously above, the issue of wildfire is not new information; the Campus Park FEIR addressed fire hazard within its hazards and public services section. Second, as demonstrated by the analysis provided in the Project’s Addendum and the Fire Protection Plan, the Proposed Project will not result in any new additional significant impacts, nor will it substantially increase the severity of previously anticipated significant impacts. Instead, all of the impacts associated with the Project are within the envelope of impacts addressed in the Campus Park FEIR and do not constitute new or substantially increased significant impacts. Based on this determination, the Project does not trigger the preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines. The commenter’s statement that the Board of Supervisors (Board) “adopted” the Fire Safe and VMT Efficient Alternative (Alternative) is somewhat misleading. When the Board adopted the CAP, they directed staff to “integrate” the Alternative into existing, ongoing planning efforts within Planning & Development Services, such as the Sustainable Land Use Framework. This would involve new technical studies, program development, outreach, and environmental review for the Alternative to be incorporated into the existing County programs and initiatives as a component (Statement of Proceeding, Minutes of the September 11, 2024, meeting of the Board). At this point, the integration and final form of the Alternative have yet to be finalized.</p> <p>Regardless, the County disagrees that the Project would the “spirit and letter“ of the Alternative. The Alternative does not halt the development of areas outside of the Smart Growth Overlay. As stated in the EIR for the CAP Update (2024:5-25): "Because of the limited geography within this area and because the County would not prohibit development of properties outside of the fire safe and VMT efficient overlay, it is assumed for the purpose of this analysis that half of the growth that would have occurred outside of the overlay would instead be developed in these areas."</p> |

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| | <p>Response to Comment 8H, cont'd: The comment regarding likelihood of ignitions is unsupported by any evidence and is speculative. While the land uses have changed from office professional to residential, both uses would add additional humans to the site. However, the Project would add fewer vehicles to the roadways, which reduces the potential for sparks, accidents, and vehicle-caused fires (catalytic converter failure, overheated brakes, dragging chains, tossed cigarettes, and others). According to the National Wildlife Service: "Nearly 85 percent of wildland fires in the United States are caused by humans. Human-caused fires result from campfires left unattended, the burning of debris, equipment use and malfunctions, negligently discarded cigarettes, and intentional acts of arson."**</p> <p>https://www.nps.gov/articles/wildfire-causes-and-evaluation.htm#:~:text=Nearly%2085%20percent%20of%20wildland,and%20intentional%20acts%20of%20arson. Arguably, because vehicle usage along roadways and malfunctioning equipment, e.g., cars, is one of the leading causes of fire, the Proposed Project will result in a decrease in risk as indicated by the reduction of ADTs.</p> <p>Response to Comment 8I: First, the comment misstates the threshold of significance required under CEQA. The CEQA Guidelines requires an analysis of any significant environmental effect the project might cause or risk of exacerbation caused by bringing the development into that area. (CEQA Guidelines 15126.2(a).) It does not require that an evacuation plan be prepared. Moreover, with respect to the present situation concerning a subsequent approval to a project with a certified EIR, the issue is whether there have been specific changes that trigger the need for a subsequent EIR or supplemental EIR. As explained above, CEQA allows the use of an addendum to previously certified EIRs when minor changes or additions are necessary and the conditions for a subsequent or supplemental EIR are not met. (Pub Res C §21166 and 14 Cal Code Regs §15162) Conversely, a subsequent or supplemental EIR is required when substantial changes are proposed, new significant environmental effects are identified, or the previous EIR is no longer adequate.</p> <p>The commenter does not offer any information or evidence of how the proposed change in designation from office professional to residential</p> |

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| | <p>Response to Comment 8I, cont'd: would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As explained previously above, the issue of wildfire is not new information; the Campus Park FEIR addressed fire hazard within its hazards and public services section. Second, as demonstrated by the analysis provided in the Project's Addendum and the Fire Protection Plan, the Proposed Project will not result in any new additional significant impacts, nor will it substantially increase the severity of previously anticipated significant impacts. The Fire Protection Plan provides recommendations for site development to reduce the potential for fire hazards and to address fire safety requirements. Implementation of this plan would reduce any potential human or structural exposure to a significant risk of loss, injury, or death involving wildfire. Moreover, the Fire Protection Plan describes the access points and roadways to the Project site. See Dudek's memo discussed above in Response to Comment 8H.</p> <p>As described above, the change in use from office/professional to residential will result in a decrease of ADTs, which would result in fewer vehicles traveling along the roadways, which would put less strain on existing evacuation routes. In other words, the Proposed Project would not create new significant impacts or increase the severity of an existing impact. Moreover, the Local Mobility Analysis determined that no deficiencies were identified on the surrounding roadways and intersections, as a result of the Proposed Project, and it would not contribute to the need for new or different roadway improvements. (See Response to Comment 3G.)</p> <p>The agency's determination of whether modifications constitute significant new information requiring additional CEQA review is a factual issue, subject to review under the substantial evidence standard. The commenter did not meet its burden of showing there was no substantial evidence in the record to support the conclusion that the modifications did not present any new significant information. (Center for Biological Diversity v. County of Los Angeles, (2018) 112 Cal. App. 5th 317.)</p> <p>Response to Comment 8J, 8K and 8L: These are conclusionary comments and do not raise a CEQA issue or any specific issues regarding the content of the Addendum.</p> |

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| <p style="text-align: right;">Comment Letter 9</p> <p>From: JOHN MARGARET ARMIDO To: Oberbauer, Sean; eileen.fallbrook@gmail.com Subject: [External] County Plan Amendment Public Comment Passerelle Project- Parcels Adjacent to Friesian Way Date: Tuesday, February 4, 2025 6:38:16 PM</p> <hr/> <p>We are writing to provide comments on the proposed county plan amendment submitted by Passerelle, LLC, Project Case Numbers: PDS2021-001. [DS2021-003. [DS2021-TM5338R. [DS2021-ST-21-013. [DS2021-ER-03-02-059C.</p> <p>9A</p> <p>9B</p> <p>9C</p> <p>9D</p> <p>9E</p> <p>9F</p> <p>Opposition to Overall Proposal: The Proposal would substantially change the character of the community. The original plans for that property were for retail and office space. This is the basis on which people invested in the community and purchased their homes. We were promised access to commercial space located conveniently near our residences. This has never happened, and the community has none of the commercial space we were planning on. The ability to bike or walk to local amenities as originally zoned is currently nonexistent. Instead, we must drive 20 minutes to the nearest amenities such as restaurants, pharmacies, and grocery stores. Changing the zoning to allow dense, multi-family housing at this point leaves us with the problem of no commercial space and would be a significant departure from the county-approved plans that induced people to purchase homes in the area. Adding additional units to this area without first establishing a commercial base for services would negatively impact the environment by requiring more families to drive miles for basic services that should be available in our area.</p> <p>Opposition to Proposed Three Floor Construction: The proposal calls for three-story buildings to be added to the community. This would, again, change the character of the neighborhood as originally promised in the county plans, due to the height of the new structures. Since the current community is limited to two story buildings, the additional height would have a negative impact on the aesthetics of the neighborhood and change the basic character of the community.</p> <p>The Proposal will Cause Additional Parking Problems: The community already has a significant parking problem, as most residents have cars that cannot fit in their garages. The streets are overparked to the point that it is dangerous to back out of driveways because all visibility is limited by cars parked on the street. Add numerous new residents in a dense, multi-family housing complex will only add to this problem, as such complexes never have enough parking for residents and visitors. This means that even more cars will be parked on our already crowded streets.</p> <p>Delay Construction of New Homes until Commercial Services are Established: As was explained above, the delay in providing office and retail space to this community has caused serious problems for the residents. We are basically trapped in the middle of nowhere, with a long drive to get even the most basic supplies, which is not what we were promised when we</p> | <p>Response to Comment 9A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 9B: The comment does not raise any environmental issues regarding the content of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 9C: As discussed in the EIR Addendum, the three-story building design would not exceed the 35-foot building height limit established from the original office professional approval. The project is required to comply with the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. The project is also subject to Special Area Regulation Designator "B" which requires County Design Review per the County of San Diego Zoning Ordinance. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 9D: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. However, in response to community input, the project's design was adjusted to address this comment. A total of 65 guest parking spaces are included in the project design, exceeding the County's requirement for 0.2 parking spaces per unit. In addition, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans.</p> <p>Response to Comment 9E: The existing parking that is the subject of the comment is not a comment on the EIR Addendum. This type of analysis is not required to be addressed by the CEQA analysis.</p> |

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| <p>moved in. It would be irresponsible to add more residents to a community that already lacks basic services. If the proposal is approved, it should be timed to occur after the commercial infrastructure is in place and not the other way around. The current plan of "if you build it, they will come" has no guarantee of success, and efforts should be made to enable residents to shop locally.</p> <p>Emergency Evacuation Should be Assured Before Proceeding: In light of the fact that the entire county is threatened by fires and other emergencies, it is imperative that no more people be moved into this area unless the Commission is assured that the number of residents in the area can be safely evacuated with the current roads in the event of a fire.</p> <p>We appreciate the opportunity to make comments on this Proposal and ask that you consider our comments carefully.</p> <p>Sincerely,</p> <p>John & Margaret Armijo 351 Ventasso Way Fallbrook, CA 92028</p> | <p>Response to Comment 9F: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 9G: The underlying issues relating to wildfire were already known when the Campus Park FEIR was prepared in 2011. Although the prior Campus Park FEIR did not contain a discussion of wildfire-related issues in its own topical category, the EIR nevertheless addressed fire hazard within its hazards and public services section. The analysis in the Campus Park FEIR concluded that implementation of the fire protection plan and fire management plan would result in less-than-significant impacts related to wildfire hazards. (Campus Park FEIR, Chapter 4, page 4-31.)</p> <p>As part of the environmental analysis for the Addendum, a fire protection plan was created for the Proposed Project. (Appendix E.) Consistent with the findings of the Campus Park FEIR, the fire protection plan for the Proposed Project provides the following fire safety features:</p> <ul style="list-style-type: none"> •The North County Fire Protection District will serve the Project. The closest fire station is located approximately 2.5 miles from the site. The expected emergency travel time to the site is approximately 4.9 minutes. •The Proposed Project is surrounded by predominantly developed lands except for the offsite area northwest of Parcel 1, where fuel management activity is in place. The closest flammable vegetation that poses a threat to the site in this area is located over 125 feet northwest of the nearest proposed structure on-site. Existing fuel modification zones (FMZs) that were established from the surrounding development are located within that 125 feet and are comprised of 50 feet of drought-tolerant and irrigated ornamental landscaping, and an additional 75 feet of non-irrigated low-volume, fire-resistant, drought-tolerant, and low-profile ground cover. The Project's FMZs provide further protection from on-site fire spreading to off-site vegetation, so accidental fires within the landscape or structures in the Project will have limited ability to spread off-site. (Appendix E) |

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| | <p>Response to Comment 9G, cont'd:</p> <ul style="list-style-type: none"> •The landscape throughout the Project and on its perimeter will be highly maintained and much of it irrigated, which further reduces its ignition potential. Structures will be highly ignition-resistant on the exterior, and the interiors will be protected with automatic sprinkler systems, which have a very high success rate for confining fires or extinguishing them. <p>Additionally, the existing drainage pattern, including stream and river courses, would not be altered as a result of post-fire slope instability resulting from the change from professional offices to residential dwelling units. Impacts related to wildfire were determined to be less than significant, and no additional mitigation was required. (Appendix E)</p> <p>The Project did not have significant effects that were not previously evaluated in the prior Campus Park FEIR, nor has any evidence been provided by the commenter that the significant effects that were previously examined would be substantially more severe than shown in the prior EIR. The agency's determination of whether modifications constitute significant new information requiring additional CEQA review is a factual issue, subject to review under the substantial evidence standard, rather than a procedural issue subject to de novo review. (Center for Biological Diversity v. County of Los Angeles, (2018) 112 Cal. App. 5th 317.) In fact, it is the opposite; the change in use from office/professional to residential will result in a decrease of ADTs, which would result in less vehicle travel along the roadways.</p> <p>Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option. It is unlikely that the project creates significant impacts under any of the CEQA thresholds due to the above conclusions.</p> <p>Response to Comment 9H: This comment is a conclusion to the comment letter and provides commenter contact information. Therefore no response is required.</p> |

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| <p style="text-align: right;">Comment Letter 10</p> <p>From: ciserber@gmail.com To: elien.fallbrook@gmail.com; Oberbauer_Sean Subject: [External] Re: Public Comment Passarelle 168 Home Proposal Date: Wednesday, February 5, 2025 11:43:11 PM</p> <hr/> <p>Hello Mr. Oberbauer and Ms. Delaney,</p> <p>I'm keeping this short because I know you have heard many other grievances from my fellow HCR neighbors already.</p> <p>While the Passarelle project does meet minimum San Diego County requirements, the developer has also done a minimal job of addressing associated project risks for community welfare. The current plan fails to provide sufficient long term consideration for the benefit of the Fallbrook community. Neither does the proposed development make any effort to address immediate and foreseeable issues between HCR and Citro communities.</p> <p>The continued residential development and conversion of previously deemed commercial properties reduces the desirability of the Fallbrook area and the Horse Creek Ridge/Citro community. Mixed use areas increase walkability, reduce congestion, and support local entrepreneurs.</p> <p>The proposed project increases congestion on the Horse Ranch Creek Road without improving the condition of the entire frontage owned, only a portion. This will add to traffic collision risks, and will become a problem with evacuation of HCR/Passarelle if we were to experience a wildfire event.</p> <p>The project under resources dedicated parking and has very small 18x18 garages. This increases reliance on street parking which will undoubtedly overflow into neighboring community areas since there is no street parking on Horse Ranch Creek Rd. Part of the development backs up to one of our pool/clubhouse parking lots. We pay into our HOA to not only park in this lot for the pool, but we hold community events in this lot. We also have the option to rent out the clubhouse for personal events for up to 40 people. Our community relies on this parking lot daily so having another community have direct access to it means we would need to put together our time and finances for a resolution when the new development and their guests ultimately park there.</p> <p>The developer is requesting to adjust the nature of these properties after surrounding homes and community spaces have been built and has no plans to put comparable amenities in the project. Nor has the developer proposed any solutions to ensure new development residents are not accessing our HOA facilities. Again, we will take a hit for this financially.</p> <p>This is my first house. I have lived in apartment buildings my whole life and I am very familiar with difficult parking situations. After reviewing these plans, the parking and amenity issues are not a matter of IF but WHEN. Yes, the developer is meeting the minimum requirements for these homes. But at what cost for everyone else?</p> <p>Thank you, Cheridan and Weston Bartkoski HCR Residents since 2018</p> | <p>Response to Comment 10A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 10B: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 10C: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 10D: See Response to Comment 9G regarding evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> <p>Response to Comment 10E and 10F: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the project's design is adjusted to address this comment. A total of 65 guest parking spaces are included in the project design, exceeding the County's requirement for 0.2 parking spaces per unit. In addition, the garage size was redesigned to provide 20' by 20' garages in all proposed floorplans. In addition, the HOA community has key fob controlled access to their pool and community facilities.</p> |

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| <p>Comment Letter 10</p> | <p>Response to Comment 10G: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 10H: The comment is a conclusion to the comment letter, general in nature, and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> <p>Response to Comment 10I: This provides commenter name and status information. The comment does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

COMMENTS

RESPONSES

Comment Letter 11

From: dchareon@comcast.net
 To: [Oberbauer, Sean](#)
 Subject: [External] Passerelle LLC 138 more homes in the Horse Creek and Citro Community
 Date: Wednesday, February 5, 2025 8:19:59 AM
 Attachments: [Plan Amendment 12.2024.pdf](#)

Mr. Oberbauer/San Diego Planning/Use Organization,

Executive Summary: Horse Creek Ridge does not want the rezoning of professional office space to residential by the Passerelle, LLC proposed. Thousands of us have told that we would have professional space to incorporate commercial real estate for a grocery store (we have to drive 40-minute round trip to get to any large grocery or retail store). The Planning and Development Services (not sure if Sean Oberbauer is responsible for our area of concern) should not let Passerelle LLC put more residential homes in when the 1600+ homes already developed have very professional spaces for retail/grocery stores/professional spaces. This is unacceptable for the County of San Diego to allow this to go through. The horse creek community (HCR) and Citro have been waiting years for a large grocery/retail outlet and now the County of San Diego is going to repurpose the very limited space for such commercial enterprises.

Does the county of San Diego have a master plan of the infrastructures built around the Horse Creek Community and Citro. If such real estate by the Passarella LLC is allowed several environmental impacts will occur:

1. Parking will be an extreme issue with their project on Friesian way. Parking on the road going to our home Garrano Lane will be impacted by parking.
2. The pool area that is adjacent to the proposed building area to the west/southwest of our pool will be encroached by the Passerelle LLC home, they will try and use our pool and community center. Thus, we will have to pay for more security to keep people from trespassing.
3. The impact of having Palomar Community College and 138 more units at the crossroad of Friesian and Horse Creek Ranch Road exacerbate the traffic area. In addition, there is very little escape if we have fire near our homes (we recently had a close call on fires from 21-25 January with a fire just 3/4-1 mile away, we had over 25 firetrucks in our neighborhood to combat the fire. We want to drive our of our neighborhood not walk and hope to get out alive. Teke the palisades fire in LA where the cars could not get out and people had to walk. A Bulldozer had to plow through the cars. My point, there is only going north or south on Horse Creek Ranch Road to get on the 15th. There is needs to be more exits out of our neighborhood, a faster access to the 15, currently we have to drive 1.5 to 2 miles to get on the freeway. Does the San Diego County Planning and development have a master plan for our community? Are we going to piece meal developers and their money-making plans with no strategic thought? is the master plan for our community, we need access to the interstate 15 west of the Palomar community college location.
4. The garage space of 18' by 18' is not adequate for parking cars in the garage, they need to be bigger, separate parking needs to be added to the development. We already have an issue with people parking on palomino and cannot enforce the current parking rules set forth by the HOA.
5. We need soccer fields and pickle ball courts to add to our community, not more homes. Again the opportunity cost of space for other than real estate is being taken away. Passerelle LLC is going to put small condo's/homes in when the surrounding area has multiunit family homes, their proposal does not fit in the current developers. Ultimately the value of our homes will go down because of these lower cost homes. This is not fair to the current 1600+ residents.
6. The water provided by the rainbow water district is one of the highest cost water bills in California. By adding more units and if we have a fire, can San Diego County

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Response to Comment 11A: The County appreciates the commenter's interest in the project. The comment states opposition to the proposed project. All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. This comment does not raise any environmental issues regarding the content of the EIR Addendum. Therefore, no further response is required.

Response to Comment 11B: Please refer to the Campus Park Specific Plan as to the overall plan for proposed infrastructure. The proposed project's entitlement is allowed by the County of San Diego. The comment states opposition to the proposed project. This comment does not raise any environmental issues regarding the content of the EIR Addendum. Therefore, no further response is required.

Response to Comment 11C: Although the analysis requested by the commenter is not required by the CEQA assessment, the project provides guest parking within its boundary above County standards. In response to public comments, the project design was revised to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. In addition, the garage size was redesigned to provide 20' by 20' garages in all proposed floorplans.

Response to Comment 11D: This comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. The HOA community has key fob controlled access to their pool and community facilities.

Response to Comment 11E: The comment addresses a concern and is not a topic required to be analyzed by the EIR Addendum as it is related to a school outside of the project boundaries and not parking needed for the subject project. CEQA requires an analysis of a project's physical impacts on the environment, not the environment's impact on a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) It does not raise any environmental issues regarding the content of the EIR Addendum. Nevertheless, the 2011 EIR traffic analysis examined the cumulative contribution of the office professional uses; however, the Project has less ADT.

| COMMENTS | RESPONSES |
|---|--|
| <p>Planning /land use assure we have water to put out fires in our local area. As with recent experience in Los Angeles fires, they did not have enough water (for one reason or another) to put out the fires. Now we are adding 138 more homes. By adding more homes they are going reduce our water bill that runs (\$200-\$350 per residence/month)</p> <p>7. Is Fallbrook meeting a provision to have lower income housing and now they are putting in the HCR/Citro community? Please advise? What is the master plan?</p> <p>8. Can the San Diego Planning/Land use organization confirm there are plans? Proposals? To put in a commercial/retail area south/southwest of Palomar Community College, it would also be adjacent to 76 and the interstate 15? When is this going to happen? What is the master plan? Is there going to be another access point between the intersection of 15 and 15 (south of HCR/citro Community) and to the north of mission intersecting interstate 15, there needs to be another on ramp.</p> <p>Shopping/Retail Area We were going to have shopping in the proposed area. Do not rezone to from professional area to residential. We need master plan for HCR/Citrus community, need a town center as promised/as conveyed when we bought our home. The plan to put 138-unit multi-family units residential in the horse creek area will have a significant impact, not only environmental but also crowding of schools and with a growing community nearby will impact increase a significant amount of parking in the adjacent horse creek area/HOA. Our infrastructure was procured through horse creek ridge (HCR) and our HOA supports this community. Now a developer wants to encroach on the infrastructure of HCR. The environmental impact to the HCR 761 residential units (531 single family and 230 multi-family units) and Citro community of 886 residential units (355 single family and 489 multi-family units) continues to be an environmental impact of fossil fuels used to get nearby grocery stores and other standard stores to support a community. See below the distances to stores that we must commute to for support of our daily lives. For years there has been talk of commercial stores being available in our community, yet the developers keep on building with a lack of support of our community. We have been told for years that we would have commercial support, grocery stores etc... support our community when we purchase our homes. With 1,616 residential homes in Horse Creek Ridge and Citro, we must drive over 20 minutes (roundtrip 40 minutes) one way to get to a grocery store. Let's assume 2 gallons of gas round trip (\$4.05-gallon, \$8.10 gallon roundtrip, once a week, \$8.10 roundtrip) the 1,616 homes is \$13,089.60 per week, for a year that would be \$680,659 of environmental impact because we don't have adequate stores to support our community. This is a conservative estimate, on trips a week, the residents probably make 2-3 trips a week to support their living. The developer keeps building and building with not support to the current residents. This has gone to stop until we have adequate stores to support our community.</p> <p>Costco Temecula: 18-28 mins 20 Min drive time from site in medium traffic Target Temecula: 16-26 mins Home Depot & Wal-Mart Temecula: 18-35 mins Home Depot Oceanside: 14-26 mins Target Oceanside: 24-45 mins Lowe's Escondido: 18-40 mins Costco & Walmart San Marcos: 16-30 mins Target Escondido: 14-24 mins 4890 CA-76 Fallbrook, CA 92028</p> | <p>See Response to Comment 9G regarding evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> <p>Response to Comment 11F: See response to Comment 11B.</p> <p>Response to Comment 11G: In response to public comments, the project's garage size was redesigned. See response to Comment 11C.</p> <p>Response to Comment 11H: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The project will provide PLDO funds and either join the existing CFD or create a new one. Per the EIR Addendum, there are no changes to the on-site or off-site impacts related to recreation that were previously evaluated in the FEIR.</p> <p>Response to Comment 11I: Project architecture and elevations are complementary to the existing residential development in this area. The project is required to comply with the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines and Special Area Regulation Designator "B" which requires County Design Review per the County of San Diego Zoning Ordinance. The project received approval from the I-15 Design Review Board on October 22, 2025.</p> |

| COMMENTS | RESPONSES |
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| <p>Water</p> <p>The water bill is one of highest in California, the developers sold us bill goods for HCR and Citro to have water to their homes, average water bill is well over \$200 (ranges \$200-\$350). The environmental impact for such a high-water bill, I am of the opinion the water rights were negotiated by the developers. We are going to add to the environmental impact when new homes and added. Just looking at what happened in Los Angeles, water pressure unavailable and water was not released from Northern California, the developers need to ensure there is adequate water to protect our homes and if we have a fire, who pays for all water, we are already paying for exorbitant water utilities. Parking is going to be problem on Frisian way. No access to freeway will cause a traffic jam. We need another on ramp between Are Round Abouts in on Horse Creek Road being considered instead of stop signs.</p> <p>In summary, San Diego Planning and land use is the arbiter of this rezoning and needs to consider the impact to the current residents and the addition of 138 more lower cost housing units that would remove professional office space is unacceptable for community that has thousands of homes with no grocery/retail support needed in a community this size. The traffic and parking will be terrible for the area proposed, evacuation for a fire will be nearly impossible. If a traffic light is added, now it will take a lot more time to get out of the neighborhood. Our HOA fees will have to go up because of more security requirements and parking enforcement. I request I receive a written response to my questions in this document. Respectfully submitted,</p> <p>David Chareonsuphiphat, concerned resident Horse Creek Community</p> | <p>Property values are not physical environmental impacts that may result upon implementation of the project and are not addressed by an environmental document. This comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 11J: Service availability letters were obtained from both the local water, sewer and fire authority. See Response to Comment 9G regarding evacuation.</p> <p>Response to Comment 11K: A project Condition of Approval, in advance of the approval of the County's Draft Inclusionary Housing Ordinance, provides for an in-lieu fee option or in the alternative, the developer may provide 5% of the project's total number of units as Very Low-Income units (approximately 7 units).</p> <p>Response to Comment 11L: The comment pertains to the approval of an adjacent project; Campus Park West (Pala Ranch) and is beyond the scope of the project and does not raise an issue regarding the adequacy of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 11M: At this time, no additional access ramps are proposed. See Master Response. This is beyond the scope of the project and does not raise an issue regarding the adequacy of the EIR Addendum; therefore, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| <p>Comment Letter 11</p> | <p>Response to Comment 11N: This comment states opposition to the project and is noted as such. The project does not include the removal of the Town Center component of the Campus Park project which is the area intended for shopping. The Office/Professional use is proposed to be changed which would not typically include uses associated with a shopping center. See Response to Comment 11L. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 11O: The project provides a total of 65 guest parking spaces exceeding the County parking requirement standards. The project does not change the original FEIR's findings with respect to public services impacts, such as schools.</p> <p>Response to Comment 11P: The County appreciates the data gathered by the commenter. However, this does not raise any environmental issues regarding the adequacy of the EIR Addendum. See Response to Comment 11L. Therefore, no further response is required.</p> <p>Response to Comment 11Q: A service availability letter was provided by the Rainbow Municipal Water District. The cost of water that is the subject of the comment is not a comment on the EIR Addendum. This type of analysis is not required to be addressed by the CEQA analysis; therefore, no further response is required.</p> <p>Response to Comment 11R: The project provides a total of 65 guest parking spaces exceeding the County parking requirement standards. See Master Response: Analysis.</p> <p>Response to Comment 11S: The comment summarizes the commenter's objections to the project identified throughout the letter. See previous responses.</p> <p>Response to Comment 11T: This comment provides information as to the commenter. As such, it does not require a response.</p> |

| COMMENTS | RESPONSES |
|--|--|
| <p style="text-align: right;">Comment Letter 12</p> <hr/> <p>From: Joy Frew To: Oberbauer, Sean Cc: Joe Houde Subject: [External] Passerelle Project Date: Friday, February 7, 2025 2:35:59 PM</p> <hr/> <p>Dear Mr. Oberbauer,</p> <p>I'm reaching out to provide input on the Passerelle condo project at Horsecreek Ridge.</p> <p>The Fallbrook Climate Action Team doesn't think it's a good idea for a few reasons.</p> <p>This is changing the original concept of the Horse Creek Ridge project from a mixed use development project to just another sprawl development. The original idea had some merit in that people could do their shopping and take care of medical and dental appointments close to home without adding more vehicle miles to I15. There is no fast transit either to Fallbrook, Escondido or Temecula so all this is doing is putting more people in a place with no services, forcing them onto the 15. The back road to Fallbrook on East Mission or South Mission is a 2 lane road that is already over used.</p> <p>This project will be putting these new residents in the middle of a serious fire prone area. In the last 2 months there have been 3 fires at Pala Mesa, Lilac Road and Gird Road (which required evacuations at Pala Mesa). The Lilac fire also required evacuations. In 2017 there was a major fire at Lilac Road which burned down part of Bonsall and Fallbrook. We had to evacuate all the way to downtown Fallbrook, through Camp Pendleton to San Clemente. Camp Pendleton doesn't routinely let nearby residents onto the base absent prior vetting so we can't even count on that escape route anymore. 75 manufactured homes burned down in the Rancho Monserate mobile home park in the Lilac fire, leaving low income, elderly residents homeless. Horse Creek Ranch Road borders the Monserate Mountain Preserve. During the recent red flag warnings, SDG&E cut off power to Horse Creek Ranch for days. As the LA Times has pleaded, stop building in fire prone areas. The developer who spoke at the January Fallbrook Planning Group said, "it's fine. There's enough hydrants. They have sprinklers." What a joke! It's just more kindling.</p> <p>If the developer is having a problem filling their proposed buildings with commercial tenants as they promised, that's really not our problem.</p> <p>Best regards, Joy Frew Fallbrook Climate Action Team Sierra Club Board Member, North County Group 425 830 7569</p> | <p>Response to Comment 12A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 12B: The comment does not raise any environmental issues regarding the content of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 12C: The comment does not raise any environmental issues regarding the content of the EIR Addendum. See Appendix I to the EIR Addendum. A Park and Ride is located at I-15 at SR 76 Pala Road.</p> <p>Response to Comment 12D: See Response to Comment 9G regarding fire / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option. It is unlikely that the project creates significant impacts under any of the CEQA thresholds due to the above conclusions.</p> <p>Response to Comment 12E: This comment is a conclusion to the comment letter. The comment is general in nature and does not specifically address the content of the EIR Addendum. Therefore no response is required.</p> <p>Response to Comment 12F: This comment provides commenter contact information. No response required.</p> |

COMMENTS

RESPONSES

Comment Letter 13

From: [Jeff Baker](#)
 To: [Oberbauer, Sean](#)
 Cc: [Paul Klukas](#)
 Subject: [External] FW: Passerelle project concerns
 Date: Friday, January 24, 2025 9:59:19 AM
 Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Sean,

Please see written comment below from an Owner attending last night's HOA meeting.

Warm Regards,



**Jeff Baker, CMCA®, AMS®
 Senior Community Manager**
 760-363-4811 Direct
 855-403-3852 24/7 Service
 Fax (800) 996-3051
www.vintagegroupre.com
 CalDRE# 01979217



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From: Mark G <mfgswim@aol.com>
 Sent: Thursday, January 23, 2025 8:23 PM
 To: Jeff Baker <jeff@vintagegroupre.com>
 Cc: MARK GENOVESE <mfgswim@aol.com>
 Subject: Passerelle project concerns

Hi Jeff,
 Thanks for your support and here are our concerns.
 regards,
 Mark and Lisa Genovese

13A

13B

Response to Comment 13A: The County appreciates the commenter's interest in the project and the Horse Creek Ridge HOA's assistance in gathering comments. This is an introductory statement. No response required.

Response to Comment 13B: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

| COMMENTS | RESPONSES |
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| <p>Passerelle Concerns:</p> <p>1) Parking:</p> <ul style="list-style-type: none"> • Short driveways do not allow for any parking • Garages are incredibly small 18x18 • Owners will not park 2 cars in their garage • Many use their garage for storage, home gyms and extra living area • Some homes have more then 2 cars due to multiple adults • Potential additional parking issues by students attending Palomar College wanting to park on our neighborhood streets to avoid lot fees • College proximity may bring in student housing rentals with multiple individual adults in residences and an excess of cars. • Overflow parking will be adjacent streets and clubhouse parking lot (owners and their guest) • Fire department rep. on the Fallbrook Planning Board said that fire trucks will have difficulty maneuvering through the areas will all the cars parked in the streets. <p>2) Parks/rec areas:</p> <ul style="list-style-type: none"> • The two new areas do not have any small rec areas or dog areas • Our small rec areas will be used by the new owners • Club house lawn will have all the dogs doing their business in that area • Gates and door will not secure many of the new home owners from accessing our pools/clubhouse. <p>3) Proposed 3 story homes:</p> <ul style="list-style-type: none"> • Esperia Way will lose much of their views and will be impacted by looking at solar panels • Larger fire trucks will be required for deployment to the 3 story homes | <p>Response to Comment 13C: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 13D: The comment addresses a concern and is not a topic required to be analyzed by the EIR Addendum as it is related to a school outside of the project boundaries and not parking needed for the subject project. CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) The comment does not raise any environmental issues regarding the content of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 13E: The comment addresses a socio-economic concern and is not a topic required to be analyzed by the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 13F: This comment does not address the environmental analysis provided by the EIR Addendum. Public street parking is allowed unless otherwise prohibited.</p> <p>Response to Comment 13G: Fire equipment access was discussed during the Fallbrook Community Planning Group meeting on January 22, 2025. The North County Fire Protection District and County fire department has approved the design of the project including the internal roadway widths. Guest parking is located on one side of the street and the opposite will have red curbs prohibiting parking. Per additional information provided following public review, the project can be safely accessed and evacuated. See Master Response: Analysis of Evacuation and Fire Comments.</p> |

| COMMENTS | RESPONSES |
|---|--|
| <p>4) Safety:</p> <ul style="list-style-type: none"> • In an emergency evacuation, too many home owners will be evacuating at the same time onto limited streets • School pickup and drop off with all the cars that will be parked in adjacent areas on the main streets will cause problems and be dangerous to our children. | <p style="text-align: right;"> 13N</p> <p style="text-align: right;"> 13O</p> <p>Response to Comment 13H: This comment is incorrect. Project amenities include tot lots, one on each parcel, and a passive area park on Parcel 2. Project sidewalks connect to the existing trail system and to the adjacent County sports park to the south. The Monserate Mountain Preserve is located 0.5 miles to the north. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p>Response to Comment 13I: Per comments by Paul Klukas at the May 16, 2025 Fallbrook Community Planning Group meeting, access to the Horse Creek Ridge pool and clubhouse is limited to residents through the use of keys and or key fobs.</p> <p>Response to Comment 13J: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 13K: See response to Comment 13I. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 13L: The comment is incorrect regarding views of the proposed project. Per the EIR Addendum, the project would not significantly obstruct surrounding views and would preserve the same building heights as the adjacent single-family and multi-family developments.</p> <p>Response to Comment 13M: See response to Comment 13G.</p> <p>Response to Comment 13N: See Response to Comment 9G regarding fire safety / evacuation.</p> <p>Response to Comment 13O: The comment does not raise any environmental issues regarding the content of the EIR Addendum. See Appendix I and Master Response document. No further response is required.</p> |

| COMMENTS | RESPONSES |
|---|--|
| <p style="text-align: right;">Comment Letter 14</p> <p>From: SD Geyer To: Oberbauer, Sean; eileen.fallbrook@gmail.com Subject: [External] County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way. Date: Tuesday, February 4, 2025 8:12:53 PM</p> <hr/> <p>Dear Sean and Eileen,</p> <p>Hello my name is Dustin Geyer. I am a homeowner in HorseCreek Ridge. We were referred to you guys by Jeff Baker, our Homeowners Association Manager.</p> <p>We are concerned about the safety of our community without evacuation access points being addressed prior to these parcels being built. We were told that one of the solutions is to simply shelter in place which is extremely concerning, especially concerning the recent fires in the area. We obviously cannot just shelter in place if there's a fire that requires evacuation. This not only is a grave concern, but it also creates liability for the city if this is not addressed prior and the situation arises. Our community needs the city to address creating more than one lane to exit the community where these parcels will be located and establish more than two exit routes for the HorseCreek Ridge, Citro, and this newly proposed community.</p> <p>In addition, we were informed that there would be a need for a new fire vehicle to address the three-story new builds, and that we would be forced to increase our mello-roos to accommodate this new vehicle that is not even necessary for our current community. This is not something that we should not be forced to pay for, but rather the new owners of the community, or the people responsible for building this community.</p> <p>We would appreciate a response to these concerns.</p> <p>Thank you, Dustin Geyer</p> | <p>Response to Commen14A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 14B: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek’s assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> <p>Response to Comment 14C: Fire equipment access was discussed during the Fallbrook Community Planning Group meeting on January 22, 2025. Current fire equipment is able to serve the project. The North County Fire Protection District and County fire department has approved the design of the project including the internal roadway widths. Guest parking is located on one side of the street and the opposite will have red curbs prohibiting parking. In addition, the project will be required to either form or join existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p>Response to Comment 14D: This comment is a conclusion to the comment letter and provides commenter name. Therefore no response is required.</p> |

COMMENTS

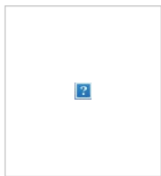
RESPONSES

Comment Letter 15

From: [Jeff Baker](#)
To: [Oberbauer, Sean](#)
Cc: [Eileen Delaney](#)
Subject: [External] FW: Horse Creek Ridge - Letter to the County from The Board - Passerrelle Project
Date: Thursday, February 6, 2025 8:23:56 AM
Attachments: [~NRS0000.jpg](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

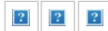
Sean, see below. Just a comment about the idea of a traffic circle like Temecula has installed on Ynez Rd. and in Wine Country by South Coast Winery.

Warm Regards,



**Jeff Baker, CMCA®, AMS®
Senior Community Manager**

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From: Grimard Family <grimard7shopping@gmail.com>
Sent: Wednesday, February 5, 2025 7:20 PM
To: Jeff Baker <jeff@vintagegroupre.com>
Subject: Re: Horse Creek Ridge - Letter to the County from The Board - Passerrelle Project

Also, I would like to suggest a roundabout where Horse Ranch Creek and Friesan Way intersect. It would slow traffic without stopping it and would also prevent the possibility of T-bone accidents. :) It does not require stop lights or signs. Maybe Fallbrook can do a traffic report. Sincerely, Celeste Grimard

15A

15B

Response to Commen15A: The County appreciates the commenter's interest in the project and the Horse Creek Ridge HOA's assistance in gathering comments. This is an introductory statement. No response required.

Response to Comment 15B: The traffic analysis prepared for this project determined that impacts did not warrant additional traffic calming measures or redesign, such as the commenter suggests. See Appendix I of the EIR Addendum.

| COMMENTS | RESPONSES |
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| <p>On Wed, Feb 5, 2025 at 7:11 PM Grimard Family <grimard7shopping@gmail.com> wrote:</p> <p>Thank you Jeff for writing this letter. What did happen to the business center and town center that were promised to be built when we purchased the property? Was this just a bait and switch? Celeste</p> <p>On Wed, Feb 5, 2025 at 9:02 AM Jeff Baker -Vintage Group <Email_Alert@calibersoftware.email> wrote:</p> <p>Dear Homeowners,</p> <p>On behalf of the Board, thanks to all of you who have been submitting your comments and concerns to the County regarding the proposed development of detached condos on the vacant lots adjacent to Friesian Rd as it helps to reinforce the concerns from the Horse Creek Community.</p> <p>Attached, for your review and information is the letter that the Board sent to the county. Any response from the County will be sent to the HCR Board of Directors for review and discussion.</p> <p>Warm Regards, Jeff Baker, CMCA Senior Community Association Manager Vintage Group CalBRE#: 01979217 jeff@vintagegroupre.com Direct (760) 363-4811 Fax (800) 996-3051 Main/After-Hours Emergency (855) 403-3852</p> | <p>15C</p> <p>Response to Comment 15C: The designated remainder parcel of the Town Center is not proposed to be developed as part of the residential component of the Passerelle and a Conditional Certificate of Compliance will be needed at the time of development of the Town Center. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>15D</p> <p>Response to Comment 15D: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

COMMENTS

RESPONSES

Comment Letter 16

From: [Chris H](#)
 To: [Oberbauer, Sean](#); [eileen.fallbrook@gmail.com](#)
 Cc: [Eileen](#); [Chris H](#)
 Subject: [External] County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way.
 Date: Friday, February 7, 2025 1:45:20 PM
 Attachments: [Hallmeyer Comments - Passerelle Project - 020725.pdf](#)

Hello Sean Oberbauer & Eileen Delaney,

Our names are Christopher & Graciela Hallmeyer and we are emailing you our comments regarding the proposed Passerelle Project. Please see our signed and attached comments.

We thank you in advance for reviewing and considering our concerns, both as it relates to the broader Horse Creek Ranch community and the outsized individual impact it has on our home directly.

Sincerely,

Christopher Hallmeyer

16A

Response to Comment 16A: The County appreciates the commenter's interest in the project. This comment is introductory and general in nature. It does not require a response.

Response to Comment 16B: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

Response to Comment 16C: The comment addresses visual impacts by the project. Per photosimulations of the project which analyzed existing and proposed grades, the existing homes sit above the project. It should also be noted that the originally approved project for office professional consisted of three-story massed buildings at the same elevations. As discussed in the EIR Addendum, the three-story building design would not exceed the 35-foot building height limit established from the original approval. The project is required to comply with the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. The project is also subject to Special Area Regulation Designator "B" which requires County Design Review per the County of San Diego Zoning Ordinance. The project received approval from the I-15 Design Review Board on October 22, 2025.

COMMENTS

RESPONSES

February 7, 2025

Mr. Sean Oberbauer
Land Use and Environmental Planning Manager
COUNTY OF SAN DIEGO
5511 Overland Ave., Suite 210
San Diego, CA 92123

RE: Passerelle Project (PDS2021-SPA-21-001, PDS2021-GPA-21-003) - 35726 Asturian Way, Fallbrook, CA 92028

I am writing as an upslope property owner who will be directly and significantly impacted by the proposed Passerelle development. While I support the need for continued housing development, I also share the Horse Creek Ridge Community Association's broader concerns about recreation areas, parking, and road improvements. Additionally, I must address the specific impacts to my property that require mitigation.

16A

My property will experience substantial direct impacts from this development. Currently, I enjoy unobstructed views that will be permanently altered by the proposed three-story structures. The elevated sight lines from these buildings will create unprecedented privacy impacts into my property. More critically, the project's stormwater management system and changed drainage patterns could affect my property's slope stability. The addition of 138 residential units below my property will create additional fuel load that will likely further increase my already substantial fire insurance costs.

16B
16C
16D

The safety concerns are particularly significant given my property's location. The proposed insufficient parking provisions, with undersized 18' x 18' garages and minimal driveway space, will inevitably lead to street parking that could impact emergency access to my property. The inconsistent road widths planned for Horse Ranch Creek Road - alternating between two and four lanes - create evacuation route constraints that could be critical during a wildfire event. These issues compound the already challenging situation upslope homeowners face with fire insurance availability and cost.

16E
16F

The economic impacts to my property will be substantial and quantifiable. Specific view corridors will be lost, privacy reductions will occur, and the changed character of the area from professional office to high-density residential will have significant noise pollution impacts. The construction period will create significant disruption to my property's use and enjoyment, and the long-term property value impacts have not been adequately analyzed or addressed in the current proposal.

16G
16H

To adequately mitigate these impacts, I request the following specific measures be required as conditions of approval:

16I

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Response to Comment 16D: Based on the results of the Preliminary Drainage Study and Technical Memorandum: SWM Modeling for Hydromodification Compliance, the proposed project would not result in altering the existing drainage pattern of the area. The storm drain system is designed to route all existing runoff to existing points of discharge. It does not substantially increase the rate or amount of surface runoff that would create on-site or off-site flooding or erosion.

Response to Comment 16E: In response to public comments, the architectural design of units revisited and revised to provide for 20x20' garages for all proposed floorplans. The project also was redesigned to provide 65 guest parking spaces within the development, exceeding County parking requirements.

Response to Comment 16F: See Response to Comment 9G. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.

Response to Comment 16G: Per the EIR Addendum, the project would not significantly obstruct surrounding views. The originally approved office professional development was 35' in height. The proposed project will comply with the County's Noise Ordinance 36.404. Noise analysis found that the project is consistent with the findings of the original FEIR and no additional mitigation is required.

COMMENTS

RESPONSES

- 1. Property-specific mitigation measures:
 - View protection through height restrictions and increased setbacks
 - Privacy screening and enhanced landscaping
 - Drainage improvements to protect slope stability
 - Enhanced fire protection systems installed at developer's expense
- 2. Economic protection measures:
 - Property value protection agreement with specific compensation mechanisms
 - Pre-development property value assessment
 - Annual reassessments for three years post-completion
 - Guaranteed compensation for documented value decreases
- 3. Construction period protections:
 - Slope stability monitoring
 - Dust and noise control measures
 - Access protection
 - Timeline restrictions

16J

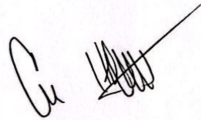
16K

16L


16M

In light of the above real and immediate concerns, as an impacted homeowner, we request that the County consider a redesign of the Passerelle project to address these matters and take the economic and construction period protections into account.

Sincerely,



Christopher Hallmeyer
 35726 Asturian Way, Fallbrook, CA 92028
 858.866.4608 | c.hallmeyer@gmail.com



Graciela Hallmeyer
 35726 Asturian Way, Fallbrook, CA 92028
 760.500.2717 | missgramos@gmail.com

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Response to Comment 16H: Construction associated with the project will comply with the County of San Diego's Noise Ordinance Section 36.409 standard of 75 dBA at all project property lines. The analysis of property values is not required to be addressed by the CEQA document.

Response to Comment 16I: No response required.

Response to Comment 16J: The three-story design of the project would not exceed the building height limit established for the earlier approved office professional project and complies the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. See response to Comment 16C and 16E. See Response to Comment 9G regarding fire safety / evacuation and additional information in the Dudek memorandum dated January 26, 2026.

Response to Comment 16K: The comment does not raise any environmental issues regarding the content or adequacy of the EIR Addendum. The analysis of property values is not addressed within the CEQA document. CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.)

Response to Comment 16L: As indicated in response to Comment 16H, specific restrictions are placed on construction activities per the County's Noise Ordinance as to monitoring, dust control, access routes, and restrictions on hours of construction. The project's Conditions of Approval contain these provisions.

Response to Comment 16M: This comment is a conclusion to the comment letter. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 17</p> <hr/> <p>From: Wesley Harms To: Oberbauer, Sean Subject: [External] Project Passerelle inquiry Date: Friday, December 20, 2024 4:10:39 PM</p> <hr/> <p>Sean,</p> <p>I am a resident of Horse Ranch Creek who just received a notice of "general plan amendment for 138 Passerelle multi-family homes. I'm contacting you to see if you have any information on a shopping center project near this site. I have lived here for 4 years and keep hearing second hand word that a shopping center is in the works. That would really be helpful with the growing population in this area. It's very inconvenient to have to drive 20-30 min to the nearest grocery store. Any information on this topic would be greatly appreciated. Thank you.</p> <p>Respectfully,</p> <p>Wesley Harms, 909-855-2684 Wgeharms@gmail.com</p> | <p>Response to Comment 17A: The County appreciates the commenter's interest in the project. The designated remainder parcel of the Town Center is not proposed to be developed as part of the residential component of the Passerelle and a Conditional Certificate of Compliance will be needed at the time of development of the Town Center. The commenter may be referring to Campus Park West (Pala Ranch). Future commercial development is proposed at Pala Ranch. This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan. This is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings.</p> |

17A

COMMENTS

RESPONSES

Comment Letter 18

Response to Comment 18A: The County appreciates the commenter's interest in the project. The area indicated in yellow by the commenter is largely the footprint of Campus Park West (Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan. This is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

From: Wesley Harms
To: Oberbauer, Sean
Subject: Re: [External] Re: Project Passerelle inquiry
Date: Friday, January 24, 2025 11:26:50 AM
Attachments: image.png

Good Morning Sean,

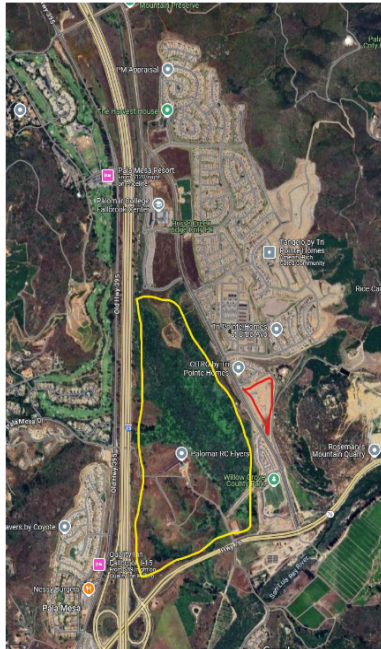
See map snip below. I keep hearing/reading that there is a shopping center plan for somewhere in the yellow circle. I have an additional question regarding a possible school in the red circle. Is the school still going to be made, if so when? When I moved here I didn't have any kids, I now have two and my oldest will be starting school in 2 years... I was hoping they would be able to go to the school that is walking distance from our house.

Do you know who would know more about specific timelines for these projects? Thank you for your time, it is much appreciated.

18A
18B
18C

Response to Comment 18B: The commenter's question regarding the potential school site is outside the scope of the proposed project and within the Meadowood (Citro) Specific Plan Area. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

Response to Comment 18C: Please continue to coordinate with the County in regard to the timelines associated with these projects. The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.



| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 19</p> <p>Subject: Strong Opposition to Proposed General Plan Amendment - Passerelle</p> <p>To: Sean Oberbauer, San Diego County</p> <p>Dear Mr. Oberbauer,</p> <p>I am writing to express my serious concerns and fervent opposition to the proposed General Plan Amendment for the Passerelle Project, currently under consideration by the County of San Diego. As a resident of the Horse Creek Ranch neighborhood, located within the potential impact area of this development, I am deeply troubled by the detrimental effects this amendment could have on our community.</p> <p>Reasons for Opposition:</p> <ul style="list-style-type: none"> • Negative Environmental Impacts: The proposed development would significantly increase traffic congestion on already strained roadways, further exacerbating air pollution and impacting the quality of life for residents. • Impact on Property Values: A change to the general plan would likely lead to a decrease in property values for surrounding homes, negatively impacting the investment of current residents. • Insufficient Infrastructure: Our existing infrastructure, including schools, parks, and public services, has not even begun to be built in this neighborhood. The nearest grocery store is 15 minutes away, as are all the schools. Before adding MORE housing, we need to provide the infrastructure to the current residents of the neighborhood. • Overdevelopment and Character Alteration: The proposed density and scale of development are incompatible with the existing character of our neighborhood, leading to a drastic change in the aesthetic and feel of our community. • Increased Traffic Congestion: The proposed zoning change would allow for high-density housing complex which would significantly increase traffic on our already congested streets, posing safety risks to pedestrians and children. <p>Request for Action:</p> <p>I strongly urge the San Diego County Council to reject this General Plan Amendment and reconsider the development plans for Passerelle. I request that the County prioritize adding the necessary infrastructure to the area rather than adding more housing and population density.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely,</p> <p>Samantha Hastings 35828 Shetland Hills East Fallbrook, CA 92028 Sammimac.Hastings@gmail.com 760-390-4786</p> | <p>Response to Comment 19A: The County appreciates the commenter's interest in the project. This is an introductory statement of a general nature regarding opposition to the project. No response required.</p> <p>Response to Comment 19B: As compared to the previously approved office professional development, the project has no change to the on-site or off-site impacts related to traffic that were previously evaluated by the FEIR. Traffic analysis for the project concluded that the project would result in lower traffic counts. See Master Response: Analysis.</p> <p>Response to Comment 19C: This comment does not address the environmental analysis provided by the EIR Addendum. This type of analysis is not required to be addressed by the CEQA analysis.</p> <p>Response to Comment 19D: The project obtained service availability letters from the Fallbrook school districts. The addition of 138 residences will not create a significant impact to the local schools. Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The project will provide PLDO funds and either join the existing CFD or create a new one. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 19E: The EIR Addendum addressed the issue of community character and concluded that the project is consistent with existing single-family and multi-family development in Campus Park. The approved project complies with the approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. The project received approval from the I-15 DRB on October 22, 2025.</p> |

| COMMENTS | RESPONSES |
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| <p data-bbox="814 152 1045 178">Comment Letter 19</p> | <p data-bbox="1058 152 1848 178">Response to Comment 19F: See response to Comment 19B.</p> <p data-bbox="1058 220 1927 282">Response to Comment 19G: The comment states the commenter's opposition to the project. No response required.</p> <p data-bbox="1058 321 1944 451">Response to Comment 19H: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 20</p> <p>From: Zach Heinemann To: Oberbauer, Sean; eileen.fallbrook@gmail.com Subject: [External] Opposition to Proposed Re-Zoning of Commercial Land to Low-Income Housing Re: County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way. Date: Monday, February 3, 2025 12:44:04 PM</p> <hr/> <p>Zachary Heinemann 311 Campolina Ct. Fallbrook, Ca., 92025 February 3rd, 2025</p> <p>City of San Diego County Sean Oberbauer Eileen Delaney</p> <p>Dear City Council Members,</p> <p>I am writing to formally express my opposition to the proposed re-zoning of the commercial land adjacent to Friesian Way from commercial to low-income housing, as outlined in the recent plan amendment. I strongly believe that this change is not in the best interest of our community and does not align with the long-term vision that homeowners and business owners, including myself, relied upon when making our investments in this area.</p> <p>When I purchased my home five years ago, I did so with the understanding that this land was designated for commercial use, which was an integral factor in my decision. The presence of commercial development was expected to provide economic growth, job opportunities, and essential services to our community. A shift to low-income housing would significantly alter the intended purpose of this area and introduce concerns about infrastructure, traffic congestion, and property values.</p> | <p>Response to Comment 20A: Commenter information is provided. No response required.</p> <p>Response to Comment 20B: The County appreciates the commenter's interest in the project. This is an introductory statement communicating the commenter's objection to the proposed project and does not specifically address the adequacy of the EIR Addendum. No response required.</p> <p>Response to Comment 20C: This does not specifically address the adequacy of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan.</p> <p>Response to Comment 20D: It should be noted that the inclusionary housing element of the project is limited to either providing 7 units (or 5% of the total units) of very low income units or the developer's payment of in lieu fee based on a formula. The comment is general in nature and does not specifically address the content or adequacy of the EIR Addendum. A Marketing Study was prepared for the project, submitted and reviewed by a third party to support the residential use. It should be noted that this study is not required for the CEQA document but is intended to provide supporting information.</p> |

| COMMENTS | RESPONSES |
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| <p>Moreover, community input should be a driving factor in such a significant decision. The residents of Horse Creek Ranch have expressed strong opposition to this re-zoning effort, as it does not reflect the needs or desires of those who live and work in the area. There is a consensus among property owners that commercial development would be more beneficial to the local economy and overall community welfare.</p> <p>I urge the city officials to consider the long-term impact of this decision and uphold the original zoning designation. The community deserves to have its voice heard, and I respectfully request that the council vote against the proposed amendment.</p> <p>Thank you for your time and consideration. I would appreciate the opportunity to discuss this matter further at any upcoming public hearings or meetings. Please feel free to contact me at 1 (858) 735-7364 or Email.</p> <p>Sincerely, Zachary Heinemann</p> <hr/> <p>From: Jeff Baker -Vintage Group <Email_Alert@calibersoftware.email> Sent: Monday, February 3, 2025 11:59 AM To: Zachary Heinemann, Trustee <zheiney@gmail.com> Subject: County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way.</p> <p>Dear Horse Creek Homeowners,</p> <p>As discussed at the Horse Creek Board meeting, any Owners who wish to submit their comments regarding the plan amendment change should submit them to the county. THE DEADLINE IS FEBRUARY 7TH AT 4PM.</p> <p>Attached is the plan amendment public notice and below are the email contacts for Sean Oberbauer and Eileen Delaney. Please email your comments to both of them in the case you wish to comment on the proposed change to those parcels as outlined in the attached amendment.</p> <p>Sean.Oberbauer@sdcounty.ca.gov</p> | <p>Response to Comment 20E: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. However, the viewpoints of Horse Creek Ranch residents were expressed during multiple meetings of the Fallbrook Community Planning Group and several concerns such as guest parking and garage sizes resulted in changes to the project. The marketing study and market conditions do not support the need or practicality of office professional in this location.</p> <p>Response to Comment 20F: All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 20G: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

COMMENTS

RESPONSES

eileen.fallbrook@gmail.com

Warm Regards,
Jeff Baker, CMCA
Senior Community Association Manager
Vintage Group
CalBRE#: 01979217
jeff@vintagegroupre.com
Direct (760) 363-4811 Fax (800) 996-3051
Main/After-Hours Emergency (855) 403-3852

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 21</p> <p>From: Petrina Herman-Shelby To: Oberbauer, Sean Subject: [External] stop this project Date: Tuesday, February 4, 2025 7:08:03 PM</p> <hr/> <p>Hello, I live at 441 Ventasso way for the last 4 years and I have watch this beautiful community changed, it has changed with all the rentals and with people not caring about the neighborhood, from garage to dog poop everywhere. Please do what you can to stop the condo project, the area is so saturated already! Thank you fro your time</p> <p>Petrina Herman-Shelby</p> | <p>Response to Comment 21A: The County appreciates the commenter's interest in the project. The comment states the commenter's objection to the project; however, it does not raise any environmental issues regarding the adequacy of the EIR Addendum. Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan. It should also be noted that the project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> |

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21A
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| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 22</p> <p>From: Jon Humphreys To: Oberbauer, Sean; eileen.fallbrook@gmail.com Cc: Jeff Baker; Kristina Humphreys Subject: [External] Horse Creek Ridge HOA Pailsades Date: Friday, February 7, 2025 9:31:22 AM</p> <hr/> <p>Good morning,</p> <p>My name is Jon Humphreys and I live in HCR. I agree with the Horse Creek Ridge HOA letter and would like to offer a deeper perspective. The Passarelle spokesperson at the Fallbrook meeting on 22 Jan 2025 quoted a few studies and kept referring to these as they were worth their weight in gold. So I would like to see two studies (not paid for by the builder nor the county as the studies would undoubtedly have a bias to keep the status quo):</p> <p>(1) the turnover of these high density homes vice a standard home with space around the house. (2) the satisfaction of current homeowners of high density homes on parking and lack of space around the house.</p> <p>Then I would like to provide more detail on what was already submitted by Horse Creek Ridge HOA, we do not make these observations lightly as we currently see this issue in real time from (2) of our communities, Brindle Point & Chaparral. As it stands, Friesian Way is a "No Parking at Any Time" which will undoubtedly be lined with cars as Gold Palomino Way is the same and has cars on both sides of the street causing regular traffic to straddle the middle of the road with a continued blind bend. Now couple this with a bus stop and you have disaster. If the county cared enough about its citizens, it would take a drive on Gold Palomino Way after 5pm on any day to see the congestion these type of houses with limited parking create.</p> <p>There were also disturbing comments during the 22 January 2025 Fallbrook District by Eileen of, "we don't want that here, let's give the high density to them" meaning not in her backyard, but put that on the East side of Fallbrook which could be extended as discriminatory. To include comments by the Passarelle spokesperson (Chris Brown) of, "let's just call Gov Newsom and get this done right now behind closed doors" & "I'll just write a check right now" meaning the citizens have zero voice. I suggest someone of authority review this video as there were even discussions of bribery. To me that whole meeting spiraled out of control and the Fallbrook committee did not handle the discussions in an appropriate manner.</p> <p>This is just my opinion of a concerned homeowner.</p> <p>Respectfully submitted, Jon Humphreys</p> | <p>Response to Comment 22A: The County appreciates the commenter's interest in the project. This is an introductory statement and does not raise any environmental issues regarding the adequacy of the EIR Addendum. The County maintains a CEQA consultants list for the preparers of the technical studies. In the case of the marketing study, this was reviewed by the County and a third party reviewer.</p> <p>Response to Comment 22B: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the project design was modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Socioeconomic issues are not considered by the CEQA document, therefore no further response is required.</p> <p>Response to Comment 22C: See Master Response: Analysis.</p> <p>Response to Comment 22D: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) Therefore, no further response is required.</p> <p>Response to Comment 22E: See Response to Comment 22D. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 22F: This comment is a conclusion to the comment letter. No response required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 23</p> <p>From: Stan Ideker 1 To: Oberbauer, Sean Cc: Jody Ideker Subject: [External] Passarelle Date: Tuesday, February 4, 2025 12:39:05 PM</p> <hr/> <p>Sean-</p> <p>Have you toured this site? The small lot next to the Horse Creek Ridge Community Pool is adjacent to the planned 35 homes. As we have seen in our Brindle Point, there is insufficient parking in the lot. The overflow parking will be on Messara Street and Friesian Way, with some parking in the private community pool parking lot.</p> <p>They are proposing 3 Story homes, which is not in character with our community. No where are there 3 story buildings, and the footprint of each home is reduced, which makes the parking in front of the homes compromised.</p> <p>In closing, we are opposed to the proposed Site Plan. Passarelle needs to redesign the property for less units and only 2 Story homes.</p> <p>Respectfully, Stan Ideker Jody Ideker</p> | <p>Response to Comment 23A: The County appreciates the commenter's interest in the project. In response to community input, the garage size was redesigned to provide 20' by 20' garages in all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. Also note that access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the project.</p> <p>Response to Comment 23B: The three-story design of the project would not exceed the building height limit of 35' established for the earlier approved office professional project and complies the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. The project received approval from the I-15 Design Review Board on October 22, 2025. See response to Comment 23A regarding parking.</p> <p>Response to Comment 23C: This comment states opposition to the project and is noted as such. No further response required.</p> |

COMMENTS

RESPONSES

Comment Letter 24

Response to Comment 24A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

Response to Comment 24B: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.

From: Jeff Baker
To: Oberbauer, Sean
Cc: Paul Klukas
Subject: [External] FW: Concerns over new development
Date: Monday, January 27, 2025 7:29:55 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Sean,

Please see comment received below from a homeowner.

Warm Regards,



Jeff Baker, CMCA®, AMS®
Senior Community Manager

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855-403-3852 24/7 Service
Fax (800) 996-3051
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From: Mikaela Ihm <mikaelaih@gmail.com>
Sent: Friday, January 24, 2025 6:39 PM
To: Jeff Baker <jeff@vintagegroupre.com>
Subject: Concerns over new development

Jeff,

Here are some concerns about the new development down by Fresian Way:

24A

| COMMENTS | RESPONSES |
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| <p>1. Fires: they are building more homes in an area where we can barely get fire insurance. Also, since our road will be two lanes down to one lane back to two lanes. The new development should completely widen Horse Creek Ranch Road to two lanes all the way down.</p> <p>2. Parking: this is a major concern. The parking on Andalusian is already insane with the Citro Development. You cannot see a car coming down the street when pulling out of BP. They need to create a parking lot for their community.</p> <p>3. Common HCR Amenities: nervous people will be using our amenities and it will be over crowded.</p> <p>If the planning committee still puts this development through, then they should pay into our HOA. A certain number of dollars per household per month should go to our HOA bc we know that people will use our parks and rec spaces.</p> <p>Construction hours should be from 8am to 4:30pm only to not disturb the homeowners. This will take years to build and we should not have to live with the eye sore and noise.</p> <p>Sent from Gmail M</p> | <p>Response to Comment 24C: In response to community input, the garage size was redesigned to provide 20' by 20' garages. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 24D: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p>Response to Comment 24E: See response to Comment 24D.</p> <p>Response to Comment 24F: Per the County of San Diego Noise Ordinance 36.409 and the adopted Mitigation Monitoring and Reporting Program (MMRP), the project shall comply with specific restrictions and limits on hours of construction in order to reduce the sound levels generated from construction on adjacent residential property lines and units.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 25</p> <p>From: Eileen Delaney To: Christell Kaun Cc: Oberbauer, Sean Subject: [External] Re: Comments for Passerelle proposal Date: Tuesday, January 28, 2025 7:44:14 AM</p> <hr/> <p>Hi Christell,</p> <p>Thank you for sending your comments and concerns. We will add them as part of the record.</p> <p>Best regards,</p> <p>Eileen Delaney, Chair Fallbrook Planning Group Fallbrook Design Review Board Follow The FPG on Facebook Fallbrook Planning Group Facebook Visit our website for current meeting information Fallbrook Planning Group – Serving Our Community</p> <p><i>Sent from my iPhone. Apologies if there are any typos.</i></p> <p>On Jan 21, 2025, at 12:35 PM, Christell Kaun <skywise701@gmail.com> wrote:</p> <ol style="list-style-type: none"> 1) 3 story condos will disrupt the expected view from the view lots behind the town center area. This is not what was expected as the view when people selected these lots. 2) Many of us bought in horse creek ridge because of the anticipated town center commercial area. We were looking forward to having conveniences closer by, a much smaller town center would not be able to offer as much convenience. 3) 138 additional dwellings right next to our existing HOA pool and basketball area seems like it would cause significant crowding to our already crowded in the summer pool area. Our hoa dues recently went up, we do not wish to pay more to be able to use less of our features due to people from these new units coming in to use the pool. Even if they are declared not part of the hoa and can't use it, the proximity would be a great temptation for them to sneak in anyway. People already jump the fence or prop the gates open when they don't have a key. 4) Multi family 3 story condos sound like apartments. This is not the quality of location that buyers in this area expected. We did not buy here to be next to crowded apartments, apartments tend to coincide with a rise in crimes in the area. <p>Please consider these comments to hopefully dissuade AGAINST the Passerelle proposal.</p> <p>Thank you, CJ</p> | <p>Response to Comment 25A: Per the EIR Addendum, the project would not significantly obstruct surrounding views and would preserve the same building heights as the adjacent single-family and multi-family developments. It should be noted that the originally approved office professional development was 35' in height.</p> <p>Response to Comment 25B: The designated remainder parcel of the Town Center is not proposed to be developed as part of the residential component of the Passerelle and a Conditional Certificate of Compliance will be needed at the time of development of the Town Center. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 25C: Based on comments by Paul Klukas at the Fallbrook Community Planning Group meeting in January of 2025, keys and key fobs are issued to Horse Creek Ridge community members for the use of the project's amenities. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 25D: The design of the residential units are detached three-story single family homes on a single condominium lot and are not an apartment complex. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 25E: This comment states opposition to the project and is noted as such. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 26</p> <p>From: G. Martin To: Oberbauer, Sean Cc: Johnny Martin; Jessica Martin; jerome & grace Subject: [External] Fw: Fallbrook Planning Group Meeting- Vacant Lots Adjacent to Friesian Date: Wednesday, January 22, 2025 6:00:11 PM</p> <hr/> <p>Hi Sean,</p> <p>Jeff Baker suggested I forward my question to you regarding the new development in Horse Creek and for tonight's board meeting.</p> <p>If this new proposed development will be separate from Horse Creek and not associated with the Horse Creek HOA, wouldn't it be odd that the current location of the two very large Horse Ranch Creek Rd and Friesian entrance way signage seem to appear to end up sitting in front of this new development?</p> <p>Sincerely,</p> <p>Grace Martin</p> | <p>Response to Comment 26A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 26B: The proposed signage for the Passerelle project is conceptual at this time. The project is subject to the Special Area Regulation Designator "B" which requires Community Design Review pursuant to Section 5750 – 6799 of the County of San Diego Zoning Ordinance. The signage components of the project would be compatible with the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. Signage for the project will be compatible with the existing signage for Horse Creek Ridge development. The I-15 Design Review Board approved the project on October 22, 2025.</p> |

26A

26B

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 27</p> <p>From: G. Martin To: Jeff Baker; Oberbauer, Sean Cc: Jerome & Grace; Johnny Martin; Jessica Martin Subject: [External] Fw: Passerelle Project concerns Date: Wednesday, January 29, 2025 11:25:20 AM</p> <hr/> <p>Good morning Jeff and Sean,</p> <p>Here's our concerns pertaining to the Passerelle Project being proposed in our community.</p> <p>Thank you,</p> <p>The Martin Family</p> <p>Passerelle project concerns (North and South lots):</p> <p>Parking ...</p> <ul style="list-style-type: none"> - Future parking around the Harvest House parking lot, Messara St, Ventasso Way, Esperia Way is a real concern for current residents. The parking down on Messara St can already become quite congested during spring and summer months when the Harvest Pool area gets a lot of use from current residents. Adding 100+ two and three story homes will undoubtedly bring significant traffic and parking issues. Apparently these new proposed homes will also have smaller two car garages with very little to no driveways and it seems as if there may also be limited visitor spaces there too. This is another concern for current residents or Horse Creek. Maybe, this proposed project could remove several houses from both the north and south lots and provide more parking within the proposed community and also a full size pool of their own in their south lot, a smaller pool in their north lot, and add a few more dog and tot lots of their own. - Also, please take into account that Palomar college is expanding across the street and there is no doubt many students will try to avoid paying for parking in the Palomar lot and just try to park on the current Horse Creek and Citro communities. - Is there any way to make the areas right in front on the mailboxes loading zones only? Many residents drive to pick up their mail since they aren't directly by the mailboxes. This gives those residents somewhere to park real quick and get their mail without having to illegally stop/park somewhere or park way down the street. - Is there anyway to make the Horse Creek Ridge neighborhood a gated community? This will help add some separation between the two communities and hopefully deter use of the recreation facilities and amenities specific to Horse Creek residents. This may also alleviate some of the parking concerns. <p>Safety ...</p> <ul style="list-style-type: none"> - Entering and exiting in the current community is already limited to Horse Ranch Creek Rd. The addition of a new community will only impact this even more, especially during any kind of emergency evacuations if and when needed. Overcrowding is a real concern here. - I think the Fire rep at the Fallbrook Planning meeting mentioned something about | <p>Response to Comment 27A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 27B: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 27C: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 27D: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 27E: See Response to Comment 9G regarding evacuation. Overall, the comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| <p>maneuvering a fire truck could prove to be difficult around these new proposed areas and I think it may have also been mentioned something about needing a larger fire truck to service three story homes, but that is something you would want to double check/verify with the applicable Fire rep(s).</p> <p>- the connection where Friesian Way meets Horse Ranch Creek Rd could probably be best served with a light or 4 way stop sign if many more cars will be traveling around the area in the future.</p> <p>- Currently, for Horse Creek residents, I believe there are bus pickups and drop offs for school at the Messara St and Friesian Way connect. Lots of parents drive there to drop off and pick up their children for school. Any overflow parking from this new community would directly and negatively impact this drop off and pick area for these parents/families. Obvious safety concerns here!</p> <p>Horse Creek Recreation facilities and amenities:</p> <p>- The beautiful large Horse Creek entry signage (there are two of them, left and right sides), at the entry point for Friesian Way from Horse Ranch Creek Rd currently sits in "front" of the two Passerelle lots (North and South) where the proposed homes are to be built. Does that signage remain as is giving the impression that the Passerelle community is part of Horse Creek? That seems misleading if it were to be left just like that. These two signs should be something that are at the entry point of the Horse Creek community. And if they are moved to accommodate, they shouldn't just be relocated and jammed in somewhere else. It should be well thought out before moving either of the signs. These entry signage were one of the things we feel in love with upon living in this community and highlights the area upon driving into it.</p> <p>- It appears the Passerelle community would ONLY have two very, very small tot lots ... one for their north lot and one for their south lot and I could be wrong but I don't think there are any other recreational amenities for their community/residents. There is no doubt that the Horse Creek Recreational areas and amenities such as the Pool area, dog parks/dog bag supplies, basketball court, and various tot lots will be regularly used by many more non-residents (even though they should not be since they would not be paying into our HOA) and that would eventually and directly impact current home owners as it comes to HOA maintenance of these resident shared recreational areas and amenities.</p> <p>Impact on General Quality of Life ...</p> <p>- More noise.</p> <p>- More traffic.</p> <p>- Potential obstructed views towards the East. Current owners/residents on Ventasso Way, Esperia Way, and Asturia Way probably most impacted here.</p> <p>- Any negative impact to values of existing homes with these additional homes being built here?</p> <p>- Lack of businesses, stores in the immediate vicinity which is why it makes this area a popular spot for food trucks. Really like the food trucks, but some basic stores around here would really be nice to have. To add on to this, the closest thing we have that actually stays open past 6pm or 7pm would be McDonald's, Jack in the Box, and Dominos all of which are about 20 min away. We need more food options closer by. The food trucks all leave by 7:30pm-8pm or earlier. Another note, I know a lot of people are living off of the delivery from Dominos and apps like DoorDash and Uber eats.</p> <p>The Martin Family</p> | <p>Response to Comment 27F: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 27G: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option. It is unlikely that the project creates significant impacts under any of the CEQA thresholds due to the above conclusions.</p> <p>Response to Comment 27H: The project is approved by the North County Fire Protection District and the County fire authority. No additional fire equipment is needed to service the project and street widths, numbers of fire hydrants, etc. were approved.</p> <p>Response to Comment 27I: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 27J: This comment is outside the scope of the proposed project. Therefore, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| | <p>Response to Comment 27K: The proposed signage for the Passerelle project is conceptual at this time. The project is subject to the Special Area Regulation Designator “B” which requires Community Design Review pursuant to Section 5750 – 6799 of the County of San Diego Zoning Ordinance. The signage components of the project would be compatible with the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. Signage for the project will be compatible with the existing signage for Horse Creek Ridge development. The project was approved by the I-15 Design Review Board on October 22, 2025.</p> <p>Response to Comment 27L: See response to Comment 27C.</p> <p>Response to Comment 27M: See Master Response: Analysis.</p> <p>Response to Comment 27N: See Master Response: Analysis.</p> <p>Response to Comment 27O: Per photosimulations provided for the project, no impacts to views are anticipated. No further response required.</p> <p>Response to Comment 27P: This is a socioeconomic issue not required to be addressed by the CEQA document. Property values are not physical environmental impacts that may result upon implementation of the project and are not addressed by an environmental document. Therefore no further response required.</p> <p>Response to Comment 27Q: Commenter provides information regarding food options. This is not required to be addressed by the CEQA document. Therefore no further response required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 28</p> <p>From: elisha_neal To: Oberbauer, Sean Subject: [External] Re: Passerella Date: Saturday, January 25, 2025 9:10:26 AM</p> <hr/> <p>Sean,</p> <p>I was hoping for a response to the previous email. I had heard that it was said in the meeting that office space would bring more traffic than residential. It's the timing of the traffic that matters. Most residents are gone from 9-5 but most are heading to work/school and returning in the same time period.</p> <p>Sincerely,</p> <p>Elisha Neal</p> <p>Yahoo Mail: Search, Organize, Conquer</p> <p>On Fri, Jan 3, 2025 at 9:47 PM, Elisha N <elishaofcally@yahoo.com> wrote:</p> <p>Sean,</p> <p>I emailing regading the change to residential development for the Passerelle project.</p> <p>I don't see how the current single lane roads would support this additional traffic? Also how to they plan to keep the current communities and amenities protected from the additional residents? Finally, does this take up space planned for Palomar college?</p> <p>Thank you,</p> <p>Elisha Neal 619-952-7841</p> <div style="position: absolute; right: 0; top: 20%; font-size: 2em;">] 28A] 28B] 28C] 28D] 28E] 28F </div> | <p>Response to Comment 28A: The County appreciates the commenter's interest in the project. See Master Response: Analysis.</p> <p>Response to Comment 28B: This is an introductory statement. No response required.</p> <p>Response to Comment 28C: See Master Response: Analysis.</p> <p>Response to Comment 28D: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. Based on a comment by Paul Klukas at the January 2025 Fallbrook Communing Planning Group meeting, access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the project.</p> <p>Response to Comment 28E: The location of the project was previously approved for a three-story office professional development, not facilities associated with Palomar College.</p> <p>Response to Comment 28F: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 29</p> <p>From: Ann O'Neill To: Oberbauer, Sean Subject: [External] Passarelle Project Date: Monday, February 3, 2025 12:32:55 PM</p> <hr/> <p>Mr. Oberbauer,</p> <p>I live in Horse Creek Ridge and I moved there to have a peaceful place to live after retiring as a police officer. I do not want affordable housing next door to me as when I was on patrol, there were always problems at affordable housing units because several residents always allowed criminally inclined relatives to live with them against the policies of the affordable housing qualifications. Please, no affordable units!</p> <p>Ann O'Neill</p> | <p>Response to Comment 29A: The County appreciates the commenter's interest in the project. The inclusionary housing element of the project is limited to either providing 7 units (or 5% of the total units) of very low income units or the developer's payment of in lieu fee based on a formula. The comment does not specifically address the adequacy of the EIR Addendum. Therefore, no additional response is required.</p> |

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COMMENTS

RESPONSES

Comment Letter 30

From: Janette
To: Oberbauer, Sean; eileen.fallbrook@gmail.com
Cc: Jeff Baker
Subject: [External] Horse creek resident
Date: Monday, February 3, 2025 2:14:58 PM

Hello,

My name is Janette Pacheco resident of Horse Creek Ridge, 205 Oberlander Way. I would like to submit my concern regarding the new homes. The parking is already a nightmare in this part of town with the new homes going up. It will be even worse, not only for the current residents, but all the new residents purchasing homes. I would also like to note that once the college is completely built, most college students do not like to pay for college parking passes so they use public parking streets, which will also add to the problem. I would like to propose that if this company wants to come in to build, they should also be able to build street public parking. I propose making Horse Ranch Creek Rd a larger street with parking on both sides from Steward Cayone Rd to pay key place that includes the bike lane. This is the only way to fix the problem. If this is not done it will be a complete nightmare. I also want a note that the problem is not the parking in inside the residential area. It is the fact that every home has a approximate 3 to 4 cars per home so no matter what you do inside the resident parking the problem will be on the outside.

Thank you,
Janette Pacheco

I 30A
I 30B
I 30C

Response to Comment 30A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

Response to Comment 30B: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages in all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose. The comment addresses a concern and is not a topic required to be analyzed by the EIR Addendum as it is related to a school outside of the project boundaries and not parking needed for the subject project.

Response to Comment 30C: No response required.

COMMENTS

RESPONSES

Comment Letter 31

Response to Comment 31A: The County appreciates the commenter's interest in the project. This is an introductory statement.

From: Douglas Papineau - 9PDS
To: Oberbauer, Sean
Subject: [External] Re: Fallbrook Notice of Public Disclosure associated with Horse Creek Ridge
Date: Thursday, January 23, 2025 8:54:22 AM

Response to Comment 31B: This comment states opposition to the project and is noted as such. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

I attended the meeting last night and thank you for your facilitation efforts. How old are the county regulations governing this issue. Likely they need updating I'm guessing and have been stagnant for years. The development speaker was as one would expect, saying they covered all the bases and are compliant to a minimum standard. However in reality that is not the case as they have not aligned their business case to current needs and challenges. COVID is now a non factor as all agencies (gov't and numerous private sector companies) have been issued the return to work order. The three story does not hold water as a Fallbrook board member pointed out. The BLUF is that they are in business for profit and nothing else. They do not care about impacting the great community we now live in. Every word uttered by the developer is based to deceive everyone as we all know what the outcome will be in terms of security, safety, home values. Commercial space is what this area needs most and the market study is extremely outdated in term of using COVID rational. I work for GSA the largest real estate company in the US. Society is factually on a different course with people returning to office space. The water, sewer, and power is not going to be renovated and again this lack of action puts us at additional risk for less water to deter fires etc. Despite the developers best effort our community sees through their jargon and knows what this will do to our community. As a member this wonderful community this project should be cut and ended and the initial intent should of commercial should be enforced.

31A
31B
31C
31D
31E
31F

Response to Comment 31C: Additional commercial uses are proposed within the Specific Plan area. The recent approval of the Pala Mesa Commercial redevelopment project (PDS2020-STP-20-021) will result in the remodeling and further expansion of commercial development including a new gas station, convenience store, and two large retail buildings. Future commercial development is proposed at Campus Park West (aka Pala Ranch). This project is in the process of obtaining construction level permits but has received preliminary entitlements including a Specific Plan. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

Thanks Doug

Response to Comment 31D: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

Doug Papineau
General Services Administration
Public Building Service, 9PDS
333 West Broadway, Suite 1001
San Diego, CA 92101
515-577-8785

Response to Comment 31E: The commenter addresses utilities available. Service availability letters were acquired for the project as to fire, schools, water, and sewer that demonstrate adequate utilities are available. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

On Mon, Jan 13, 2025 at 8:26 AM Douglas Papineau - 9PDS <doug.papineau@gsa.gov> wrote:
Sean, please accept my comments as a homeowner in HCR

31G
31H
31I
31J

I strongly oppose this project in terms of safety, security and future valuation of the land for all current home owners in the area.

Apartments with 138 units will mean in excess of 300 motor vehicles that will be flooding the street parking in our area as the developer will not provide adequate parking spaces. With increased traffic, safety is a paramount concern with school children and overall traffic safety. Apartments are not typically maintained in a professional manner and decay rather fast and when units can't be filled they accept section 8 and people in rehab for whatever addiction they may have.

Response to Comment 31F: The comment concludes the letter and does not require a response.

Response to Comment 31G: This is an introductory statement.

| COMMENTS | RESPONSES |
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| <p>This location is also right next to the HCR community center and pool complex. This also will be a challenge to keep others out of what we pay dues for as well as parking on the streets all around the center limiting access for homeowners. Our recreational parks and playground equipment again that we pay dues for will become overrun and our maintenance dues will increase.</p> <p>Crime has also been an issue with littering and package/mail theft and adding hundreds of more people will no doubt increase the area crime rate.</p> <p>Our home values will plummet and tank if this project is allowed to happen.</p> <p>Wild Fire Safety is another issue with water, sewer and power capacities.</p> <p>The original intent of this property was to allow some businesses for easy access to our community. Instead of apartments why don't we have schools built, child care facilities, grocery stores etc to supplement our community.</p> <p>This project should not be approved as it is against the original intent of the land use and will have a vast negative impact on the valuation of the associated developments in our area. Safety and security is also negatively impacted by water/sewer and power use (LA current events prove this) as well as flooding children into local schools.</p> <p>How can we make sure that this project does not happen?</p> <p>Thanks Doug</p> <p>Doug Papineau General Services Administration Public Building Service, 9PDS 333 West Broadway, Suite 1001 San Diego, CA 92101 515-577-8785</p> | <p>Response to Comment 31H: This comment states opposition to the project and is noted as such. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 31I: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 31J: The project is not proposed as an apartment development. No further response is required.</p> <p>Response to Comment 31K: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. Based on a comment by Paul Klukas at the January 2025 Fallbrook Communing Planning Group meeting, access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the project.</p> <p>Response to Comment 31L: The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. The project will also pay a fair share contribution to the future Sheriff's station.</p> |

| COMMENTS | RESPONSES |
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| | <p>Response to Comment 31M: This comment states opposition to the project and is noted as such. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 31N: See Response to Comment 9G regarding fire safety / evacuation.</p> <p>Response to Comment 31O: See Response to Comment 31C. The project is not proposed as an apartment development. No further response is required.</p> <p>Response to Comment 31P: As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 31Q: See response to Comment 31N.</p> <p>Response to Comment 31R: This comment states opposition to the project and is noted as such. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 32</p> <p>From: Douglas Papineau - 9PDS To: Oberbauer, Sean; eileen.fallbrook@gmail.com Cc: Jeff Baker Subject: [External] County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way. Date: Tuesday, February 4, 2025 7:21:28 AM</p> <hr/> <p>I strongly object to this use of our property. It was designated as commercial/retail and that is what it should be used for. The builder has only met the least stringent requirement for their development as they want to earn as much profit as possible. If allowed this project will put more strain on our water/power/sewer and increase crime and lower all home values in the development. Fire issues are also prevalent and we will have less capacity of water for emergencies. The development also will not be able to admit a large fire ladder truck which will increase the fire risk to unacceptable levels. Traffic safety will also be an issue with numerous school children walking before and after school. The only overflow parking available is around our community center and pool to which owners will not have the access for what we pay for and we will have to incur the cost of the parking police, cards, stickers etc.</p> <p>Instead of allowing greedy investors to poison our neighborhood let encourage Churches, Schools, Day Care Facilities, Grocery stores etc.</p> <p>Another nightmare with the college development is that young students would rent there adding more drugs and alcohol right next to our pristine development.</p> <p>I strongly urge you to reject this unauthorized development and keep our communities whole, safe and secure as designed by law and in compliance with the with our original development.</p> <p>Thanks Doug</p> <p>Doug Papineau General Services Administration Public Building Service, 9PDS 333 West Broadway, Suite 1001 San Diego, CA 92101 515-577-8785</p> | <p>Response to Comment 32A: The County appreciates the commenter's interest in the project. This comment states opposition to the project and is noted as such. All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 32B: The project obtained service availability letters from Rainbow Municipal Water District for sewer and water. The project will pay a fair share contribution to a future Sheriff's station. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum and communicates topics that are not included in the CEQA document. Therefore, no further response is required.</p> <p>Response to Comment 32C: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option. It is unlikely that the project creates significant impacts under any of the CEQA thresholds due to the above conclusions.</p> |

| COMMENTS | RESPONSES |
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| <p data-bbox="814 154 1045 178">Comment Letter 32</p> | <p data-bbox="1058 186 1984 584">Response to Comment 32D: This comment does not address the environmental analysis provided by the EIR Addendum. CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) However, in response to community input, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose. See Master Response Analysis.</p> <p data-bbox="1058 625 1984 682">Response to Comment 32E: The original approval for the project was a three-story office professional development.</p> <p data-bbox="1058 722 1984 852">Response to Comment 32F: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p data-bbox="1058 893 1984 1023">Response to Comment 32G: This comment states opposition to the project and is noted as such. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> |

COMMENTS

RESPONSES

Comment Letter 33

Response to Comment 33A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

From: Jeff Baker
To: Oberbauer, Sean
Cc: Paul Kluge
Subject: [External] FW: Pasarelle project
Date: Friday, January 24, 2025 3:51:53 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Response to Comment 33B: The comment addresses a concern and is not a topic required to be analyzed by the EIR Addendum as it is related to a school outside of the project boundaries and not parking needed for the subject project. It does not raise any environmental issues regarding the content of the EIR Addendum. Therefore, no further response is required.

Sean,

Response to Comment 33C: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.

Please see Horse Creek Owner comment received below.

Warm Regards,



Jeff Baker, CMCA®, AMS®
Senior Community Manager

760-363-4811 Direct
855-403-3852 24/7 Service
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From: Pete & Jac <petejacpochop@gmail.com>
Sent: Friday, January 24, 2025 3:11 PM
To: Jeff Baker <jeff@vintagegroupre.com>
Subject: Pasarelle project

Response to Comment 33D: The three-story design of the project would not exceed the building height limit established for the earlier approved project (at least three three-story office professional buildings) and complies the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. The project was approved by the I-15 Design Review Board on October 22, 2025.

Hi Jeff,

Response to Comment 33E: See response to Comment 33C.

We attended the Fallbrook Planning meeting on Wednesday via zoom and wanted to add some suggestions to the "conditions" that Chris (the gentleman who spoke Wednesday evening) asked HCR to present to him and the planning committee.

33A

Response to Comment 33F: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.

| COMMENTS | RESPONSES |
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| <p>1. Adding a stop light at Friesian and Horse Ranch Creek Road. With the college adding more cars on the road and more residents with this project, the number of accidents at this spot is going to increase. The traffic that is heading South from the Monserate Trail area comes around that corner so fast it is dangerous.</p> <p>2. Increase garage size to 20'x20' - this was addressed by one of the planning board members, but I want to make sure it is added to our "conditions" as well. Current county minimum is to have an 18'x18' garage. That's not going to allow for two cars in each household to realistically park in, and since they don't have driveways it then adds more cars on the streets.</p> <p>3. Only two stories on the north lot because that lot is at a higher elevation than the south lot and the homes on Esperia are lower than the homes on Asturian. Views of those on Esperia will for sure be impacted with three stories. I think three stories on the south lot isn't an issue as far as the view goes, if they insist on doing three stories.</p> <p>4. Guest parking required within the two lots (no resident parking allowed - and enforced).</p> <p>5. Keep the bike lanes on Friesian as they are now. This will add more parking on Messara and Ventasso and I don't know how to prevent that.</p> <p>6. Melo-roos and the ladder fire truck - one of the planning board members who was/is a fireman stated a new ladder truck would be required if the homes are three stories. This is a million dollar vehicle. He stated that it would need to be paid for through melo-roos. Can our melo-roos, that we have already been paying go up because of this? Or will that be something that is added to their fees because without the three stories the new million dollar truck isn't needed?</p> <p>7. Absolutely no parking in the Harvest House parking lot. Especially no overnight parking (is that already a thing? Do cars get towed if they are there past a certain time?) Again, I'm not sure how that can be prevented, but we can't have those spaces being used by residents in those homes.</p> <p>8. How can additional resident parking safely be added to these two lots to not only prevent parking on Friesian, Messara and Ventasso, but for first responders to safely navigate the streets in case of an emergency? Are the lots the county minimum or can homes be pushed back to allow for driveways? Chris made it sound like there was no way they would reduce the number of homes, but maybe that's going to need to be the case to allow for their residents and guests to have parking.</p> <p>On a side note, in Vista there are two communities called Rancho Montecito and Sea Vista that share access to the amenities. Rancho Montecito is a gated community that has a pool and parks. The residents in Sea Vista pay monthly dues (as part of their HOA dues) to be able to have access to the pool and parks. Last night a question was asked about the new lots joining HCR and I believe that was out of the question. But is there any way they can pay to use our facilities? This will help offset the cost of added maintenance and repairs. Maybe only an amendment to our bylaws would be needed vs. rewriting the entire thing to add them. Just a thought.</p> <p>I hope that all of my points make sense. If not, let me know and I'll try to clarify.</p> <p>Thank you,</p> <p>~Pete & Jacqueline</p> <p>"You never know how strong you are until being strong is the only choice you have."</p> <p>~Jacqueline</p> <p>"You never know how strong you are until being strong is the only choice you have."</p> | <p>Response to Comment 33G: Fire equipment access was discussed during the Fallbrook Community Planning Group meeting on January 22, 2025. Current fire equipment is able to serve the project. The North County Fire Protection District and County fire department has approved the design of the project including the internal roadway widths. Guest parking is located on one side of the street and the opposite will have red curbs prohibiting parking. In addition, the project will be required to either form or join existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p>Response to Comment 33H: Based on a comment by Paul Klukas at the January 2025 Fallbrook Communing Planning Group meeting, access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the project.</p> <p>Response to Comment 33I: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> |

| COMMENTS | RESPONSES |
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| <p data-bbox="814 154 1045 181">Comment Letter 33</p> | <p data-bbox="1058 186 1990 418">Response to Comment 33J: The comment is outside the scope of the proposed project and does not raise any environmental issues regarding the adequacy of the EIR Addendum. However, the project will be required to either form or join existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex.</p> <p data-bbox="1058 456 1843 483">Response to Comment 33K: See response to Comment 33J.</p> <p data-bbox="1058 521 1948 654">Response to Comment 33L: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 34</p> <hr/> <p>From: Melanie Ryden To: Oberbauer, Sean Subject: [External] Passerelle Project Date: Wednesday, February 5, 2025 3:57:12 PM</p> <hr/> <p>Hello,</p> <p>I am writing to you as a homeowner in Horse Creek Ridge to state my concerns about The Passerelle Project. My concerns are the following:</p> <p>Parking-proposed garages are not big enough to accommodate 2 vehicles resulting in tenants in the new development to seek parking within Horse Creek Ridge residential areas or Harvest House creating tension for our residents.</p> <p>Safety-Horse Creek Ranch Road needs to be widened to accommodate more traffic and possible evacuations.</p> <p>Recreation-Sufficient parks and recreation needed for residents so that the accommodations of Horse Creek Ridge Community will not be affected or abused by individuals who are not paying for those privileges like our pools and parks.</p> <p>When we purchased our home in 2020, we were told that the Town Center would be built soon after and we had hopes of having places to shop and eat. The post Covid market study did not take into consideration the residents of Horse Creek Ridge and what they wanted or needed. If we would have known that more and more homes were developing, we may have decided differently.</p> <p>Please take into consideration what the Horse Creek Community is concerned about. Please at least keep the units to only 2 stories, make more recreation spaces and adequate parking and garage spaces at the least.</p> <p>Thank you</p> <p>Melanie Ryden</p> | <p>Response to Comment 34A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 34B: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages in all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 34C: The project proposes improvements to Horse Ranch Creek Road along the frontage. Additional development in the area will result in widening throughout the road.</p> <p>Response to Comment 34D: Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. Based on a comment by Paul Klukas at the January 2025 Fallbrook Communing Planning Group meeting, access to Horse Creek Ridge amenities is controlled by key and key fob. Controlling access to these facilities is not the responsibility of the project.</p> <p>Response to Comment 34E: The designated remainder parcel of the Town Center is not proposed to be developed as part of the residential component of the Passerelle and a Conditional Certificate of Compliance will be needed at the time of development of the Town Center. The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| | <p data-bbox="1058 185 1961 415">Response to Comment 34F: The three-story design of the project would not exceed the building height limit established for the earlier approved office professional project (three 3-story office professional buildings and parking) and complies the previously approved Campus Park Specific Plan Design Guidelines, Fallbrook Design Guidelines, the I-15 Design Review Board Guidelines and the I-15 Scenic Preservation Guidelines. See responses to Comment 34B and 34D.</p> <p data-bbox="1058 454 1940 548">Response to Comment 34G: This comment is a conclusion to the comment letter and provides the name of the commenter. Therefore no response is required.</p> |

COMMENTS

RESPONSES

Comment Letter 35

Response to Comment 35A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.

From: Lauren Sears
To: Oberbauer, Sean; eileen.fallbrook@gmail.com
Subject: [External] Fwd: County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way.
Date: Monday, February 3, 2025 12:39:05 PM
Attachments: Plan Amendment 12.2024.pdf

Hello, I please share a comment for the County Plan Amendment re. Parcels adjacent to Friesian Way.

We live in the higher-density residences of HCR and have a lot of vehicles parked along the curb up and down Andalusian that limit visibility, increase pedestrian jaywalking, and lead to a lot of trash left along the sidewalk and curbs. The new residences may lead to a similar situation of dense street parking on Friesian way and Messara St unless sufficient street parking or lots are included in the new neighborhoods.

Thanks,
Lauren Sears
936-355-6102
lauren.linn@gmail.com

----- Forwarded message -----
From: Jeff Baker -Vintage Group <Email_Alert@calibersoftware.email>
Date: Mon, Feb 3, 2025 at 12:07 PM
Subject: County Plan Amendment Public Comment Deadline on Feb. 7, 2025 - Parcels Adjacent to Friesian Way.
To: Lauren Sears <lauren.linn@gmail.com>

Dear Horse Creek Homeowners,

As discussed at the Horse Creek Board meeting, any Owners who wish to submit their comments regarding the plan amendment change should submit them to the county. THE DEADLINE IS FEBRUARY 7TH AT 4PM.

Attached is the plan amendment public notice and below are the email contacts for Sean Oberbauer and Eileen Delaney. Please email your comments to both of them in the case you wish to comment on the proposed change to those parcels as outlined in the attached amendment.

Sean.Oberbauer@sdcounty.ca.gov

35A
35B
35C

Response to Comment 35B: This comment does not address the environmental analysis provided by the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.

Response to Comment 35C: This comment is a conclusion to the comment letter and provides commenter contact information. The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. Therefore no response is required.

| COMMENTS | RESPONSES |
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| <p data-bbox="273 341 472 365">eileen.fallbrook@gmail.com</p> <p data-bbox="273 552 588 828">Warm Regards, Jeff Baker, CMCA Senior Community Association Manager Vintage Group CalBRE#: 01979217 jeff@vintagegroupre.com Direct (760) 363-4811 Fax (800) 996-3051 Main/After-Hours Emergency (855) 403-3852</p> | |

| COMMENTS | RESPONSES |
|--|--|
| <p style="text-align: right;">Comment Letter 36</p> <p>From: Monica Warthen To: Eileen.fallbrook@gmail.com Cc: Oberbauer, Sean Subject: [External] Fallbrook Planning Committee: Horse Creek Ridge Date: Friday, January 24, 2025 9:31:13 AM</p> <hr/> <p>Good morning, Ms. Delaney,</p> <p>I attended the Fallbrook Planning Committee meeting via Zoom on the 22nd and wanted to clarify some of the statements made by Chris Brown representing the Passerelle design plan. His comparison of the Horse Creek Ridge (HCR) Chapparal Point housing to the Passerelle housing is completely disingenuous. While the Passerelle design may mirror Chapparal, the actual location of the Passerelle home should be compared to the Oakmont and Westbury housing layouts as they are actually closer in proximity to the Passerelle location. Please take a look at the pictures I've attached. Please note that the HCR homes closest to Passerelle have sidewalks and driveways and are larger lots. The Passerelle homes do not mirror these but should.</p> <p>Secondly, this may have been corrected during the meeting so I apologize if this is repetitive. The residents are concerned about public usage of our private parks. The gate Mr. Brown referred to was put in place so that the public from the County Sports Park cannot access an HCR Tot Lot that is located at the top of the stairs. HCR residents have the code to the gate to access the public park so no one is being restricted from its use.</p> <p>Finally, I invite you to visit HCR and drive Gold Palomino Way and Andalusian Trail before residents leave for work or in the evening once they return so you can see the problem the type of design Passerelle will create on Friesian Way and Messara St.</p> <p>I understand that the Passerelle development is following County guidelines, therefore I am calling on you, as Fallbrook representatives, to do what is necessary to request changes at the County level and properly represent your constituents' views and concerns.</p> <p>Thank you, Monica Warthen 35853 Bay Sable Ln, Fallbrook 714-227-2379 monica@warthen.org</p> <p>cc: Sean Oberbauer</p> | <p>Response to Comment 36A: The County appreciates the commenter's interest in the project. The comment is general in nature and does not raise any environmental issues regarding the adequacy of the EIR Addendum.</p> <p>Response to Comment 36B: This comment states opposition to the project and is noted as such. All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. While this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, the project proposes an acceptable development type and density with the amendment of the Specific Plan and General Plan documents.</p> <p>Response to Comment 36C: Comment noted and does not raise any environmental issues regarding the adequacy of the EIR Addendum.</p> <p>Response to Comment 36D: The comment is general in nature and does not specifically address the adequacy of the EIR Addendum. However, in response to community input, the garage size was redesigned to provide 20' by 20' garages for all proposed floorplans. The project design was also modified to provide a total of 65 guest parking spaces, exceeding the County's requirement for 0.2 parking spaces per unit. Although the comment does not address the adequacy of the EIR Addendum, HOA enforcement of the garage use is anticipated and garage windows are included in the design of the garage for this purpose.</p> <p>Response to Comment 36E: The comment does not raise any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> |

| COMMENTS | RESPONSES |
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| <p style="text-align: right;">Comment Letter 37</p> <p>From: Wayne Warthen To: eileen.fallbrook@gmail.com Cc: Oberbauer, Sean; Monica Leonor Warthen Subject: [External] Comments Regarding Passerelle Development Date: Tuesday, February 4, 2025 11:09:02 AM</p> <hr/> <p>To: Elene, Fallbrook Planning Committee cc: Sean, County Planning Commission</p> <p>My wife and I attended the Planning Committee Meeting and would like to provide our thoughts on the Passerelle development going in adjacent to the Horse Creek Ridge development. As my wife pointed out in a separate letter to you, comparing Passerelle to the homes it abuts is disingenuous. Passerelle will be next to homes in HCR that have sidewalks and driveways and larger yards. The Passerelle homes look like the homes in our community called Chaparral but Chaparral is located at the furthest point from Passerelle. However since it is unlikely that the design will change, we would like the Planning Commission to consider these conditions for approval of the development.</p> <ul style="list-style-type: none"> • Due to what will inevitably be a traffic hazard with the additional parking on Fresian and Messera, install a traffic signal at the corner of Fresian and Horse Ranch Creek Road. • Make Horse Ranch Creek Rd four lanes all the way through Stewart Canyon Rd. Eliminate the hour-glass (4-lane to 2-lane to 4-lane) design. • Provide additional funds for Fallbrook's future use on ingress and egress issues that will arise with the influx of families to Fallbrook schools and/or public roads (Reche Rd). This concern came up at the Planning Committee meeting. While they pointed out that schools and general road traffic is outside the scope of this project, perhaps there's a way to get the builder to provide funds anyway. <p>Wayne & Monica Warthen 35853 Bay Sable Ln</p> | <p>Response to Comment 37A: The County appreciates the commenter's interest in the project. This is an introductory statement. No response required.</p> <p>Response to Comment 37B: This comment does not address any environmental issues regarding the adequacy of the EIR Addendum. Therefore, no further response is required.</p> <p>Response to Comment 37C: See Master Response: Analysis.</p> <p>Response to Comment 37D: See Master Response: Analysis.</p> <p>Response to Comment 37E: The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. The project will also provide a fair share contribution to a future Sheriff's station. It should also be noted that school fees will be paid by the project at the time of building permit.</p> <p>Response to Comment 37F: This comment is a conclusion to the comment letter and provides commenter contact information. Therefore no response is required.</p> |

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| <p style="text-align: right;">Comment Letter 38</p> <hr/> <p>From: Dan York To: Oberbauer, Sean Subject: [External] Passerelle SPA, GPA Date: Saturday, January 18, 2025 10:55:19 AM</p> <hr/> <p>Sean,</p> <p>I do not support the SPA and GPA change from Professional Office to Multi-family residential.</p> <p>I did not see in the environmental document's Traffic Analysis: 1. A VMT analysis. I have to believe the VMT impacts are greatly increased since jobs will now not be available in this Specific Plan and these residents commute out of the area. Will this developer acquire mitigation credits to address an increase in VMT? I wonder since these homes will actively utilize the trail system in the area including the Fallbrook Conservancy lands (e.g. Mt. Monserate), that the developer should contribute to that non-profit. 2. A peak hour analysis at the intersection of Horse Creek Ridge and Friesian. There will be a concentration of traffic at said intersection and the intersection of Friesian and Messara. 3. Existing Conditions. There have been numerous accidents at the intersection of Horse Creek Ridge and Friesian since the date of the Traffic Letter. Because the profile and alignment of Horse Creek Ridge/Panky relative to the intersection, because freeway headlights are seen at night on SB freeway traffic, and because of the basic speed of 55 mph north of this intersection, a typical sight distance analysis may not adequately identify the safety of the intersection and the area north of the intersection. Therefore, an intersection analysis with safety enhancements for street lighting extended in each direction of the intersection, a screening plan to block freeway headlights and a signal or stop warrant analysis of HCR/Friesian be conducted.</p> <p>I saw no mention or address of the school bus pick up location on Friesian near Messara the key intersection for the proposed development. This developer should address and provide for safe pedestrian crossing and an adequately sized waiting area for bus pick up and delivery of school age kids.</p> <p>I did not see a requirement on the landscape plan to connect and complete the trail with a pedestrian bridge at the creek near water quality control overflow basin (adjacent to HCR, north of the intersection of HCR/Friesian, and westerly of the Ranch HOA facility). These residents will utilize the trail system and need to cross the creek. The footing stability and lack of ADA access on the compacted DG trail is hindered by this crossing. I understand this area may be subject to cultural resources, therefore the developer's engineer may need to place a longer span bridge with abutments within the existing trail network that will not impact the cultural resources.</p> <p>Sincerely, Dan York 394 Ventasso Way Fallbrook, CA 92028</p> | <p>Response to Comment 38A: The County appreciates the commenter's interest in the project. This comment states opposition to the project and is noted as such. All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p>38A</p> <p>Response to Comment 38B: See Master Response: Analysis of the Project's GHG and Traffic Impacts and Appendix D of the EIR Addendum. The comment also discusses recreational amenities in the area. Project amenities include two tot lots, sidewalk access to existing trails and to the adjacent County sports complex. The Monserate Mountain Preserve is 0.5 miles from the project. The project will provide PLDO funds for Fallbrook recreational facilities and either form or join the existing Community Facilities District to fund the fair share portion of North County Fire Protection District service, flood control/stormwater facilities and the existing sports complex. Additional information about traffic and associated calculations is located in the Master Response: GHG Impacts and Traffic section. A traffic signal must be warranted by certain thresholds; these are not met by the proposed Project.</p> <p>38B</p> <p>38C</p> <p>Response to Comment 38C: See traffic analysis presented in Appendix I of the EIR Addendum, specifically the Traffic Mobility Analysis conducted in 2021 by Urban Systems Associates Inc. A sight distance survey is required per the project's Conditions of Approval.</p> <p>38D</p> <p>38E</p> <p>38F</p> <p>Response to Comment 38D: Additional coordination with NCTD and conditions are required if a bus route is added to the Campus Park area. In addition, school bus routes are prepared by local schools are are generally not provided unless the project is along school frontage. CEQA focuses on how a project changes, damages, or disrupts existing conditions, rather than on how existing conditions affect a project. (See California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369.) No further response required.</p> |

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| | <p data-bbox="1058 185 1986 347">Response to Comment 38E: The trail system and design discussed in the comment is not part of the project's scope. The project provides sidewalk access to existing trails. As this comment does not raise any environmental issues regarding the adequacy of the EIR Addendum, no further response is required.</p> <p data-bbox="1058 386 1986 483">Response to Comment 38F: This comment is a conclusion to the comment letter and provides commenter contact information. Therefore no response is required.</p> |

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| <p style="text-align: right;">Comment Letter 39</p> <p>From: John Ziola To: Oberbauer, Sean; eteen.fallbrook@gmail.com Subject: [External] Horse Creek Ranch / Passerelle Project Date: Monday, February 3, 2025 9:09:20 AM</p> <hr/> <p>To whom it may concern,</p> <p>I'm writing to you today to give you my unequivocal objection to the 138 unit project that was forced on us tax payers in an area that can't support a project like this.</p> <p>When my family moved to the Horse Creek Ridge Area in Fallbrook we were told and shown in writing that area was slated for one story commercial offices space. It seems to me that these developers only care about buying the right people off to get more money and that those people being bought off don't care how it impacts families in our community.</p> <p>I'm a retired Los Angeles City Fire Captain, I understand about life safety having served the community for 35+ years. The fact that these people get to bypass standards and laws is unbelievable. There is not a truck company in the entire North County Fire Department or surrounding area that serves this area with an aerial ladder long enough for an emergency at a three story complex. I'm amazed that the county and city departments are allowing the developers to by-pass these laws.</p> <p>When there is a loss of life or worse an extreme large loss of life at an incident at this development who will take the responsibility?! The closest fire station to this complex is over three miles away, not the less than two miles away they claim. That doesn't even account for the added vehicles that will be this area, especially at night, that will slow down or block these emergency vehicles access to the community.</p> <p>I thought that Planning departments, Building and Safety departments, Fire and Police Departments, and design reviews were in place to make sure developers and the general population could have trusted entities that could stop, or least amend these violations before become tragedies.</p> <p>Sincerely,</p> <p>John M. Ziola, (Retired Captain II, Los Angles City Fire Department) 35974 Shetland Hills East Fallbrook, CA 92028 (760) 468-5267</p> | <p>Response to Comment 39A: The County appreciates the commenter's interest in the project. This comment states opposition to the project and is noted as such. All comments received as part of the public review period will be presented in a Staff Report and/or Board Letter to decision-makers at a future hearing. As this comment does not raise any environmental issues regarding the content or adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 39B: The comment is incorrect in stating that the originally approved office professional development was one-story. The approved project was for three-story office professional buildings.</p> <p>Response to Comment 39C: See Response to Comment 9G regarding fire safety / evacuation. Following the receipt of public comments regarding fire safety, additional information was provided by the applicant in the form of a technical memorandum prepared by Dudek, dated January 26, 2026. Dudek's assessment demonstrated that: Safe evacuation of the Project and surrounding community is possible under a variety of scenarios (including a worst-case scenario of a night-time evacuation when residents are present); the Project provides multiple connection points for occupants to access the existing roadway network; fires are not expected to expose people or structures to a significant risk of loss, injury or death; because the proposed project site will consist of ignition resistant, urbanized landscapes, it is not anticipated that the entire community would be relocated off-site during a wildfire event; and the project as proposed will provide numerous opportunities throughout the site for on-site relocation and sheltering in place as a contingency option.</p> <p>Response to Comment 39D: This comment states opposition to the project and is noted as such. As this comment does not raise any environmental issues regarding the content or adequacy of the EIR Addendum, no further response is required.</p> <p>Response to Comment 39E: This comment is a conclusion to the comment letter and provides commenter contact information. Therefore no response is required.</p> |