

425 Smilax Road Townhome Development Project

Land Use and Community Character Analysis

prepared for

KB Home Coastal
9915 Mira Mesa Boulevard, Suite 100
San Diego, California 92131

and

The County of San Diego
5510 Overland Avenue
San Diego, California 92123

prepared by

Rincon Consultants, Inc.
2215 Faraday Avenue, Suite A
Carlsbad, California 92008

October 2019

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Executive Summary 1

1 Introduction 3
- 1.1 Intent of Land Use and Community Character Analysis 3
- 1.2 Project Location and Setting 3
- 1.3 Project Description 3
- 1.4 General Plan Land Use Designation and Zoning 7
- 1.5 Surrounding Land Uses 12
- 1.6 Matrix of Project Approvals/Permits 15

2 Plan Consistency Analysis 17
- 2.1 Applicable Plans and Policies 17
  - 2.1.1 San Diego County General Plan 17
  - 2.1.2 County of San Diego Zoning Ordinance 18
  - 2.1.3 Draft North County Multiple Species Conservation Program Plan 19
  - 2.1.4 McClellan-Palomar Airport Land Use Compatibility Plan 19
- 2.2 Conformance Analysis 20

3 Land Use and Community Character Consistency Analysis 63
- 3.1 County of San Diego-identified Issues 63
  - 3.1.1 Project Consistency with Existing Community Character 64
  - 3.1.2 Other Project Physical Impacts 66
  - 3.1.3 Subsequent Changes from Altered Community Character 69
- 3.2 CEQA Guidelines Appendix G Land Use Issues 70
  - 3.2.1 Physically Divide an Established Community 70
  - 3.2.2 Conflict with Land Use Plans, Policies, or Regulations 71

4 Findings and Conclusions 73

5 References 75

Tables

Table 1 Existing and Proposed Zoning Regulations 12
Table 2 Approvals and Permits Anticipated 15
Table 3 Project Conformance with County of San Diego General Plan 21
Table 4 Project Conformance with County of San Diego Zoning Ordinance 52
Table 5 Project Conformance with North County Metropolitan Subregional Plan 55
Table 6 Project Conformance with McClellan-Palomar Airport Land Use Compatibility Plan 58

Table 7 Project Conformance with Draft Multiple Species Conservation Program North County Plan 61

Figures

Figure 1 Regional Location 4
Figure 2 Project Location 5
Figure 3 Existing Land Use Designations 8
Figure 4 Proposed Land Use Designations 9
Figure 5 Existing Mobility Element Alignment for Smilax Road 10
Figure 6 Proposed Mobility Element Alignment for Smilax Road 11
Figure 7 Existing Zoning Designations 13
Figure 8 Proposed Zoning Designations 14
Figure 9 Surrounding Land Uses 16
Figure 10 Landscape Concept Plan – Top-Down View 67
Figure 11 Landscape Concept Plan – Elevation Profiles 68

Appendices

Appendix A Project Plans

Executive Summary

The project site is located on an approximately 4.9-acre lot at 425 Smilax Road in the North County Metro Subregion of the County of San Diego (County). Smilax Road borders the project to the east and Poinsettia Avenue borders it to the west. The project site is approximately 500 feet south of State Route (SR) 78. To the east at Smilax Road is the City of San Marcos jurisdiction. The City of Vista jurisdiction begins approximately 850 feet to the southwest of the southwestern corner of the project site. The project has a General Plan Land Use Designation of Village Residential 2 (VR-2) and the site is included in the Mobility Element Road Network. The Mobility Element Road Network currently has Smilax Road turning to the southwest from its current alignment through the project site (and through the existing residential properties to the south). In addition, the project has a Zoning classification of Rural Residential (RR) and allowable building type of "C"- Single Detached.

The project proposes the development of 62 attached condominium units across 15 buildings. Each building would contain between three to five condominium units. The project would also include two common open space areas, including a turf dog park in the southeastern corner of the project site and a larger active use area located in the middle of the development. The project's architecture would be Spanish Colonial. The project would require a General Plan Amendment to amend the General Plan Land Use Designation from VR-2 to VR-15 and to remove Smilax Road from the Mobility Element Road Network. In addition, the project would require a Zoning Reclassification (Rezone) to change the Use Regulation from RR to Multi-Family Residential (RM) and building type from "C"- Single Detached only to "K" to allow for multi dwelling units. The Rezone will also add the "D" Design Review Area Special Area Designator to ensure the proposed structures and development of the site will complement the surrounding areas and existing development pursuant to Section 5900 et. al of the Zoning Ordinance.

Single family residences are located adjacent to the north and south of the project site. West of the project site across Poinsettia Avenue is a single-family residence and Joli Ann Leichtag Elementary School. To the east across Smilax Road is the entry road to a multi-family residential apartment complex and single-family residences. Land uses within the greater vicinity include multi-family apartments and mobile home parks, located approximately 800 feet to the northeast, light industrial uses, located approximately 1,700 feet to the north and 2,500 feet to the south, and commercial areas approximately 3,400 feet to the west and 4,400 feet to the east. In addition, there is a fruit stand/grocery market to the south of the project at the Smilax Road and Oleander Avenue intersection.

The project would be subject to the goals, policies, and objectives of San Diego County General Plan, the North Country Metro Subregional Plan, the County's Zoning Ordinance, the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP), and the County's Multiple Species Conservation Plan (MSCP). As determined in this Land Use and Community Character Analysis, the project's design and proposed changes to the land use and zoning designations would be consistent with applicable goals, policies, and objectives contained within these plans. In summary, the project would be consistent due to the following overarching reasons: similar land uses and zoning designations exist in the greater vicinity of the project; the project area is in the County's Village regional category, which, through the County's Community Development Model, is where the highest intensities and greatest mix of uses to in the County are directed; the project would be designed architecturally to

be consistent with existing architecture in the local and regional area; the project's landscaping would be used to soften the exterior and mass of the project from nearby viewers; the project would provide needed housing in the North County Metro Subregion and unincorporated County area; and the project would be consistent because it would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change.

Per the Pre-application Letter prepared by the County for this project, and in addition to the consistency with the plans listed above, the following main issues were outlined to be addressed in the Land Use and Community Character Analysis: project consistency with existing community character; other project physical impacts; and subsequent changes from altered community character (e.g., allowing other property owners to follow suit of the project's land use and zoning changes). The project would be consistent with the existing community character through the same reasons outlined above for the project's compatibility with the applicable land use plans. The project would not result in significant adverse physical impacts to the environment after mitigation. Finally, the project would not be anticipated to result in substantial subsequent changes from altered community character due to those properties being required to follow a similar planning process (e.g., environmental compliance, general plan and zoning amendments, etc.).

Per the Appendix G of the CEQA Guidelines land use and planning questions, the project would not physically divide an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Due the location of the project and the acceptable Level of Service operation of Smilax Road with the General Plan Amendment to remove the road's realignment through the project site from the Mobility Element Road Network, the project would not result in a physically divided community. In addition, the project's consistency with applicable plans, policies, or regulations are described under Table 3 through Table 7.

In summary, the project would not result in substantial land use conflicts or development that would be incompatible with other surrounding land uses within the North County Metro Subregional Area and unincorporated County. The project would offer needed housing in the subregional and unincorporated County areas, and would be consistent with the land use and community character objectives of the County General Plan, the County's Zoning Ordinance, North County Metro Subregional Plan, the McClellan-Palomar ALUCP, and the County's MSCP.

1 Introduction

1.1 Intent of Land Use and Community Character Analysis

The purpose of this Land Use and Community Character Analysis is to examine the project's consistency with applicable land use goals and policies from the San Diego County General Plan (County of San Diego 2011a), the North County Metropolitan Subregional Plan (County of San Diego 2011b), the San Diego County Zoning Ordinance (County of San Diego 2017), and other relevant land use plans and policies. This study considers the type of development proposed compared to the existing setting and Community Development Model, the type and character of the land use intended by the County for the subject property, and project consistency with applicable plans, goals, and policies.

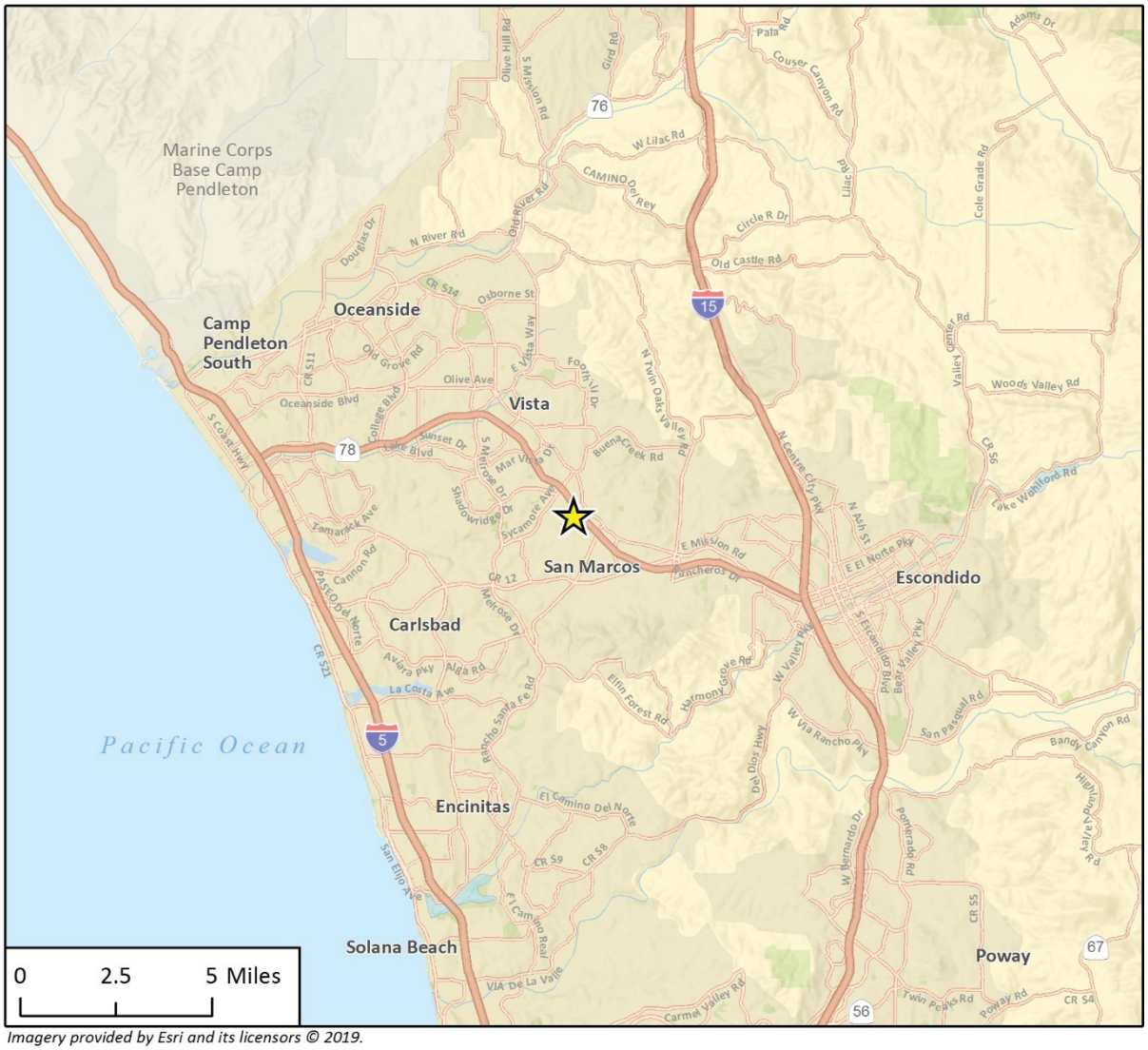
1.2 Project Location and Setting

The project site is located on an approximately 4.9-acre lot at 425 Smilax Road in the North County Metropolitan Subregion of the County of San Diego (Figure 1 and Figure 2), on Assessor Parcel Numbers 217-191-03-00 and 217-191-02-00. The project site is currently developed with a single-family residence and associated structures. Smilax Road borders the project to the east and Poinsettia Avenue borders it to the west. The area is developed, with residential development surrounding the project on the north, south, and east, and Joli Ann Leichtag Elementary School is on the western boundary. The project site is approximately 500 feet south of State Route (SR) 78. To the east at Smilax Road is the City of San Marcos jurisdiction. The City of Vista jurisdiction begins approximately 850 feet to the southwest of the southwestern corner of the project site.

1.3 Project Description

The site is subject to the General Plan Village Regional Category, Village Residential 2 (VR-2) Land Use Designation, and Rural Residential (RR) Zoning Regulation. Smilax Road is also currently listed as part of the Mobility Element Road Network. The project would require a General Plan Amendment (GPA) to amend the General Plan Land Use Designation from VR-2 to Village Residential 15 (VR-15) and to remove Smilax Road from the Mobility Element Road Network. The VR-15 designation would allow for a residential density of 15.0 dwelling units per acre (du/ac). The Mobility Element Road Network currently has Smilax Road turning to the southwest from its current alignment through the project site (and through the existing residential properties to the south). In addition, the project would require a Zoning Reclassification (Rezone) to change the Use Regulation from RR to Multi-Family Residential (RM) and building type from "C"- Single Detached only to "K" to allow for multi dwelling units. The Rezone would also add the "D" Design Review Area Special Area Designator to ensure the proposed structures and development of the site would complement the surrounding areas and existing development pursuant to Section 5900 et. al of the Zoning Ordinance.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2019.

Project Location

N



Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2019.

Fig 2 Project Location

The project proposes the development of 62 attached condominium units. The 62 proposed units would be spread among 15 buildings, with each building containing between three and five condominium units. The buildings would be two stories, with a two-car garage and living space on the first floor and living space on the second floor. The project would contain three unit types, which would each be 3 bedrooms and 2.5 bathrooms. Unit 1 would be 1,679 square feet (sf) of dwelling space with a 420 sf garage; Unit 2 would be 1,850 sf of dwelling space with a 417 sf garage; and Unit 3 would be 1,918 sf of dwelling space with a 417 sf garage.

The architectural style for the project would be Spanish Colonial. Project architecture would include the following features: concrete 'S' red-tiled roofs; exposed wood fascia on the roof edges; decorative clay pipes above the main second-floor windows; vinyl window systems; light brown, tan, or white stucco over foam trim for the building exteriors; composite entry doors; and dark brown or white sectional garage doors.

During construction, the existing single-family residence and associated structures on the 425 Smilax Road parcel would be demolished. The project site would also be graded to accommodate the project buildings. The project would have 15,065 cubic yards of cut and 15,065 cubic yards of fill; therefore, there would be no import or export of soil.

Access would be provided by a 24-foot wide private street connecting to Smilax Road and a gated, secondary emergency-access-only driveway connecting to Poinsettia Avenue. The project would include five internal private roadways (Private Drive "A" through "F"). Approximately 147 parking spaces would be provided, with 124 garage parking spaces (two per unit) and 23 open parking spaces for use by residents and visitors.

The project would include two common open space areas, including a turf dog park in the southeastern corner of the project site and a larger active use area located in the middle of the development. The larger active use area would be approximately 6,885 sf and would include a tot lot (play equipment and benches), an open turf play area, a BBQ, and a shaded trellis. The turf dog park would be 1,963 sf. Landscaping would include 209 trees located throughout the project site, which would exceed the 124 trees required by the County's Climate Action Plan. Bicycle parking would be located at the recreation area. In addition, the project would include an access-restricted biofiltration area on the western end of the project site. The biofiltration area would drain to an existing drainage area to the west of the project site.

The project would be served by sewer provided by Buena Sanitation Maintenance District and water service provided by the Vista Irrigation District.

Construction is estimated to begin in January 2021 and be completed by February 2022. Construction phases would include demolition, site preparation, grading, building construction, paving, and architectural coating.

Project design features have been incorporated to reduce criteria pollutant and greenhouse gas (GHG) emissions associated with construction, energy use, area sources and water demand. These features include:

- Construction
  - Use of Tier 4 or better United States (U.S.) Environmental Protection Agency (EPA)/California Air Resources Board (CARB)-certified construction equipment with diesel particulate filters.

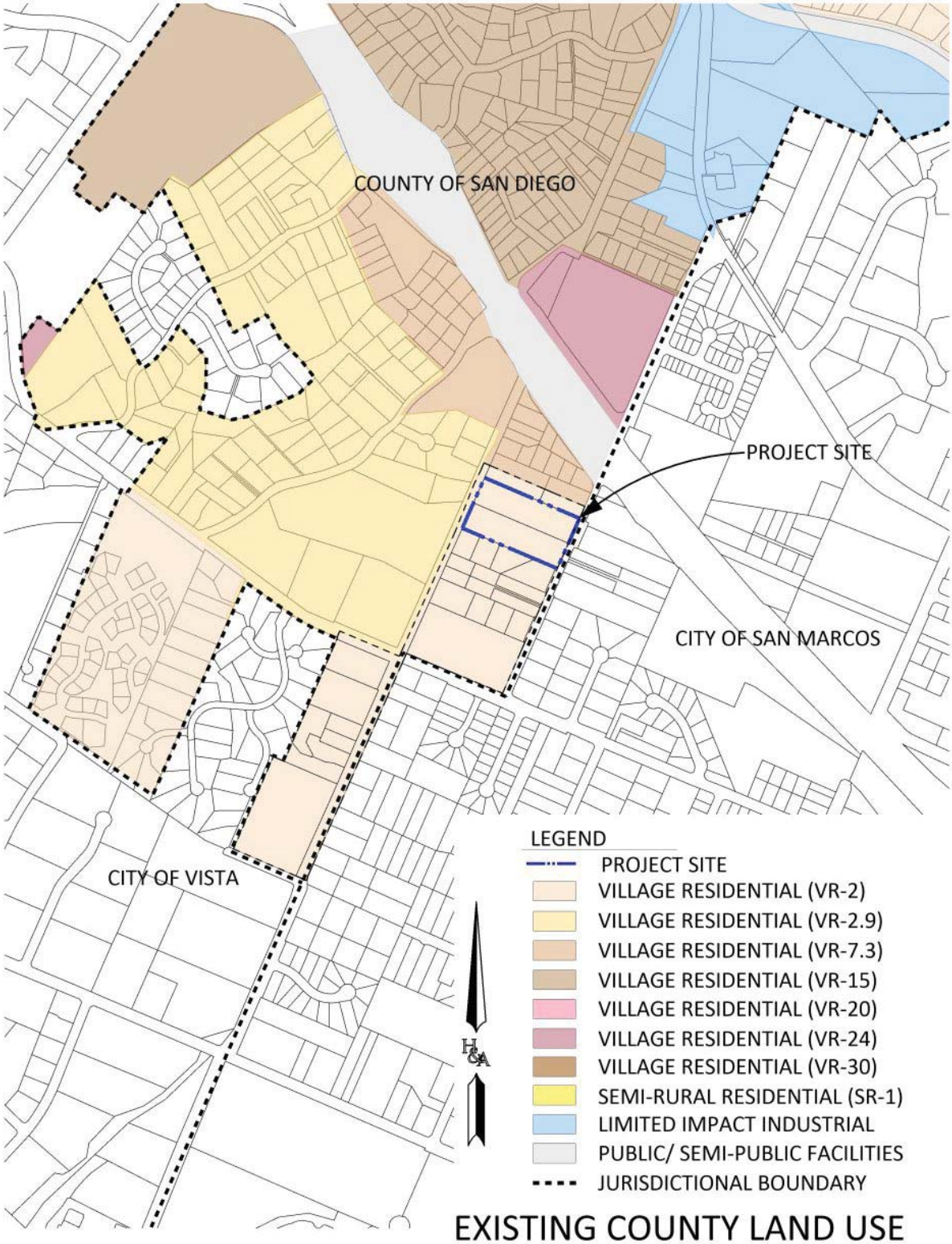
- Use of architectural coatings compliant with San Diego Air Pollution Control District (SDAPCD) Rule 67.

- **Operation**
  - Compliance with California Building Code 2019 Title 24 requirements.
  - Installation of a 3.0 kilowatt (kW) solar photovoltaic system for each project unit.
  - Installation of electric appliances only; no natural gas would be utilized.
  - Installation of Level 2 electric vehicle (EV) charging stations in each unit, and one station in the open parking spaces.
  - Installation of building efficiency features such as High-Efficiency Heating, Ventilation, and Air Conditioning (HVAC) system, tankless water heaters and low emissivity (Low E) dual pane windows.
  - Installation of high-efficiency LED street and area lighting to achieve reduction in overall lighting energy.
  - No installation of fireplaces.
  - Installation of weather-based irrigation systems in common areas that would include rain sensing timers.
  - Landscaped and screened parking areas that would be consistent with the County's Parking Design Manual, including Section 7 (Landscaping) and the "cool parking" mitigation requirements identified by CARB.
  - Compliance with the County's Water Conservation in Landscaping Ordinance and a 40 percent reduction in outdoor water use, and a Landscape Document Package that would be submitted to show such compliance.
  - Incorporation of Covenants, Conditions & Restrictions (CC&Rs) requirements that would require the homeowners association (HOA) to coordinate with the San Diego Association of Governments (SANDAG) to provide informational materials on rideshare programs such as iCommute San Diego.
  - Provision of areas for storage and collection of recyclables along with literature. This feature would promote recycling in support of the County's 25 percent waste diversion goal, consistent with Assembly Bill (AB) 341.

1.4 General Plan Land Use Designation and Zoning

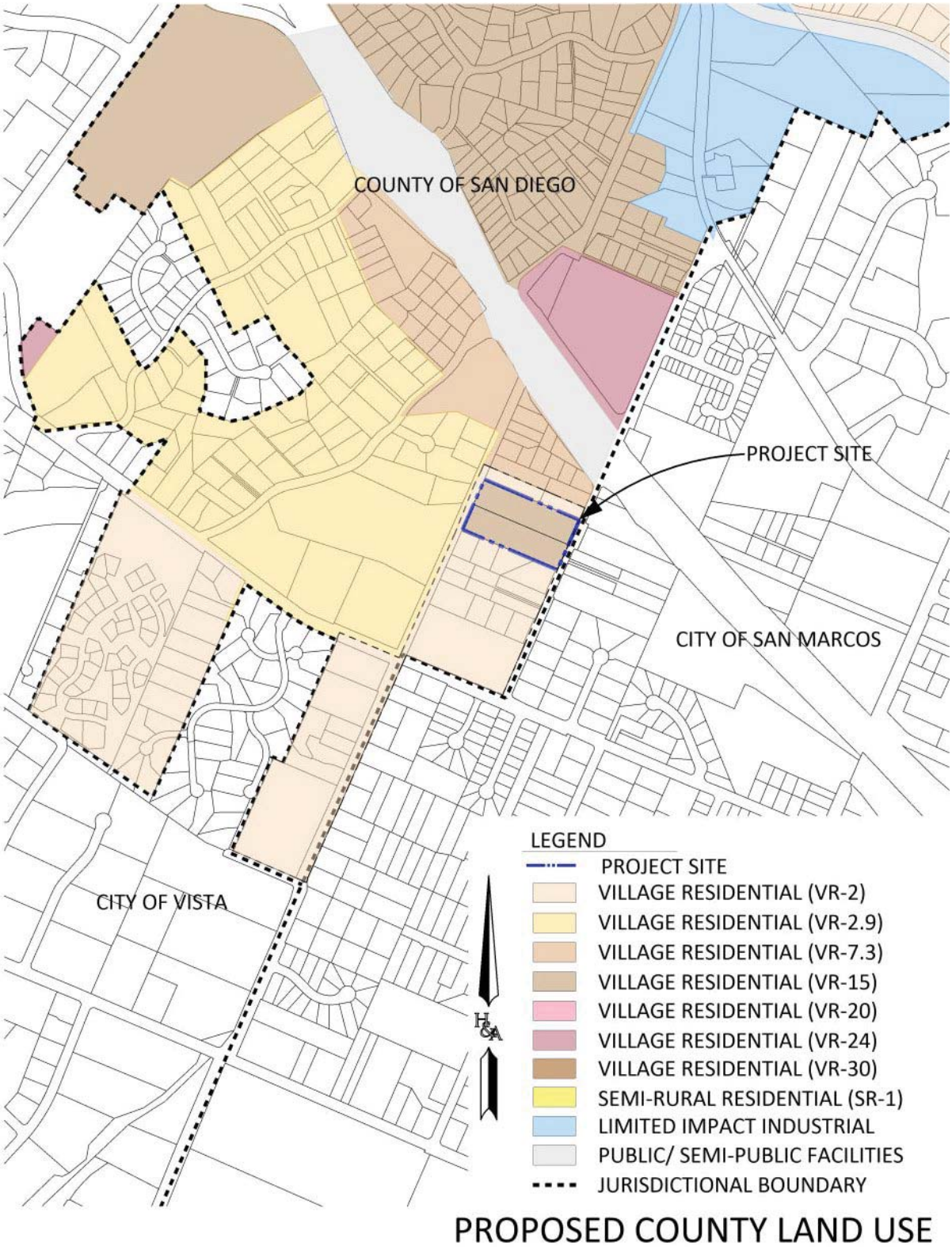
The project site is within the North County Metropolitan Subregional Plan of the San Diego County General Plan. The project site has a San Diego County General Plan land use designation of Village Regional Category, Village Residential 2 (VR-2). A General Plan Amendment is required to change the General Plan designation from VR-2 to VR-15; see Figure 3 and Figure 4 for the existing and proposed land use. In addition, the eastern portion of the project site is designated in the Mobility Element Road Network for a future realignment of Smilax Road (see the full site plans under Attachment A for a trace of the realigned road). The General Plan Amendment would remove this realignment from the Mobility Element Road Network; see Figure 5 and Figure 6 for the existing and proposed Mobility Element Road Network for Smilax Road.

Figure 3 Existing Land Use Designations



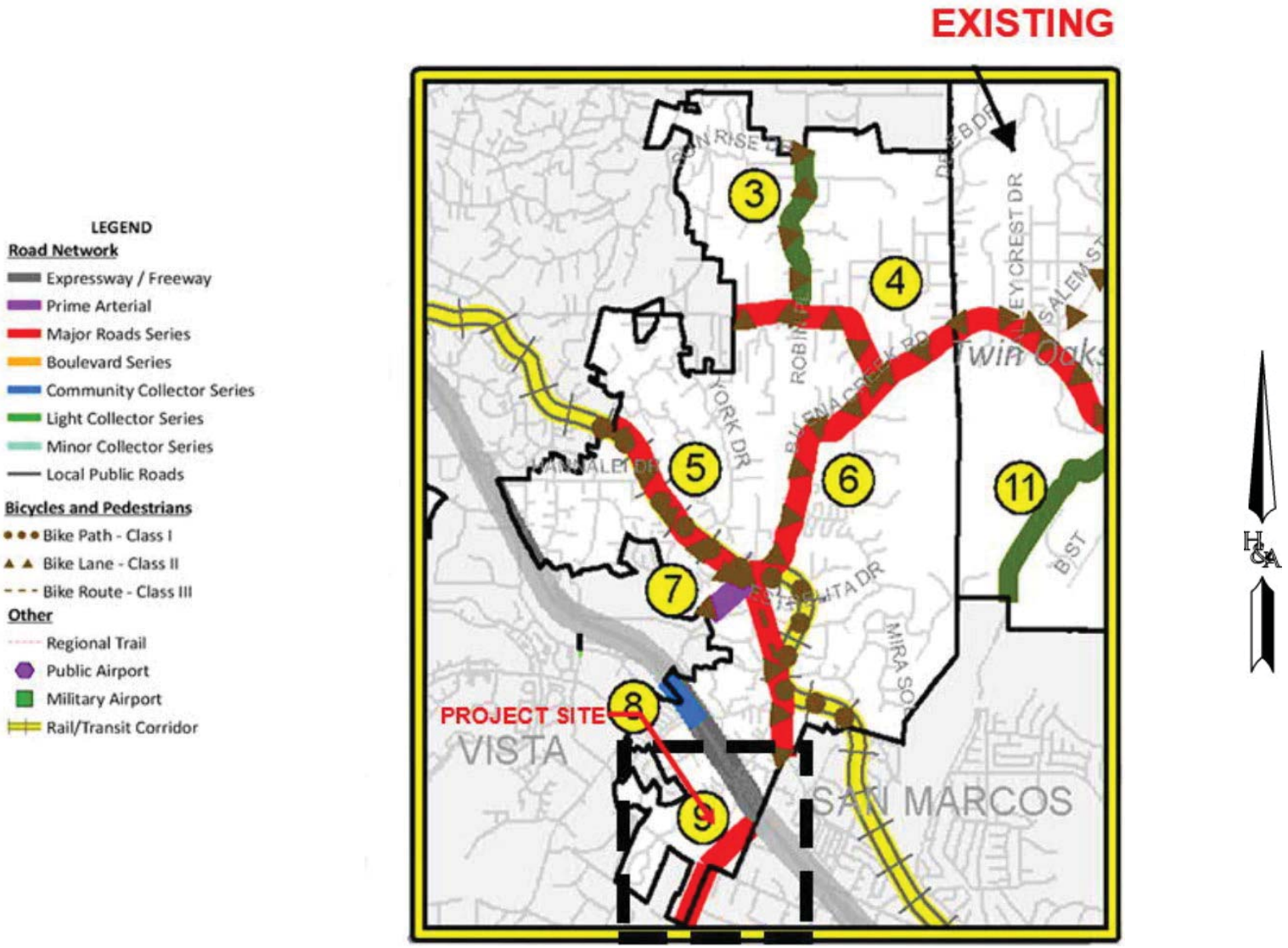
Source: Hunsaker & Associates San Diego, Inc. 2019

Figure 4 Proposed Land Use Designations



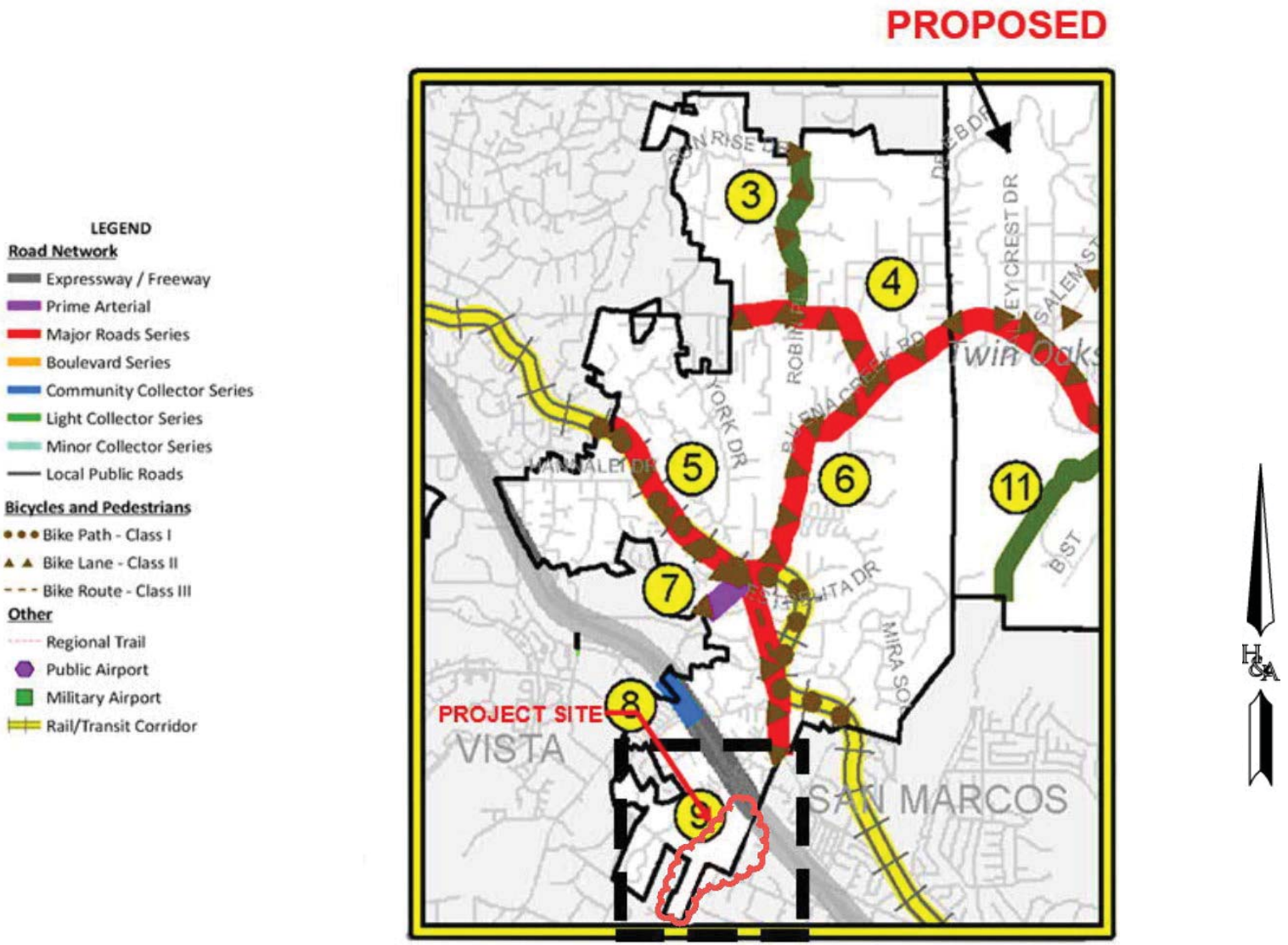
Source: Hunsaker & Associates San Diego, Inc. 2019

Figure 5 Existing Mobility Element Alignment for Smilax Road



Source: Hunsaker & Associates San Diego, Inc. 2019

Figure 6 Proposed Mobility Element Alignment for Smilax Road



Source: Hunsaker & Associates San Diego, Inc. 2019

The project site is currently zoned as Rural Residential (RR). A Zoning Classification (Rezone) is required to change the zoning from RR to Multi-Family Residential (RM) and building type from "C" – Single Detached only to "K", to allow for multi-dwelling units; see Figure 7 and Figure 8 for the existing and proposed zoning. The Rezone will also add the "D" Design Review Area Special Area Designator to ensure the proposed structures and development of the site will complement the surrounding areas and existing development pursuant to Section 5900 et. al of the Zoning Ordinance. Table 1 provides a summary of the existing and proposed zoning regulations for the subject property.

Table 1 Existing and Proposed Zoning Regulations

Zoning Regulation	Existing	Proposed
Use Regulations:[1]	RR	RM
Neighborhood/Animal Regulations[2]	P	–
Development Regulations:	–	–
Density	–	–
Lot Size	0.5 acre minimum	0.5 acre minimum
Building Type[3]	C	K
Maximum Floor Area	–	–
Floor Area Ratio	–	–
Height[4]	G	G
Lot Coverage	–	–
Setback[5]	H	H
Open Space	–	–
Special Area Regulations[6]	C	C, D

[1] RR = Rural Residential; RM = Multi-Family Residential

[2] P = Certain types of non-household animal raising/keeping are allowed (e.g., poultry, horses).

[3] C = In residential zone, allows single-detached housing; K = In residential zone, allows single-detached, semi-detached, duplex or double detached, stacked, triplex or three unit multiple, attached or three to eight dwelling units, or multi-dwelling housing.

[4] G = Height designator that allows a maximum of 35 feet and two stories.

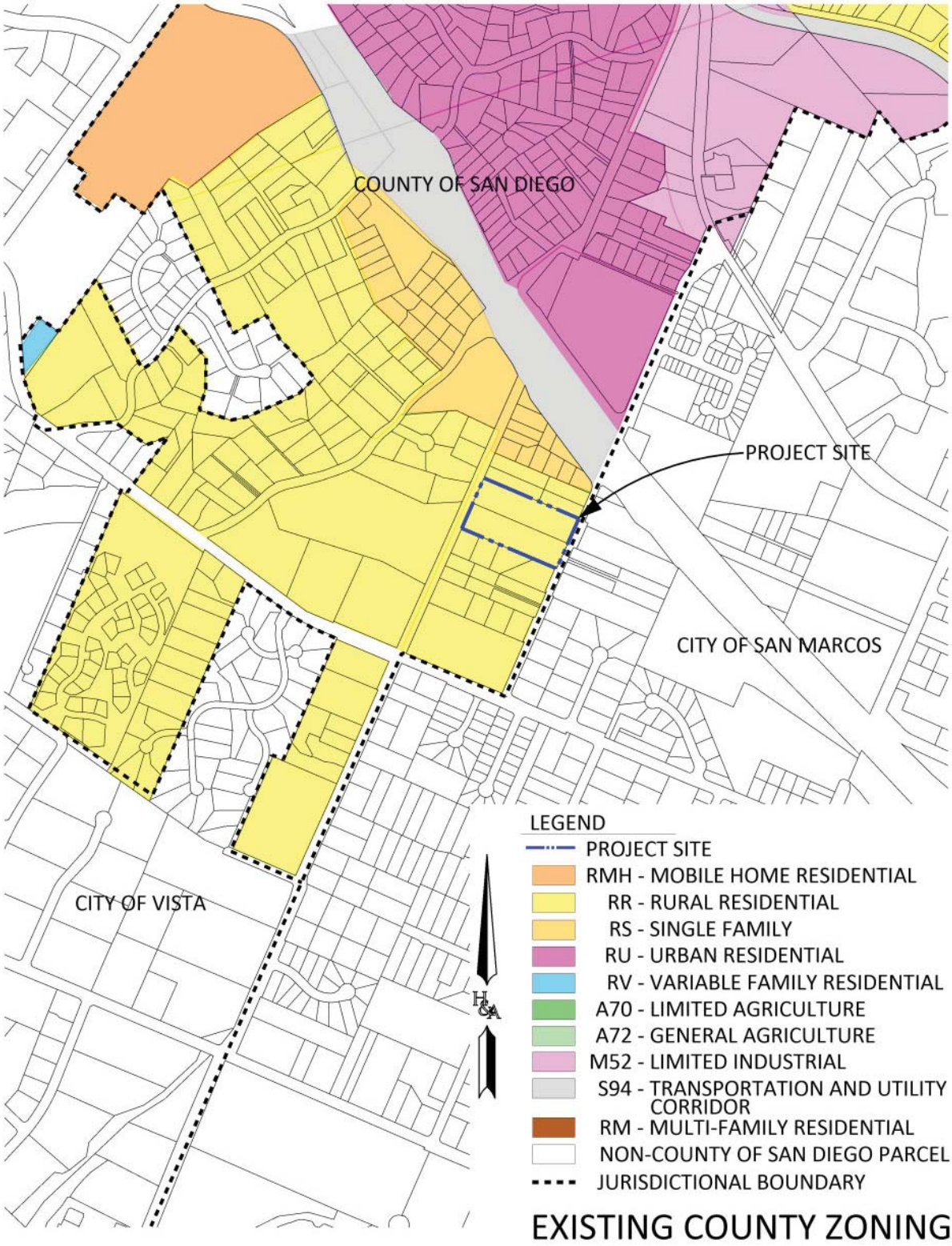
[5] H = Setback designator that allows setbacks of 50 feet for front yard, 10 feet for interior side yard, 35 feet for exterior side yard, and 25 feet for rear yard

[6] C = Site falls under an Airport Land Use Compatibility Plan Area; D = Design Review

1.5 Surrounding Land Uses

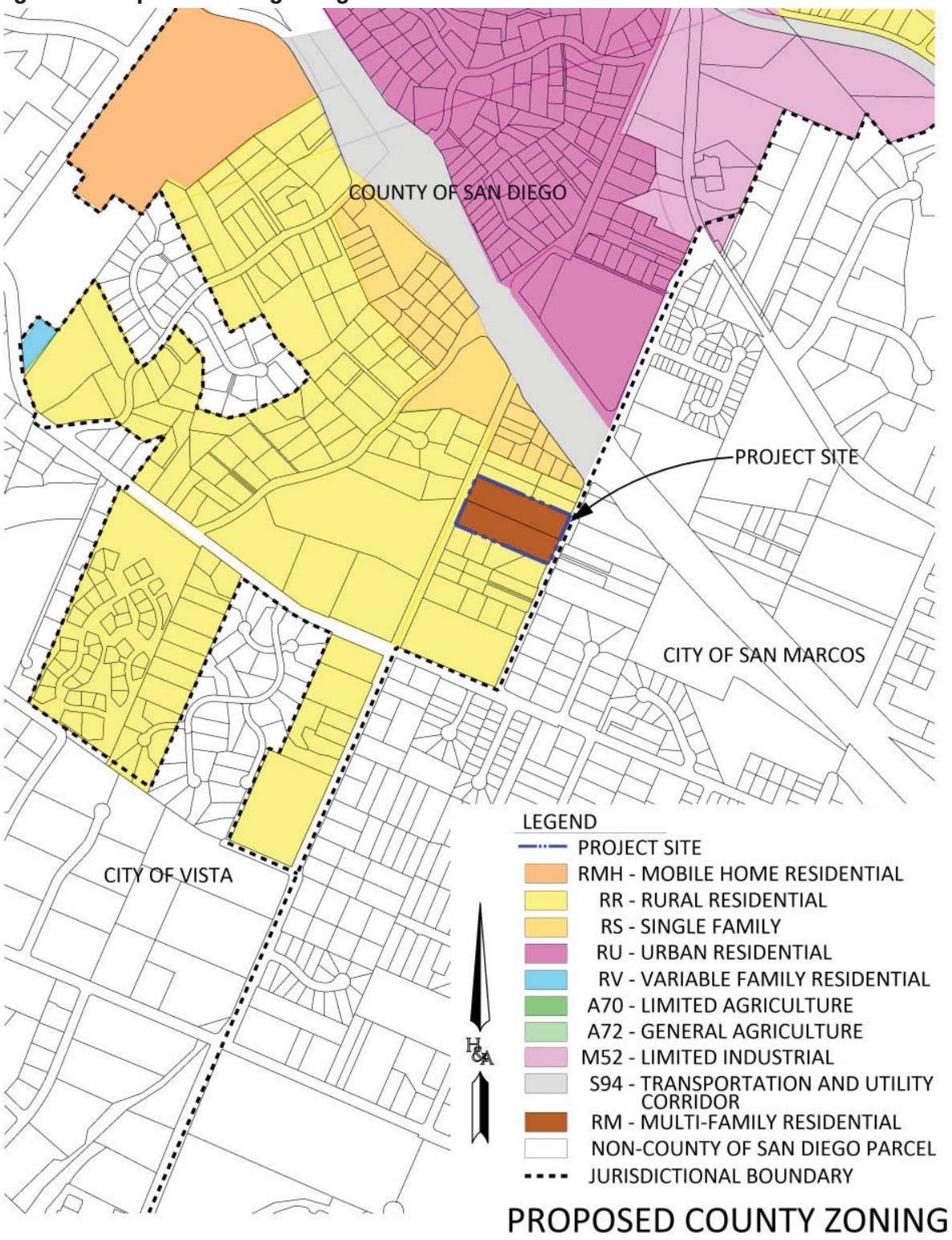
Single family residences are located adjacent to the north and south of the project site. West of the project site, across Poinsettia Avenue, is a single-family residence and Joli Ann Leichtag Elementary School. To the east, across Smilax Road, is the City of San Marcos jurisdiction; land uses include a multi-family residential apartment complex and single-family residences. The City of San Marcos zoning for these areas includes a single-family zone, R-1-10 (Residential Low), and a multi-family zone, R-3-10 (Residential 3). The City of San Marcos land use designations for these areas include VLDR (Very Low Density Residential) and MDR2 (Medium Density Residential 2). Land uses within the greater vicinity include multi-family apartments and mobile home parks, located approximately 800 feet to the northeast, light industrial uses, located approximately 1,700 feet to the north and 2,500 feet to the south, and commercial areas approximately 3,400 feet to the west and 4,400 feet

Figure 7 Existing Zoning Designations



Source: Hunsaker & Associates San Diego, Inc. 2019

Figure 8 Proposed Zoning Designations



Source: Hunsaker & Associates San Diego, Inc. 2019

to the east. In addition, to the south of the project is fruit stand/grocery market at the Smilax Road and Oleander Avenue intersection. The City of Vista jurisdiction begins approximately 850 feet to the southwest of the southwestern corner of the project site. The City of Vista zoning for this area includes E-1 (Estates), and City of Vista land use designations for this area include Low Density Residential (LD). Refer to Figure 9 for labeling of the surrounding land uses; the boundaries of the adjacent jurisdictions can be seen on Figures 3 through 8.

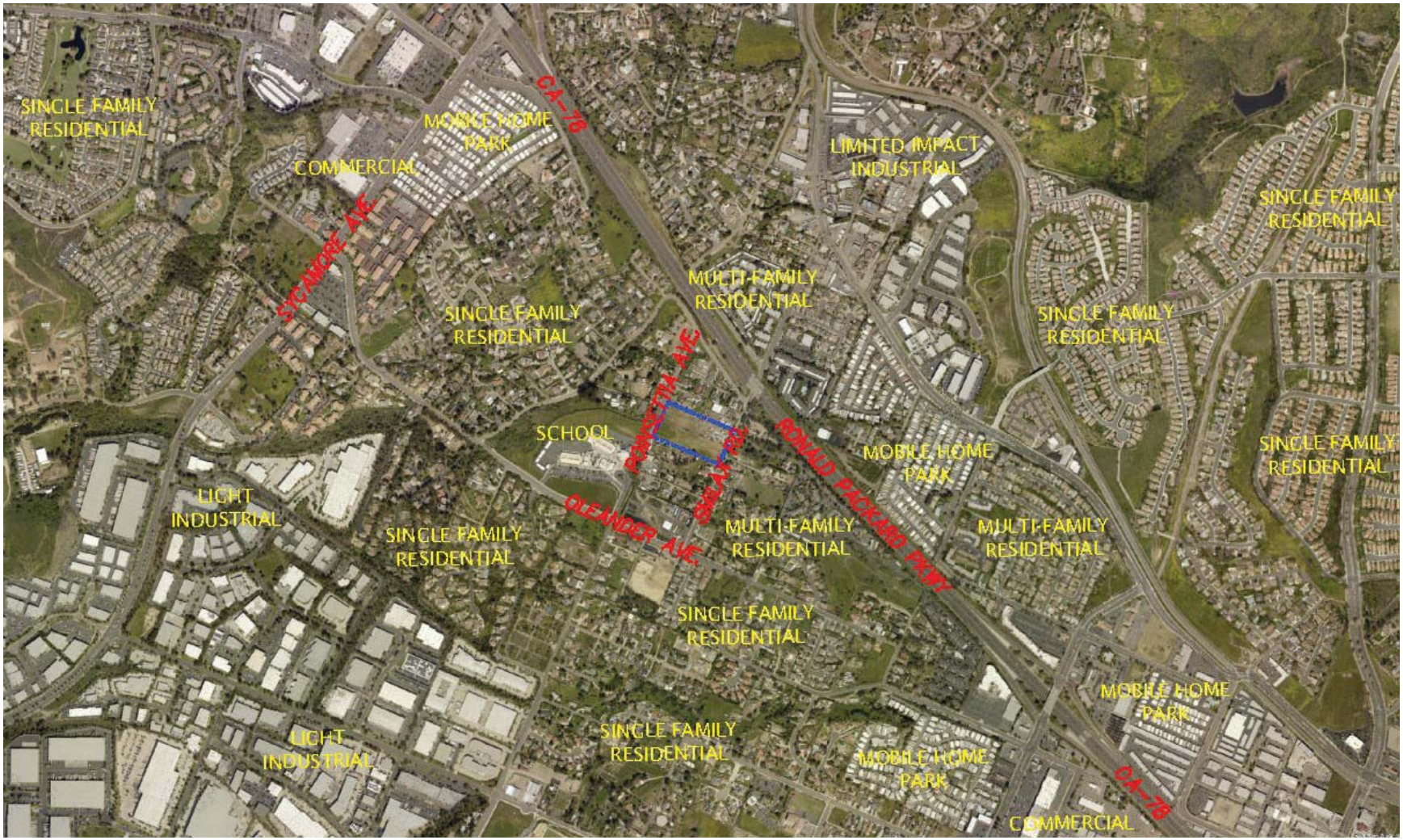
1.6 Matrix of Project Approvals/Permits

Table 2 identifies the approvals/permits that are expected to be obtained during the decision-making process for the project.

Table 2 Approvals and Permits Anticipated

Government Agency	Action/Permit
County of San Diego	▪ General Plan Amendment (GPA) - Planning and Development Services (PDS) ▪ Rezone – PDS ▪ Vesting Tentative Map/Condominium – PDS ▪ Site Plan – PDS ▪ Preliminary Grading Plan - Compliance with County grading limitations ▪ Grading Permit - Department of Public Works (DPW)
State Water Resources Control Board	▪ National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit

Figure 9 Surrounding Land Uses



2 Plan Consistency Analysis

2.1 Applicable Plans and Policies

The applicable plans and policies related to the project's land use and community character conformance are described below.

2.1.1 San Diego County General Plan

The San Diego County General Plan is intended to provide guidance for the long-term development of San Diego County. The General Plan includes various Elements that address different aspects of growth, including accommodating population growth and housing needs, while influencing the distribution of development in order to protect scarce resources wisely; preserving the natural environment; providing adequate public facilities and services efficiently and equitably; assisting the private sector in the provision of adequate, affordable housing; and, promoting the economic and social welfare of the region (County 2011a). Goals, policies and objectives are provided within each of the Elements to guide future land development and ensure consistency with the County's intended vision for the future of San Diego County.

Land Use Element/Community Development Model

The Land Use Element describes the goals, policies, and objectives for land use in the County. The Land Use Element includes three regional categories: Village, Semi-Rural, and Rural Lands (County 2011a). Regional categories are intended to provide a framework for the regional distribution of uses that serves as the foundation for the land use map designations, goals, policies, and regulations that guide future development. The current regional category of the project site is Village.

The County's land use designations are defined by the land use type—residential, commercial or industrial—and the maximum allowable residential density or nonresidential building intensity. The designations are applied throughout the County and are illustrated on the community-specific land use maps within the General Plan (County 2011a). More specific standards may be established for each land use designation to implement the goals and policies of the General Plan, through such tools as the Zoning Ordinance, to address impacts related to specific land uses or the needs of an individual community.

A major component guiding the physical planning of the County is the Community Development Model. The three regional categories – Village, Semi-Rural, and Rural Lands – broadly reflect the different character and land use development goals for the County's developed areas, its lower-density residential and agricultural areas, and its very low-density or undeveloped rural lands (County 2011a). The Community Development Model directs the highest intensities and greatest mix of uses to Village areas, while directing lower-intensity uses, such as estate-style residential lots and agricultural operations, to Semi-Rural areas. The Semi-Rural category may effectively serve as an edge to a Village, as well as a transition to the lowest-density category, Rural Lands, which represents large open space areas where only limited development may occur.

According to the Land Use Element, the intent of the Community Development Model is to guide new development into more compact development as a means to reduce associated impacts (County 2011a). Locating housing closer to retail, services, schools, and jobs, and on smaller lots within communities, can reduce the size of required infrastructure improvements and the number and length of automobile trips, while increasing the efficiency of delivering police, fire, and other public services and enhancing community livability. This model of development likewise allows an increase of open space, natural habitat, and agriculture that can be preserved elsewhere in the County.

North County Metropolitan Subregional Plan

The North County Metropolitan Subregional Plan supplements all existing Elements of the San Diego County General Plan with specific emphasis on the planning needs of the North County Metropolitan Subregion (County 2011b). It includes a Land Use Plan Map that provides the basis for the specific land use designations of unincorporated land within the subregion. The land use designation on the subregional plan's Land Use Plan Map for the project site is Village Residential 2 (VR-2), which allows for a density of 2 residential units per acre. A General Plan Amendment is required for this project to change the General Plan designation from VR-2 to VR-15, which would allow for a density of 15 residential units per acre. In addition, as the eastern portion of the project site is designated in the Mobility Element Road Network for a future realignment of Smilax Road, the General Plan Amendment would remove this realignment from the Mobility Element Road Network.

2.1.2 County of San Diego Zoning Ordinance

The San Diego County Zoning Ordinance (County of San Diego 2017) provides regulatory provisions for development of all unincorporated lands within the County. County zoning is used to implement the goals and objectives of the adopted General Plan in accordance with state law, which requires the General Plan and corresponding zoning to be consistent with the General Plan. The proposed project is currently zoned Rural Residential (RR). According to the Zoning Ordinance, this zoning is "intended to create and enhance residential areas where agricultural use compatible with a dominant, permanent residential use is desired. Typically, the zone would be applied to rural or semi-rural areas where urban levels of service are not available and where large lots are desired."

The proposed zoning is Multi-Family Residential (RM). According to the Zoning Ordinance, this zone "would be applied to rural, suburban, and urban areas where adequate levels of public service are available and where there is a desire to create residential neighborhoods and to maintain such neighborhoods once developed."

"D" Design Review Area Special Area Designator

Concurrently with the Rezone, the "D" Design Review Area Special Area Designator would also be added to the project site. The purpose of the "D" Design Review Area Special Area Designator is to ensure that future structures and development of a site complements not only the site to be developed, but also the surrounding areas and existing development (County of San Diego 2017). Sites with a "D" designation can only have permits granted after design review and approval by the County. Required Site Plans must specify the dimensions, elevation, color and architectural design of the proposed buildings and structures necessary to be compatible with the architectural theme and character of adjacent developed parcels and the existing neighborhood. The following specific criteria are reviewed to achieve the design review objectives of the County:

- **Building Characteristics.** The dimensions, color, and architectural design of the proposed buildings and structures shall be compatible and in keeping with those existing in the designated area.
- **Building and Structure Placement.** The placement of buildings and structures shall not detract from the visual setting or obstruct significant views.
- **Landscaping.** The removal of native vegetation shall be minimized and the replacement vegetation and landscaping shall be compatible with the vegetation of the designated area and shall harmonize with the natural landscaping. Landscaping and plantings shall be used to the maximum extent practicable to screen those features listed in subsections "d" and "e" of this section and shall not obstruct significant views, either when installed or when they reach mature growth.
- **Roads, Pedestrian Walkways, Parking and Storage Areas.** Any development involving more than one building or structure shall provide common access roads and pedestrian walkways. Parking and outside storage areas shall be screened from view, to the maximum extent feasible, by existing topography, by the placement of buildings and structures, or by landscaping and plantings.
- **Grading.** The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography shall be screened from view by landscaping and plantings which harmonize with the natural landscape of the designated area, except when such alteration add variety to or otherwise enhance the visual setting of the designated area.
- **Signs.** The number, size, location, and design of all signs shall not detract from the visual setting of the designated area or obstruct significant views. Subsequent to the site plan review and approval, any alteration to signs other than general maintenance shall be subject to a new Site Plan or an Administrative Permit.
- **Lighting.** The interior and exterior lighting of the buildings and structures and the lighting of signs, roads and parking areas shall be compatible with the lighting employed in the designated area.

2.1.3 Draft North County Multiple Species Conservation Program Plan

The project site occurs within the boundaries of the County of San Diego Draft North County Plan for the North County MSCP (County 2009). The MSCP was designed to protect sensitive wildlife, plants, and their habitats through a preserve system, ultimately linking large blocks of natural habitat rather than focusing on protecting small, isolated patches. The project is not within the County approved Pre-Approved Mitigation Area (PAMA). As described in the project's Biological Resources Assessment, the project would not conflict with any local policies and ordinances pertaining to the protection of biological resources, and project impacts to non-native grassland would be reduced to less than significant through mitigation at a 0.5:1 ratio as required by the MSCP through the purchase of credits from a local approved mitigation bank (Rincon 2019).

2.1.4 McClellan-Palomar Airport Land Use Compatibility Plan

The basic function of the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) is to promote compatibility between airport and the land uses that surround them (San Diego County Airport Land Use Commission 2010). The project site is approximately four miles northeast of the

airport, and is located within Review Area 2 per the ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents is also required in locations within Review Area 2.

2.2 Conformance Analysis

The project would be subject to the goals, policies, and objectives of San Diego County General Plan, the North Country Metro Subregional Plan, the County's Zoning Ordinance, the McClellan-Palomar ALUCP, and the County's MSCP. Project conformance with these plans and policies is discussed in detail below in Table 3 (General Plan), Table 4 (Subregional Plan), Table 5 (Zoning Ordinance), Table 6 (ALUCP), and Table 7 (MSCP).

Table 3 Project Conformance with County of San Diego General Plan

Policy	Conformance Analysis
Chapter 3 – Land Use Element	
Policy: LU-1.1 Assigning Land Use Designations. Assign land use designations on the Land Use Map in accordance with the Community Development Model and boundaries established by the Regional Categories Map.	**Consistent.** The Community Development Model is implemented by three regional categories: Village, Semi-Rural, and Rural Lands, which reflect the different character and land use goals of the County's developed areas, its lower-density residential and agricultural areas, and its very low-density or undeveloped rural lands. The area surrounding the project site in the County has a Regional Category of Village and is comprised of single family residences located to the north and south of the project site in the Village Residential 2 (VR-2) and Village Residential 7.3 (VR-7.3) land use designations, respectively. West of the project site across Poinsettia Avenue are single-family residences and Joli Ann Leichtag Elementary School located in the Village Residential 2.9 (VR-2.9) land use designation. To the east across Smilax Road is the City of San Marcos jurisdiction; land uses include a multi-family residential apartment complex and single-family residences. Land uses within the greater vicinity (approximately 600 feet to the northeast include multi-family apartments and mobile home parks located in the Village Residential 15 (VR-15) and Village Residential 24 (VR-24) land use designations, respectively. Whereas light industrial enterprises located in the Limited Impact Industrial land use designation are situated approximately 1,700 north of the project site within the City of San Marcos jurisdiction and 2,500 feet south of the project site within the jurisdiction of the City of Vista. Additionally, commercial enterprises are located approximately 3,400 feet to the west and 4,400 feet to the east in the jurisdictions of the City of Vista and City of San Marcos, respectively. Finally, to the south of the project is a fruit stand/grocery market at the Smilax Road and Oleander Avenue intersection. The Community Development Model directs the highest intensities and greatest mix of uses to Village areas. According to the Land Use Element, the intent of the Community Development Model is to guide new development into more compact development as a means to reduce associated impacts. The project would be an infill project that would place more compact development in an area that has been designated as a Village by the General Plan. The project proposes a General Plan Amendment to change the General Plan Land Use Designation from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), which allows for a residential density of 15.0 du/ac. The project would include 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac. This increased density on a site previously designated as a lower intensive use would be in accordance with the Community Development Model due to the following reasons: the surrounding area includes similar intensive residential land uses, such as the Village Residential 15 (VR-15) and Village Residential 24 (VR-24) multi-family and mobile home land uses 600 feet to the northeast and the multi-family residences in the City of San Marcos jurisdiction approximately 750 feet to the east; the surrounding area includes an elementary school that would allow for project residences to walk or bike to school; the surrounding area includes commercial and industrial uses that would provide jobs in close proximity to project residences; small retail uses are located nearby within walking distance, such as the fruit stand/grocery at the Smilax Road and Oleander Avenue intersection; and since the project is located approximately 0.5 mile from the nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard. In addition, as discussed below under Goal LU-3, the project's more intensive use would help the County meet the region's housing demands. Given the aforementioned, the proposed residential land use and density are consistent with the Village regional category and proposed Village Residential 15 (VR-15) land use designation, and therefore, the project would be consistent with the Community Development Model and future planned development for the unincorporated County and North County Metro Subregional Area.

Policy	Conformance Analysis
Policy: LU-1.3 Development Patterns. Designate land use designations in patterns to create or enhance communities and preserve surrounding rural lands.	**Consistent.** The project's architecture would be a Spanish Colonial (see Appendix A for architectural renderings). Project architecture would include the following features: concrete 'S' red-tiled roofs; exposed wood fascia on the roof edges; decorative clay pipes above the main second-floor windows; vinyl window systems; light brown, tan, or white stucco over foam trim for the building exteriors; composite entry doors; and dark brown or white sectional garage doors. This design concept that is consistent with typical and historical designs in the surrounding areas. For example, adjacent to the north and northeast and at the new subdivision south on Smilax Road at the Oleander Avenue intersection are houses that have red-tiled roofs with light or beige exterior walls. The project's landscaping would be designed to soften the exterior appearance and relative mass of the project to nearby viewers to maintain the unincorporated County character of the area. The project would site accommodate 209 new trees on a 4.9-acre site, which in certain areas would include trees in between the project structures and nearby property lines (see Appendix A for landscape planes). The project's private backyards, including those adjacent to the northern and southern property lines, would be fenced from adjacent uses with a six-foot tall vinyl fence. Setbacks would be designed in accordance with County zoning requirements, and open areas of the property boundary such as the bioretention basin on the western end of the project site and the open space area on the southeast corner of the project site would create a large buffer between the property boundary and the project structures. This use of landscaping, setbacks, and open areas would soften the exterior appearance and project mass to be consistent with the existing community character. The project's height and setback designators for the existing Rural Residential (RR) zoning and for the proposed Multi-Family Residential (RM) zoning would be the same. The "G" designator for height allows for two-story structures up to 35 feet in height. The "H" designator for setbacks allows for front setbacks of 50 feet, interior setbacks of 10 feet, exterior setbacks of 35 feet, and rear setbacks of 25 feet (interior side yard setbacks do not apply to attached buildings). The Rural Residential (RR) zoned properties that surround the project site also have "G" and "H" designators for height and setbacks. In accordance with the zoning, the project structure would be two stories and would not exceed 35 feet in height. As shown on the architectural plans, most of the building would not be at the maximum heights due to the sloped roofs in accordance with the Spanish Colonial architecture, similar to the typical roofs of the area. In addition, the setbacks would be consistent with the requirements of the "H" designator. In certain locations, such as the bioretention basin on the western portion of the project site and the open space area on the southeastern portion of the project site, the building setbacks would be much greater than required (approximately a 140 foot building setback at the bioretention basin and a 50 foot setback at the open space area). These increase setbacks in certain areas of the project site would be consistent with similar setbacks on the nearby Rural Residential (RR) zoned properties. The design described above would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the design concept and increased intensity of the project site, it conforms to the community character of the adjacent community. Therefore, the project's architecture and landscaping would be consistent with the existing community character.

Policy	Conformance Analysis
Policy: LU-1.7 Maximum Residential Densities. Determine the maximum number of dwelling units permitted within the boundaries of any subdivision or single lot based on the applicable land use designation(s). When the total number of dwelling units is less than one, this shall be interpreted as permitting one dwelling unit. When more than one dwelling unit is permitted, fractional dwelling units are rounded down to the nearest whole number of dwelling units.	**Consistent.** The project proposes a General Plan Amendment to change the General Plan Land Use Designation from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), which allows for a residential density of 15.0 du/ac. The project proposes 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac, consistent with the proposed VR-15 land use designation.
Policy: LU-2.3 Development Densities and Lot Sizes Assign densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community.	**Consistent.** Refer to Policy LU-1.1.
Policy: LU-2.4 Relationship of Land Uses to Community Character Ensure that the land uses and densities within any Regional Category or Land Use Designation depicted on the Land Use Map reflect the unique issues, character, and development objectives for a Community Plan area, in addition to the General Plan Guiding Principles.	**Consistent**. The project is located in the North County Metro Subregional Area. The project proposes a Land Use Designation of VR-15 (15 du/ac) to allow 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac. The project also proposes a Rezone from Rural Residential (RR) to Multi-Family Residential (RM); as part of the Rezone, the project also proposes to add the "D" Design Review Area Special Area Designator. The purpose of the "D" Design Review Area Special Area Designator is to ensure that future structures and development of a site will complement not only the site to be developed but also the surrounding areas and existing development. The County's Design Review would ensure that the project is consistent with the community character of the area, including the unique characteristics of the North County Metro Subregional Area.
Policy: LU-2.7 Development near Neighboring Jurisdictions Require that development in the proximity of neighboring jurisdictions retain the character of the unincorporated community and use buffers or other techniques where development in the neighboring jurisdiction is incompatible.	**Consistent**. The project is located in the North County Metro Subregional Area. It is located adjacent to the City of San Marcos to the east, and the City of Vista boundaries are located approximately 850 feet to the south. The nearest uses in the City of San Marcos include single- and multi-family residences and in the City of Vista include single-family residences and light industrial uses. The project's proposes 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac; this multi-family residential use would be compatible with the existing land uses in the vicinity.
Policy: LU-2.9 Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.	**Consistent**. As discussed in the project's air quality report (Ldn Consulting 2019a), the project would not cause significant impacts from dust or odor. As discussed in the project's noise report (Ldn Consulting 2019c), the project would not cause significant impacts from noise or vibration. In addition, the project would not cause aesthetic impairment or be detrimental to human health and safety to surrounding uses. The project does not include land uses that would cause excessive noise, vibration, dust, odor, aesthetic impairment, and/or that would be detrimental to human health and safety.

Policy	Conformance Analysis
Goal: LU-3 Diversity of Residential Neighborhoods A land use plan that accommodates a range of building and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.	**Consistent**. The project would increase the residential diversity of the North County Metro Subregional Area with 62 condominium units. These units would allow for increased housing in an area that is projected by the County General Plan Housing Element to have substantial growth, with the North County Metro Subregional Area increasing in population by 50 percent from 2010 to 2050. For purposes of the 2010 to 2020 planning period, the California Department of Housing and Community Development (HCD) advised SANDAG that the land use jurisdictions within its region needed to provide 161,980 housing units across a mix of income categories (California HCD 2010). Of this total, and as discussed in the Housing Element of the County's General Plan, 22,412 housing units were assigned to the County's unincorporated areas. During the hearing on the County's Climate Action Plan in February 2018, Board Chair Gaspar underscored the County's obligation to meet its regional housing need allocation and noted that – eight years into the 2010 to 2020 planning period – the County had only issued building permits for 4,644 of its required 22,412 units. In July 2018, HCD provided SANDAG with its regional housing needs for the 2020 to 2029 planning period, which has increased from 161,980 housing units to 171,685 housing units, again across a mix of include categories (SANDAG 2018). SANDAG has not yet allocated that total for the 2020 to 2029 planning period to the individual land use jurisdictions in the region; however, the increase in the total unit count will be challenging to accommodate due to the region's inability to meet the existing demand for housing. SANDAG's Fifth Housing Element Cycle has projected a demand for 22,412 additional housing units in the unincorporated County by 2020 that the project would assist with accommodating. In addition, the condominiums would allow for a more affordable price point than the larger single-family residences located in the North County Metro Subregional Area. The proposed residential units, which include three different floor plans, have the potential to provide rental or ownership opportunities for singles, small families, and/or retirees who want to live in a condominium-type setting without the cost or maintenance effort of a single-family residence.
Policy: LU-3.1 Diversity of Residential Designations and Building Types. Maintain a mixture of residential land use designations and development regulations that accommodate various building types and styles.	**Consistent.** Refer to Goal LU-3.
Policy: LU-4.2 Relationship of Plans in Adjoining Jurisdictions. Consider the plans and projects of overlapping or neighboring agencies in the planning of unincorporated lands, and invite comments and coordination when appropriate.	**Consistent**. The project is located in the North County Metro Subregional Area. It is located adjacent to the City of San Marcos to the east, and the City of Vista boundaries are located approximately 850 feet to the south. The project would be designed to be compatible with the local jurisdictions plan and policies and the neighboring jurisdictions would be consulted with, as applicable. For example, the project's noise generation would be compatible with City of San Marcos standards at the adjacent residences to the east (Ldn Consulting, Inc. 2019c). In addition, the infrastructure upgrades on Smilax Road to accommodate the project's transportation impacts would be conducted in coordination with the City of San Marcos.

Policy	Conformance Analysis
Policy: LU-4.7 Airport Land Use Compatibility Plans. Coordinate with the Airport Land Use Commission (ALUC) and support review of Airport Land Use Compatibility Plans (ALUCP) for development within Airport Influence Areas.	**Consistent**. The project site is approximately four miles northeast of the McClellan-Palomar Airport, and is located within Review Area 2 per the ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. In order to comply with the ALUCP, FAA notification of proposed construction within the review area through a 7460-1 form is required at least 45 days prior to construction. This would be made a condition by the County and indicated on the building plans. In addition, the recordation of overflight notification documents is also required in locations within Review Area 2.
Goal: LU-5 Climate Change and Land Use. A land use plan and associated development techniques and patterns that reduce emissions of local greenhouse gases in accordance with state initiatives, while promoting public health.	**Consistent**. Per the project's greenhouse gas (GHG) analysis (Ldn Consulting, Inc. 2019a), the project would be consistent with the County's Climate Action Plan and greenhouse gas regulations through the project design features, described further under Section 2.3, *Project Description*. These measures include: solar photovoltaic systems on each unit; compliance with 2019 Title 24 measures; EV charging stations, electric appliances; compliance with the County's Water Conservation in Landscaping Ordinance; and high-efficiency LED lighting.
Policy: LU-5.1 Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.	**Consistent**. The project site has a Regional Category of Village in the County General Plan. The project site is approximately 0.5 mile from nearest bus stop, North County Transit District (NCTD) Route 305 at South Santa Fe Avenue and Bosstick Boulevard. Short term bike parking is planned at the internal recreation area. In addition, an internal system of pedestrian walkways provides connections to pedestrian walkways along Smilax Road.
Policy: LU-5.2 Sustainable Planning and Design. Incorporate into new development sustainable planning and design.	**Consistent**. The project would implement various measures for sustainable planning and design through project design features, described further under Section 2.3, *Project Description*. These measures include: solar photovoltaic systems on each unit; compliance with 2019 Title 24 measures; EV charging stations, electric appliances; compliance with the County's Water Conservation in Landscaping Ordinance; and high-efficiency LED lighting.
Policy: LU-5.5 Projects that Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.	**Consistent**. The project proposes a sidewalk system within the interior of the project site that provides connections to the existing offsite circulation system. Implementation of the project would not impede bicycle and/or pedestrian access.
Policy: LU-6.1 Environmental Sustainability. Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment.	**Consistent**. Per the project's Biological Resources Assessment (BRA), the southern parcel contains non-native grassland, a sensitive vegetation community under the MSCP (Rincon Consultants Inc. 2019). Impacts to this vegetation community would be less than significant through implementation of mitigation at a 0.5:1 off-site mitigation ratio.

Policy	Conformance Analysis
Policy: LU-6.4 Sustainable Subdivision Design. Require that residential subdivisions be planned to conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities. [See applicable community plan for possible relevant policies.]	**Consistent**. The project site is a previously developed and disturbed site. There are no natural open spaces or current agricultural uses onsite. Per the project's BRA, the southern parcel contains non-native grassland, a sensitive vegetation community under the MSCP (Rincon Consultants Inc. 2019). Impacts to this vegetation community would be less than significant through implementation of mitigation at a 0.5:1 off-site mitigation ratio. The project is located within the service boundaries of the Vista Fire Protection District (FPD); service in the Vista FPD is provided through the City of Vista Fire Department. The City of Vista Fire Department has provided a will serve letter for the project and the project has incorporated design measures to ensure that adequate fire protection and emergency access/circulation are provided. The project includes private rear yards, common open space/recreational areas, and landscaping that would include pervious area on the site.
Policy: LU-6.5 Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.	**Consistent.** The project would comply with the requirements of the County's LID handbook. This would include a bioretention basin on the western edge of the property site to control and infiltrate project runoff.
Policy: LU-6.9 Development in Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.	**Consistent.** The site has been previously disturbed and graded. Minimal grading would be required to prepare the site for residential development and to address storm water requirements. The project would therefore not substantially alter the existing topography of the site.
Policy: LU-9.1 Village and Community Core Planning. Encourage the delineation of and development of more detailed planning direction for the character, design, uses, densities, and amenities of Village areas, Town Centers, and other community cores in Community Plans to assist in the future planning of residences, infrastructure, businesses, and civic uses.	**Consistent**. The project site has a Regional Category of Village. The Community Development Model directs the highest intensities and greatest mix of uses to Village areas. According to the Land Use Element, the intent of the Community Development Model is to guide new development into more compact development as a means to reduce associated impacts. The project would be an infill project that would place more compact development in an area that has been designated as a Village by the General Plan. Therefore, the proposed residential land use and density are consistent with the Village designation, and therefore, the project would be consistent with the planning direction for Village planning.

Policy	Conformance Analysis
Policy: LU-9.2 Density Relationship to Environmental Setting. Assign Village land use designations in a manner consistent with community character, and environmental constraints. In general, areas that contain more steep slopes or other environmental constraints should receive lower density designations. [See applicable community plan for possible relevant policies.]	**Consistent**. No steep slopes or other environmental constraints are present onsite that would restrict development. The project proposes a Land Use Designation of VR-15 (15 du/ac) to allow 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac. The project also proposes a Rezone from Rural Residential (RR) to Multi-Family Residential (RM); as part of the Rezone, the project also proposes to add the "D" Design Review Area Special Area Designator. The purpose of the "D" Design Review Area Special Area Designator is to ensure that future structures and development of a site will complement not only the site to be developed but also the surrounding areas and existing development, including the environmental setting.
Policy: LU-9.3 Village and Community Core Guidelines and Regulations. Support the development and implementation of design guidelines, Village-specific regulations for roads, parking, and noise, and other planning and regulatory mechanisms that recognize the unique operations and character of Villages, Town Centers, and transportation nodes. Ensure that new development be compatible with the overall scale and character of established neighborhoods.	**Consistent**. The project proposes a Land Use Designation of VR-15 (15 du/ac) to allow 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac. The project also proposes a Rezone from Rural Residential (RR) to Multi-Family Residential (RM); as part of the Rezone, the project also proposes to add the "D" Design Review Area Special Area Designator. The project's architecture would be a Spanish Colonial. Project architecture would include the following features: concrete 'S' red-tiled roofs; exposed wood fascia on the roof edges; decorative clay pipes above the main second-floor windows; vinyl window systems; light brown, tan, or white stucco over foam trim for the building exteriors; composite entry doors; and dark brown or white sectional garage doors. This design concept that is consistent with typical and historical designs in the surrounding areas. For example, adjacent to the north and northeast and at the new subdivision south on Smilax Road at the Oleander Avenue intersection are houses that have red-tiled roofs with light or beige exterior walls. Further, the project would be designed to be compatible with the surrounding area through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the increased intensity of the project site, it conforms to the overall scale and character of the community.
Policy: LU-9.5 Village Uses. Encourage development of distinct areas within communities offering residents places to live, work, and shop, and neighborhoods that integrate a mix of uses and housing types.	**Consistent.** Refer to Goal LU-3. The project site is located near existing job producing land uses (commercial and industrial), a public school, a transit route (the project site is approximately 0.5 mile from nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard). In addition, the project site would have bicycle parking on site. The ability to live near transit, schools, and employment would offer a community where residents can live, work, and shop.
Policy: LU-9.8 Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas.	**Consistent**. The project includes an internal pedestrian walkway system that would provide connections to offsite pedestrian facilities on roadways adjacent to the project site. The proposed landscape palette for the project is consistent with the County Water Conservation in Landscaping Ordinance. The project's landscape plans detail the use of street trees and other planting materials, lighting, signage, walls, and fences that are consistent with and would provide a continuous visual link between the project and the surrounding community. Also ensuring compatibility with the surrounding areas, landscaping will be used to screen walls and fences along public streets.

Policy	Conformance Analysis
Policy: LU-9.10 Internal Village Connectivity. Require that new development in Village areas are integrated with existing neighborhoods by providing connected and continuous street, pathway, and recreational open space networks, including pedestrian and bike paths.	**Consistent**. The project includes an internal pedestrian walkway system that would provide connection to the existing offsite sidewalk system along adjacent roadways. In addition, the project includes an onsite recreation area for future project residents.
Policy: LU-9.11 Integration of Natural Features in Villages. Require the protection and integration of natural features, such as unique topography or streambeds, into Village projects.	**Consistent**. There are no natural features such as unique topography or streambeds within the project site.
Policy: LU-12.1 Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phases to coincide with project phasing.	**Consistent**. The project site will be served by the Vista Irrigation District for water service and the Buena Sanitation Maintenance District for sewer service. Minor improvements are proposed to allow for connection to the existing public infrastructure systems for water and sewer. The project applicant would be required to make payment of Traffic Impact Fees, drainage area fees, park-in-lieu-of fees, and/or other fees for local school and fire services. The project would not be phased, and required infrastructure would be provided with initial project construction. The project includes a system of private drives providing circulation within the proposed development. A network of pedestrian walkways would also be provided throughout the project. In addition, the project site is located approximately 0.5 mile from the nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard. Smilax Road would be widened by approximately 22 feet along the project frontage. In addition, the Project Applicant is coordinating with the City of San Marcos to ensure compliance with the appropriate roadway requirements within their right-of-way.
Policy: LU-12.2 Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.	**Consistent.** The project site will be served by the Vista Irrigation District for water service and the Buena Sanitation Maintenance District for sewer service. Both agencies have indicated that they can adequately serve the project as proposed. Due to the nature of the residential use, the project is not anticipated to create substantial new demand for fire protection or law enforcement services or facilities. As identified in the Traffic Impact Assessment prepared for the project (LLG 2019), the project would result in a direct significant impacts on Smilax Road from project generated traffic. This would be mitigated through the addition of a left-hand turn lane into the project site. In addition, the project would result in a cumulative impact to the Poinsettia Avenue/Oleander Avenue intersection; this would be mitigated through County of San Diego Traffic Impact Fees.

Policy	Conformance Analysis
Policy: LU-12.4 Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and wherever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads identified in Table M-4, and LOS D or better may not be achieved.	**Consistent.** Within the project boundaries, utility lines would be undergrounded to reduce potential effects on the existing visual setting, consistent with applicable County design requirements. Regarding Mobility Element road design, the eastern portion of the project site is designated in the Mobility Element Road Network for a future realignment of Smilax Road (see the full site plans under Attachment A for a trace of the realigned road); the General Plan Amendment would remove this realignment from the Mobility Element Road Network. In the project's Traffic Impact Assessment (LLG 2019), a Long-Term analysis without the Mobility Element Realignment of an approximately 900-foot portion of Smilax Road was conducted. Intersection and street segment analyses were conducted that show that adequate levels of service are calculated at the subject segments and intersections in the Year 2035 timeframe with the removal of this section of Smilax Road from the Mobility Element and with area roadways built to their Mobility Element Classifications. Since all area roadways and intersections that would be affected by the deletion of this portion of Smilax Road from the County Mobility Element would operate at adequate Level of Service, the deletion of the subject portion of Smilax Road can be supported.
Policy: LU-13.1 Adequacy of Water Supply. Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both indoor and outdoor water conservation measures to reduce demand.	**Consistent**. The project site is located within the service boundaries of the Vista Irrigation District (VID). The VID currently provides potable water facilities within Smilax Road, adjacent to the project site. The VID has indicated that it has adequate facilities and water resources to serve the residential development as proposed. In addition, the project will comply with the County's Climate Action Plan, Measure W-1.2 (Reduce Outdoor Water Use).
Policy: LU-13.2 Commitment of Water Supply. Require new developments to identify adequate water resources, in accordance with State law, to support the development prior to approval	**Consistent**. Refer to Policy LU-13.1.
Policy: LU-14.1 Wastewater Facility Plans. Coordinate with wastewater agencies and districts during the preparation or update of wastewater facilities master plans and/or capital improvement plans to provide adequate capacity and assure consistency with the County's land use plans.	**Consistent**. Wastewater disposal services will be provided to the project by the Buena Sanitation Maintenance District. The construction of new wastewater facilities (e.g. wastewater treatment plant) is not required or proposed to serve the site
Policy: LU-14.2 Wastewater Disposal. Require that development provide for the adequate disposal of wastewater concurrent with the development and that the infrastructure is designed and sized appropriately to meet reasonably expected demands.	**Consistent**. Refer to Policy LU-14.2.

Policy	Conformance Analysis
Chapter 4 – Mobility Element	
M 1.2 Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.	**Consistent**. Access to the proposed development would be provided via existing Smilax Road, with gated secondary access from Poinsettia Avenue. Access and internal circulation drives would be constructed consistent with applicable County and City of Vista Fire Department requirements.
Policy: M-2.1 Level of Service Criteria. Require development projects to provide associated road improvements necessary to provide associated road improvements necessary to achieve level of service "D" or high on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified. When development is proposed on the roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.	**Consistent**. As identified in the Traffic Impact Assessment prepared for the project (LLG 2019), the project would result in a direct significant impacts on Smilax Road from project generated traffic. This would be mitigated through the addition of a left-hand turn lane into the project site. In addition, the project would result in a cumulative impact to the Poinsettia Avenue/Oleander Avenue intersection; this would be mitigated through County of San Diego Traffic Impact Fees.
Policy: M-2.2 Access to Mobility Element Designated Roads. Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.	**Consistent**. The project would have one driveway on to a Mobility Element Designated Road, Smilax Road. As identified in the Traffic Impact Assessment prepared for the project (LLG 2019), full movements can be allowed due to very small volumes in and out of the driveway.

Policy	Conformance Analysis
Policy: M-3.1 Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network, Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards, Active Transportation Plan And Community Trails Master Plan, to adequately accommodate all users, including transit rider, pedestrians, bicyclists, and equestrians.	**Consistent**. The eastern portion of the project site is designated in the Mobility Element Road Network for a future realignment of Smilax Road (see the full site plans under Attachment A for a trace of the realigned road); the General Plan Amendment would remove this realignment from the Mobility Element Road Network. In the project's Traffic Impact Assessment (LLG 2019), a Long-Term analysis without the Mobility Element Realignment of an approximately 900-foot portion of Smilax Road was conducted. Intersection and street segment analyses were conducted that show that adequate levels of service are calculated at the subject segments and intersections in the Year 2035 timeframe with the removal of this section of Smilax Road from the Mobility Element and with area roadways built to their Mobility Element Classifications. Since all area roadways and intersections that would be affected by the deletion of this portion of Smilax Road from the County Mobility Element would operate at adequate Level of Service, the deletion of the subject portion of Smilax Road can be supported. In addition, in coordination with the County and City of San Marcos, the project would dedicate the required amount of right-of-way on Smilax Road.
Policy: M-3.2 Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts cause by their project on both the local and regional road networks. Transportation facilities include roadway networks and related transit, pedestrian and bicycle facilities, and equestrian.	**Consistent**. Refer to Policy M-2.1.
Policy: M-3.3 Multiple Ingress and Egress. Require developments to provide multiple ingress/egress routes in conformance with State law and local regulations.	**Consistent**. Refer to Policy M-3.1.
Policy: M-4.1 Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.	**Consistent**. The project would be served by a network of internal private drives designed to provide adequate pedestrian access to the residences and the project's recreational areas. The internal access drives have been designed to reduce traffic speeds by narrowing the travel lanes to the extent feasible (two 12-foot travel lanes, or 24 feet total width) while still allowing for adequate circulation of emergency vehicles to enhance walkability, as well as vehicular and pedestrian/bicycle safety.

Policy	Conformance Analysis
Policy: M-4.2 Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.	**Consistent**. Access to the project would be provided via existing Smilax Road, with gated secondary emergency access from Poinsettia Avenue. The internal private drives have been appropriately scaled to provide adequate access to the compact development pattern and to provide efficient vehicular circulation within the interior of the project site.
Policy: M-4.4 Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.	**Consistent**. The project is located within the service boundaries of the Vista Fire Protection District (FPD); service in the Vista FPD are provided through the City of Vista Fire Department. The District has reviewed the project and determined that access and internal circulation is appropriately sized to accommodate fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.
Policy: M-8.1 Maximize Transit Service Opportunities. ▪ Maximize opportunities for transit services in unincorporated communities Coordinate with SANDAG, the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to: ▪ Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes ▪ Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible ▪ Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops	**Consistent**. The Homeowners Association (HOA) for the project would be responsible for providing new residents with transit route and stop information, as appropriate. The project site is located approximately 0.5 mile from the nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard.

Policy	Conformance Analysis
Policy: M-10.1 Parking Capacity. Require new developments to: ▪ Provide sufficient parking capacity for motor vehicles consistent with the project's location, use and intensity ▪ Provide parking facilities for motorcycles and bicycles ▪ Provide staging areas for regional and community trails	**Consistent**. Parking for the condominium units (two-car garages) and guest parking (on private access drives) would be provided at ratios consistent with or exceeding County parking requirements. In addition, bicycle parking would be included at the on-site recreational area.
Policy: M-10.7 Parking Area Design for Stormwater Runoff. Require that parking areas be designed to reduce pollutant discharge and stormwater runoff through site design techniques such as permeable paving, landscaped infiltration areas, and unpaved but reinforced overflow parking areas that increase infiltration. Require parking areas located within or adjacent to preserve areas to also include native landscaping and shielded lighting.	**Consistent**. Parking areas would be designed to complement the capture and control of stormwater runoff on site, with runoff from the parking areas eventually draining to the bioretention basin on the western portion of the site.
Policy:M-11.2 Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.	**Consistent**. The project site has a Regional Category of Village in the County General Plan. The project site is approximately 0.5 mile from nearest bus stop, North County Transit District (NCTD) Route 305 at South Santa Fe Avenue and Bosstick Boulevard. Short term bike parking is planned at the internal recreation area. In addition, an internal system of pedestrian walkways provides connections to pedestrian walkways along Smilax Road.
Policy:M-11.4 Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.	**Consistent**. Refer to Policy M-11.2.

Policy	Conformance Analysis
Chapter 5 – Conservation and Open Space Element	
Policy: COS-2.1 Protection, Restoration and Enhancement. Protect and enhance natural wildlife habitat outside of preserves as development occurs according to the underlying land use designation. Limit the degradation of regionally important natural habitats within the Semi-Rural and Rural Lands regional categories, as well as within Village lands where appropriate.	**Consistent**. Per the project's BRA, the southern parcel contains non-native grassland, a sensitive vegetation community under the MSCP (Rincon Consultants Inc. 2019). Impacts to this vegetation community would be less than significant through implementation of mitigation at a 0.5:1 off-site mitigation ratio. The project would not impact other biologically sensitive areas.
Policy: COS-2.2 Habitat Protection through Site Design. Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.	**Consistent**. Refer to Policy COS-2.1.
Policy: COS-3.1 Wetland Protection. Require developments to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.	**Consistent**. Per the project's BRA, the project does not contain any wetlands (Rincon Consultants Inc. 2019).
Policy: COS-3.2 Minimize Impacts of Development. Require projects to: ▪ Mitigate any unavoidable loses of wetlands, including its habitat functions and values; and ▪ Protect wetlands, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.	**Consistent**. Refer to Policy COS-3.1.

Policy	Conformance Analysis
Policy: COS-4.1 Water Conservation. Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.	**Consistent**. The project would comply with the County's Water Conservation in Landscape Ordinance which requires the use of drought tolerant plant materials, water efficient irrigation systems, and other technologies to minimize the use of potable water. The project will be required to provide separate irrigation meters and will comply with the County's Climate Action Plan, Measure W-1.2 (Reduce Outdoor Water Use).
Policy: COS-4.2 Drought-Efficient Landscaping. Require efficient irrigation systems and in new developments encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.	**Consistent**. Refer to Policy COS-4.1.
Policy: COS-4.3 Stormwater Filtration. Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. This policy shall not apply in areas with high groundwater, where raising the water table could cause septic system failures, moisture damage to building slabs, and/or other problems.	**Consistent**. Refer to Policy LU-6.5.
Policy: COS-5.1 Impact to Floodways and Floodplains. Restrict development in floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element.	**Consistent.** The project is not developed within a floodway or floodplain.
Policy: COS-5.2 Impervious Surfaces. Require developments to minimize the use of directly connected impervious surfaces and to retain stormwater run-off cause from the development footprint at or near the site of generation.	**Consistent**. Refer to Policy LU-6.5.

Policy	Conformance Analysis
Policy: COS-5.3 Downslope Protection. Require developments to be appropriately sited and to incorporate measures to retain natural flow regimes, thereby protecting downslope areas from erosion, capturing runoff to adequately allow for filtration and/or infiltration, and protecting downstream biological resources.	**Consistent**. Refer to Policy LU-6.5. The project would be designed with appropriate Low Impact Development measures to protect downslope areas from erosion and to capture runoff onsite to allow for adequate infiltration at the project's bioretention basin.
Policy: COS-5.5 Impacts of Development to Water Quality. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water resources.	**Consistent.** The project would be designed to capture runoff onsite and infiltrate the runoff through the project's bioretention basin, thereby avoiding impacts to water quality at off-site water resources.
Policy: COS-7.1 Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.	**Consistent.** Per the project's Negative Cultural Resources Survey Report (Red Tail Environmental 2019), no archaeological resources were identified onsite during the survey and records search. Monitoring by a qualified archaeologist and Native American Monitor would be required for the initial ground disturbance within the project area due to the lack of ground surface visibility during the survey. With this monitoring, important archaeological resources would be preserved if discovered.
Policy: COS-7.2 Open Space Easements. Require development to avoid archaeological resources whenever possible. If complete avoidance is not possible, require developments to fully mitigate impacts to archaeological resources.	**Consistent.** Refer to Policy COS-7.2.
Policy: COS-7.4 Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.	**Consistent.** Refer to Policy COS-7.2. A record search request of the Sacred Lands File (SLF) held by the Native American Heritage Commission (NAHC) was made on April 9, 2019. The NAHC responded on April 23, 2019 that the record search of the Sacred Lands File was negative. The NAHC provided a list of seven Native American individuals and organizations which may have additional information on the project area. Red Tail contacted the Native American groups and individuals provided by the NAHC, on April 24, 2019, to further investigate whether they have knowledge of Sacred Lands occurring within the project area. As of May 10, 2019, no responses have been received.
Policy: COS-7.5 Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant and under the requirements of Federal, State and County Regulations.	**Consistent.** Although human remains are unanticipated to be encountered during construction, if human remains are discovered, they will be handled in consultation with the Most Likely Descendant and under the requirements of Federal, State and County Regulations

Policy	Conformance Analysis
Policy: COS-8.1 Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.	**Consistent.** A Historic-period Building Evaluation was conducted for the project site to analyze the historical significance of the existing single-family residence (CRM TECH 2019). The results of the evaluation's analysis indicated that the residence was originally constructed as early as 1938 but was extensively altered in 1968 and again in 2003, leaving its historic integrity significantly compromised in relation to its period of origin. In light of its age, the residence was recorded into the California Historical Resources Inventory during this study, but the evaluation determined that it did not appear to meet any of the criteria for listing in the California Register of Historical Resources, nor did it appear to hold any special historical interest in the local community. Based on these findings, the analysis concluded that the residence at 425 Smilax Road does not meet the California Environmental Quality Act's (CEQA's) definition of a "historical resource."
Policy: COS-9.1 Preservation. Require the salvage and preservation of unique paleontological resources when exposed to the elements during excavation or grading activities or other development processes.	**Consistent.** A Paleontological Resources Due Diligence Assessment was conducted for the project site (Rincon Consultants 2018). The assessment determined that ground disturbing activities in previously undisturbed portions of the project site underlain by geologic units with a high paleontological sensitivity (i.e., the middle Eocene Santiago Formation) may result in significant impacts to paleontological resources. This includes areas where the Santiago Formation is mapped at the ground surface, as well as five feet below ground surface in project areas where the Holocene flood plain deposits are mapped at the surface. Due to the high paleontological sensitivity of the Santiago Formation, the assessment recommended development and implementation of a paleontological resource mitigation program during ground-disturbing activities to reduce adverse impacts to paleontological resources to a less than significant level. With implementation of this program, if encountered, unique paleontological resources would be salvaged and preserved.
Policy: COS-9.2 Impacts of Development. Require development to minimize impacts to unique geologic features from human related destruction, damage, or loss.	**Consistent.** The project does not contain unique geological features.
Policy: COS-10.1 Siting of Development. Encourage the conservation (i.e., protection from incompatible land uses) of areas designated as having substantial potential for mineral extraction. Discourage development that would substantially preclude the future development of mining facilities in these areas. Design development or uses to minimize the potential conflict with existing or potential future mining facilities. For purposes of this policy, incompatible land uses are defined by SMARA Section 3675.	**Consistent.** The project does not contain areas designated as having substantial potential for mineral resources.

Policy	Conformance Analysis
Policy: COS-10.2 Protection of State-Classified or Designated Lands. Discourage the development or the establishment of other incompatible land uses on or adjacent to areas classified or designated by the State of California as having important mineral resources (MRZ-2), as well as potential mineral lands identified by other government agencies. The potential for the extraction of substantial mineral resources from lands classified by the State of California as areas that contain mineral resources (MRZ-3) shall be considered by the County in making land use decisions.	**Consistent.** Refer to Policy COS-10.1.
Policy: COS-10.3 Road Access. Prohibit development from restricting road access to existing mining facilities, areas classified as MRZ-2 or MRZ-3 by the State Geologist, or areas identified in the County Zoning Ordinance for potential extractive use in accordance with SMARA section 2764.a.	**Consistent.** Refer to Policy COS-10.1.
Policy: COS-10.4 Compatible Land Uses. Discourage the development of land uses that are not compatible with the retention of mining or recreational access to non-aggregate mineral deposits.	**Consistent.** Refer to Policy COS-10.1.
Policy: COS-11.1 Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, and scenic landscapes.	**Consistent.** No regionally significant vistas or resources are present on site. The County General Plan Conservation and Open Space Element do not identify Smilax Road or SR 78 Boulevard as designated County Scenic Highways. The project has been designed to minimize grading and generally buffers views into the site by distancing the residential development from adjacent roadways. Although views from surrounding roadways and/or trails located at a distance may afford views of the project site, such views would not be adversely affected by the project, due to distance, intervening development or topography, and/or similar development patterns in the surrounding area. In addition, the project proposes landscaping to buffer views of the project components within the visual landscape and to maintain and visually enhance the character of the site and its surroundings. As such, the project is not anticipated to adversely affect scenic resources.

Policy	Conformance Analysis
Policy: COS-11.2 Scenic Resource Connection. Promote the connection of regionally significant natural features, designated historic landmarks, and points of regional historic, visual, and cultural interests via designated scenic corridors, such as scenic highways and regional trails.	**Consistent.** Refer to Policy COS-11.1.
Policy: COS-11.3 Development Siting and Design. Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following: ▪ Creative Site Planning ▪ Integration of natural features into the project ▪ Appropriate scale, materials, and design to complement the surrounding natural landscape ▪ Minimal disturbance of topography ▪ Clustering of developments so as to preserve a balance of open space vistas, natural features, and community character ▪ Creation of contiguous open space networks	**Consistent.** Refer to Policy COS-11.1. The project is located within developed area. The site and its surroundings do not represent visually sensitive areas, and no designated scenic resources or unique or special visual features are located within the vicinity of the project site. Minimal grading is required to allow for development of the site, thereby allowing the topography of the site to generally remain in its existing condition. As part of the Rezone, the project would be designed to be compatible with the surrounding area through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the increased intensity of the project site, it would minimize visual impacts to the surrounding area.
Policy: COS-11.7 Underground Utilities. Require new developments to place utilities underground and encourage "undergrounding" in existing developments to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies.	**Consistent.** Refer to Policy LU-12.4.
Goal: COS-12 Preservation of Ridgelines and Hillsides. Ridgelines and steep hillsides that are preserved for their character and scenic value.	**Consistent.** The project does not contain ridgelines or hillside of scenic value.
Policy: COS-12.2 Development Location on Ridges. Require development to preserve the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.	**Consistent.** The project is not developed on ridgelines, and would not interfere visually with a nearby ridgeline.

Policy	Conformance Analysis
Policy: COS-13.1 Restrict Light and Glare. Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.	**Consistent.** The project is located in a Village designated land use, and is not located near County areas designated as Semi-Rural or Rural Lands. Project lighting would be designed to be consistent with County standards.
Policy: COS-14.1 Land Use Development Form. Require that developments be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.	**Consistent**. The project site is located near existing job producing land uses (commercial and industrial), a public school, a transit route (the project site is approximately 0.5 mile from nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard). In addition, the project site would have bicycle parking on site. The ability to walk and bike to transit, schools, and employment would help to reduce vehicular trips.
Policy: COS-14.2 Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.	**Consistent**. Refer to Policy COS-14.1.
Policy: COS-14.3 Sustainable Developments. Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.	**Consistent.** The project would implement various measures for sustainable planning and design through project design features, described further under Section 2.3, *Project Description*. These measures include: solar photovoltaic systems on each unit; compliance with 2019 Title 24 measures; EV charging stations, electric appliances; compliance with the County's Water Conservation in Landscaping Ordinance; and high-efficiency LED lighting. In addition, the project would plant 209 trees, in exceedance of the 124 trees required by the County's Climate Action Plan.
Policy: COS-14.4 Sustainable Technology and Projects. Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.	**Consistent.** Refer to Goal LU-5.
Policy: COS-14.6 Solar Access for Infill Development. Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.	**Consistent.** The project would be built with setbacks per County standards that would maintain solar viability on adjacent properties to the extent feasible.

Policy	Conformance Analysis
Policy: COS-14.7 Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.	**Consistent.** The project would include solar photovoltaic systems on each unit. In addition, the project would incorporate energy efficiency standards through 2019 Title 24 measures, high-efficiency LED lighting, and EV charging stations within each unit.
Policy: COS-14.8 Minimize Air Pollution. Minimize land use conflicts that expose people to significant amounts of air pollutants.	**Consistent.** Per the air quality analysis for the project (Ldn Consulting 2019a), project construction and operation would not exceed the significance thresholds of the SDAPCD. In addition, project construction would use Tier 4 or better construction equipment with diesel particulate filters and would utilize architectural coatings compliant with SDAPCD Rule 67. Therefore, the project would not expose people to significant amounts of air pollutants.
Policy: COS-14.9 Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.	**Consistent.** See Goal LU-5.
Policy: COS-14.10 Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.	**Consistent.** As discussed in Section 2.3, *Project Description*¸ project construction would use Tier 4 or better construction equipment with diesel particulate filters and would utilize architectural coatings compliant with SDAPCD Rule 67.
Policy: COS-14.12 Heat Island Effect. Require that development be located and designed to minimize the "heat island" effect as appropriate to the location and density of development, incorporating such elements as cool roofs, cool pavements, and strategically placed shade trees.	**Consistent.** The project would include 209 trees on a 4.9-acre site. In addition, the project's parking areas would be consistent with the "cool parking" requirements identified by CARB. These measures would reduce the heat island effect

Policy	Conformance Analysis
Policy: COS-15.1 Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycles materials, and reduce emissions of GHGs and toxic air contaminants.	**Consistent.** Refer to Policy COS-14.3.
Policy: COS-15.3 Green Building Programs. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.	**Consistent.** As discussed in Section 2.3, *Project Description*¸ the project would comply with 2019 Title 24 standards.
Policy: COS-15.6 Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.	**Consistent.** Refer to Policy COS-14.8.
Goal: COS-17 Sustainable Solid Waste Management. Perform solid waste management in a manner that protects natural resources from pollutants while providing sufficient, long term capacity through vigorous reduction, reuse, recycling, and composting programs.	**Consistent.** Areas for storage and collection of recyclables would be provided along with literature. This feature would promote recycling in support of the County's 25 percent waste diversion goal, consistent with AB 341.
Policy: COS-17.2 Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.	**Consistent.** Refer to Goal COS-17.
Policy: COS-19.1 Sustainable Development Practices. Require land development, building design, landscaping, and operational practices that minimize water consumption.	**Consistent.** Refer to Policy COS-14.3.

Policy	Conformance Analysis
Policy: COS-24.1 Park and Recreation Contributions. Require development to provide fair-share contributions toward parks and recreation facilities and trails consistent with local, state, and federal law.	**Consistent**. The project would be required to comply with the requirements set forth in the Park Lands Dedication Ordinance (PLDO) which requires the payment of PLDO fees.
Chapter 6 –Housing Element	
Goal: H-1 Housing Development and Variety. A housing stock comprising a variety of housing and tenancy types at a range of prices, which meets the varied needs or existing and future incorporated County residents, who represent a full spectrum of age, income, and other demographic characteristics.	**Consistent.** Refer to Goal LU-3**.**
Policy: H-1.2 Development Intensity Relative to Permitted Density. Encourage a development intensity of at least 80 percent of the maximum permitted gross density for sites designated at 15 to 30 dwelling units per acre in development projects.	**Consistent.** The project proposes a General Plan Amendment to change the General Plan Land Use Designation from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), which allows for a residential density of 15.0 du/ac. The project proposes 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac, consistent with the proposed VR-15 land use designation. This would be approximately 85 percent of the maximum permitted gross density, which would exceed the policy's recommendation.
Policy: H-1.3 Housing Near Public Services. Maximize housing in areas served by public transportation networks, within close proximity to job centers, and where public services and infrastructure are available.	**Consistent**. Refer to Policy COS-14.1.
Policy: H-2.1 Development that Respects Community Character. Require that developments in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element.	**Consistent**. The project's architecture would be Spanish Colonial (see Appendix A for architectural renderings). Project architecture would include the following features: concrete 'S' red-tiled roofs; exposed wood fascia on the roof edges; decorative clay pipes above the main second-floor windows; vinyl window systems; light brown, tan, or white stucco over foam trim for the building exteriors; composite entry doors; and dark brown or white sectional garage doors. This design concept that is consistent with typical and historical designs in the surrounding areas. For example, adjacent to the north and northeast and at the new subdivision south on Smilax Road at the Oleander Avenue intersection are houses that have red-tiled roofs with light or beige exterior walls. Further, the project would be designed to be compatible with the surrounding area through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the increased intensity of the project site, it conforms to the single-family residential community character of the adjacent community.

Policy	Conformance Analysis
Policy: H-2.2 Projects with Open Space Amenities in Villages. Require new multi-family projects in Villages to be well-designed and include amenities and common open space areas that enhance overall quality of life.	**Consistent.** The project would include two common open space areas, including a turf dog park in the southeastern corner of the project site and a larger active use area located in the middle of the development. The larger active use area would include a tot lot (play equipment and benches), an open turn play area, a BBQ, and a shaded trellis.
Chapter 7 - Safety Element	
Policy: S-3.1 Defensible Development. Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.	**Consistent.** The project site is not located in a fire hazard severity zone (Ready San Diego 2019). The project site would be designed with appropriate setbacks and other design requirements per the zoning ordinance and General Plan to minimize fire risk from wildland fires.
Policy: S-3.2 Development in Hillsides and Canyons. Require development located near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affect is susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk of fires.	**Consistent.** The project is not located near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affect is susceptibility to wildfires.
Policy: S-3.3 Minimize Flammable Vegetation. Site and design development to minimize likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation within a development.	**Consistent.** See Policy S-3.1.
Policy: S-3.4 Service Availability. Plan for development where fire and emergency services are available or planned.	**Consistent.** The project is located within the service boundaries of the Vista FPD; service in the Vista FPD is provided through the City of Vista Fire Department. The City of Vista Fire Department has provided a will serve letter for the project. The San Diego County Sheriff's Department would continue to provide police protection services to the site following project implementation.
Policy: S-3.5 Access Roads. Require developments to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.	**Consistent.** The project would provide a gated secondary access road off Poinsettia Avenue for emergency vehicles.

Policy	Conformance Analysis
Policy: S-3.6 Fire Protection Measures. Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire.	**Consistent.** Refer to Policy S-3.1.
Policy: S-3.7 Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire threat areas.	**Consistent.** The project would be constructed to meet current ignition resistance construction codes.
Policy: S-6.1 Water Supply. Ensure that water supply systems for development are adequate to combat structural and wildland fires.	**Consistent.** The area is developed and is served by existing water utilities. The current infrastructure exists to combat structural and wildland fires in the area. The project is located within the service boundaries of the Vista FPD; service in the Vista FPD is provided through the City of Vista Fire Department. The City of Vista Fire Department has provided a will serve letter for the project.
Policy: S-6.2 Fire Protection for Multi-Story Development. Coordinate with fire services providers to improve fire protection services for multi-story construction.	**Consistent.** The project proposes attached two-story condominium units. The project is located within the service boundaries of the Vista FPD; service in the Vista FPD is provided through the City of Vista Fire Department. The City of Vista Fire Department has provided a will serve letter for the project. In addition, the project would be constructed to meet current ignition resistance construction codes.
Policy: S-6.3 Funding Fire Protection Services. Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.	**Consistent.** The project would pay the required fees to applicable fire and emergency medical services
Policy: S-6.4 Fire Protection Services for Development. Require that new developments demonstrate that fire services can provided that meets the minimum travel times identified in Table S-1 (Travel Time Standards from Closest Fire Station).	**Consistent.** The Vista FPD/City of Vista Fire Department has reviewed the project and determined that minimum emergency response times can be met.

Policy	Conformance Analysis
Policy: S-6.5 Concurrency of Fire Protection Services. Ensure that fire protection staffing, facilities and equipment required to serve development are operating prior to, or in conjunction with, the development. Allow incremental growth to occur until a new facility can be supported by development.	**Consistent.** Refer to Policy S-6.2.
Policy: S-7.1 Development Location. Locate developments in areas where the risk to people or resources is minimized. In accordance with the California Department of Conservation Special Publication 42, require development to be located a minimum of 50 feet from active or potentially active faults, unless an alternative setback distance is approved based on geologic analysis and feasible engineering design measures adequate to demonstrate that the fault rupture hazard would be avoided.	**Consistent.** The project is not located within 50 feet of an active or potentially active fault.
Policy: S-7.2 Engineering Measures to Reduce Risk. Require all developments to include engineering measure to reduce risk in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have potentially significant seismic and/or other geologic hazards.	**Consistent.** The project would be developed in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards
Policy: S-7.3 Land Use Locations. Prohibit high occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special study zones.	**Consistent.** The project is not located near an active or potentially active fault and does not involve significant amounts of hazardous materials.

Policy	Conformance Analysis
Policy: S-8.1 Landslide Risk. Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.	**Consistent.** The project site is located on a relatively flat area that is not located near hillsides or mountains that could result in a high potential for landslides, mudslides, or rock falls.
Policy: S-8.2 Risk of Slope Instability. Prohibit development from causing or contributing to slope instability.	**Consistent.** Refer to Policy S-8.1.
Policy: S-9.2 Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.	**Consistent.** The project is not located in a floodplain.
Policy: S-9.3 Development in Flood Hazard Areas. Require development within mapped flood hazard areas to be sited and designed to minimize on and off-site hazards to health, safety, and property sue to flooding.	**Consistent.** Refer to Policy S-9.2.
Policy: S-9.4 Development in Villages. Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in the community plans.	**Consistent.** Refer to Policy S-9.2.

Policy	Conformance Analysis
Policy: S-9.6 Development in Dam Inundation Areas. Prohibit development in dam inundation areas that may interfere with the county's emergency response and evacuation plans.	**Consistent.** The project is not located in a dam inundation area.
Policy: S-10.4 Stormwater Management. Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.	**Consistent.** Refer to Policy LU-6.5.
Policy: S-10.5 Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.	**Consistent.** Refer to Policy LU-6.5.
Policy: S-10.6 Stormwater Hydrology. Ensure development avoids diverting drainages, increasing velocities, and altering flow rates to off-site areas to minimize adverse impacts to the area's existing hydrology.	**Consistent.** Refer to Policy LU-6.5.
Policy: S-12.1 New Law Enforcement Facilities. Coordinate new law enforcement facilities with new development in ways that sustain the provision of comprehensive services at levels consistent with substantially similar areas of the County.	**Consistent.** The addition of 62 new housing units to the community is not anticipated to substantially increase demands for law enforcement personnel or require construction of new facilities. The County of San Diego Sheriff's Department would continue to provide police protection services to the site following project implementation.
Policy: S-14.1 Vehicular Access to Developments. Require developments to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.	**Consistent.** Refer to Policy S-3.5.

Policy	Conformance Analysis
Chapter 7 - Safety Element	
Policy: N-1.1 Noise Compatibility Guidelines. Use the Noise Compatibility Guidelines (Table N-1) and the Noise Standards (Table N-2) as a guide in determining the acceptability of exterior and interior noise for proposed land uses.	**Consistent**. A Noise Assessment has been prepared for the project (Ldn Consulting 2019c) based upon the County's Noise Compatibility Guidelines and Noise Standards to evaluate exterior and interior noise levels for the project. No off-site noise impacts from project construction or operation were identified, including to residences across Smilax Road located in the City of San Marcos jurisdiction. Due to traffic noise, noise levels at the project's building facades would exceed 60 dBA CNEL; therefore, per the General Plan Noise Element a noise easement is required for those units located within the 60 dBA CNEL contours at the distances described in the Noise Assessment. In addition, an interior noise study is required for those units located in the noise easement to determine the mitigation required to achieve an interior noise level of 45 dBA CNEL. With the noise easement and interior noise study, the project would be compatible with the County's Noise Compatibility Guidelines and Noise Standards.
Policy: N-1.2 Noise Management Strategies. Require the following strategies as higher priorities than construction of conventional noise barriers where noise abatement is necessary: ▪ Avoid placement of noise sensitive uses within noisy areas ▪ Increase setbacks between noise generators and noise sensitive uses ▪ Orient buildings such that noise sensitive portions of a project are shielded from noise sources ▪ Use sound-attenuating architectural design and building features ▪ Employ technologies when appropriate that reduce noise generation (i.e. alternative pavement materials on roadways)	**Consistent.** Refer to Policy N-1.1.
Policy: N-1.3 Sound Walls. Discourage the use of noise walls. In areas where the use of noise walls cannot be avoided, evaluate and require where feasible, a combination of walls and earthen berms and require the use of vegetation or other visual screening methods to soften the visual appearance of the wall.	**Consistent**. A Noise Assessment has been prepared for the project (Ldn Consulting 2019c) based upon the County's Noise Compatibility Guidelines and Noise Standards to evaluate exterior and interior noise levels for the project. The report did not identify significant exterior noise impacts and no sound walls would be required as mitigation. In addition, a 6-foot high vinyl fence is proposed along the northern and south perimeter and a 6-foot high block wall is proposed along the eastern perimeter off the project site that would reduce noise levels from the project site to adjacent residences.

Policy	Conformance Analysis
Policy: N-1.4 Adjacent Jurisdiction Noise Standard. Incorporate the noise standards of an adjacent jurisdiction into the evaluation of a proposed project when it has the potential to impact the noise environment of that jurisdiction.	**Consistent.** Refer to Policy N-1.1.
Policy: N-2.1 Development Impacts to Noise Sensitive Land Uses. Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation for sensitive uses in compliance with the noise standards listed in Table N-2.	**Consistent.** Refer to Policy N-1.1.
Policy: N-2.2 Balconies and Patios. Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.	**Consistent.** Per the project's Noise Assessment (Ldn Consulting 2019c), exterior noise levels would not exceed 65 CNEL and no noise barriers on balconies or patios would be required.
Goal: N-3 Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.	**Consistent.** Per the project's Noise Assessment (Ldn Consulting 2019c), the project would not result in significant vibration levels.
Policy: N-4.1 Traffic Noise. Require that projects Proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.	**Consistent.** Per the project's Noise Assessment (Ldn Consulting 2019c), the project would not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

Policy	Conformance Analysis
Policy: N-4.2 Traffic Calming. Include traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise in developments that may impact noise sensitive land uses.	**Consistent.** Per the project's Noise Assessment (Ldn Consulting 2019c), the project would not result in significant traffic noise levels and traffic calming measures that reduce noise levels would not be required.
Goal: N-6 Temporary and/or Nuisance Noise. Minimal effects of intermittent, short-term, or other nuisance noise sources to noise sensitive land uses.	**Consistent.** Refer to Policy N-1.1.
Policy: N-6.4 Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.	**Consistent.** Project construction would be conducted in accordance with the allowable hours in the County Noise Ordinance.

Table 4 Project Conformance with County of San Diego Zoning Ordinance

Ordinance	Project Consistency
2100 Intent. These Use Regulations are intended to create and enhance areas where family residential uses are the principal and dominant use and where certain civic uses are conditionally permitted when they serve the needs of residents. Typically, these Use Regulations would be applied to rural, suburban, and urban areas where adequate levels of public service are available and where there is a desire to create residential neighborhoods and to maintain such neighborhoods once developed. Application of the appropriate Use Regulations with appropriate development designators can create a traditional, exclusively single-family residential area, a duplex or two family residential area, a multi-family residential area, or an area with a combination of single family, duplex, two family or multi-family dwellings.	**Consistent.** The project is requesting a Rezone to change the project zoning from Rural Residential (RR) to Multi-Family Residential (RM). The appropriateness of increasing the development intensity of the project site and subsequent conformance with the new Use Regulation is described in detail in Table 3, under Policy LU-1.1, Policy LU-1.3, and Goal LU-3.
2102 Permitted Uses. The following use types are permitted by the RS, RD, RM, and RV Use Regulations: a. Residential Use Types. Family Residential b. Civic Use Types. Essential Services Fire Protection Services (see Section 6905) c. Agricultural Use Types. Horticulture: Cultivation Tree Crops Row and Field Crops	**Consistent.** The construction of 62 condominium units would be consistent with the permitted use type for an RM zone.
4005 Required Development Regulations. Development regulations shall be required for every zone within San Diego County except for Village Zones. Development Regulations shall be represented by Development designators which, together with a Use Designator, as specified in Section 2000 through Section 2999, inclusive; an Animal Designator, as specified in Section 3000 through Section 3999, inclusive; and any Special Area Designator, as specified in Section 5000 through 5999, inclusive; shall describe a zone which conveys regulations of uses, buildings and other structures within San Diego County. Development Regulations for Village Zones shall be specified within Section 8000 et seq. of Zoning Ordinance.	**Consistent.** See below for a discussion of each designated development regulation for the project.
4210.a Lot Area Regulations – Specification of Lot Area. Minimum lot areas shall be established to regulate the minimum areas that lots or building sites must have before they may be developed, and any such minimum lot area may be specified within the development unit.	**Consistent.** The project's zoning would maintain and be consistent with the existing 0.5 acre minimum lot size.

Ordinance	Project Consistency
4310.a Building Type Schedule - Residential Buildings containing only residential principal uses shall be permitted according to those columns of the Building Type Schedule pertaining to "Permitted Residential Building Types".	**Consistent.** The project proposes to change the building type from "C"- Single Detached only to "K" to allow for multi dwelling units. The appropriateness of a Rezone to allow multi-family residential units on the project site are described in detail in Table 3, under Policy LU-1.1, Policy LU-1.3, and Goal LU-3.
4610 Height Schedule. Height designators used for the Development Regulations shall be limited to those in Schedule B.	**Consistent.** The height designator of "G" allows for two-story structures up to 35 feet. This designator would remain unchanged during the Rezone from Rural Residential (RR) to Multi-Family Residential (RM). The two-story project buildings would not exceed 35 feet. In addition, as shown on the architectural plans, most of the building would not be at the maximum heights due to the sloped roofs in accordance with the Spanish Colonial architecture, similar to the typical roofs of the area.
4810 Height Setback Schedule. Setback designators used within the development unit shall be limited to those in Schedule C.	**Consistent.** The setback designator of "H" allows for front setbacks of 50 feet, interior setbacks of 10 feet, exterior setbacks of 35 feet, and rear setbacks of 25 feet (interior side yard setbacks do not apply to attached buildings). This designator would remain unchanged during the Rezone from Rural Residential (RR) to Multi-Family Residential (RM). The project setbacks would be consistent with the requirements of the "H" designator. In certain locations, such as the bioretention basin on the western portion of the project site and the open space area on the southeastern portion of the project site, the building setbacks would be much greater than required (approximately a 140 foot building setback at the bioretention basin and a 50 foot setback at the open space area). The increased setbacks in certain areas of the project site would be consistent with similar setbacks on the nearby Rural Residential (RR) zoned properties.
4910 Usable Open Space Designator Schedule. Usable open space designators used within the development unit shall be limited to those in Schedule D.	**Consistent.** The project would include two common open space areas, including a turf dog park in the southeastern corner of the project site and a larger active use area located in the middle of the development. The larger active use area would include a tot lot (play equipment and benches), an open turn play area, a BBQ, and a shaded trellis.

Ordinance	Project Consistency
5015.c Special Area Regulations - Application and Designation - Notation. Special Area Regulations applicable within a zone shall be indicated by a letter pursuant to the table at Section 5025.	**Consistent.** The project would include the following special area regulations: "C": Airport Land Use Compatibility Plan Area, and "D"": Design Review Area Special Area Designator. As described under Table 6, the project site is approximately four miles northeast of the McClellan-Palomar Airport, and is located within Review Area 2 per the ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas depicted on the associated maps in this chapter. In order to comply with the ALUCP, FAA notification of proposed construction within the review area through a 7460-1 form is required at least 45 days prior to construction. This would be made a condition by the County and indicated on the building plans. The project would comply with the notification requirements of the ALUCP. The design described above would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the design concept and increased intensity of the project site, it conforms to the community character of the adjacent community. Therefore, the project's architecture and landscaping would be consistent with the existing community character.
5252 Application of Airport Land Use Compatibility Plan Designator. The Airport Land Use Compatibility Plan Area Regulations shall be applied to properties located in unincorporated County territory with AIAs set forth in the ALUCPs adopted for the following airports: Agua Caliente Airport, Borrego Valley Airport, Brown Field, Fallbrook Community Airpark, Gillespie Field, Jacumba Airport, Montgomery Field, Oceanside Municipal Airport, Ocotillo Airport, McClellan-Palomar Airport, MCAS-Miramar, MCAS-Pendleton, Ramona Airport and San Diego International Airport.	**Consistent.** Refer to discussion of 5015.c, above.

Table 5 Project Conformance with North County Metropolitan Subregional Plan

Goal/Policy	Project Consistency
Goal: 1 Accommodate Urban Development in Appropriate Areas. Because the North County Metropolitan Subregion a. Is developing rapidly; and b. Contains large areas of developable land with many basic urban services available or located nearby	**Consistent.** The project would increase the residential diversity of the North County Metro Subregional Area with 62 condominium units. These units would allow for increased housing in an area that is projected by the County General Plan Housing Element to have substantial growth, with the North County Metro Subregional Area increasing in population by 50 percent from 2010 to 2050. For purposes of the 2010 to 2020 planning period, the California Department of Housing and Community Development (HCD) advised SANDAG that the land use jurisdictions within its region needed to provide 161,980 housing units across a mix of income categories (California HCD 2010). Of this total, and as discussed in the Housing Element of the County's General Plan, 22,412 housing units were assigned to the County's unincorporated areas. During the hearing on the County's Climate Action Plan in February 2018, Board Chair Gaspar underscored the County's obligation to meet its regional housing need allocation and noted that – eight years into the 2010 to 2020 planning period – the County had only issued building permits for 4,644 of its required 22,412 units. In July 2018, HCD provided SANDAG with its regional housing needs for the 2020 to 2029 planning period, which has increased from 161,980 housing units to 171,685 housing units, again across a mix of include categories (SANDAG 2018). SANDAG has not yet allocated that total for the 2020 to 2029 planning period to the individual land use jurisdictions in the region; however, the increase in the total unit count will be challenging to accommodate due to the region's inability to meet the existing demand for housing. SANDAG's Fifth Housing Element Cycle has projected a demand for 22,412 additional housing units in the unincorporated County by 2020 that the project would assist with accommodating. The project's location in a Village designation is an ideal area to increase density, as the Community Development Model directs the highest intensities and greatest mix of uses to Village areas. Village areas consist of only 2.3 percent of land under County jurisdiction, and therefore are targeted areas within the County to accommodate increased density to meet housing needs. The condominiums would also allow for a more affordable price point than the larger single-family residences located in the North County Metro Subregional Area. In addition to providing needed housing in a Village area, the project site is located near existing job producing land uses (commercial and industrial), a public school, a transit route (the project site is approximately 0.5 mile from nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard). Therefore, the infill development would be placed in an appropriate area near basic urban services.

Goal/Policy	Project Consistency
Goal: 4 Protect Environmental Resources. Because a. The Subregion includes scenic rugged terrain, which is not suitable for urbanization; and b. Resource Conservation Areas have been identified to help protect valuable resources throughout the Subregion.	**Consistent.** The project's physical impacts on the environment are discussed within Table 3.1 through the project's consistency with land use policies regarding aesthetics, air quality, lighting, archaeological resources, biological resources, geology and soils, hydrology and water quality, minerals, noise, paleontological resources, and transportation. Due to project construction and operation, environmental impacts may occur to the following issues: ▪ **Aesthetics:** As described in Section 4.1.1, the project's architecture and landscaping would be compatible with the area's community character. In addition, project lighting would be designed to be consistent with County standards. ▪ **Air Quality:** Per the air quality analysis for the project (Ldn Consulting 2019a), project construction and operation would not exceed the significance thresholds of the SDAPCD. In addition, project construction would use Tier 4 or better construction equipment with diesel particulate filters and would utilize architectural coatings compliant with SDAPCD Rule 67. Therefore, the project would not expose people to significant amounts of air pollutants. ▪ **Archaeological Resources:** Project construction may encounter undiscovered archaeological resources, which would be mitigated through monitoring during construction. ▪ **Biological Resources:** Per the project's Biological Resources Assessment (BRA), the southern parcel contains non-native grassland, a sensitive vegetation community under the MSCP (Rincon Consultants Inc. 2019). Impacts to this vegetation community would be less than significant through implementation of mitigation at a 0.5:1 off-site mitigation ratio. ▪ **Geological Hazards:** The project would be developed in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards ▪ **Hydrology and Water Quality:** The project would comply with the requirements of the County's LID handbook. This would include a bioretention basin on the western edge of the property site to control and infiltrate project runoff. ▪ **Minerals:** The project does not contain areas designated as having substantial potential for mineral resources. ▪ **Noise:** Per the project's Noise Assessment (Ldn Consulting 2019c), the project's operational and construction noise would comply with County noise standards. ▪ **Paleontological Resources:** Project construction may encounter undiscovered paleontological resources, which would be mitigated through monitoring during construction. ▪ **Transportation:** As identified in the Traffic Impact Assessment prepared for the project (LLG 2019), the project would result in a direct significant impacts on Smilax Road from project generated traffic. This would be mitigated through the addition of a left-hand turn lane into the project site. In addition, the project would result in a cumulative impact to the Poinsettia Avenue/Oleander Avenue intersection; this would be mitigated through County of San Diego Traffic Impact Fees. As summarized above, the intensification of the project's land use would not result in significant impacts after mitigation to the environment.

Goal/Policy	Project Consistency
Land Use Policies	
1 Increase City-County Planning Cooperation. Because a. cities of the Subregion are closely related to the surrounding area in terms of public services, travel patterns, and community identity; and b. the cities and County are generally agreed on the spheres of influence boundaries, which were adopted by the Local Agency Formation Commission (LAFCO). The County will cooperate in the planning and regulating of growth in the unincorporated territory within each city's sphere of influence. Future County decisions on proposed projects in the sphere areas will take each City's planning objectives into consideration.	**Consistent.** The project is located in the North County Metro Subregional Area. It is located adjacent to the City of San Marcos to the east, and the City of Vista boundaries are located approximately 850 feet to the south. The project would be designed to be compatible with the local jurisdictions plan and policies and the neighboring jurisdictions would be consulted with, as applicable. For example, the infrastructure upgrades on Smilax Road to accommodate the project's transportation impacts would be conducted in coordination with the City of San Marcos.

Table 6 Project Conformance with McClellan-Palomar Airport Land Use Compatibility Plan

Goal/Policy	Project Consistency
Air Space Protection Compatibility	
3.5.4 ALUC Airspace Obstruction Criteria. The *ALUC* criteria for determining the acceptability of a project with respect to height shall be based upon: the standards set forth in *Part 77*, Subpart C; the *TERPS*; and applicable airport design standards published by the *FAA*. Additionally, the *ALUC* shall, where an *FAA* aeronautical study of a proposed object has been required, take into account the results of that study. (a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of the *airspace protection surfaces* depicted for the *Airport* on **Exhibit III-4**. Any object that penetrates one of these surfaces is, by *FAA* definition, deemed an obstruction.	**Consistent.** The project site falls within the 1125 feet airspace protection surface according to Exhibit III-4 of the McClellan-Palomar ALUCP, which means the height of any object (including cranes) cannot reach above 1125 feet in elevation. The project's height would not exceed 35 feet, the limit from the zoning ordinance. In addition, in order to comply with the ALUCP, FAA notification of proposed construction within the review area through a 7460-1 form is required at least 45 days prior to construction. This would be made a condition by the County and indicated on the building plans. Therefore, the project would not cause an airspace obstruction.
3.5.5 Other Flight Hazards. Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the *Airport* shall be allowed within the *AIA* only if the uses are consistent with *FAA* rules and regulations. (a) Specific characteristics to be avoided include: (1) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays); (2) Distracting lights that could be mistaken for airport lights; (3) Sources of dust, steam, or smoke that may impair pilot visibility; (4) Sources of electrical interference with aircraft communications or navigation; and (5) Any proposed use that creates an increased attraction for wildlife and that is inconsistent with *FAA* rules and regulations including, but not limited to, *FAA* Order 5200.5A, *Waste Disposal Sites on or Near Airports*, and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. (b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, *local agencies* should consult with *FAA* officials and airport operators.	**Consistent.** The project site is approximately four miles northeast of the McClellan-Palomar Airport. Due to the distance of the project from the airport and the nature of the project use as a multi-family development, it would not result in sources of glare, distracting lights, sources that impair pilot visibility, sources of electrical interference, or result in an increased attraction for wildlife that is inconsistent with FAA rules for wildlife.

Goal/Policy	Project Consistency
Overflight Compatibility	
3.6.2 State Law Requirements Regarding *Real Estate Disclosure*. Effective January 1, 2004, California statutes (Business and Professional Code section 11010 and Civil Code sections 1102.6, 1103.4, and 1353) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an *AIA*. (a) These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. (b) The statutes define an *airport influence area* as "the area in which current or future airport related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." (1) The *AIA* for the *Airport* is identified on **Exhibit III-5**. (2) For the purposes of compliance with the state statutes, *ALUC* policy is that the disclosure requirements shall apply within the *AIA* (Review Area 1 and Review Area 2). (c) Where disclosure is required, the state statutes dictate that the following statement shall be provided: NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.	**Consistent.** The project site is approximately four miles northeast of the McClellan-Palomar Airport, and is located within Review Area 2 per the ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas depicted on the associated maps in this chapter. The project would comply with the notification requirements of the ALUCP.
3.6.2 State Law Requirements Regarding *Real Estate Disclosure*. Continued (d) For the purposes of this *Compatibility Plan*, the disclosure provisions of state law are deemed mandatory for new development and shall continue in effect as *ALUC* policy even if the state law is revised or rescinded. Also, *ALUC* policy requires that signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new *project* within the *AIA* (Review Area 1 and Review Area 2).	

Goal/Policy	Project Consistency
(e) Although not required by state law, the recommendation of the *ALUC* is that the above airport proximity disclosure should be provided as part of all real estate transactions involving private property within the *AIA* (Review Area 1 and Review Area 2), especially any sale, lease, or rental of residential property. Furthermore, the *ALUC* recommends that each *local agency* affected by this *Compatibility Plan* adopt a policy designating these areas as the places where disclosure of airport proximity is required under state law or is otherwise appropriate. Although strongly encouraged, adherence to this policy is not mandatory as it applies to existing land uses over which the ALUC does not have authority.	
3.6.3 Overflight Notification. In addition to the preceding *real estate disclosure* requirements, an *overflight notification* document shall be recorded for any *local agency* approval of new residential land use development within the area indicated on **Exhibit III-4**. (a) The *overflight notification* document shall disclose the following: NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. (b) A separate *overflight notification* document is not necessary where an *avigation easement* is required. (c) Recordation of an *overflight notification* document is not required for nonresidential development. (d) Nothing in this policy is intended to prevent a *local agency* from adopting and implementing an expanded form of *overflight notification*. (e) Examples of *overflight notification* documents are provided in Appendix F.	**Consistent**. The project site is approximately four miles northeast of the McClellan-Palomar Airport, and is located within Review Area 2 per the ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. In order to comply with the ALUCP, FAA notification of proposed construction within the review area through a 7460-1 form is required at least 45 days prior to construction. This would be made a condition by the County and indicated on the building plans. In addition, the recordation of overflight notification documents is also required in locations within Review Area 2.

Table 7 Project Conformance with Draft Multiple Species Conservation Program North County Plan

Goal/Policy	Project Consistency
Agricultural Lands Outside the PAMA	
Development. Existing agricultural operation located outside of the PAMA that are converting to non-agricultural land uses (such as residential development) must address current CEQA regulations and County ordinances.	**Consistent.** The project is not within the County approved Pre-Approved Mitigation Area (PAMA). As described in the project's Biological Resources Assessment, the project would not conflict with any local policies and ordinances pertaining to the protection of biological resources, and project impacts to non-native grassland would be reduced to less than significant through mitigation at a 0.5:1 ratio as required by the MSCP through the purchase of credits from a local approved mitigation bank (Rincon 2019). In addition, the project is not an existing agricultural operation, and per the project's historical analysis, has not been used for agriculture since the 1960's (CRM TECH 2019).

This page intentionally left blank.

3 Land Use and Community Character Consistency Analysis

3.1 County of San Diego-identified Issues

According to the scope for this analysis in the Pre-application Letter prepared by the County for this project, the following issues were outlined to be addressed in this analysis:

1. The building form, size and massing of the proposed residential units will need to be analyzed for appropriateness and consistency with the existing community character, which is characterized by single family dwellings in the immediate surrounding area and apartments/mobile home parks located approximately 0.5 miles to the northwest and east of the project site.
    - This evaluation shall include information which compares square footage, heights, lot sizes, required earthwork and occupancy rates of other uses in the vicinity of the proposed project.
    - The architectural style of the structures and their site utilization shall be related to the manner in which surrounding properties have developed.
    - Evaluate if the proposed development/built products would be appropriate for the community.
    - Discuss how the change of building type (from "C" - Single Detached to "K" -Multi Dwelling units) is consistent with the surroundings.
    - Landscaping shall be discussed in light of the ability of the plantings to soften the exterior appearance and relative massiveness of the proposed structures.
2. Other physical impacts resulting from the nature of the operations
    - This evaluation shall include the type of activities to be conducted, the time of day during which the various operations will occur, the days of the week the facility will be used, and the number of peoples involved.
    - This information shall define any potential impacts associated with this intensification of use of the site as well as providing a baseline for the analysis of noise, traffic, lighting or other related impacts.
3. The potential for subsequent changes to the regional environmental setting resulting from similar additional requests encouraged by the now altered community character or what physical limitations would not permit other property owners from following suit.

County of San Diego Issues 1, 2, and 3 are discussed below under Sections 4.1.1, 4.1.2, and 4.1.3, respectively.

3.1.1 Project Consistency with Existing Community Character

Density

A General Plan Amendment is required to change the General Plan land use designation for the project site from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), and the project's zoning change would change the zoning from Rural Residential (RR) to Multi-Family Residential (RM), which would include changing the zoning development regulation of building type from "C" - Single Detached to "K" - Multi Dwelling units. With these land use and zoning regulation changes, the project would be a denser use than currently allowed on the project site.

The General Plan's Community Development Model is implemented by three regional categories: Village, Semi-Rural, and Rural Lands, which reflect the different character and land use goals of the County's developed areas, its lower-density residential and agricultural areas, and its very low-density or undeveloped rural lands. The project's surrounding area in the County has a Regional Category of Village. Specific land uses include single family residences, which are located to the north and south of the project site in the Village Residential 2 (VR-2) and Village Residential 7.3 (VR-7.3) land use designations, respectively. West of the project site across Poinsettia Avenue are single-family residences and Joli Ann Leichtag Elementary School located in the Village Residential 2.9 (VR-2.9) land use designation. To the east across Smilax Road is the City of San Marcos jurisdiction; land uses include a multi-family residential apartment complex and single-family residences. Land uses within the greater vicinity (approximately 600 feet to the northeast include multi-family apartments and mobile home parks located in the Village Residential 15 (VR-15) and Village Residential 24 (VR-24) land use designations, respectively. Whereas light industrial enterprises located in the Limited Impact Industrial land use designation are situated approximately 1,700 north of the project site within the City of San Marcos jurisdiction and 2,500 feet south of the project site within the jurisdiction of the City of Vista. Additionally, commercial enterprises are located approximately 3,400 feet to the west and 4,400 feet to the east in the jurisdictions of the City of Vista and City of San Marcos, respectively. Finally, to the south of the project is a fruit stand/grocery market at the Smilax Road and Oleander Avenue intersection.

The Community Development Model directs the highest intensities and greatest mix of uses to Village areas. According to the Land Use Element, the intent of the Community Development Model is to guide new development into more compact development as a means to reduce associated impacts. The project would be an infill project that would place more compact development in an area that has been designated as a Village by the General Plan.

The project proposes a General Plan Amendment to change the General Plan Land Use Designation from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), which allows for a residential density of 15.0 du/ac. The project would include 62 attached dwelling units on the 4.9-acre property, for an overall density of 12.7 du/ac. This increased density on a site previously designated as a lower intensive use would be in accordance with the Community Development Model due to the following reasons: the surrounding area includes similar intensive residential land uses, such as the Village Residential 15 (VR-15) and Village Residential 24 (VR-24) multi-family and mobile home land uses 600 feet to the northeast and the multi-family residences in the City of San Marcos jurisdiction approximately 750 feet to the east; the surrounding area includes an elementary school that would allow for project residences to walk or bike to school; the surrounding area includes commercial and industrial uses that would provide jobs in close proximity to project residences; small retail uses are located nearby within walking distance, such as the fruit stand/grocery at the

Smilax Road and Oleander Avenue intersection; and since the project is located approximately 0.5 mile from the nearest bus stop, NCTD Route 305 at South Santa Fe Avenue and Bosstick Boulevard.

The project's height and setback designators for the existing Rural Residential (RR) zoning and for the proposed Multi-Family Residential (RM) zoning would be the same. The "G" designator for height allows for two-story structures up to 35 feet in height. The "H" designator for setbacks allows for front setbacks of 50 feet, interior setbacks of 10 feet, exterior setbacks of 35 feet, and rear setbacks of 25 feet (interior side yard setbacks do not apply to attached buildings). The Rural Residential (RR) zoned properties that surround the project site also have "G" and "H" designators for height and setbacks. In accordance with the zoning, the project structure would be two stories and would not exceed 35 feet in height. As shown on the architectural plans, most of the building would not be at the maximum heights due to the sloped roofs in accordance with the Spanish Colonial architecture, similar to the typical roofs of the area. In addition, the project setbacks would be consistent with the requirements of the "H" designator. In certain locations, such as the bioretention basin on the western portion of the project site and the open space area on the southeastern portion of the project site, the building setbacks would be much greater than required (approximately a 140 foot building setback at the bioretention basin and a 50 foot setback at the open space area). The increased setbacks in certain areas of the project site would be consistent with similar setbacks on the nearby Rural Residential (RR) zoned properties.

In addition to being consistent with the existing community character, the future community character of the North County Metro Subregional Area and the unincorporated County areas have been identified as necessitating increased density. The County General Plan Housing Element has identified the North County Metro Subregional Area to have substantial growth, with the North County Metro Subregional Area increasing in population by 50 percent from 2010 to 2050. For purposes of the 2010 to 2020 planning period, the California HCD advised SANDAG that the land use jurisdictions within its region needed to provide 161,980 housing units across a mix of income categories (California HCD 2010). Of this total, and as discussed in the Housing Element of the County's General Plan, 22,412 housing units were assigned to the County's unincorporated areas. During the hearing on the County's Climate Action Plan in February 2018, Board Chair Gaspar underscored the County's obligation to meet its regional housing need allocation and noted that – eight years into the 2010 to 2020 planning period – the County had only issued building permits for 4,644 of its required 22,412 units.

In July 2018, HCD provided SANDAG with its regional housing needs for the 2020 to 2029 planning period, which has increased from 161,980 housing units to 171,685 housing units, again across a mix of include categories (California HCD 2018). SANDAG has not yet allocated that total for the 2020 to 2029 planning period to the individual land use jurisdictions in the region; however, the increase in the total unit count will be challenging to accommodate due to the region's inability to meet the existing demand for housing. SANDAG's Fifth Housing Element Cycle has projected a demand for 22,412 additional housing units in the unincorporated County by 2020 that the project would assist with accommodating. Therefore, the project's increased density is appropriate for the area to assist the County in meeting its housing demand.

The project's location in a Village designation is an ideal area to increase density to meet housing needs, as the Community Development Model directs the highest intensities and greatest mix of uses to Village areas. Village areas consist of only 2.3 percent of land under County jurisdiction, and therefore are targeted areas within the County to accommodate increased density to meet housing needs. In addition, the condominiums would allow for a more affordable price point than the larger single-family residences located in the North County Metro Subregional Area. The proposed

residential units, which include three different floor plans, have the potential to provide rental or ownership opportunities for singles, small families, and/or retirees who want to live in a condominium-type setting without the cost or maintenance effort of a single-family residence in the North County Metro Subregional Area.

Given the aforementioned, the diverse mix of land uses in the greater community and the anticipated growth of the area, the proposed density would be appropriate for the existing community character and the Community Development Model for the area.

Architecture

The project's architecture would be a Spanish Colonial (see Appendix A for architectural renderings). Project architecture would include the following features: concrete 'S' red-tiled roofs; exposed wood fascia on the roof edges; decorative clay pipes above the main second-floor windows; vinyl window systems; light brown, tan, or white stucco over foam trim for the building exteriors; composite entry doors; and dark brown or white sectional garage doors. This design concept that is consistent with typical and historical designs in the surrounding areas. For example, adjacent to the north and northeast and at the new subdivision south on Smilax Road at the Oleander Avenue intersection are houses that have red-tiled roofs with light or beige exterior walls.

The project's landscaping would be designed to soften the exterior appearance and relative mass of the project to nearby viewers to maintain the unincorporated County character of the area (see Figure 10 and Figure 11 for colored landscape renderings; see Appendix A for complete landscape plans). The project would site accommodate 209 new trees on a 4.9-acre site, which in certain areas would include trees in between the project structures and nearby property lines (e.g., the northern elevation profile in Figure 11 shows landscaping that extends in from the western and eastern ends of the project site). The project's private backyards, including those adjacent to the northern and southern property lines, would be fenced from adjacent uses with a six-foot tall vinyl fence. Setbacks would be designed in accordance with County zoning requirements, and open areas of the property boundary such as the bioretention basin on the western end of the project site and the open space area on the southeast corner of the project site would create a large buffer between the property boundary and the project structures. This use of landscaping, setbacks, and open areas would soften the exterior appearance and project mass to be consistent with the existing community character.

The design described above would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change. This special designator would ensure that the County would review the architectural and landscaping design so that, with the design concept and increased intensity of the project site, it conforms to the community character of the adjacent community. Therefore, the project's architecture and landscaping would be consistent with the existing community character.

3.1.2 Other Project Physical Impacts

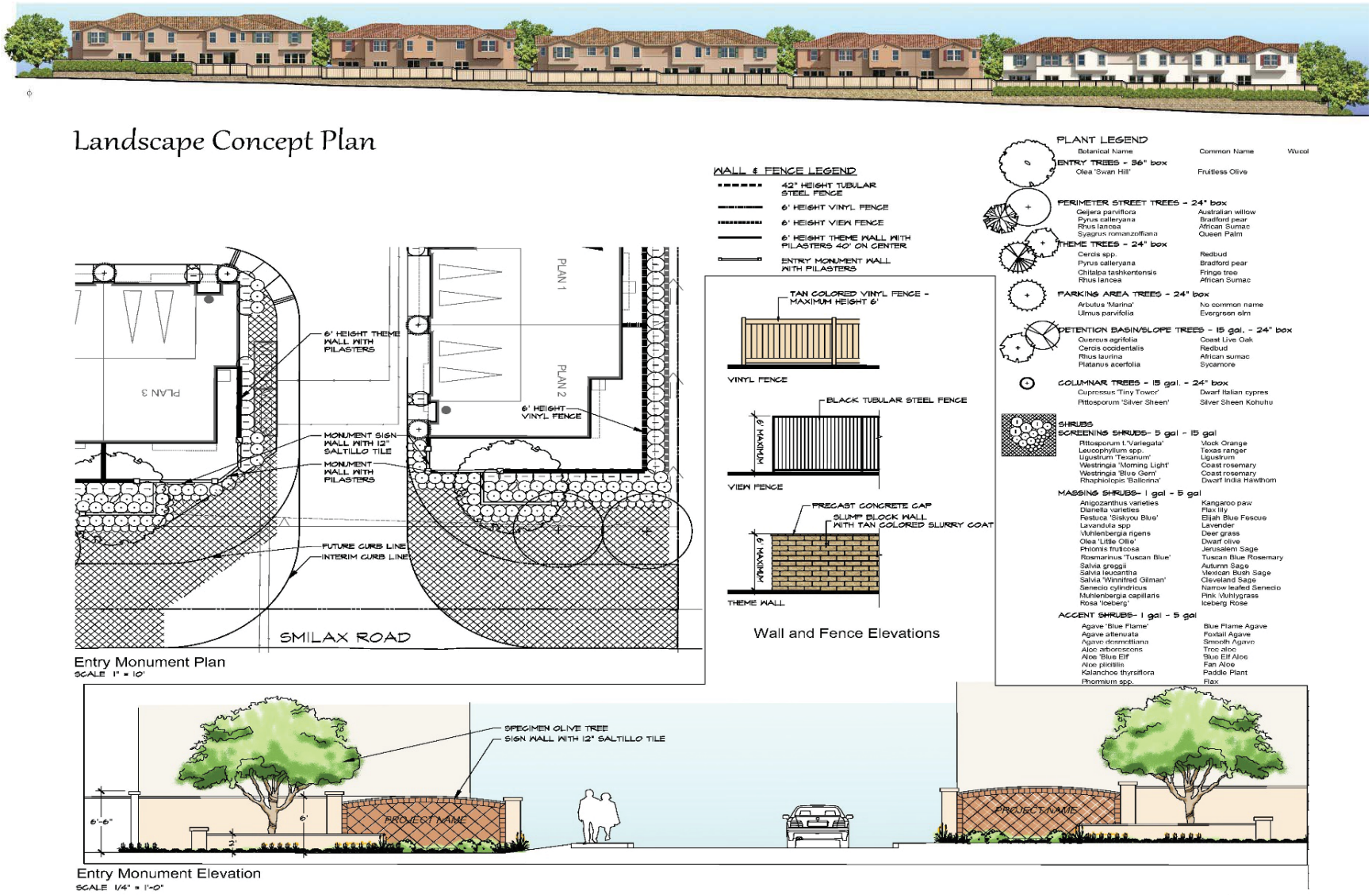
The project's physical impacts on the environment are discussed within Table 3.1 through the project's consistency with land use policies regarding aesthetics, air quality, lighting, archaeological resources, biological resources, geology and soils, hydrology and water quality, minerals, noise, paleontological resources, and transportation. Due to project construction and operation, physical impacts may occur to the following issues:

Figure 10 Landscape Concept Plan – Top-Down View



Source: Howard Associates, Inc. 2019

Figure 11 Landscape Concept Plan – Elevation Profiles



Note: Top elevation profile is a view from north of the project site; Source: Howard Associates, Inc. 2019

- **Aesthetics.** As described in Section 4.1.1, the project's architecture and landscaping would be compatible with the area's community character. In addition, project lighting would be designed to be consistent with County standards.
- **Air Quality.** Per the air quality analysis for the project (Ldn Consulting 2019a), project construction and operation would not exceed the significance thresholds of the SDAPCD. In addition, project construction would use Tier 4 or better construction equipment with diesel particulate filters and would utilize architectural coatings compliant with SDAPCD Rule 67. Therefore, the project would not expose people to significant amounts of air pollutants.
- **Archaeological Resources.** Project construction may encounter undiscovered archaeological resources, which would be mitigated to a less than significant level through monitoring during construction.
- **Biological Resources.** Per the project's Biological Resources Assessment (BRA), the southern parcel contains non-native grassland, a sensitive vegetation community under the MSCP (Rincon Consultants Inc. 2019). Impacts to this vegetation community would be less than significant through implementation of mitigation at a 0.5:1 off-site mitigation ratio.
- **Geological Hazards.** The project would be developed in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards
- **GHG Emissions.** Per the Global Climate Change analysis for the project (Ldn Consulting 2019b), the County's Climate Action Plan would not have considered the project's GHG emissions and the GHG emissions would require offsets for Climate Action Plan consistency; these are provided through the GHG mitigation measures that would purchase carbon offsets. With implementation of the mitigation, GHG impacts would be less than significant.
- **Hydrology and Water Quality.** The project would comply with the requirements of the County's LID handbook. This would include a bioretention basin on the western edge of the property site to control and infiltrate project runoff.
- **Minerals.** The project does not contain areas designated as having substantial potential for mineral resources.
- **Noise:** Per the project's Noise Assessment (Ldn Consulting 2019c), the project's operational and construction noise would comply with County noise standards.
- **Paleontological Resources.** Project construction may encounter undiscovered paleontological resources, which would be mitigated through monitoring during construction.
- **Transportation.** As identified in the Traffic Impact Assessment prepared for the project (LLG 2019), the project would result in a direct significant impacts on Smilax Road from project generated traffic. This would be mitigated through the addition of a left-hand turn lane into the project site. In addition, the project would result in a cumulative impact to the Poinsettia Avenue/Oleander Avenue intersection; this would be mitigated through County of San Diego Traffic Impact Fees.

As summarized above, the intensification of the project's land use would not result in significant impacts after mitigation for any impact issue.

3.1.3 Subsequent Changes from Altered Community Character

The project's density increase on a 4.9-acre site would not substantially change the regional community character that would be anticipated to result in a significant amount of similar additional requests encouraged by the project. Any such project that would propose to increase the density of

a site through the General Plan land use designation and zoning designation would follow the same procedures as the proposed project, which includes a thorough planning and environmental process that would undergo substantial review by the County and by the public. This includes the "D" Design Review Area Special Area Designator added as part of the project's zoning change, which involves County review of the architectural and landscaping design so that, with the design concept and increased intensity of the project site, it conforms to the community character of the adjacent community. Similar to the proposed project, such review would ensure that any other property owner following suit of the project would have to be consistent with the community character of the area.

In addition, the market feasibility of developing a similar site to the project site may not exist due to the lack of similar-sized parcels in the project area; a project proponent would have to purchase multiple parcels and demolish at minimum several residences to have a similar-sized project site. Similar existing sties have already been fully developed in the area (e.g., the Thornbush development at Smilax Road and Oleander Avenue).

As discussed in detail under Section 4.1.1, in addition to single-family residences, the greater surrounding area contains a similar intensity of development compared to the proposed project, such as multi-family residences, commercial areas, and light industrial areas. The County's Community Development Model also directs the highest intensities and greatest mix of uses to Village areas, which the project and surrounding area is designated as. Therefore, the potential for similar requests from other property owners compared to the proposed project would be similar to other uses in regional area and would not be anticipated to substantially alter the community character.

3.2 CEQA Guidelines Appendix G Land Use Issues

Appendix G of the CEQA Guidelines contains questions to analyze environmental issues related to land use and planning. The questions are:

a) Would the project physically divide an established community?

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

CEQA Guidelines Appendix G Issues 1, 2, and 3 are discussed below under Sections 4.2.1 and 4.2.2, respectively.

3.2.1 Physically Divide an Established Community

The project involves construction of multi-family residences on a developed property. The project site does not currently serve as a connector for the existing community. The eastern portion of the project site is designated in the Mobility Element Road Network for a future realignment of Smilax Road; the General Plan Amendment would remove this realignment from the Mobility Element Road Network. In the project's Traffic Impact Assessment (LLG 2019), a Long-Term analysis without the Mobility Element Realignment of an approximately 900-foot portion of Smilax Road was conducted. Intersection and street segment analyses were conducted that show that adequate levels of service are calculated at the subject segments and intersections in the Year 2035 timeframe with the removal of this section of Smilax Road from the Mobility Element and with area

roadways built to their Mobility Element Classifications. Since all area roadways and intersections that would be affected by the deletion of this portion of Smilax Road from the County Mobility Element would operate at adequate Level of Service, the deletion of the subject portion of Smilax Road can be supported and the project would not physically divide the community by modification of the roadway alignment.

In addition, the project does not involve construction of freeways, walls, or other features that would divide an established community. Therefore, no impacts from physically dividing an established community would occur.

3.2.2 Conflict with Land Use Plans, Policies, or Regulations

The project would be subject to the land use plans, policies, and regulations of San Diego County General Plan, the North Country Metro Subregional Plan, the County's Zoning Ordinance, the McClellan-Palomar ALUCP, and the County's MSCP. As determined in this Land Use and Community Character Analysis (Table 3 through Table 7), project design and the project's changes to the land use and zoning designations are consistent with applicable goals, policies, and objectives contained within these plans. In summary, the project would be consistent due to these overarching reasons: similar land uses and zoning designations exist in the greater vicinity of the project; the project area is in the County's Village regional category, which through the County's Community Development Model is where the highest intensities and greatest mix of uses to in the County are directed; the project would be designed architecturally to be consistent with existing architecture in the local and regional area; the project's landscaping would be used to soften the exterior and mass of the project from nearby viewers; the project would provide needed housing in the North County Metro Subregion and unincorporated County area; and because the project would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change.

In addition, the project's physical impacts on the environment, which are discussed throughout Table 3 through Table 7, are summarized in Section 4.1.2. Where potentially significant impacts would occur that would conflict with land use plans, policies, and regulations, they would be reduced to less than significant through mitigation. Therefore, impacts from conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant with mitigation.

This page intentionally left blank.

4 Findings and Conclusions

A General Plan Amendment is required to change the General Plan land use designation for the project site from Village Residential 2 (VR-2) to Village Residential 15 (VR-15), and the project's zoning change would change the zoning from Rural Residential (RR) to Multi-Family Residential (RM), which would include changing the zoning development regulation of building type from "C" - Single Detached to "K" - Multi Dwelling units.

The project would be subject to the goals, policies, and objectives of San Diego County General Plan, the North Country Metro Subregional Plan, the County's Zoning Ordinance, the McClellan-Palomar ALUCP, and the County's MSCP. As determined in this Land Use and Community Character Analysis (Table 3 through Table 7), project design and the project's changes to the land use and zoning designations are consistent with applicable goals, policies, and objectives contained within these plans. In summary, the project would be consistent due to these overarching reasons: similar land uses and zoning designations exist in the greater vicinity of the project; the project area is in the County's Village regional category, which through the County's Community Development Model is where the highest intensities and greatest mix of uses to in the County are directed; the project would be designed architecturally to be consistent with existing architecture in the local and regional area; the project's landscaping would be used to soften the exterior and mass of the project from nearby viewers; the project would provide needed housing in the North County Metro Subregion and unincorporated County area; and because the project would be reviewed by the County through the "D" Design Review Area Special Area Designator added as part of the project's zoning change.

Per the Pre-application Letter prepared by the County for this project, in addition to the consistency with the plans listed above, the following main issues were outlined to be addressed in the Land Use and Community Character Analysis: project consistency with existing community character; other project physical impacts; and subsequent changes from altered community character (e.g., allowing other property owners to follow suit of the project's land use and zoning changes). The project would be consistent with the existing community character through the same reasons outlined above for the project's compatibility with the applicable land use plans. The project would not result in significant adverse physical impacts to the environment after mitigation. The project would not be anticipated to result in substantial subsequent changes from altered community character due to those properties being required to follow a similar planning process (environmental compliance, general plan and zoning amendments, etc.)

Per the Appendix G of the CEQA Guidelines land use and planning questions, the project would not physically divide an established community or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Due the location of the project and the acceptable Level of Service operation of Smilax Road with the General Plan Amendment to remove the road's realignment through the project site from the Mobility Element Road Network, the project would not result in a physically divided community. In addition, the project's consistency with applicable plans, policies, or regulations are described under Table 3 through Table 7.

In summary, the project would not result in substantial land use conflicts or development that would be incompatible with other surrounding land uses within the North County Metro Subregional Area. The project would offer needed housing in the subregional and unincorporated County areas, and would be consistent with the land use and community character objectives of the County General Plan, the County's Zoning Ordinance, North County Metro Subregional Plan, the McClellan-Palomar ALUCP, and the County's MSCP.

5 References

California Department of Housing and Community Development (HCD). 2010. Letter to SANDAG, Regional Housing Need Determination. November 23. Available at: https://www.sandag.org/uploads/projectid/projectid_189_13279.pdf

_____. 2018. Letter to SANDAG, Final Regional Housing Need Determination. July 5. Available at: https://www.sandag.org/uploads/projectid/projectid_189_24169.pdf

California Department of Transportation (Caltrans). 2018. 2017 Traffic Volumes. Available at: http://www.dot.ca.gov/trafficops/census/volumes2017/

CRM TECH. 2019. Historic-Period Building Evaluation, 425 Smilax Road. May 8, Revised September 20.

Ldn Consulting, Inc. 2019a. Air Quality Assessment, Smilax 62 Unit Development Plan. October.

_____. 2019b. Global Climate Change, Smilax 62 Unit Development Plan. October.

_____. 2019c. Noise Assessment, Smilax 62 Unit Development Plan. October.

Linscott Law & Greenspan Engineers (LLG). 2019. Transportation Impact Analysis, Smilax Property. April 16.

Ready San Diego. 2019. Wildfire Hazard Map. Available at: http://www.readysandiego.org/wildfire-hazard-map/

Red Tail Environmental. 2019. Negative Cultural Resources Survey Report, 425 Smilax Road Project. September.

Rincon Consultants, Inc. (Rincon). 2018. Paleontological Resources Due Diligence Assessment for the Smilax Project. July 12.

_____. 2019. 425 Smilax Road Townhome Development Project, Biological Resources Report. September.

San Diego, County of. 2009. Multiple Species Conservation Program, North County Plan. Volume 1. February 19.

_____. 2011a. San Diego County General Plan. August.

_____. 2011b. North County Metropolitan Subregional Plan. August 3.

_____. 2017. The Zoning Ordinance, San Diego County. April. Available at: https://www.sandiegocounty.gov/content/sdc/pds/zoning.html

San Diego County Airport Land Use Commission. 2010. McClellan-Palomar Airport Land Use Compatibility Plan. March 4.

This page intentionally left blank.

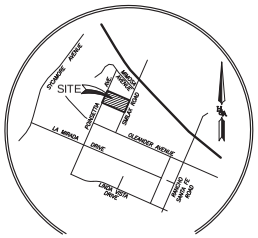
Appendix A

Project Plans

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN

SMILAX PROPERTY

County Of San Diego, California

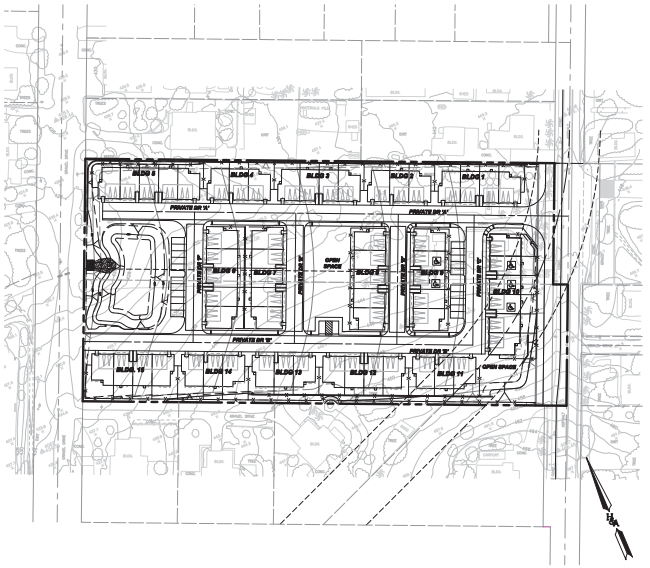


VICINITY MAP

NTS

LEGEND

PROJECT BOUNDARY	
EXISTING TOPO CONTOUR	350
EXISTING LOT LINE	
BLDG NUMBER	BLDG. NO. 3
PAD ELEVATION	P237.7
SLOPE (2: 1 MAX)	
PERCENT OF GRADE	2%
ST. ELEVATION	350.4
SEWER MAIN (8"∘)	
SEWER INVERT ELEVATION	343.4 IE
WATER MAIN (8"∘)	W
FIRE HYDRANT	
RECLAIMED WATER MAIN	RW
STORM DRAIN(18"∘)	
RETAINING WALL	
TOP OF WALL ELEVATION	TW
FINISHED SURFACE ELEVATION	FS
ST. LIGHT	
EASEMENT LINE	



KEY MAP

SCALE 1"=100'

GENERAL DESIGN NOTES

1. PUBLIC WATER SYSTEM TO BE INSTALLED IN ACCORDANCE WITH THE VISTA IRRIGATION DISTRICT AND SHALL BE MAINTAINED AND OPERATED BY THE VISTA IRRIGATION DISTRICT. ALL ON-SITE WATER IS PRIVATE AND SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. DESIGN AS SHOWN IS SUBJECT TO MODIFICATION IN FINAL ENGINEERING.
2. ALL ON-SITE STORM DRAIN IS PRIVATE AND SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. DESIGN AS SHOWN IS SUBJECT TO MODIFICATION IN FINAL ENGINEERING.
3. ALL ON-SITE SANITARY SEWER IS PRIVATE AND SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. SEWER MAINS ARE 8" MINIMUM P.V.C. UNLESS OTHERWISE SHOWN. DESIGN AS SHOWN IS SUBJECT TO MODIFICATION IN FINAL ENGINEERING.
4. SOURCE OF TOPOGRAPHY: AERIAL PHOTOGRAPHY BY HUNSAKER & ASSOCIATES FLOWN ON AUGUST XX, 2018.
5. GRADING AND MODEL UNITS MAY BE CONSTRUCTED PRIOR TO FINAL MAP RECORDATION
6. ASSESSOR TAX RATE AREA: 76040 & 76184
7. THE SUBDIVIDER SHALL DEDICATE ALL PUBLIC STREETS AND PUBLIC EASEMENTS SHOWN ON THE SITE PLAN MAP.
8. NO SPECIAL ASSESSMENT ACT WILL BE NECESSARY FOR THIS DEVELOPMENT
9. PARK LAND FEES TO BE PAID IN LIEU OF PARK LAND DEDICATION
10. THE DEVELOPER SHALL COMPLY WITH ALL STREET LIGHT REQUIREMENTS SPECIFIED IN THE COUNTY STANDARDS.
11. ALL LOTS WITHIN THIS SUBDIVISION SHALL HAVE A MINIMUM OF 100 S.F. OF SOLAR ACCESS FOR EACH FUTURE DWELLING UNIT.
12. ALL CUT AND FILL SLOPES WILL BE PROPERLY LANDSCAPED, IRRIGATED AND MAINTAINED IN ACCORDANCE WITH COUNTY STANDARDS.
13. ALL EXISTING STRUCTURES ONSITE ARE TO BE DEMOLISHED.
14. THIS PLAN IS PROVIDED TO ALLOW FOR FULL AND ADEQUATE DISCRETIONARY REVIEW OF A PROPOSED DEVELOPMENT PROJECT. THE PROPERTY OWNER ACKNOWLEDGES THAT ACCEPTANCE OR APPROVAL OF THIS PLAN DOES NOT CONSTITUTE AN APPROVAL TO PERFORM ANY GRADING SHOWN HEREON, AND AGREES TO OBTAIN A VALID GRADING PERMIT BEFORE COMMENCING SUCH ACTIVITY.
15. SPECIFIC METHODS OF HANDLING STORM WATER ARE SUBJECT TO DETAILED APPROVAL BY THE DEVELOPMENT SERVICES DEPARTMENT AT THE TIME OF SUBMISSION OF IMPROVEMENT AND GRADING PLANS. DESIGN SHALL BE ACCOMPLISHED ON THE BASIS OF THE REQUIREMENTS OF THE SUBDIVISION MANUAL. DRAINAGE EASEMENTS SHALL BE PROVIDED AS REQUIRED.
16. UTILITIES SHALL BE UNDERGROUND AND EASEMENTS PROVIDED AS NECESSARY.
17. GRADING SHOWN HEREON IS PRELIMINARY AND SUBJECT TO MODIFICATION IN FINAL DESIGN SUBJECT TO APPROVAL BY THE COUNTY DEVELOPMENT SERVICES DEPARTMENT.
18. TEMPORARY AND PERMANENT STRUCTURAL BEST MANAGEMENT PRACTICES WILL BE INCORPORATED IN THE DESIGN AND IMPLEMENTATION OF THE DEVELOPMENT.
19. PRELIMINARY GEOTECHNICAL REPORT PREPARED BY: X X X DATED X X X 2018.
20. REFER TO THE "WATER QUALITY TECHNICAL REPORT" PREPARED BY HUNSAKER & ASSOCIATES FOR COMPLIANCE WITH THE REGIONAL WATER QUALITY CONTROL BOARD JURISDICTIONAL PERMIT.
21. INDIVIDUAL TRASH PICKUP IS PROPOSED WITH THE PROJECT.

EARTHWORK/GRADING QUANTITIES

CUT: XX,XXX C.Y.
FILL: XX,XXX C.Y.

GRADING QUANTITIES SHOWN ARE RAW QUANTITIES ONLY AND DO NOT INCLUDE THE EFFECT OF REMEDIAL GRADING SHOWN IN THE PRELIMINARY SOILS REPORT.

GENERAL NOTES

1. PROJECT SITE AREA EXISTING: XX ACRES
   PROJECT SITE AREA PROPOSED XX ACRES
2. TOTAL NUMBER OF EXISTING PARCELS:
3. TOTAL NO. OF UNITS PROPOSED: 62
4. TOTAL NO. OF BLDGS. PROPOSED: 15
5. ASSESSOR'S PARCEL NUMBERS: 217-191-02 AND 03
6. EXISTING GENERAL PLAN REGIONAL CATEGORY:
7. PROPOSED GENERAL PLAN REGIONAL CATEGORY:
8. EXISTING GENERAL PLAN LAND USE DESIGNATION:
   PROPOSED GENERAL PLAN LAND USE DESIGNATION:
9. COMMUNITY PLAN: NORTH COUNTY METRO
10. PROPOSED DENSITY: XX DU/AC (61 DU'S/XX ACRES)
11. EXISTING ZONING: RURAL RESIDENTIAL (RR)
12. PROPOSED ZONING: MULTI-FAMILY RESIDENTIAL (RM)
13. EXISTING LAND USE: VACANT & SF RESIDENTIAL
    PROPOSED LAND USE: MULTI-FAMILY RESIDENTIAL

CONDOMINIUM NOTE

THIS IS A MAP OF A CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF DWELLING UNITS IS 62.

OWNER'S STATEMENT

I HEREBY CERTIFY THAT I AM THE RECORD OWNER, AS SHOWN ON THE LATEST EQUALIZED COUNTY ASSESSMENT OF THE PROPERTY SHOWN ON THE TENTATIVE MAP. ALL OF MY CONTIGUOUS OWNERSHIP WITHIN AND BEYOND THE BOUNDARIES OF THE TENTATIVE MAP IS SHOWN. I UNDERSTAND THAT PROPERTY IS CONSIDERED AS CONTIGUOUS EVEN IF SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS OR RAILROAD RIGHTS-OF-WAY. "FREEWAY" AS DEFINED IN SECTION 23.5 OF THE STREETS AND HIGHWAYS CODE, SHALL NOT BE CONSIDERED AS ROADS AND STREETS. I CERTIFY UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT. EXECUTED THIS DAY OF DECEMBER, 2018, AT SAN DIEGO COUNTY, CALIFORNIA.

_____
REPRESENTATIVE

OWNER/SUBDIVIDER

CECILIO YAMOMO
SMILAX & WANG, LLC

_____
REPRESENTATIVE

APPLICANT

KB HOME COASTAL, INC.
9915 MIRA MESA BLVD.
SUITE #100
SAN DIEGO, CA 92131
(858) 877-4262

_____
KURT BAUSBACK

ENGINEER

HUNSAKER & ASSOCIATES SAN DIEGO, INC
9707 WAPLES STREET
SAN DIEGO, CA 92121
(858) 558-4500

ALISA S. VIALPANDO No. 47945 Exp. 12/31/19 CIVIL STATE OF CALIFORNIA

_____ _____ _____
ALISA S. VIALPANDO R.C.E. 47945 DATE
MY REGISTRATION EXPIRES ON 12/31/19

PUBLIC UTILITIES AND DISTRICTS

GAS AND ELECTRIC..... SAN DIEGO GAS & ELECTRIC CO.
WATER.....VISTA IRRIGATION DISTRICT
SEWER..... BUENA SANITATION MAINTENANCE DISTRICT
POLICE..... COUNTY SHERIFFS DEPARTMENT
SCHOOLS..... SAN MARCOS UNIFIED SCHOOL DISTRICT
FIRE..... VISTA FIRE PROTECTION DISTRICT

SOURCE OF TOPOGRAPHY

THE INFORMATION SHOWN HEREON IS BASED ON AERIAL PHOTOGRAMMETRY MAPPED BY RJ LUNG AND ASSOCIATES ON JULY 23, 2013, TOGETHER WITH FIELD SURVEY MEASUREMENTS PERFORMED BY HUNSAKER AND ASSOCIATES, SAN DIEGO INC. ON JANUARY 16, 2015.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NAD83 CCS '83 CALIFORNIA, ZONE 6, EPOCH HPGN 1992 GRID BEARING BETWEEN STATION "SMVC010" AND THE STATION "SMVC08" PER RECORD OF SURVEY NO. 13928.

I.E. N23°57'17"E

QUOTED BEARINGS FROM REFERENCE MAPS OR DEEDS MAY OR MAY NOT BE IN TERMS OF SAID SYSTEM.

ALL DISTANCES SHOWN HEREON ARE GROUND, UNLESS OTHERWISE NOTED.

THE COMBINED SCALE FACTOR AT STATION "SMVC010" IS 0.999941188. GRID DISTANCE = GROUND DISTANCE x COMBINED SCALE FACTOR.

BENCHMARK

ARCHITECTURAL SUMMARY

ARCHITECTURAL MIX

ZONING

APN: 217-191-02-00 & 03-00
GENERAL PLAN: VILLAGE (VR-2)-EXISTING
COMMUNITY PLAN: NORTH COUNTY METRO

	ZONE	EXIST.	PROP.
USE REGULATIONS		RR	RM
ANIMAL REGULATIONS		P	–
DEVELOPMENT REGULATIONS	DENSITY	–	–
	LOT SIZE (MINIMUM)	0.5AC	–
	BUILDING TYPE	C	–
	MAX FLOOR AREA	–	–
	FLOOR AREA RATIO	–	–
	HEIGHT	G	–
	COVERAGE	–	–
	SETBACK	H	–
	OPEN SPACE	–	–
SPECIAL AREA REGULATIONS		C	–

OPEN SPACE SUMMARY

PRIVATE USEABLE OPEN SPACE

GROUP USEABLE OPEN SPACE REQUIRED

PROVIDED

PARKING SUMMARY

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF UNINCORPORATED, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE SOUTHERLY HALF OF THE NORTH HALF OF THE WEST HALF OF LOT 7, IN BLOCK 95, IN THE SUBDIVISION OF THE RANCHO LOS VALLECITOS DE SAN MARCOS, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 806, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 21, 1895.

EXCEPTING A STRIP OF LAND 20 FEET IN WIDTH ALONG THE EAST BOUNDARY THEREOF.

APN: 217-191-02-00 & 217-191-03-00

EXISTING EASEMENTS & ENCUMBRANCES

SEE SHEET 7.

SHEET INDEX

SHEET 1 - TITLE SHEET
SHEET 2 - ST. SECTIONS
SHEET 3 - ST. SECTIONS & DETAILS
SHEET 4 - EXISTING CONDITIONS
SHEET 5 - PROJECT DESIGN
SHEET 6 - FIRE EXHIBIT
SHEET 7 - BOUNDARY & ENCUMBRANCES

DRAFT PRELIM. ONLY

PREPARED BY:
HUNSAKER & ASSOCIATES SAN DIEGO, INC
PLANNING 9707 Waples Street San Diego, Ca 92121
ENGINEERING (858) 558-4500
SURVEYING FAX (858) 558-1414

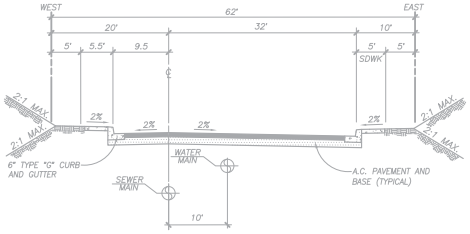
NO.	REVISIONS	DATE	BY
1	1ST SUBMITTAL-MAJ. PRE-APP	10/25/18	HBA
2	RESUBMITTAL – FULL	04/xx/19	HBA
3			
4			
5			
6			
7			
8			

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN
SMILAX PROPERTY
County Of San Diego, California

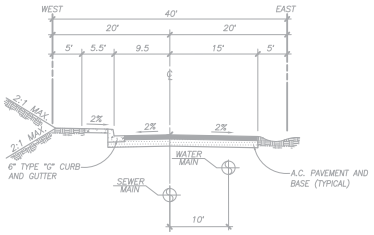
SHEET 1 OF 7

W.O. 0490-0174

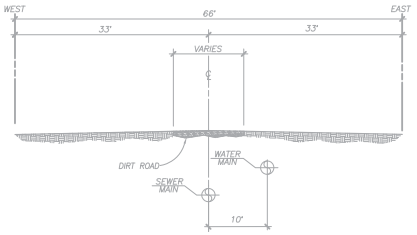
R:\1516\&Pln\Smilax Grading Plan Sht 01.dwg May-06-2019:09:55



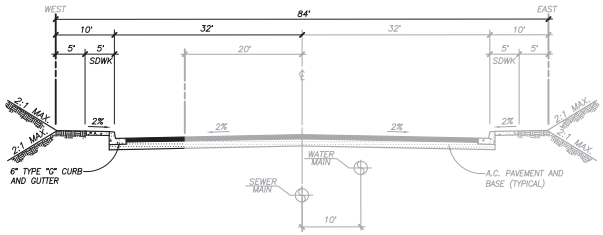
EXISTING SMILAX ROAD
(FRONTING APN 217-191-02)
NOT TO SCALE



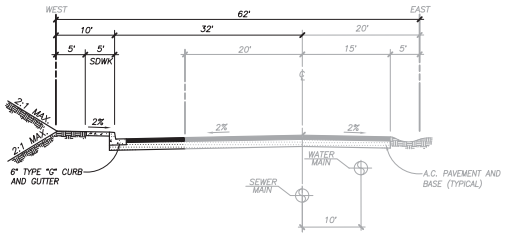
EXISTING SMILAX ROAD
(FRONTING APN 217-191-03)
NOT TO SCALE



EXISTING POINSETTIA AVE
NOT TO SCALE



PROPOSED SMILAX ROAD
(FRONTING APN 217-191-02)
NOT TO SCALE



PROPOSED SMILAX ROAD
(FRONTING APN 217-191-03)
NOT TO SCALE

STREET SECTIONS

DRAFT PRELIM. ONLY

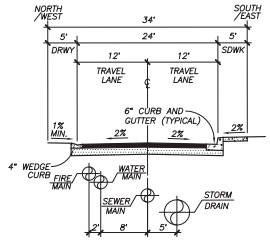
PREPARED BY:
HUNSAKER & ASSOCIATES SAN DIEGO, INC
PLANNING 5797 Mayfair Street
ENGINEERING San Diego, Ca 92121
SURVEYING Phone(858)-558- Fax(858)-558-

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN
SMILAX PROPERTY
County Of San Diego, California

SHEET 2 OF 7

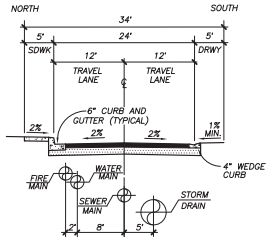
W.O. 0450-0174

R:\1516\&Pln\Smilax Grading Plan Sht 02.dwg May-06-2019:09:55



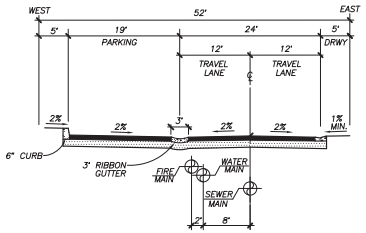
PROPOSED PVT. DRIVES 'A' & 'E'

NOT TO SCALE



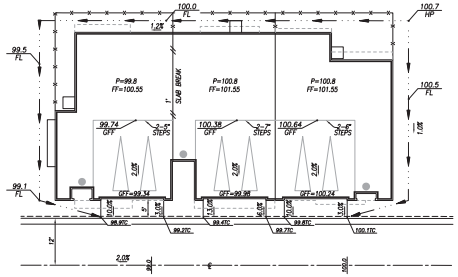
PROPOSED PVT. DRIVE 'B'

NOT TO SCALE



PROPOSED PVT. DRIVES 'C' & 'F'

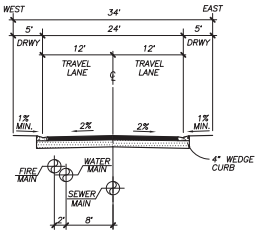
NOT TO SCALE



TYP. GRADING DETAIL
4 PLEX TOWNHOME

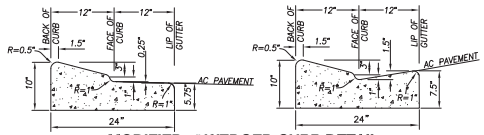
NOT TO SCALE

ASSUMES:
5' DRIVEWAY
2~7" STEPS MAX.
2% MAX. SLOPE IN GARAGE
15% MAX DRIVEWAY
1' SLAB BREAK

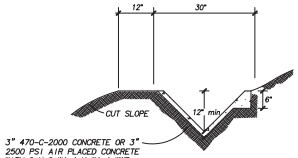


PROPOSED PVT. DRIVE 'D'

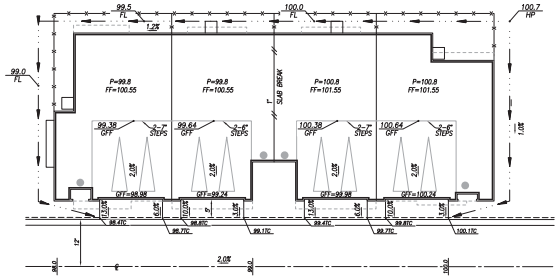
NOT TO SCALE



MODIFIED 4" WEDGED CURB DETAIL



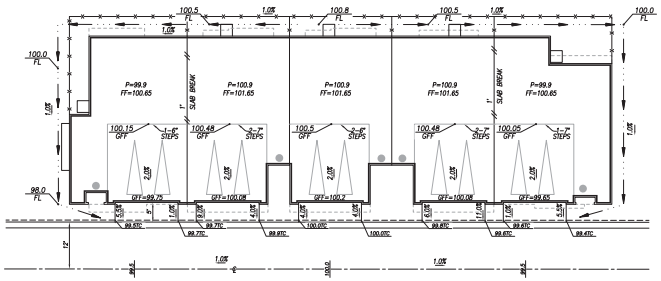
BROW DITCH TYPE A



TYP. GRADING DETAIL
4 PLEX TOWNHOME

NOT TO SCALE

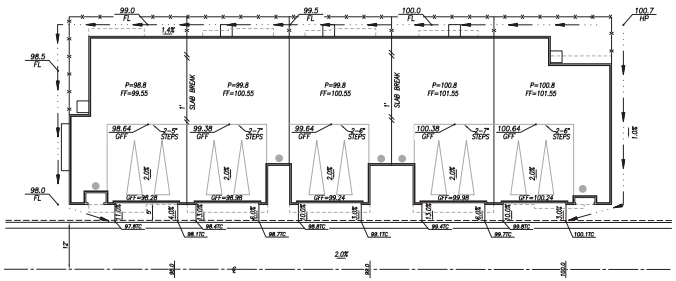
ASSUMES:
5' DRIVEWAY
2~7" STEPS MAX.
2% MAX. SLOPE IN GARAGE
15% MAX DRIVEWAY
1' SLAB BREAK



TYP. GRADING DETAIL
5 PLEX TOWNHOME

NOT TO SCALE

ASSUMES:
5' DRIVEWAY
2~7" STEPS MAX.
2% MAX. SLOPE IN GARAGE
15% MAX DRIVEWAY
1' SLAB BREAK



TYP. GRADING DETAIL
5 PLEX TOWNHOME

NOT TO SCALE

ASSUMES:
5' DRIVEWAY
2~7" STEPS MAX.
2% MAX. SLOPE IN GARAGE
15% MAX DRIVEWAY
1' SLAB BREAK

STREET SECTIONS & DETAILS

DRAFT PRELIM. ONLY

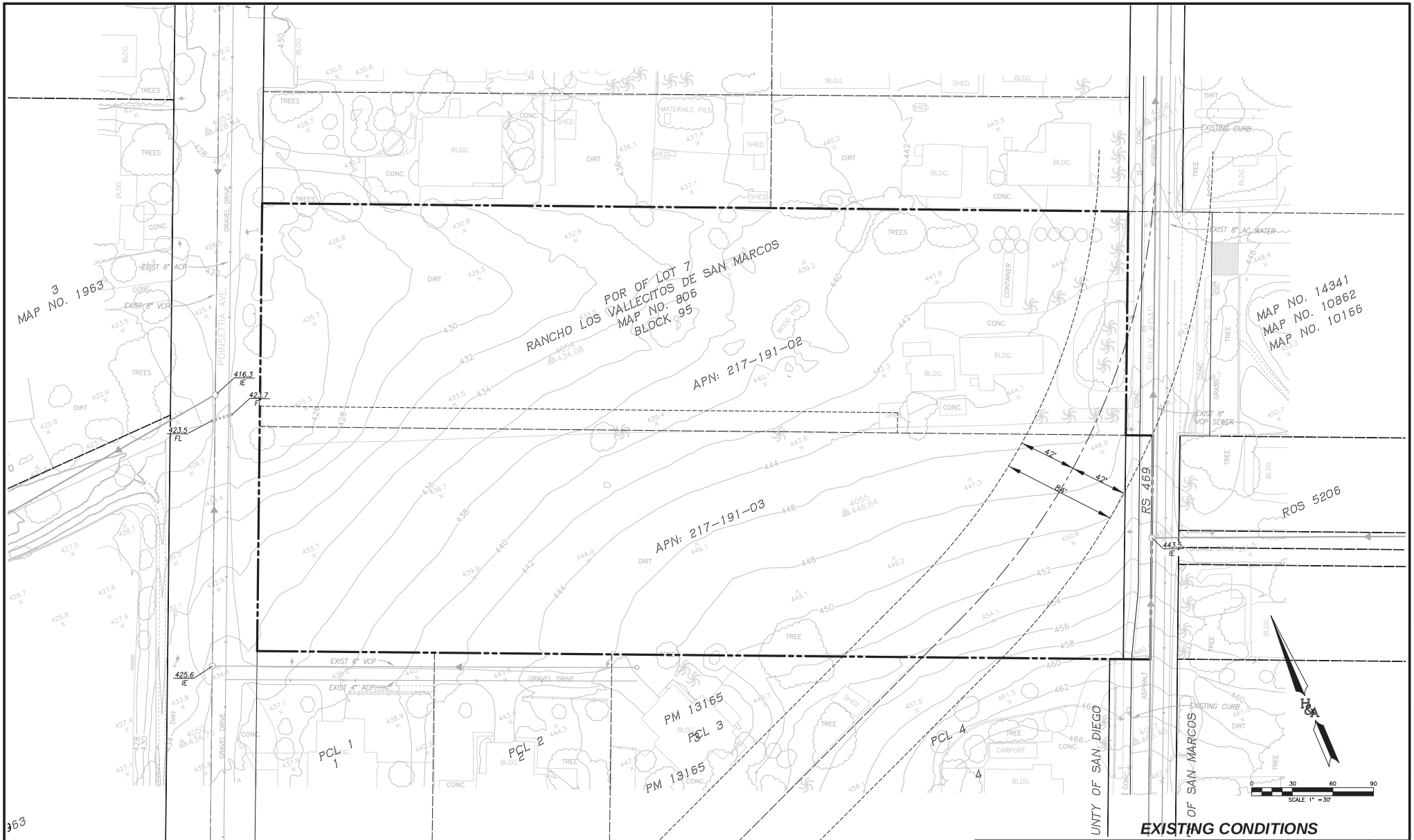
PREPARED BY:
HUNSAKER & ASSOCIATES SAN DIEGO, INC
PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PHONE(858) 558-4500 FAX(858) 558-1414

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN
SMILAX PROPERTY
County Of San Diego, California

SHEET 3 OF 7

P.D. 0490-0174

R:\1516\&Pln\Smilax Grading Plan Sht 03.dwg May-06-2019:09:53



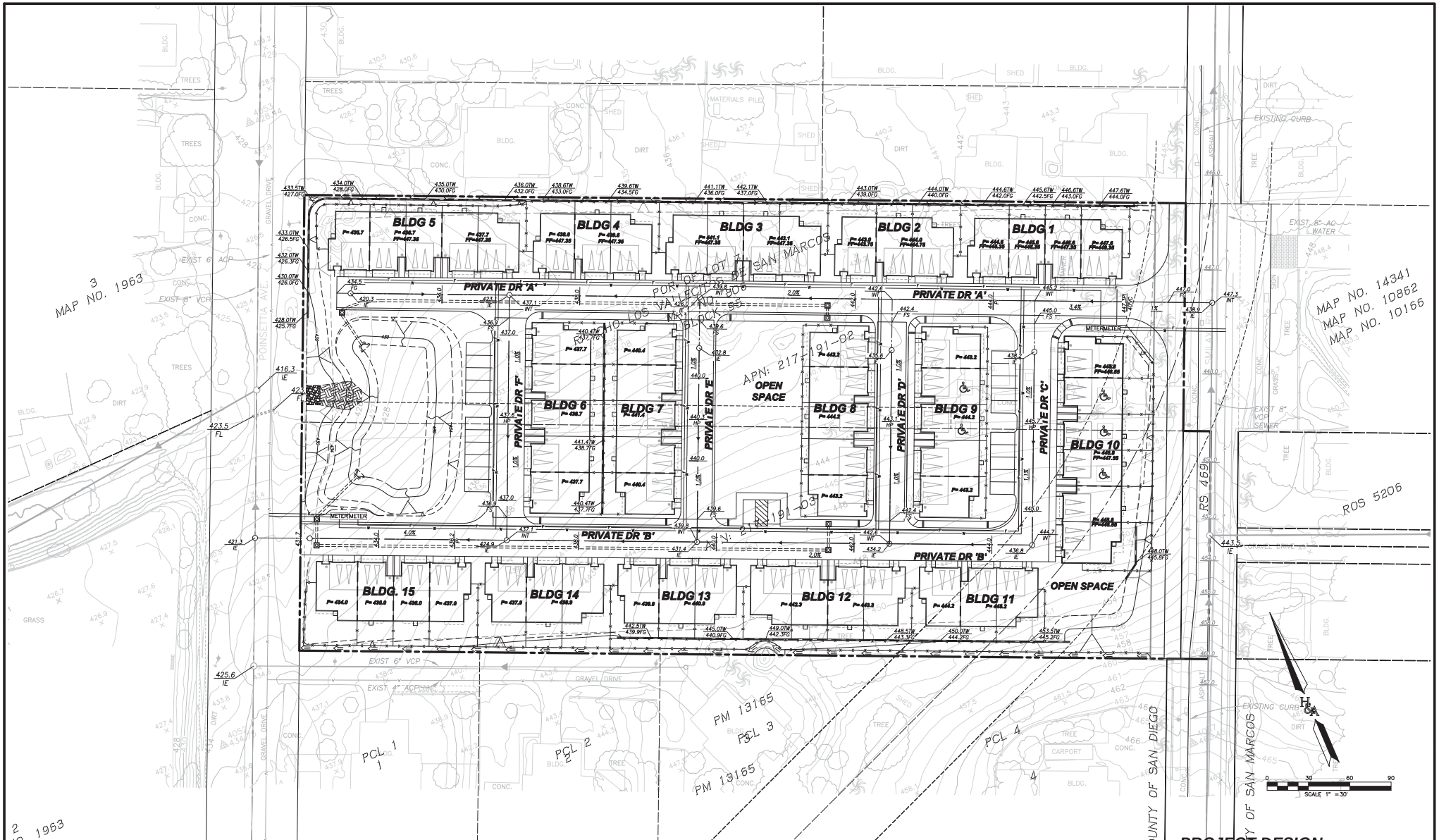
PREPARED BY:
HUNSAKER & ASSOCIATES SAN DIEGO, INC
PLANNING 5797 Mayfair Road
ENGINEERING San Diego, Ca 92121
SURVEYING PHONE(858) 558-4500 FAX(858) 558-1414

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN
SMILAX PROPERTY
County Of San Diego, California

SHEET 4 OF 7

W.O. 0490-0174

R:\1516\&Pln\Smilax Grading Plan Sht 04.dwg May-06-2019:09:56



PROJECT DESIGN

DRAFT PRELIM. ONLY

PREPARED BY:

HUNSAKER & ASSOCIATES SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PHONE(858) 558-4500 FAX(858) 558-1414

PRELIMINARY GRADING PLAN /SITE PLAN PLOT PLAN

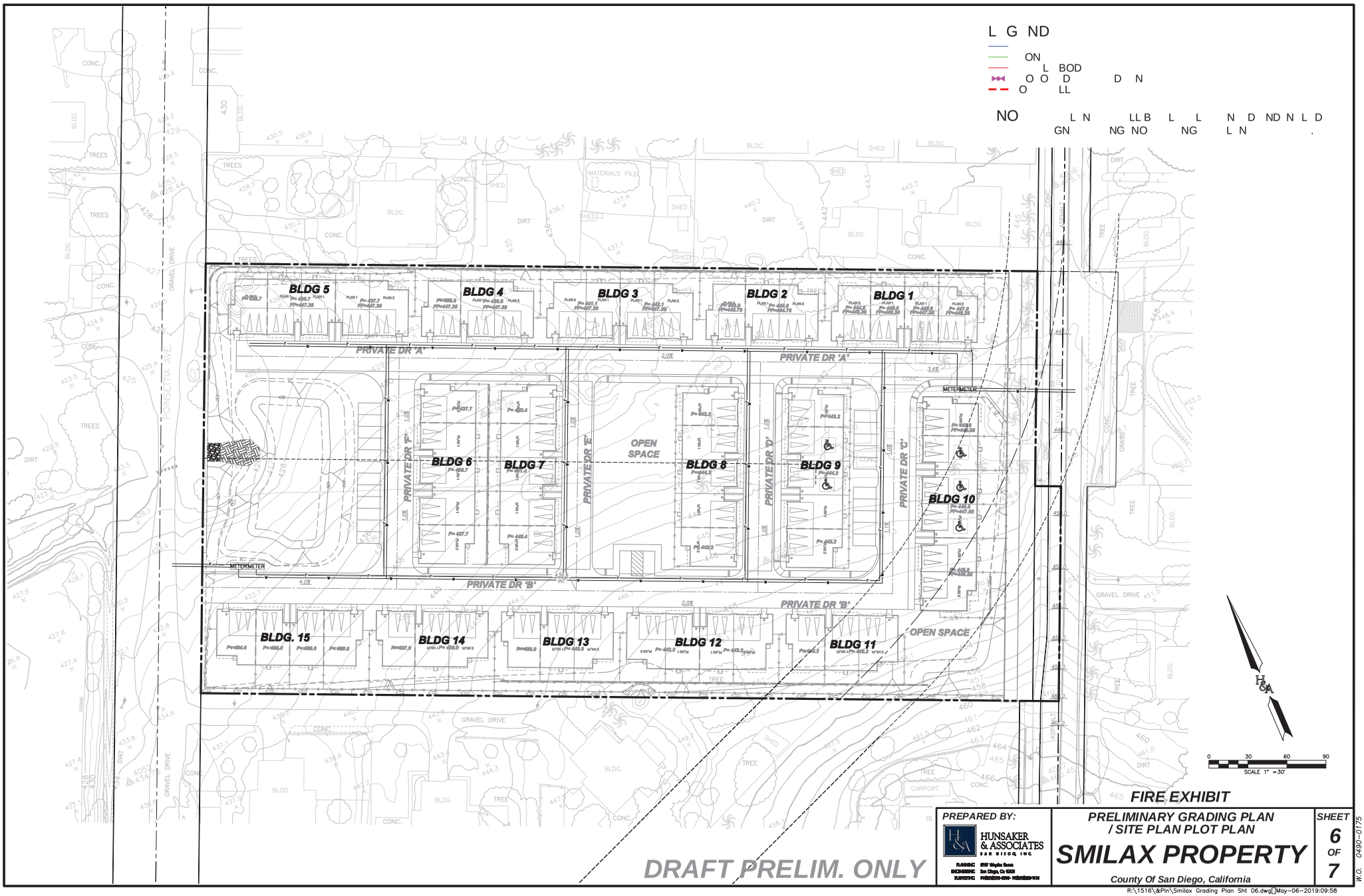
SMILAX PROPERTY

County Of San Diego, California

SHEET 5 OF 7

W.O. 0490-0174

R:\1516\&Pln\Smilax Grading Plan Sht 05.dwg May-06-2019:09:59



L G ND

ON

L BOD

O O D D N

O LL

NO L N LL B L L N D ND N L D

GN NG NO NG L N .

FIRE EXHIBIT

DRAFT PRELIM. ONLY

PREPARED BY:

HUNSAKER & ASSOCIATES SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING (858)558-4500 FAX(858)558-1414

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN

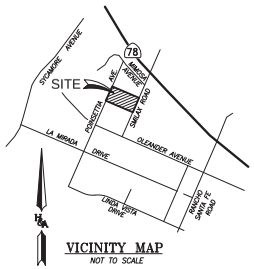
SMILAX PROPERTY

County Of San Diego, California

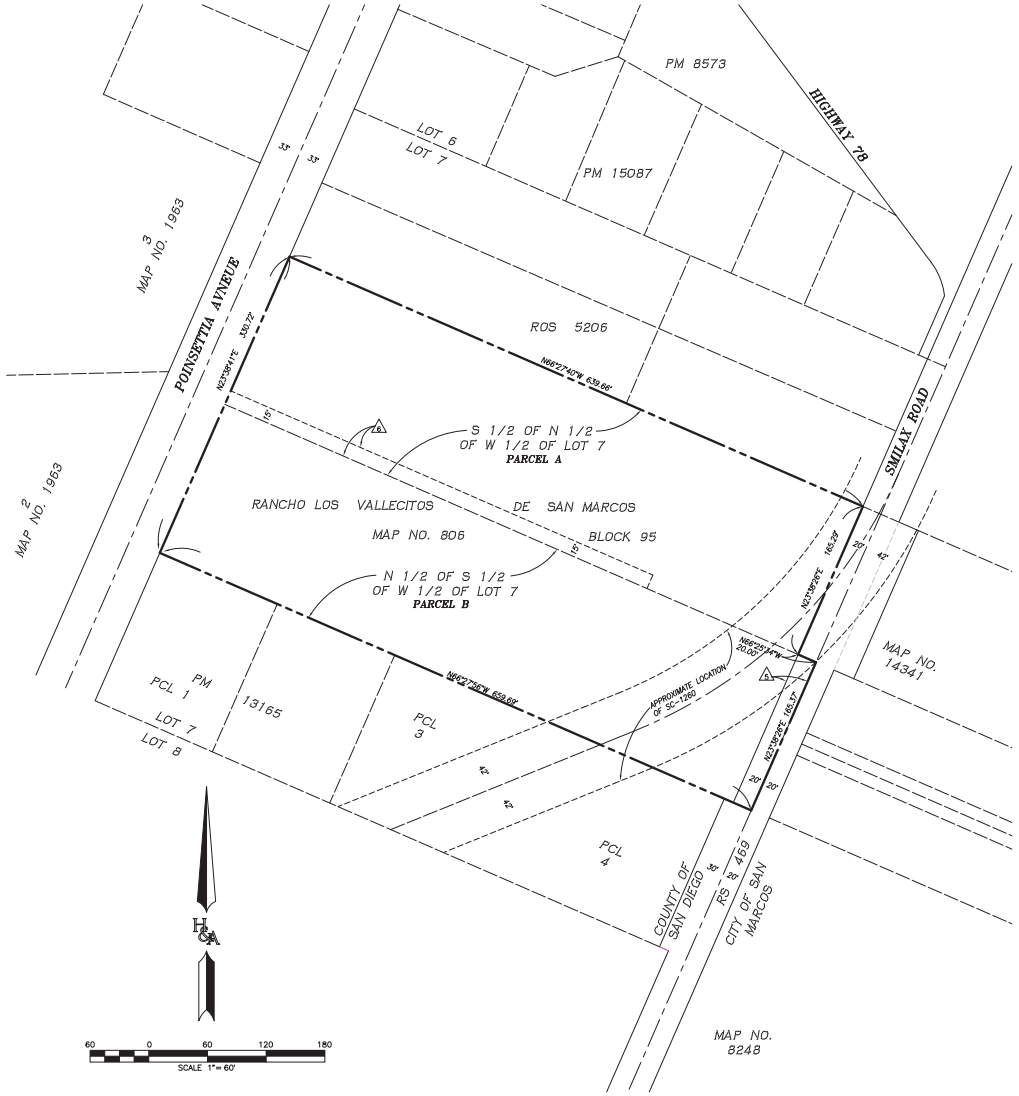
SHEET 6 OF 7

W.O. 0490-0175

R:\1516\&Pln\Smilax Grading Plan Sht 06.dwg May-06-2019:09:58



VICINITY MAP
NOT TO SCALE



PRELIMINARY REPORT

THE LEGAL DESCRIPTION AND EXCEPTIONS BELOW ARE BASED ON THE PRELIMINARY REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY AS ORDER NO. NHSC-5923123 (29) DATED APRIL 17, 2019.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF UNINCORPORATED, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

THE SOUTHERLY HALF OF THE NORTH HALF OF THE WEST HALF OF LOT 7, IN BLOCK 95, IN THE SUBDIVISION OF THE RANCHO LOS VALLECITOS DE SAN MARCOS, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 806, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 21, 1895.

EXCEPTING A STRIP OF LAND 20 FEET IN WIDTH ALONG THE EAST BOUNDARY THEREOF.

APN: 217-191-02-00

PARCEL B:

THE NORTHERLY HALF OF THE SOUTHERLY HALF OF THE WESTERLY HALF OF LOT 7 IN BLOCK 95 OF RANCHO LOS VALLECITOS DE SAN MARCOS, ACCORDING TO MAP THEREOF NO. 806 ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 21, 1895.

APN: 217-191-03-00

EXCEPTIONS

1. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019, A LIEN NOT YET DUE OR PAYABLE.

1A. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019.
FIRST INSTALLMENT: $2,214.81, PAID
PENALTY: $0.00
SECOND INSTALLMENT: $2,214.81, PAID
PENALTY: $0.00
TAX RATE AREA: 76040
A. P. NO.: 217-191-02-00
(AFFECTS PARCEL A)

1B. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019.
FIRST INSTALLMENT: $2,081.52, PAID
PENALTY: $0.00
SECOND INSTALLMENT: $2,081.52, PAID
PENALTY: $0.00
TAX RATE AREA: 76040
A. P. NO.: 217-191-03-00
(AFFECTS PARCEL B)

2. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

3. AN EASEMENT FOR PIPELINES OR OTHER WORKS OF THE DISTRICT THEN EXISTING AND INCIDENTAL PURPOSES, RECORDED OCTOBER 6, 1925 AS BOOK 1109, PAGE 201 OF DEEDS.
IN FAVOR OF: VISTA IRRIGATION DISTRICT
AFFECTS: SAID LAND
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 30, 1926 AS BOOK 1487, PAGE 484 OF DEEDS.
IN FAVOR OF: SAN DIEGO GAS AND ELECTRIC COMPANY
AFFECTS: PORTION OF PARCEL B
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

5. AN EASEMENT FOR PUBLIC ROAD AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 12, 1930 AS BOOK 1668, PAGE 274 OF DEEDS.
IN FAVOR OF: COUNTY OF SAN DIEGO
AFFECTS: PORTION OF PARCEL B

6. AN EASEMENT FOR ACCESS AND UTILITY AND INCIDENTAL PURPOSES, RECORDED AUGUST 9, 2004 AS INSTRUMENT NO. 2004-0751726 OF OFFICIAL RECORDS.
IN FAVOR OF: CRAIG C. WAHLBERG AND MARY K. WAHLBERG
AFFECTS: PORTION OF PARCEL A

7. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $506,250.00 RECORDED MAY 30, 2007 AS INSTRUMENT NO. 2007-0364531 OF OFFICIAL RECORDS.

DATED: MAY 23, 2007
TRUSTOR: CECILIO P. YAMOMO
TRUSTEE: FIDELITY NATIONAL TITLE COMPANY
BENEFICIARY: AMERICAN HOME MORTGAGE ACCEPTANCE, INC.
(AFFECTS PARCEL A)

8. AN OPTION IN FAVOR OF KB HOME COASTAL INC., A CALIFORNIA CORPORATION AS CONTAINED IN OR DISCLOSED BY A DOCUMENT RECORDED OCTOBER 19, 2018 AS INSTRUMENT NO. 2018-0436547 OF OFFICIAL RECORDS.
(AFFECTS PARCEL B)

9. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $450,000.00 RECORDED NOVEMBER 07, 2018 AS INSTRUMENT NO. 2018-0465879 OF OFFICIAL RECORDS.

DATED: OCTOBER 31, 2018
TRUSTOR: SMILAX & WANG LLC, A CALIFORNIA LIMITED LIABILITY COMPANY
TRUSTEE: FIRST AMERICAN TITLE INSURANCE COMPANY, A CALIFORNIA CORPORATION
BENEFICIARY: KB HOME COASTAL INC., A CALIFORNIA CORPORATION
(AFFECTS PARCEL B)

BOUNDARY & ENCUMBRANCES

PREPARED BY:
HUNSAKER & ASSOCIATES SAN DIEGO, INC
PLANNING
ENGINEERING
SURVEYING

PRELIMINARY GRADING PLAN / SITE PLAN PLOT PLAN

SMILAX PROPERTY

County Of San Diego, California

SHEET 7 OF 7

W.O. 0490-0174

R:\1516\&Pln\Smilax Grading Plan Sht 07.dwg[]May-06-2019:10:00

Landscape Concept Plan



TREES REQUIRED PER CLIMATE ACTION PLAN: 124
TREES PROVIDED: 207

Smilax Property

North

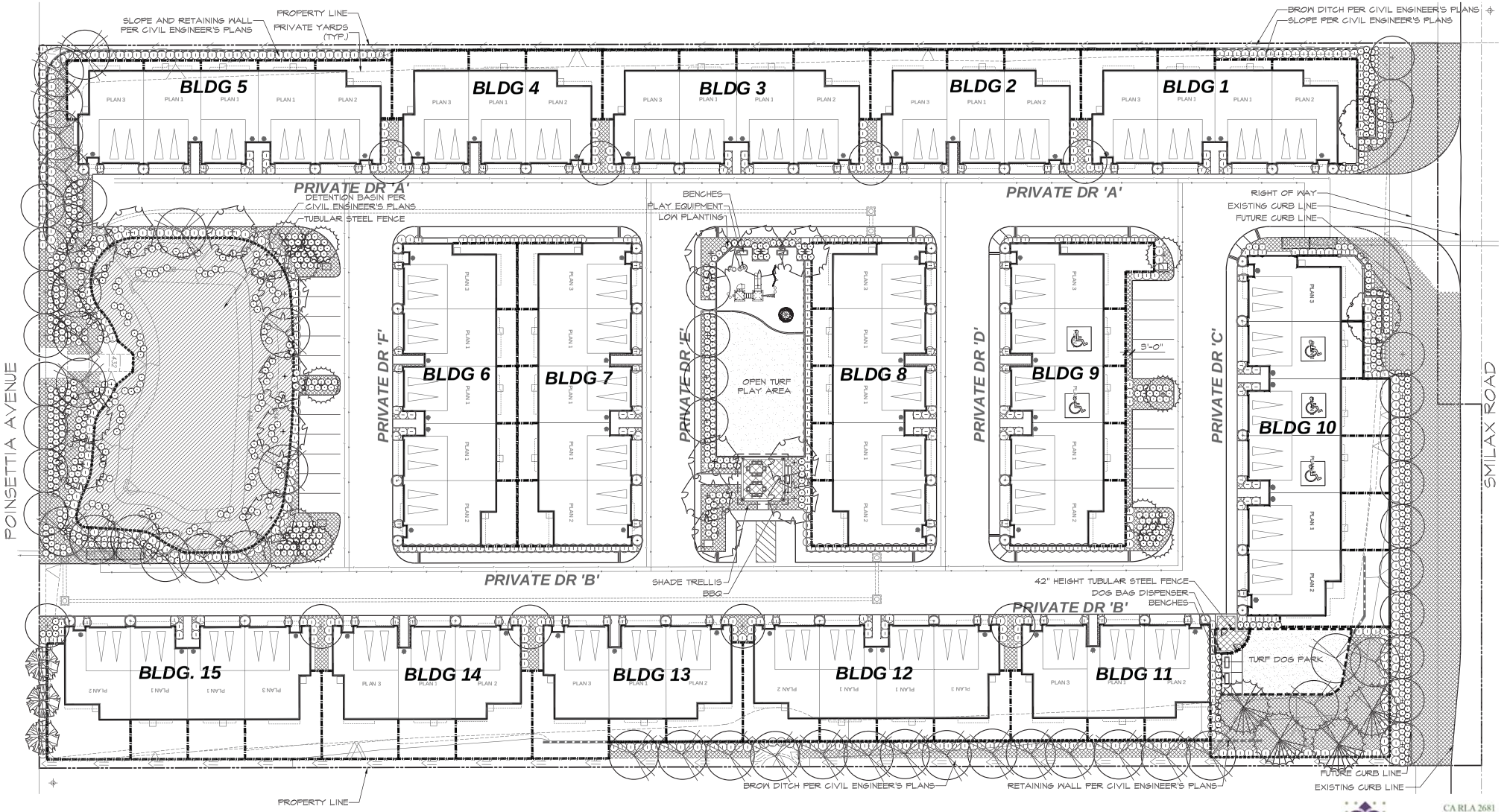
0 10' 20' 60'

Scale 1" = 20'

CA RLA 2681
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue
San Diego, CA 92101
(619) 718-9660

10-11-19

Landscape Concept Plan



TREES REQUIRED PER CLIMATE ACTION PLAN: 124
TREES PROVIDED: 207

Smilax Property

North

0 10' 20' 60'

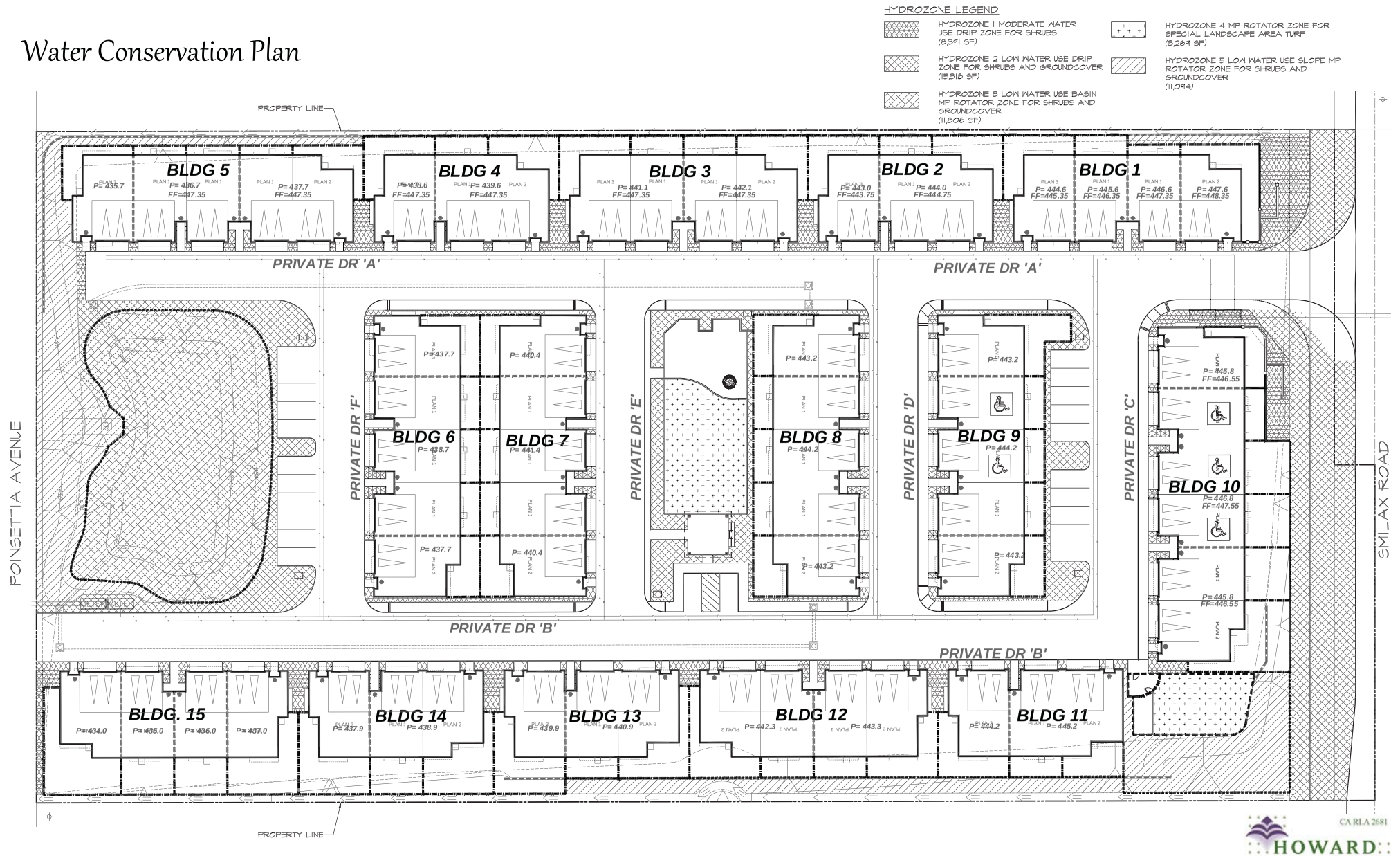
Scale 1" = 20'

CA RLA 2681
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue
San Diego, CA 92101
(619) 718-9660

10-11-19

SHEET 1 of 4

Water Conservation Plan



Smilax Property

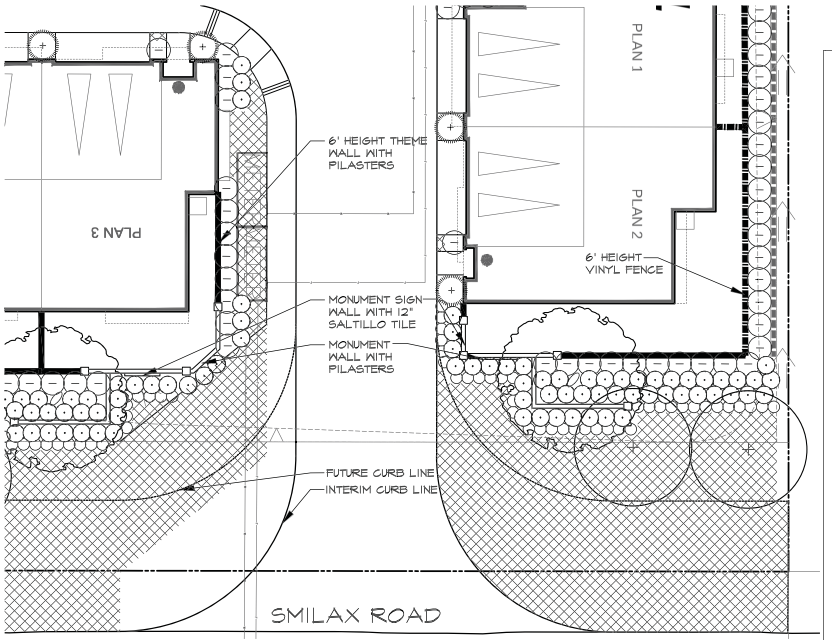
CA RLA 2681
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue
San Diego, CA 92101
(619) 718-9660

North

Scale 1" = 20'

10-11-19

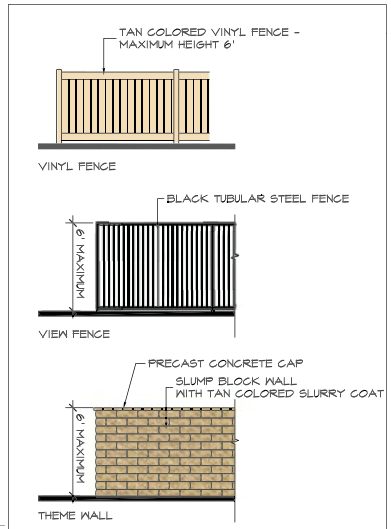
Landscape Concept Plan



Entry Monument Plan
SCALE 1" = 10'

WALL & FENCE LEGEND

- 42" HEIGHT TUBULAR STEEL FENCE
- 6' HEIGHT VINYL FENCE
- 6' HEIGHT VIEW FENCE
- 6' HEIGHT THEME WALL WITH PILASTERS 40' ON CENTER
- ENTRY MONUMENT WALL WITH PILASTERS



Wall and Fence Elevations

PLANT LEGEND

Botanical Name	Common Name	Wucols (Zone III)
ENTRY TREES - 36" box		
Olea 'Swan Hill'	Fruitless Olive	L
PERIMETER STREET TREES - 24" box		
Geijera parviflora	Australian willow	L
Pyrus calleryana	Bradford pear	M
Rhus lancea	African Sumac	L
Syagrus romanzoffiana	Queen Palm	M
THEME TREES - 24" box		
Cercis spp.	Redbud	L
Pyrus calleryana	Bradford pear	M
Chitalpa tashkentensis	Fringe tree	L
Rhus lancea	African Sumac	L
PARKING AREA TREES - 24" box		
Arbutus 'Marina'	No common name	L
Ulmus parvifolia	Evergreen elm	M
DETENTION BASIN/SLOPE TREES - 15 gal. - 24" box		
Quercus agrifolia	Coast Live Oak	L
Cercis occidentalis	Redbud	L
Rhus laurina	African sumac	L
Platanus acerfolia	Sycamore	M
COLUMNAR TREES - 15 gal. - 24" box		
Cupressus 'Tiny Tower'	Dwarf Italian cypres	x
Pittosporum 'Silver Sheen'	Silver Sheen Kohuhu	x
SHRUBS		
SCREENING SHRUBS- 5 gal - 15 gal		
Pittosporum t.'Variegata'	Mock Orange	M
Leucophyllum spp.	Texas ranger	L
Ligustrum 'Texanum'	Ligustrum	M
Westringia 'Morning Light'	Coast rosemary	L
Westringia 'Blue Gem'	Coast rosemary	L
Rhaphiolepis 'Ballerina'	Dwarf India Hawthorn	L
MASSING SHRUBS- 1 gal - 5 gal		
Anigozanthus varieties	Kangaroo paw	L
Dianella varieties	Flax lily	L
Festuca 'Siskyou Blue'	Elijah Blue Fescue	L
Lavandula spp	Lavender	L
Muhlenbergia rigens	Deer grass	L
Olea 'Little Ollie'	Dwarf olive	L
Phlomis fruticosa	Jerusalem Sage	L
Rosmarinus 'Tuscan Blue'	Tuscan Blue Rosemary	L
Salvia greggii	Autumn Sage	L
Salvia leucantha	Mexican Bush Sage	L
Salvia 'Winnifred Gilman'	Cleveland Sage	L
Senecio cylindricus	Narrow leafed Senecio	L
Muhlenbergia capillaris	Pink Muhlygrass	M
Rosa 'Iceberg'	Iceberg Rose	M
ACCENT SHRUBS- 1 gal - 5 gal		
Agave 'Blue Flame'	Blue Flame Agave	L
Agave attenuata	Foxtail Agave	L
Agave desmettiana	Smooth Agave	L
Aloe arborescens	Tree aloe	L
Aloe 'Blue Elf'	Blue Elf Aloe	L
Aloe plicitilis	Fan Aloe	L
Kalanchoe thyrsiflora	Paddle Plant	L
Phormium spp.	Flax	L

TREES REQUIRED PER CLIMATE ACTION PLAN: 124
TREES PROVIDED: 207

Water Conservation Notes

1. All slope irrigation shall use Hunter MP rotator or gear drive rotor heads.
2. All irrigation controllers shall have automatic rain shut-off devices.
3. All plant material utilized is classified as low or moderate water use by WUCOLS (Water Use Classification of Landscape Species).
4. 100% of the landscaped area is moderate use hydrozone.
5. All parkway areas adjacent to curbs or sidewalks utilize subsurface irrigation.

VINES- 5 gal & 15 gal		
Macfadyena unguis-cati	Cats Claw	M
Distictus spp.	Trumpet vine	M
Jasminum polyanthum	Pink jasmine	M
Pandorea spp.	Bower vine	M
GROUND COVERS- Flats @ 12" O.C.		
Myoporum 'Putah Creek'	No common name	L
Rosmarinus spp.	Prostrate rosemary	L
Senecio spp.	No common name	L
Marathon II	Sod	H
DETENTION BASIN GROUND COVERS- Plugs @ 12" O.C. (min. size)		
Juncus patens	California gray rush	L
Carex tumulicola	Berkeley Sedge	L
Festuca 'Siskyou Blue'	Elijah Blue Fescue	L
Bouteloua gracilis	Blue Grama Grass	L
Elymus condensatus	Giant Wild Rye	L



Entry Monument Elevation
SCALE 1/4" = 1'-0"

California Water Efficient Landscape Worksheet

Reference Evapotranspiration (ET_o): 51.1 | Project Type: Residential | 0.55

Hydrozone # / Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]		Landscape Area (Sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
Shrubs & GC - MW	0.5	Drip	0.81	0.62	8,391	5180	164,101
Shrubs & GC - LW	0.3	Drip	0.81	0.37	15,318	5673	179,743
Slope Basin - LW	0.3	Overhead	0.75	0.40	11,806	4722	149,615
Turf - HW	0.8	Overhead	0.75	1.07	3,269	3487	110,473
Slope - LW	0.5	Overhead	0.75	0.67	11,094	7396	234,320
				Totals	49,878	19062	603,932

ETWU Total: 603,932
Maximum Allowed Water Allowance (MAWA)[e]: 675,815

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	19062
Total Area	38784
Average ETAF	0.49

All Landscape Areas

Total ETAF x Area	19062
Total Area	38784
Average ETAF	0.49

Smilax Property

North

0 5' 10' 30'
Scale 1" = 10'

CA RLA 2681
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue
San Diego, CA 92101
(619) 718-9660

10-11-19

North Elevation



0 10' 20' 60'

Scale 1" = 20'

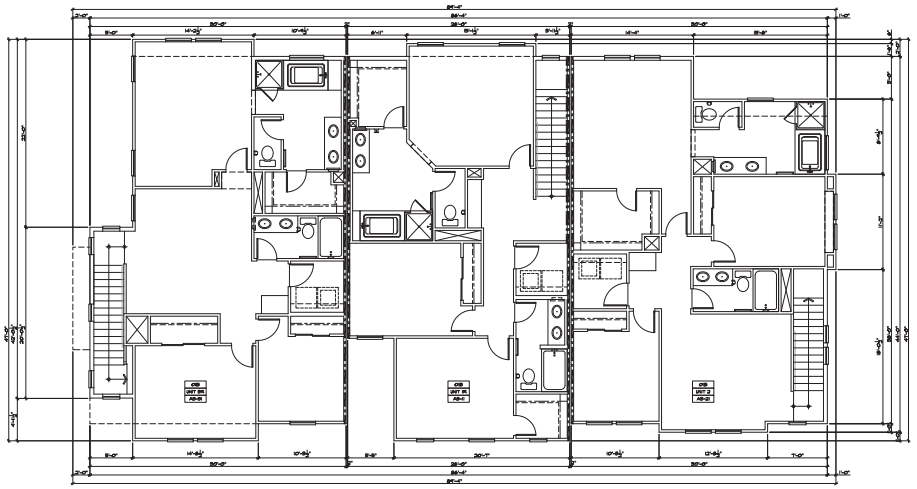
Smilax Property

CA RLA 2681
HOWARD ASSOCIATES
landscape architecture
2442 Second Avenue
San Diego, CA 92101
(619) 718-9660

10-11-19

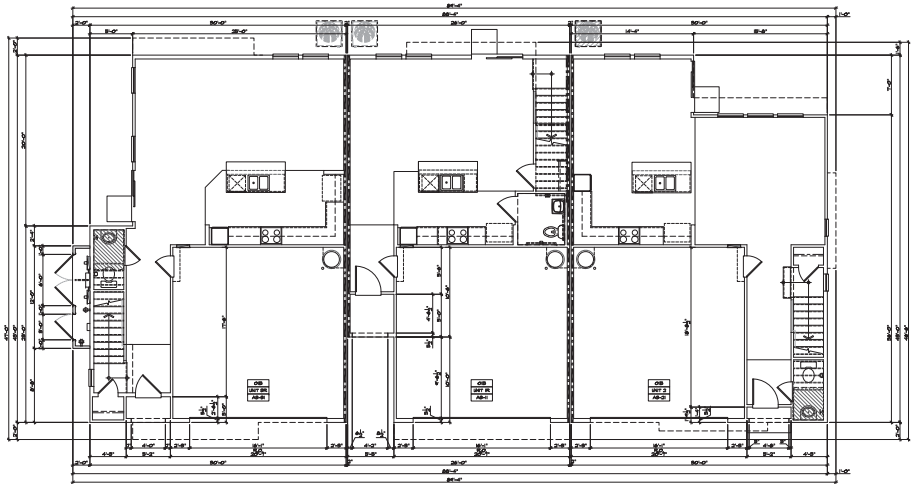
Unit Type Summary

UNIT TYPE	UNIT DESCRIPTION	DWELL'G (R-3)	UTILITY (U)	GARAGE (U)	UNIT TOTAL (R-3 + U)
UNIT 1	3 BR, + 2.5 BA,	1679		420	2099
UNIT 1 ALT	3 BR, + 2.5 BA,	1679		420	2099
UNIT 2	3 BR, + 2.5 BA,	1850		417	2267
UNIT 3	3 BR, + 2.5 BA,	1918		417	2335



SECOND FLOOR PLAN 'B'

SCALE 3/16"=1'-0"



FIRST FLOOR PLAN 'B'

SCALE 3/16"=1'-0"

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY

ISSUED BY:

ISSUE DATE: 00/00/00
PROJECT No.: 485999
DIVISION MGR.: J.C.
REVISIONS:

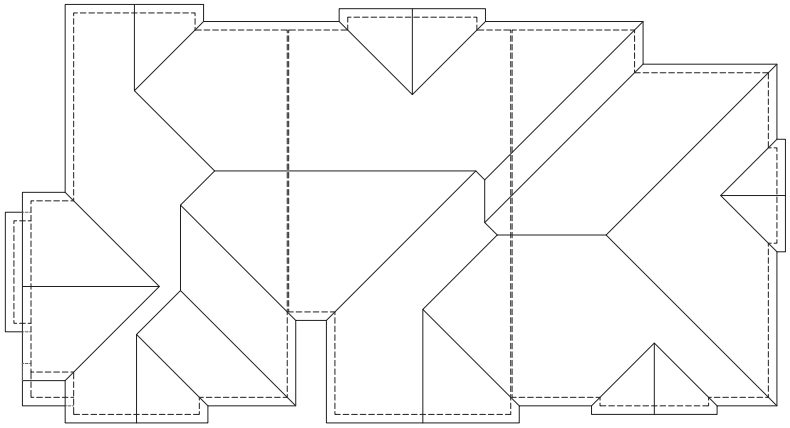
These designs and drawings are CONCEPTUAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.



PLAN: 3-PLEX-B

SHEET: 1

COUNTY OF SAN DIEGO TOWNHOMES



ROOF PLAN 'B'

SCALE 3/16"=1'-0"

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

SMILAX ROAD

FOR INTERNAL USE ONLY
ENGINEERING

ISSUE DATE: ##/##/##
PROJECT No.: 485999
DIVISION MGR.: J.C.
REVISIONS:

ERIC R. KOUGH
C-26697
REGISTERED ARCHITECT
STATE OF CALIFORNIA

PLAN: 3-PLEX-B
SHEET: 2

COUNTY OF SAN DIEGO TOWNHOMES

These designs and drawings are CONCEPTUAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.

F:\DATA\JACOBS\PROJECTS\Cor-Southern\cam diego\485999 Smilax Road Townhomes (San Diego County)\02_Building Plans\3-Plex B\Plot Sheets\3PB_03_ELEV_BRK.dwg - May 15, 2019 - 3:46:51 PM



RIGHT ELEVATION 'B'



LEFT ELEVATION 'B'



REAR ELEVATION 'B'



SPANISH COLONIAL

FRONT ELEVATION 'B'

KB HOME

SMILAX ROAD

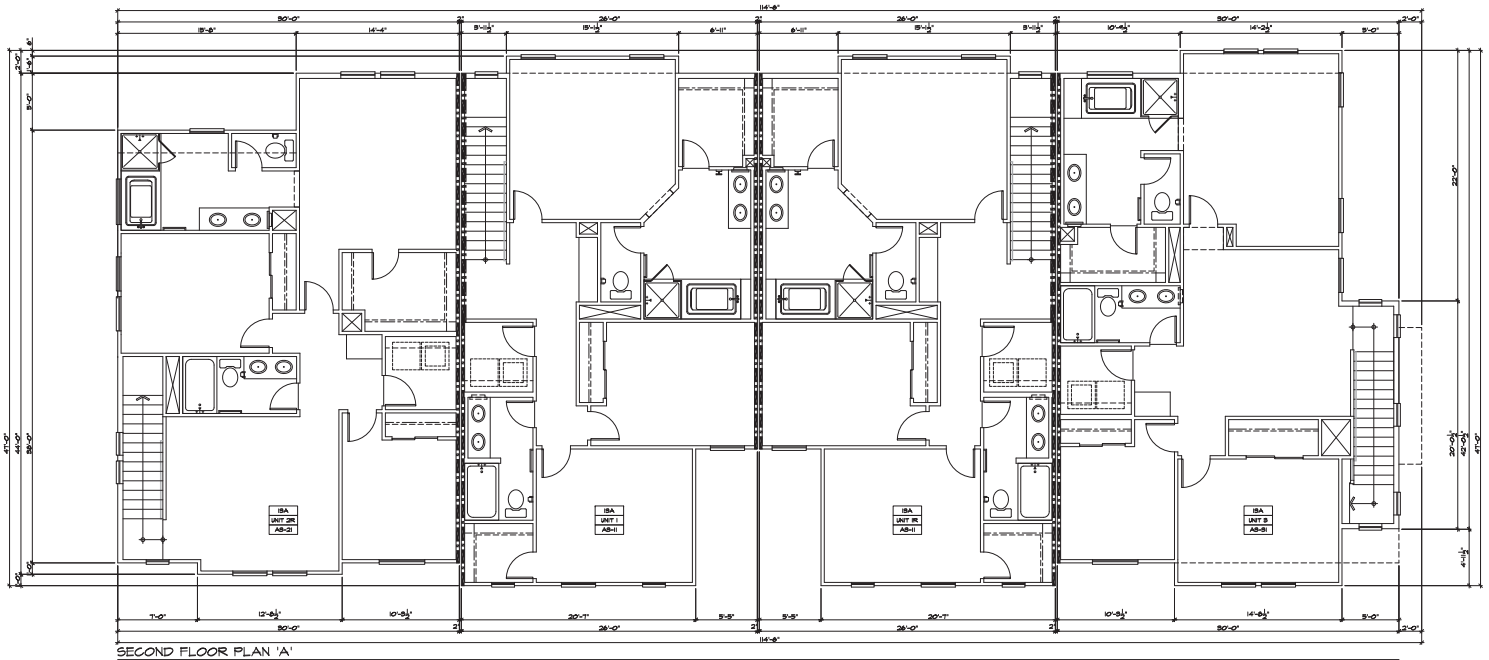
KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

ISSUE DATE: ##/##/##
PROJECT No.: 000000
DIVISION MGR.: J.C.
REVISIONS:

ERIC R.F KOUGH

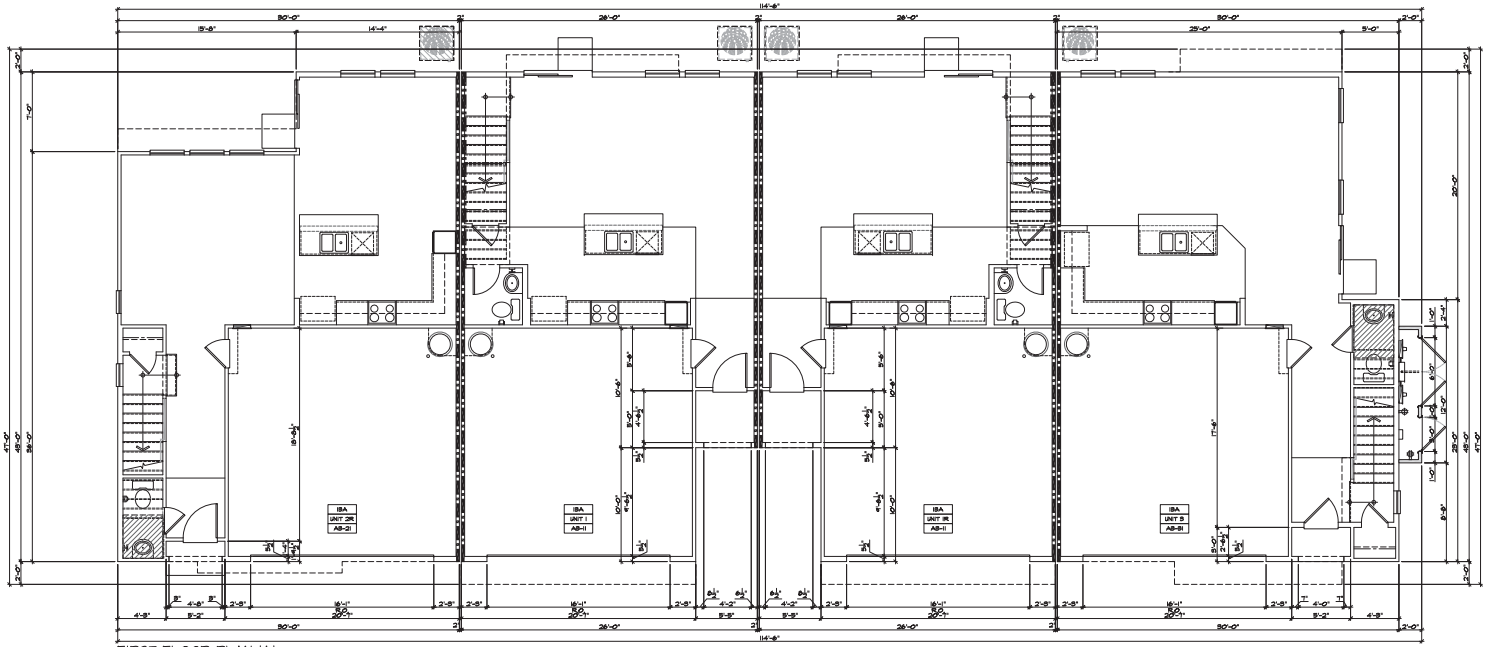
PLAN: 3-PLEX-B
SHEET: A2-3P3B

COUNTY OF SAN DIEGO TOWNHOMES



SECOND FLOOR PLAN 'A'

SCALE 1/4"=1'-0"



FIRST FLOOR PLAN 'A'

SCALE 1/4"=1'-0"

F:\DATA\JOBS\PROJECTS\Co-Southern\san diego\405999 Smilax Road Townhomes (San Diego County)\02_Building Plans\4-Plex A\Plot Sheets\4PA_01_BASE_B1B1.dwg - May 15, 2015 - 3:47:59 PM

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
"ORANGE COUNTY/SAN DIEGO"
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY

ISSUE DATE: 00/00/00
PROJECT No.: 405999
DIVISION MGR.: J.C.
REVISIONS:

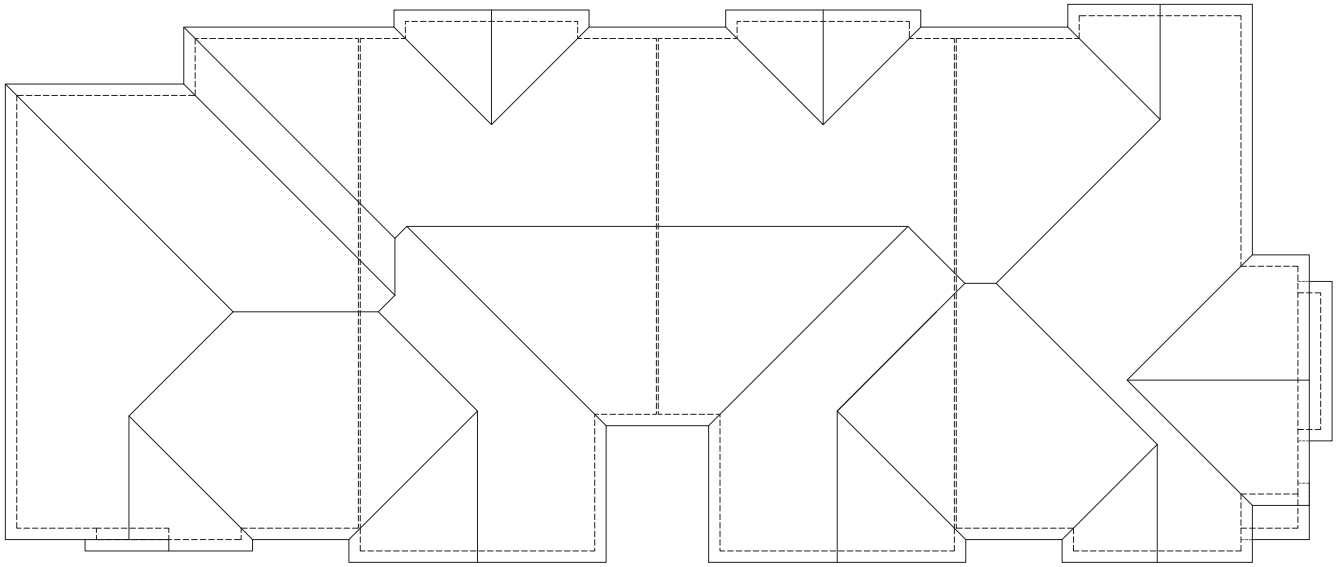
These designs and drawings are CONCEPTUAL, not the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2015 © KB Home Corporation, all rights reserved.

LICENSED ARCHITECT
ERIC R. KOUGH
C-26497
RENEWAL 11-30-16
STATE OF CALIFORNIA

PLAN: 4-PLEX-A

SHEET: 1

COUNTY OF SAN DIEGO TOWNHOMES



ROOF PLAN 'A'

SCALE 1/4"=1'-0"

F:\DATA\JOBS\PROJECTS\Ca-Southern\san diego\405999 Smilax Road Townhomes (San Diego County)\02_Building Plans\4-Plex A\Plot Sheets\4PA_03_ELEV_ARCH.dwg - May 15, 2019 - 3:51:35 PM

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY
DRAWING NO.

ISSUE DATE: ##/##/##
PROJECT No.: 405999
DIVISION MGR.: J.C.
REVISIONS:

These designs and drawings are CONCEPTUAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2019 © KB Home Corporation, all rights reserved.

REGISTERED ARCHITECT
ERIC R. KOUGH
C-29497
EXPIRES 11-30-20
STATE OF CALIFORNIA

PLAN: 4-PLEX-A

SHEET: 2

COUNTY OF SAN DIEGO TOWNHOMES



RIGHT ELEVATION 'A'



LEFT ELEVATION 'A'



REAR ELEVATION 'A'



SPANISH

FRONT ELEVATION 'A'

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

These designs and drawings are CONFIDENTIAL and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 (c) KB Home Corporation, all rights reserved.

FOR INTERNAL USE ONLY

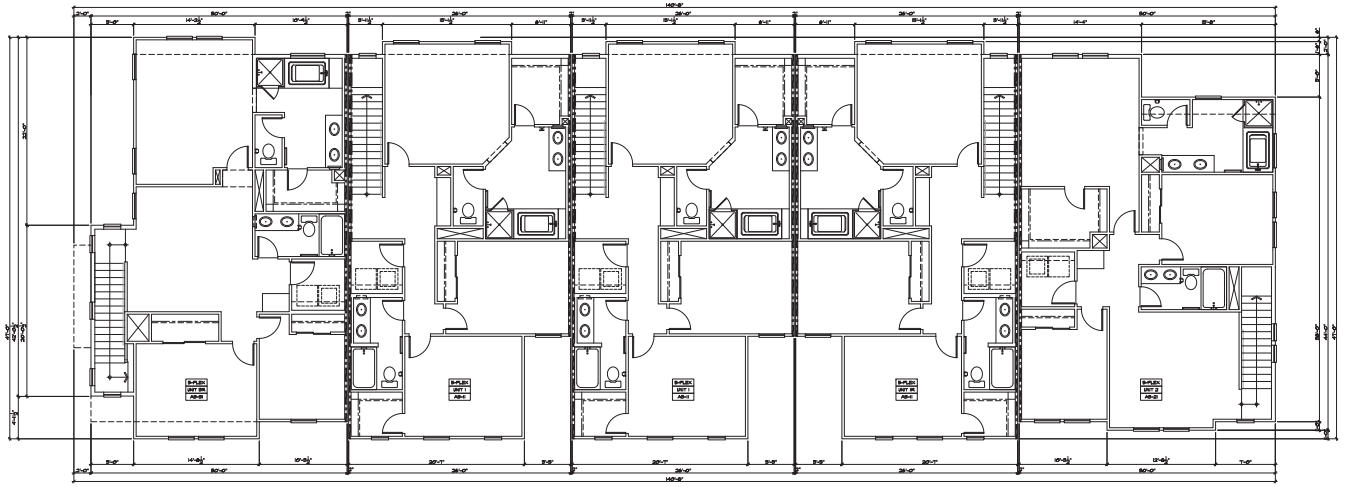
REVISIONS BY:	
1	
2	
3	
4	
5	
6	

ISSUE DATE: ##/##/##
PROJECT No.: 605099
DIVISION MGR.: J.C.
REVISIONS:

REGISTERED ARCHITECT
ERIC R.F. KOUGH
C-28447
STATE OF CALIFORNIA

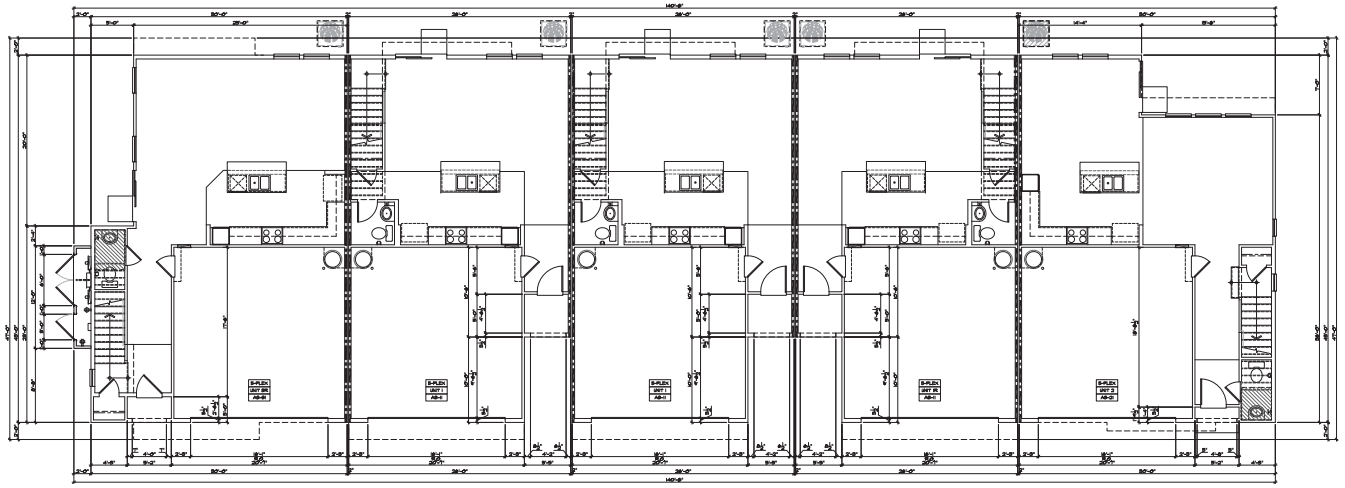
PLAN: 4-PLEX-A
SHEET: A2-133

COUNTY OF SAN DIEGO TOWNHOMES



SECOND FLOOR PLAN 'A'

SCALE 3/16"=1'-0"



FIRST FLOOR PLAN 'A'

SCALE 3/16"=1'-0"

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY

ISSUED BY:

ISSUE DATE: 00/00/00
PROJECT No.: 485999
DIVISION MGR.: J.C.
REVISIONS:

These designs and drawings are CONFIDENTIAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.

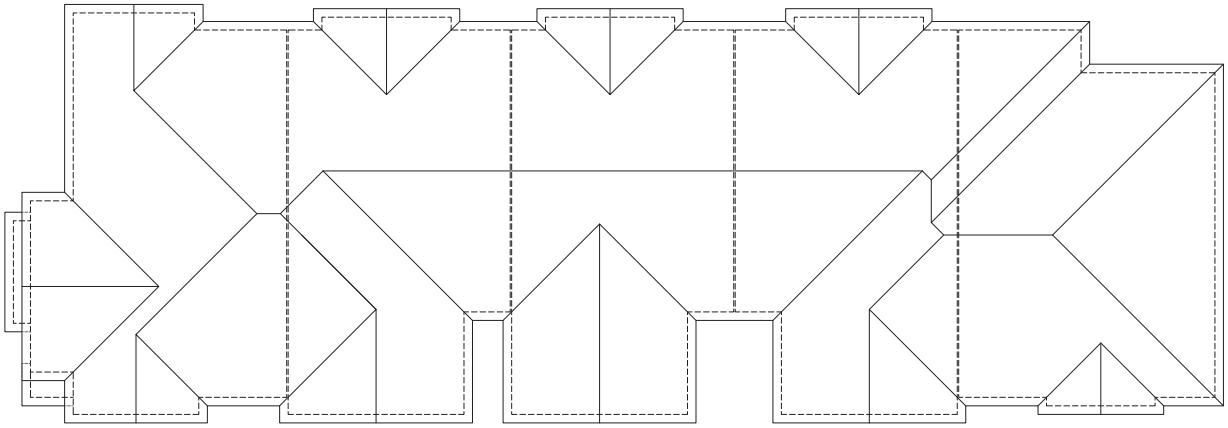
LICENSED ARCHITECT
ERIC R. KOUGH
C-26497
RENEWAL 11-30-20
STATE OF CALIFORNIA

PLAN: 5-PLEX-A

SHEET: 1

COUNTY OF SAN DIEGO TOWNHOMES

F:\DATA\485XX\PROJECT\Co-Southern\.rvm dwg\<485999 Smilax Road Townhomes (San Diego County)\02_Building Plans\5-Plex A\Plot Sheets\5PA_01_BASE_BW.dwg - May 15, 2018 - 4:05:41 PM



ROOF PLAN 'A'

SCALE 3/16"=1'-0"

F:\DATA\JMOH\PROJECTS\Co-Southern\com diego\485999 Smilax Road Townhomes (San Diego County)\02_Building Plans\5-Plex A\Plot Sheets\5PA_03_ELEV_BRK.dwg - May 15, 2019 - 4:05:59 PM

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

These designs and drawings are CONFIDENTIAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2019 © KB Home Corporation, all rights reserved.

FOR INTERNAL USE ONLY

ISSUED BY:

ISSUE DATE:	##/##/##
PROJECT No.:	485999
DIVISION MGR.:	J.C.
REVISIONS:	

LICENSED ARCHITECT
ERIC R. KOUGH
C-26497
RENEWAL 11-30-20
STATE OF CALIFORNIA

PLAN: 5-PLEX-A

SHEET: 2

COUNTY OF SAN DIEGO TOWNHOMES



RIGHT ELEVATION 'A'



LEFT ELEVATION 'A'



REAR ELEVATION 'A'



SPANISH

FRONT ELEVATION 'A'

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

These designs and drawings are COPYRIGHTED, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 (c) KB Home Corporation, all rights reserved.

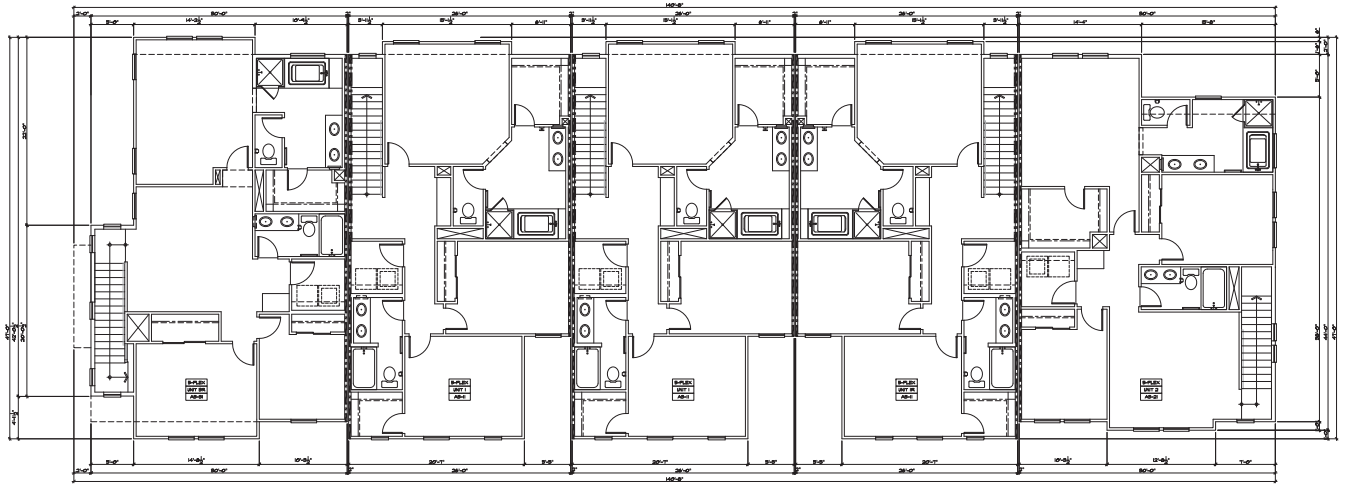
FOR INTERNAL USE ONLY

REVISIONS BY:	
1	
2	
3	
4	
5	

ISSUE DATE: ##/##/##
PROJECT No.: 405099
DIVISION MGR.: J.C.
REVISIONS:

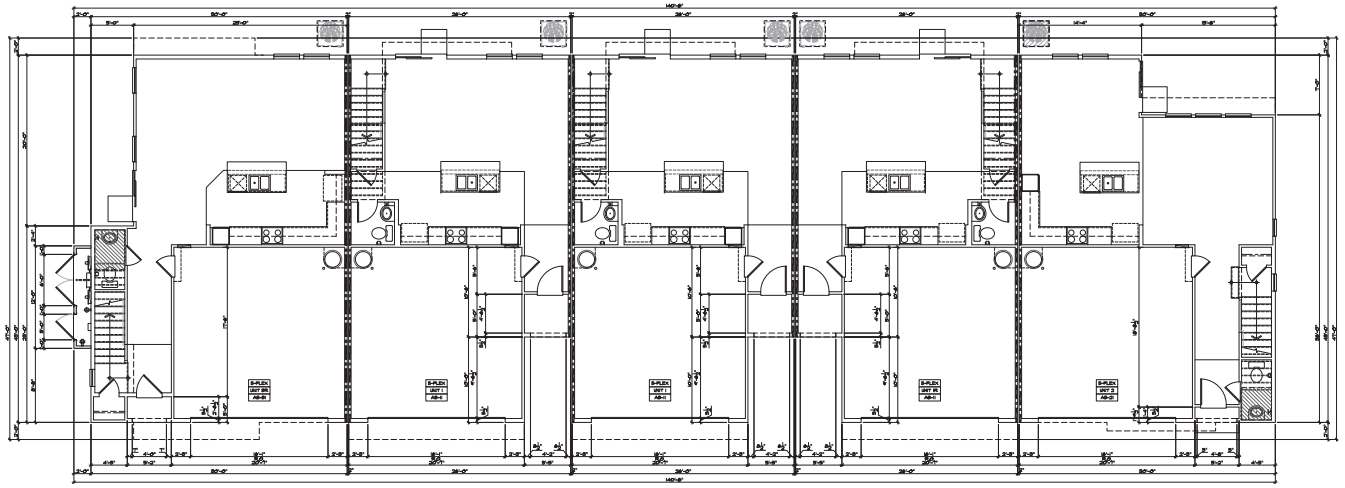
PLAN: 5-PLEX-A
SHEET: A2-5P3A

COUNTY OF SAN DIEGO TOWNHOMES



SECOND FLOOR PLAN 'B'

SCALE 3/16"=1'-0"



FIRST FLOOR PLAN 'B'

SCALE 3/16"=1'-0"

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY

ISSUE DATE: 00/00/00
PROJECT No.: 485999
DIVISION MGR.: J.C.
REVISIONS:

ERIC R. KOUGH
C-29697
REGISTERED ARCHITECT
STATE OF CALIFORNIA

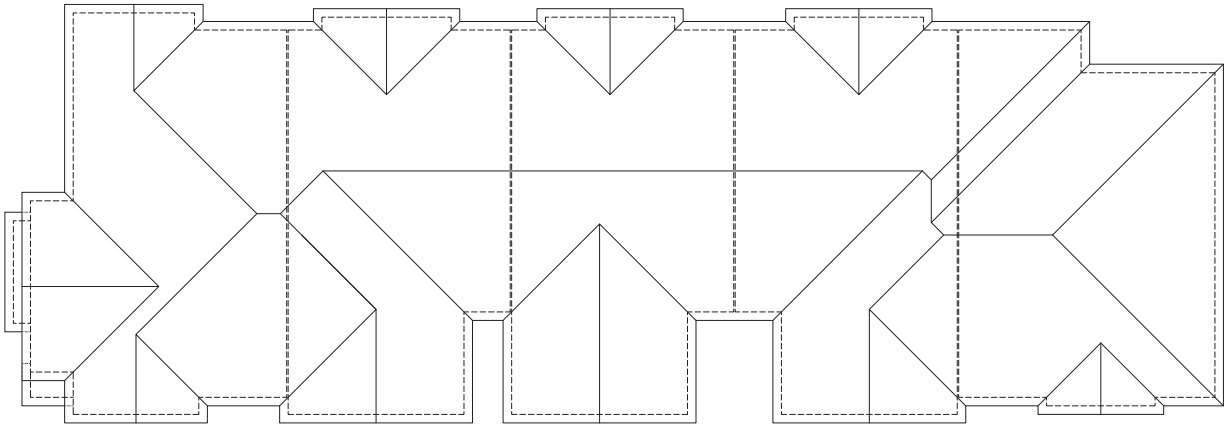
PLAN: 5-PLEX-B

SHEET: 1

COUNTY OF SAN DIEGO TOWNHOMES

These designs and drawings are CONFIDENTIAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.

F:\DATA\JARON\PROJECTS\Cor-Southern\.rvm disp=\485999 Smilax Road Townhomes (San Diego County)\02_Building Plans\5-Plex B\Plot Sheets\SPB_01_BASE_B00.dwg - May 15, 2019 - 4:05:20 PM



ROOF PLAN 'B'

SCALE 3/16"=1'-0"

F:\DATA\JMOH\PROJECTS\Ca-Southern\cm dwgs\405999 Smilax Road Townhomes (San Diego County)\02_Building Plans\5-Plex B\Plot Sheets\SPB_03_ELEV_BRB.dwg - May 15, 2019 - 4:05:30 PM

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

These designs and drawings are CONCEPTUAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.

FOR INTERNAL USE ONLY

ISSUED BY:

ISSUE DATE:	##/##/##
PROJECT No.:	405999
DIVISION MGR.:	J.C.
REVISIONS:	

LICENSED ARCHITECT
ERIC R. KOUGH
C-26497
REG. 11-30-20
STATE OF CALIFORNIA

PLAN: **5-PLEX-B**

SHEET: **2**

COUNTY OF SAN DIEGO TOWNHOMES



RIGHT ELEVATION 'B'



LEFT ELEVATION 'B'



REAR ELEVATION 'B'



SPANISH COLONIAL

FRONT ELEVATION 'B'

KB HOME

SMILAX ROAD

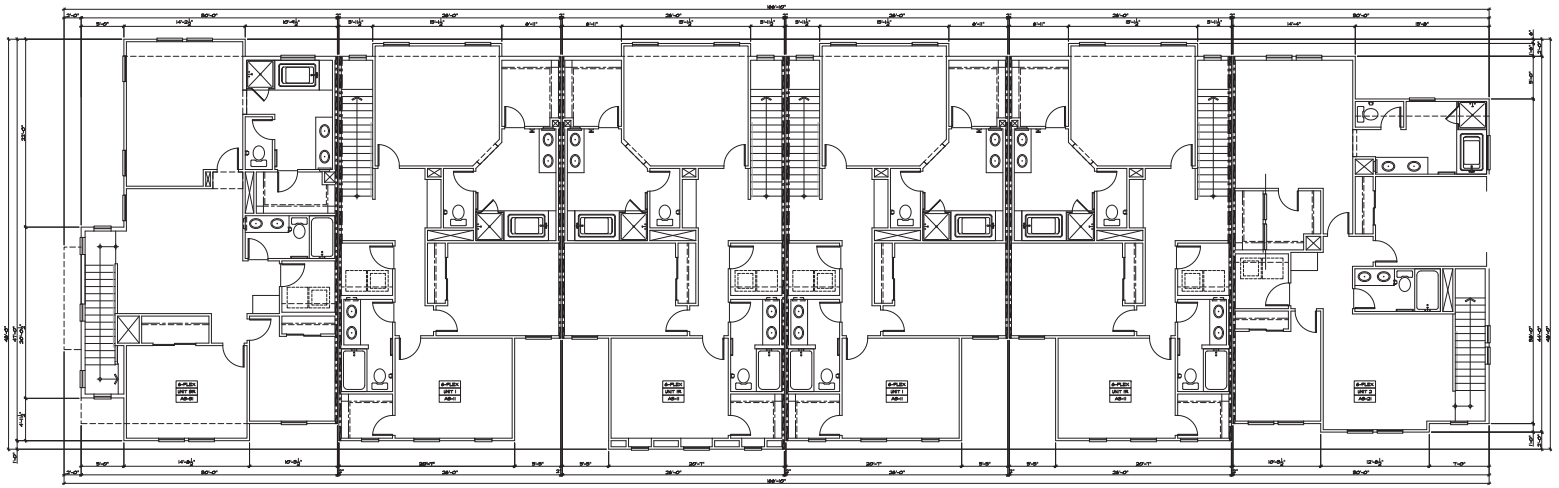
KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

ISSUE DATE: ##/##/##
PROJECT No.: 405099
DIVISION MGR.: J.C.
REVISIONS:

PLAN: 5-PLEX-B
SHEET: A2-5P3B

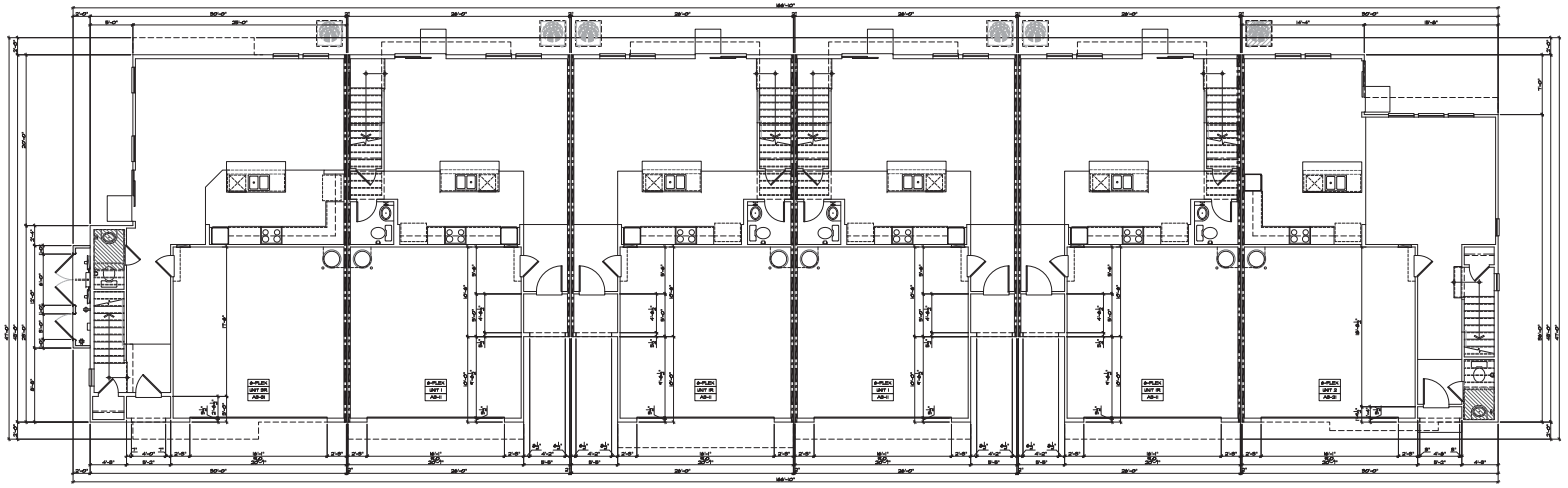
COUNTY OF SAN DIEGO TOWNHOMES

These designs are drawings on CONFIDENTIAL and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. You may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 (c) - All Home Corporation, all rights reserved.



SECOND FLOOR PLAN 'B'

SCALE 3/8"=1'-0"



FIRST FLOOR PLAN 'B'

SCALE 3/8"=1'-0"

F:\DATA\JOBS\PROJECTS\Cor-Southern\cen dwgs\405999 Smilax Road Townhomes (San Diego County)\02_Building Prints\6-Plex B\Plot Sheets\6PB_01_BASE_BW.dwg - May 15, 2019 - 4:05:00 PM

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

FOR INTERNAL USE ONLY

REVISION NO.

ISSUE DATE:	00/00/00
PROJECT No.:	405999
DIVISION MGR.:	J.C.
REVISIONS:	

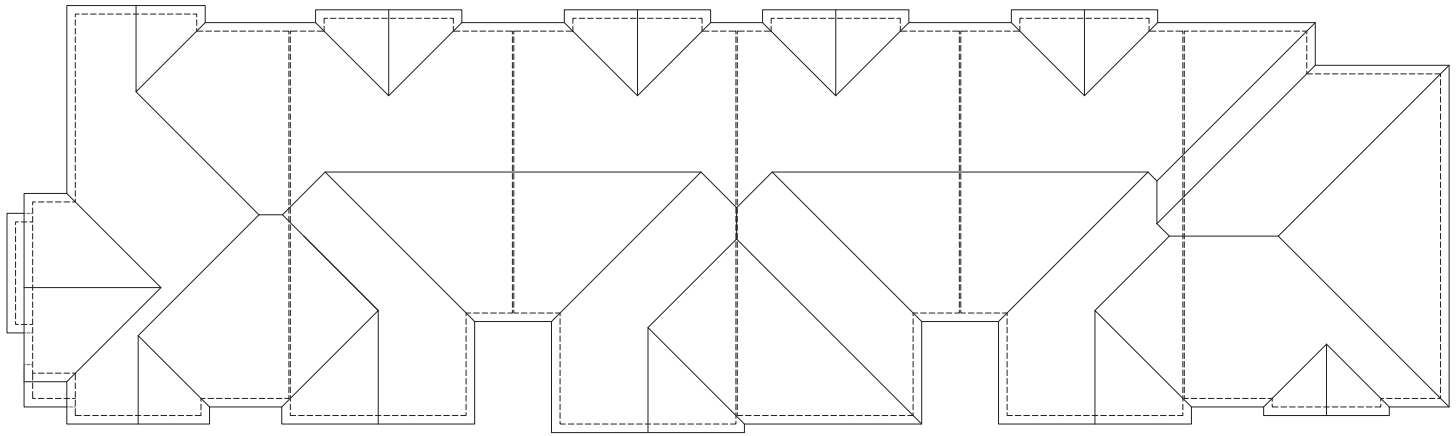
These designs and drawings are CONCEPTUAL, not the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2019 © KB Home Corporation, all rights reserved.

REGISTERED ARCHITECT
ERIC R. KOUGH
C-26497
11-30-20
STATE OF CALIFORNIA

PLAN: 6-PLEX-B

SHEET: 1

COUNTY OF SAN DIEGO TOWNHOMES



ROOF PLAN 'B'

SCALE 3/16"=1'-0"

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

SMILAX ROAD

FOR INTERNAL USE ONLY
DRAWING NO.

ISSUE DATE: ##/##/##
PROJECT No.: 485999
DIVISION MGR.: J.C.
REVISIONS:

ERIC R. KOUGH
C-26497
EXPIRES: 11-30-20
STATE OF CALIFORNIA

PLAN: 6-PLEX-B
SHEET: 2

COUNTY OF SAN DIEGO
TOWNHOMES

These designs and drawings are CONCEPTUAL, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 © KB Home Corporation, all rights reserved.

F:\DATA\JACOV\PROJECTS\Cor-Southern\arc diag\485999 Smilax Road Townhomes (San Diego County)\02_Building Plans\6-Plex B\Plot Sheets\6PB_03_ELEV_ARCH.dwg - May 15, 2019 - 4:05:10 PM



RIGHT ELEVATION 'B'



LEFT ELEVATION 'B'



REAR ELEVATION 'B'



SPANISH COLONIAL

FRONT ELEVATION 'B'

KB HOME

SMILAX ROAD

KB HOME
SOUTHERN CALIFORNIA
ORANGE COUNTY/SAN DIEGO
9915 MIRA MESA BLVD.
SUITE 100
SAN DIEGO, CA 92131
949-790-9100
949-790-9119

These designs and drawings are COPYRIGHTED, and the exclusive property of KB Home Corporation and are not to be disclosed without the express permission of KB Home Corporation. They may not be used or duplicated without the express permission of KB Home Corporation. Copyright 2018 (c) KB Home Corporation, all rights reserved.

FOR INTERNAL USE ONLY

REVISED BY:

ISSUE DATE:	##/##/##
PROJECT No.:	405099
DIVISION MGR.:	J.C.
REVISIONS:	

PLAN: 6-PLEX-B

SHEET: A2-6P3B

COUNTY OF SAN DIEGO TOWNHOMES