

## CHAPTER 4.0 PROJECT ALTERNATIVES

CEQA requires in Section 15126.6 of the CEQA Guidelines that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the proposed project or to the proposed project location that would feasibly attain most of the project objectives but would avoid or lessen any significant environmental impacts. An EIR should evaluate the environmental impacts of the alternatives compared to the proposed project. This chapter of the EIR describes and evaluates alternative land use maps and is intended to implement the requirements set forth in the CEQA Guidelines. This chapter also identifies the Environmentally Superior Map Alternative as required by CEQA Guidelines Section 15126.6(e)(2). The requirements of Section 15126.6 of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.

The following discussion covers a reasonable range of feasible alternatives that focuses on avoiding or substantially lessening any significant effects of the project, even if these alternatives would not attain all of the project objectives or would be more costly, and is designed to foster meaningful public participation and informed decision-making. The discussion shall focus on alternatives to the project that are capable of meeting most of the project objectives, identified in Chapter 1.0 of this EIR. According to the CEQA Guidelines, there are many factors that may be taken into account when addressing the feasibility of alternatives, such as environmental impacts, site suitability as it pertains to various land use designations, economic viability, availability of infrastructure, regulatory limitations, and jurisdictional boundaries. Also, the alternatives analysis need not be as detailed as that conducted for the proposed project; however this EIR includes a similar level of analysis as that provided for the proposed project for some environmental topics, such as biological resources. Additionally, a No Project Alternative is required to be included in the range of alternatives. An EIR need not consider an alternative whose effects cannot be reasonably identified, whose implementation is remote or speculative, or one that would not achieve most of the basic project objectives. Finally, the Environmentally Superior Alternative shall be identified and if it is the No Project Alternative, the next Environmentally Superior Alternative shall be identified.

The alternatives analysis below meets the requirements of CEQA Section 15126.6. The analysis includes sufficient information about each alternative to provide meaningful evaluation, analysis, and comparison with the proposed project. A detailed comparison and analysis of the differences between the proposed project and three project alternatives (Hybrid Map, Draft Land Use Map, and Environmentally Superior Map) is provided in Appendix L: Areas of Difference (AOD). For each AOD, Appendix L provides a general description of the location and existing conditions of the AOD, an analysis of the physical constraints on the AOD, and identifies the proposed land use designation for each alternative and the Referral Map. Additionally, for each AOD, it identifies any potential conflicts between the proposed land use designation(s) for the alternatives or the proposed project (Referral Map) and the proposed General Plan Update goals and policies; and it analyzes how well the land use designation of each land use map would fulfill the General Plan Update guiding principles.

### 4.1 Rationale for Alternative Selection

As described in Section 1.12.1, History of Project Development, in Chapter 1.0, the General Plan Update began in December 1997. County staff worked with the Board of Supervisors (BOS), an Interest Group Advisory Committee, the Planning Commission, Community Planning

and Sponsor Groups, and affected property owners to formulate the objectives that would guide the project and to develop alternatives for consideration. Through this process, population targets were established and different approaches to distributing density were considered. Potential environmental impacts were considered during this process and had a substantial effect on the draft land use maps. A key concept of the General Plan Update was that future planned densities would better reflect environmental resources and/or constraints on property. As a result, the avoidance and substantial reduction of environmental impacts is inherent in the General Plan Update.

Through the process of considering numerous strategies for the future growth of the unincorporated County, the BOS endorsed two land use maps for analysis in the EIR that best reflected the Board's desired direction: the Referral Map and the Draft Land Use Map. Overall, the Referral Map includes more growth and incorporates additional property-specific considerations that were not included in the Draft Land Use Map. The Referral Map, shown in Figure 1-3, Proposed Land Use Map, became the proposed project for the EIR because it would accommodate more development than the Draft Land Use Map, thus resulting in greater environmental impacts. This was also appropriate because the Referral Map (herein referred to as the proposed project) was created at the specific direction of the BOS. As a result, the Draft Land Use Map became an alternative to the proposed project and is evaluated as such within this chapter of the EIR.

While the BOS had endorsed two project alternatives for analysis, staff concluded that additional alternatives were needed for consideration in the EIR. As a result, the Hybrid Map and the Environmentally Superior Map were created as other alternatives for the environmental review. The Hybrid Map Alternative was developed as a balance between the Draft Land Use Map Alternative and the proposed project, and is generally less intensive than the proposed project since it would result in less environmental impacts. The primary purpose of the Hybrid Map Alternative was to represent a possible approach of blending the proposed project and Draft Land Use Map. It is likely that the BOS would wish to adopt some combination of the two endorsed alternatives and it was determined that evaluation of a hybrid map alternative would better inform decision making and support meaningful public participation.

The Environmentally Superior Map Alternative was developed as a less intensive alternative to reflect known environmental constraints with more significant density decreases than the BOS endorsed alternatives. Each of the project alternatives (Draft Land Use Map, Hybrid Map, and the Environmentally Superior Map) would accommodate less development than the proposed project, thus decreasing environmental impacts.

During the preparation of the Hybrid Map Alternative and the Environmentally Superior Map Alternative, specific attention was given to each community area and every deviation from the BOS-endorsed maps was tracked for the purpose of comparing the alternative land use maps to the proposed land use maps. A No Project Alternative is represented by the existing General Plan land use plan. These alternatives are described below and represent a reasonable range of alternatives. Table 4-1 provides a Countywide comparison of land uses between each of the project alternatives. Table 4-2 compares the land use distribution of each alternative in the individual CPAs and Subregions. Table 4-3 summarizes the environmental impacts of the project alternatives compared to the proposed project impacts. Alternatives that were considered but rejected are also described below.

### **4.1.1 Alternatives Considered but Rejected**

The alternatives that can be considered for the General Plan and future growth of the unincorporated County are countless; however, as a result of a long and comprehensive public planning process for the General Plan Update, the range of alternatives that are “reasonable” for analysis has been thoroughly defined by the stakeholders and BOS and are embodied in the project objectives and the BOS endorsed alternatives. Nevertheless, for preparation of the EIR thorough consideration was given to other alternatives for inclusion. This section describes those alternatives or alternative concepts that were given consideration but rejected from further analysis in the EIR.

#### **Project Planning Alternatives**

During the course of the General Plan Update project, numerous variations in mapping were considered. The variations were a result of an iterative process of receiving input from stakeholders and the BOS, and refining the working maps that eventually became the BOS endorsed alternatives. While some of these previous variations would have represented the opinions of a segment of stakeholders more strongly, or would have reduced environmental impacts further than the proposed project or other alternatives considered, they were not appropriate for analysis in the EIR. They have since been refined or supplemented by the BOS endorsed alternatives. Additionally, County staff developed the Environmentally Superior Map Alternative, which incorporates further decreases in density in environmentally constrained lands which were contained within previous versions of some project maps. Therefore, the alternatives that are analyzed in this EIR were determined to provide the best scenarios to represent the different planning approaches that have been considered during the process.

#### **General Plan Text Alternatives**

This EIR focuses on alternative approaches to the General Plan Update land use maps, which designate the type and intensity of uses allowed on land within the County’s jurisdiction. The General Plan Update also contains goals and policies that will guide decision making on land use projects. Countless variations in text of the General Plan could also be considered as part of this project. However, when it comes to the potential for physical impacts to the environment (which is the primary scope of an EIR), the land use map is the most relevant and is often reflective of the goals and policies contained within the document. Yet, alternatives to the text of the General Plan that would have the potential to avoid or substantially lessen environmental impacts were considered. Many of these possible alternatives were determined infeasible and are discussed under the individual analysis sections of Chapter 2.0 for those issues that were found to be significant and unavoidable. No other alternatives to the draft goals and policies were identified for analysis in the EIR by County staff or the project stakeholders that would significantly affect the project’s environmental impacts.

#### **SunCal Alternative**

In response to the July 23, 2008, General Plan Update Progress Report, SunCal Companies sent a letter to the County suggesting an alternative to the proposed land use alternative maps. SunCal requested an alternative to replace the Hybrid Map that encompassed a greater density alternative, stating that the inclusion of a greater density alternative would provide an upper range of development to evaluate the efficiency of proposed mitigation measures. This

alternative was rejected because the purpose of this chapter is to identify project alternatives that would reduce significant environmental impacts identified for the proposed project (CEQA Guideline Section 15126.6(b)). The proposed project represents the greatest development intensity of the BOS endorsed land use maps and is therefore addressed in the EIR as the proposed project because it would result in the greatest environmental impact. A greater density alternative would, by its very nature, not avoid or reduce significant impacts identified for the proposed project and, therefore, would not be an appropriate project alternative. Therefore, this alternative was rejected from consideration.

### **Backcountry Development Alternative**

During the NOP process, several communities expressed concern that shifting density away from the backcountry toward the western portion of the County would lead to blight in the small towns of the backcountry. Concerns were expressed by grassroots groups of residents and property owners on behalf of the communities of Campo, Lake Morena, Cameron Corners, Boulevard, and throughout the backcountry in general. The communities are generally opposed to the downzoning reflected in the General Plan Update (as compared to the existing General Plan) that shifts growth to the western portion of the County where infrastructure is available. The existing General Plan land use map is analyzed as the No Project Alternative. Therefore, an alternative that would accommodate higher intensity growth in the backcountry is analyzed and an additional alternative is unnecessary. Additionally, allowing for higher intensity growth in the backcountry does not meet five of the ten project objectives because it would: 1) produce additional burdens on infrastructure capacities since infrastructure is less available in the backcountry; 2) increase public costs by not concentrating development within the San Diego County Water Authority (SDCWA) boundary; 3) not help retain land for agriculture and sensitive resources; 4) not locate growth near infrastructure, services, and jobs; and 5) not accurately reflect the actual development capacity of the land. In reality, the higher densities designated in the backcountry under the Existing General Plan are often reduced due to environmental or other development constraints that limit development potential in many backcountry areas. The higher intensity designations do not take into consideration actual constraints to development. Therefore, higher intensity development in the backcountry would not feasibly accomplish most project objectives, nor would it reduce environmental impacts. Therefore, this alternative was rejected from consideration.

### **Casino Focused Development Alternative**

During project planning, some stakeholders expressed the opinion that the General Plan Update should include residential designations to increase housing stock near casinos to provide housing for casino employees. Casinos that are located in the north and east County regions include those located on the Viejas Reservation in the Alpine Community Planning Area (CPA); Sycuan Reservation in the Crest/Dehesa Subregional Planning Area (Subregion); Pala, La Jolla, and Rincon Reservations in the Pala/Pauma Valley Subregion; and San Pasqual Reservation in the Valley Center CPA. Under the proposed General Plan Update, semi-rural residential, village residential and commercial land use designations are located in proximity to these reservations and therefore housing would have the potential to be developed near these casinos. However, additional casinos are located in the backcountry, including the Campo and La Posta Reservations in Mountain Empire Subregion and the Pauma-Yuima and Santa Ysabel Reservations in North Mountain Subregion. Similar to the Backcountry Development Alternative described above, proposing higher residential densities near these casinos would result in higher intensity development in the backcountry, which is not feasible due to development

constraints and would not accomplish most project objectives. Therefore, this alternative was rejected from further consideration.

### **Property Specific Alternatives**

The General Plan Update project contains land use designations that affect every property within the unincorporated County. Many properties are proposed to receive a designation similar to their current one, while others are proposed to be substantially modified. In some cases, different designations for specific properties are considered as part of the alternatives evaluated within this chapter. However, the list of possible designations is long and would be beyond a reasonable range of alternatives typically considered in an EIR. Additionally, while the alternatives address numerous properties, there are also many properties for which no alternatives are evaluated. Consideration was given to the need to evaluate additional properties or alternative designations. It was determined that the scope of the alternatives analysis that is contained within this chapter adequately covers the variations in property specific designations that can avoid or reduce environmental impacts.

In many cases, the alternatives that are evaluated for specific parcels were specifically directed and/or endorsed by the BOS after a complex and lengthy referral process. This process allowed for individual property owner to request specific consideration of designations for their property by staff, the Planning Commission, and the BOS. Consideration was given to every request and ultimately, the BOS decided on which referrals to include in the proposed project and which to reject.

Through the process of developing the Environmentally Superior Map, additional alternatives to specific properties and their land use designations were included in the analysis specifically to further avoid or reduce environmental impacts. Obviously, there are additional variations that can be considered; however, it was not determined necessary or reasonable to attempt to capture all of these variations in the analysis of the EIR.

Additional property-specific recommendations or referrals that are raised during the course of EIR preparation will be presented to the BOS for consideration. If the BOS determines that analysis of the additional referrals is necessary, it would direct staff to conduct additional environmental analysis at that time.

### **Reduce Development/No Build Alternatives**

Environmental impacts would be further avoided and reduced by further reducing growth accommodated by the General Plan. This could be accomplished by such alternatives as lower density land use designations, development moratoriums, and building permit limitations. In some cases where any proposed new development would result in environmental impacts, a complete moratorium on future development is the only way to avoid those environmental impacts. The Hybrid Map, Draft Land Use Map, and Environmentally Superior Map Alternatives are reduced development alternatives when compared to proposed project; however, they still plan for a substantial amount of future growth. Consideration was given to additional alternatives that would further decrease planned growth. Ultimately, it was decided that it would be unreasonable to consider further reductions in planned growth because of the comprehensive planning process that lead to the range of alternatives that are considered. The alternatives that are evaluated are based on population targets that were developed by community groups and are endorsed by the BOS. Similarly, both the proposed project and Draft

Land Use Map were specifically endorsed by the BOS. An alternative that substantially deviated from the established directives for the project would provide negligible value to this process and was therefore rejected from analysis.

Within the issue specific analyses of Chapter 2.0, specific mention is made where development reductions or moratoriums would reduce or avoid significant environmental impacts.

### **Board Map Roadway Network Alternative**

During the first phase of General Plan Update road network planning, three roadway network alternatives were developed to gain sufficient insight from the traffic model results for staff and planning groups to recommend a proposed Mobility Element road network: 1) Preliminary Community Preference; 2) Staff Alternative One; and 3) Staff Alternative Two. The Preliminary Community Preference alternative was developed by staff presenting traffic model forecasts to community planning and sponsor groups, and then working with each community group to identify a preliminary community preference. In some cases, communities did not identify a preference up-front but instead named alternatives they wanted staff to test during the planning process. Once a community preference network was endorsed by each planning or sponsor group, the Department of Planning and Land Use and the Department of Public Works staff identified two additional road network alternatives to test (Staff Alternatives One and Two). Alternative traffic modeling results indicated that while the Community Preference Alternative had the lowest number of roadway miles and greatest percentage of two lane roads, it also has the highest percentage of roads forecasted to have a failing level of service (LOS) E or F. At the opposite extreme, Staff Alternative Two had the greatest number of roadway miles, the greatest percentage of six-lane roadways, the lowest overall percentage of roads operating at a failing LOS, and the greatest impacts to sensitive habitat, steep topography, and existing development. Upon review of the preliminary traffic modeling results discussed above, several additional iterations of the traffic model were run and the proposed road network for the General Plan Update reflects a hybrid combination of the three alternatives.

### **Full Road Network Capacity Alternative**

The Full Road Network Capacity Alternative would construct a road network with sufficient capacity to result in every segment of roadway operating at Level of Service (LOS D) or better. Appendix G (Traffic and Circulation Assessment) determined that the proposed project has 248 lane miles of State Highway and Mobility Element roads that are forecast to operate at a LOS E or F, which is considered deficient by the Mobility Element (refer to Policy M-2.1). To achieve a LOS D or better on all segments, the Mobility Element classification for these 248 lane miles of road would need to be expanded to designate wider roads with increased travel lanes. This alternative, which would require increasing the capacity of the road network, was considered but rejected because it would result in wider roads that would have the potential to significantly impact rural community character, require demolition of existing patterns of development where there is insufficient right-of-way to widen roads, impede bicycle or pedestrian safety, impact significant biological and cultural resources, such as habitat, wetlands, MSCP preserves, wildlife movement, historic landmarks, stands of mature trees, and significant archaeological sites. In areas with steep slopes where roads would need to be constructed or widened, this alternative would require massive grading and other degradation of the physical environment. In addition, widening the County Mobility Element road network would still not result in a LOS D or better on all roads in the unincorporated County, because State and interstate highways are not under the jurisdiction of the County, rather they are funded by the State (Caltrans) based on the 2030

Regional Transportation Plan (RTP). The 2030 RTP identified the necessary improvements to the regional transportation network, but determined that there were currently not sufficient funding sources to fully construct all improvements. As a result, many improvements to State facilities in the unincorporated County will remain unfunded until new sources of funding are identified. One such source of funding would be from an increase to the TransNet tax; however, this would require voter approval from County residents, both in cities as well as the unincorporated areas. Therefore, this alternative was rejected from further consideration.

### **Village Intensification Alternative**

During the General Plan Update planning process, some stakeholders asked the County to consider an alternative that further shifts a substantial amount of future growth from rural and remote semi-rural areas to village areas and semi-rural areas adjacent to villages. The goal of this alternative would be to minimize future development in agricultural areas and focus it in existing village areas. In this alternative, a greater proportion of the County's future growth would be accommodated within areas designated as village residential on the proposed land use map (densities of 2 dwelling units per acre and greater), while more land within other residential categories would be expected to remain undeveloped or as agricultural land. It is likely that much of the undeveloped or agricultural lands would contain important resources such as native biological habitat, cultural artifacts, groundwater, locally important minerals, and prime farmland/soils. Thus, this alternative would have the potential to reduce the impacts to significant natural resources. Moreover, in the backcountry, the additional buffering of these lands from development would be expected to have a localized decrease in impacts related to air quality, traffic, noise, and aesthetics because this alternative would result in less development that typically contributes to these impacts.

In addition, it is anticipated that this alternative would reduce GHG emissions generated by commuters as compared to the proposed project by creating more compact communities. However, it is unlikely that this reduction would be substantial because of two primary factors:

1. Few major employment centers lie within the unincorporated communities. No matter where future homes are located, it is likely that a high percentage of residents in the unincorporated communities will need to commute over a moderate distance to access employment.
2. The unincorporated County lacks substantial public transit service and infrastructure. Location of greater populations within the villages will likely increase some transit usage but without a regional commitment to improve service to unincorporated areas, most commuters would use their vehicles for travel.

Additionally, while this alternative would have some benefits, it would also have undesirable effects. For example this alternative would result in the intensification of residential development within the villages that would potentially result in greater impacts related to air quality, traffic, noise, and land use conflicts in those areas. Also, numerous impacts related to land use compatibility and community character were identified under this alternative resulting from the intensification of existing villages.

The principal reason for rejecting the Village Intensification Alternative was that it is outside the range of reasonable alternatives identified by the BOS. It represents a major departure from the

land use maps that were developed through substantial community and stakeholder involvement. Therefore, this alternative was rejected from further consideration.

## **4.2 Analysis of the Hybrid Map Alternative**

### **4.2.1 Hybrid Map Alternative Description and Setting**

The Hybrid Map Alternative, shown in Figure 4-1, strikes a balance between the proposed project and the Draft Land Use Map Alternative. It includes Regional Housing Needs Allocation (RHNA) refinements, road network land use changes, and other refinements to the proposed project, as described below. It also incorporates the proposed project changes that meet the project objectives and reflects the policy direction of the General Plan Update Elements. The Hybrid Alternative would support build-out of 68,224 residential dwelling units, or 3,000 less than the proposed project. Also as shown in Table 4-1, the Hybrid Map Alternative would decrease the Countywide acreage of the following land uses, as compared to the proposed project: village residential (-487 acres); semi-rural residential (-11,717 acres); specific plan area (-683 acres); commercial (-325 acres); and industrial (-189 acres). When compared to the proposed project, the Hybrid Map Alternative would increase the acreage of the rural land use designations (+13,672).

The Hybrid Map Alternative would result in significantly less acres of semi-rural residential land uses and significantly more acres designated for rural lands than the proposed project. Compared to the proposed project (see Table 4-2) the Community Planning Areas (CPAs) that would experience substantial increases in the rural lands designations under the Hybrid Map Alternative include Pala/Pauma Valley Subregion (+3,765 acres); North Mountain Subregion – remainder area (+3,357 acres); Valley Center CPA (+1,152 acres); San Dieguito CPA (+707 acres); and Fallbrook CPA (+305 acres). Compared to the proposed project, the CPAs that would experience substantial decreases in the semi-rural residential land use designations under the Hybrid Map Alternative include Pala/Pauma Valley Subregion (-3,764 acres); North Mountain Subregion – remainder area (-3,166 acres); North County Metro Subregion – remainder area (-2,649 acres); and Jamul/Dulzura Subregion (-359 acres).

The Hybrid Map Alternative also proposes more village residential development and less rural lands in the County Islands CPA; and less commercial and industrial land uses in the Tecate subarea of the Mountain Empire Subregion. In the Rainbow CPA, Ramona CPA, and Valley Center CPA, less area is proposed for commercial or industrial land use and more area is designated for semi-rural residential or rural lands. Additionally, the Valley Center CPA contains a specific plan area along the southern boundary of the CPA that does not have an adopted plan in place. While the proposed project would retain this designation, the Hybrid Map Alternative would designate this area as low density rural lands and semi-rural residential because, although it is located inside the SDCWA, it contains steep slopes, sensitive biological resources, and lacks services and infrastructure. Access would also be difficult because of the rugged topography and location of the site in relation to existing and future roadways. The low density rural lands designation of this alternative is consistent with other properties that are similarly constrained.

## **4.2.2 Comparison of the Effects of the Hybrid Map Alternative to the Proposed Project**

### **4.2.2.1 Aesthetics**

#### **Scenic Vistas**

Similar to the proposed project, the Hybrid Map Alternative proposes land use designations that would result in development that would have the potential to obstruct, interrupt, or detract from scenic vistas. For example, a new housing development that is visible from a scenic vista would have the potential to interrupt the scenic expanse of open space. Additionally, if future development is inconsistent with the surrounding landscape, it would have the potential to detract from the scenic elements of a view. When compared to the proposed project, the Hybrid Map Alternative would propose lower density land uses throughout the unincorporated County, which would result in less development. Less development would potentially result in less obstructions or distractions to scenic vistas. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **Scenic Resources**

Similar to the proposed project, the Hybrid Map Alternative would propose land use designations that would have the potential to result in the removal or substantial adverse change to features that contribute to the valued visual character or image of a neighborhood, community, State Scenic Highway, or localized area, including landmarks (designated) historic resources, trees, and rock outcroppings. For example, future residential or commercial development consistent with the Hybrid Map Alternative would potentially result in the removal or destruction of a scenic resource during construction or demolition activities. Additionally, if future development is inconsistent with surrounding scenic resources, it would detract from the visual quality of the resources. When compared to the proposed project, the Hybrid Map Alternative would propose lower density development throughout the unincorporated County, which would result in less development of land uses and potentially less impacts to scenic resources from construction or demolition activities. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **Visual Character or Quality**

Similar to the proposed project, the Hybrid Map Alternative would have the potential to result in the degradation of the existing visual character or quality of a community by designating land uses that would result in increased development densities in some areas of the County. While most of the Hybrid Map designations would be generally compatible with existing communities, village residential and commercial land uses proposed for town centers would have the potential to result in a substantial change to the existing community character of a CPA. Additionally, development allowable under the land uses proposed in the Hybrid Map Alternative would have the potential to impact the general character of a community if it is improperly designed or located. In some cases, the Hybrid Map provides for slightly higher densities in the village centers in order to meet Housing Element requirements. These increased densities would have the potential to result in some additional community character impacts when compared to the proposed project. Similarly, in many areas the Hybrid Map would provide lower density

designations beyond the village centers when compared to the proposed project. In these instances, the lower densities would have the potential to be viewed at lessening impacts to existing community character. When compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller number of homes (approximately 3,000 fewer housing units) than the proposed project and would therefore result in less development countywide. Less development would result in a lower potential to impact the existing visual character or quality of a community. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is still unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Light or Glare**

The Hybrid Map Alternative would result in new sources of light or glare from building materials and outdoor lighting used in new residential, commercial, industrial, or public/semi-public developments allowable under its land uses. The Hybrid Map Alternative designates land uses that are generally consistent with existing land uses throughout the County and, therefore, lighting for development would be expected to be compatible with the existing setting. However, individual developments would have the potential to result in a nuisance or hazard to surrounding uses. Additionally, night lighting in the San Diego region is detrimental to astronomy research at the Palomar and Mount Laguna Observatories. When compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller number of homes (3,000 fewer housing units), which would result in less development and less potential for structures to cause substantial new sources of light or glare. Within Zone A, which represents areas that have the greatest impact on the Palomar and Mount Laguna Observatories, the Hybrid Map Alternative would accommodate approximately 634 fewer homes than the proposed project. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is still unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

## **4.2.2.2 *Agricultural Resources***

### **Direct Conversion of Farmland**

As shown in Table 4-4, approximately 54,384 acres of existing County agricultural resources are located in areas that would have land use designations considered a direct impact to agricultural use under the Hybrid Map Alternative. Under this alternative, approximately 4,245 acres of village residential, 49 acres of village core mixed use, 421 acres of commercial, 431 acres of industrial, and 7 acres of office professional land uses would be designated in areas with existing agricultural resources. These proposed land use designations would likely result in direct conversion of the existing agricultural uses because these land uses would result in parcels too small for viable agriculture. Additionally, impacts were calculated for rural and semi-rural designations based on an estimate of 1.5 acres of potential impact per dwelling unit. Under the Hybrid Map, semi-rural residential uses may have up to 44,636 acres of impacts to agricultural resources, comprising 82 percent of the overall potential impact to agriculture under this alternative. Rural residential uses were estimated to result in 4,595 acres of agricultural impacts. In addition to direct losses, land use/agricultural interface issues would have the potential to occur such as dust, noise, and conflicts with pesticide use. Therefore, the Hybrid

Map Alternative would potentially result in a direct conversion of 54,384 acres of agricultural resources to non-agricultural use. When compared to the proposed project, the Hybrid Map Alternative would result in the conversion of 1,579 fewer acres of agricultural resources to non-agricultural uses. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Land-Use Conflict**

Similar to the proposed project, implementation of the proposed Hybrid Map Alternative would remove the agricultural preserve designator from any lands not currently under Williamson Act Contract. The removal of the agricultural preserve designator would potentially result in a conflict with existing Williamson Act Contracts or the provisions of the Williamson Act. This is because the Hybrid Map would remove non-contracted lands from County-adopted Agricultural Preserves and would also remove the “A” designator from these lands. By removing lands from a preserve at the boundary of a Contract area, new incompatible land uses could be developed adjacent to existing agricultural resources. Similar to the proposed project, this would be considered a potentially significant land use conflict to Williamson Act Contract lands. Implementation of the policies and mitigation measures provided in Chapter 7.0 would be required.

### **Indirect Conversion of Farmland**

Similar to the proposed project, implementation of the proposed Hybrid Map Alternative would increase lower density land uses while decreasing higher density land uses. However, this alternative would place some incompatible land uses in the vicinity of surrounding agricultural resources. This creates the potential for an indirect conversion of farmland and would be considered a significant impact and mitigation would be required.

Compared to the proposed project, the Hybrid Map Alternative would reduce high and medium density land use designations countywide, including: village residential (-487 acres); semi-rural residential (-11,717 acres); and village core mixed use (-13 acres). This Alternative would also increase the low density land use designation, Rural Lands, by 13,672 acres, including, substantial increases in the Fallbrook CPA (+305 acres); North Mountain Subregion – remainder area (+3,357 acres); Pala/Pauma Valley Subregion (+3,765 acres); San Dieguito CPA (+707 acres); and Valley Center CPA (+1,152 acres). Generally, these CPAs contain large quantities of agricultural resources. When compared to the proposed project, fewer acres of incompatible land uses would be placed near agricultural resources and the potential for an indirect conversion of farmland would be reduced. Therefore, the Hybrid Map Alternative would be less likely to cause an indirect conversion of agricultural resources to non-agricultural use than the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **4.2.2.3 Air Quality**

#### **Air Quality Plans**

The current RAQS and SIP are based on projections for residential, commercial, industrial, and recreational land uses contained in the existing General Plan. Similar to the proposed project, this alternative would accommodate less growth than the existing General Plan; therefore, it would result in fewer emissions Countywide than were accounted for in the RAQS and SIP. Additionally, future development occurring under the Hybrid Map Alternative would be required to be consistent with the emission reduction strategies in the RAQS and the SIP. A significant impact would not occur. Therefore, the Hybrid Map Alternative would result in a similar impact to air quality plans as compared to the proposed project.

#### **Air Quality Violations**

Similar to the proposed project, new stationary sources of pollutants constructed under the Hybrid Map Alternative would be subject to the APCD's requirements for permitting and must demonstrate that they will not cause or contribute to a violation of an air quality standard. Development under the Hybrid Map Alternative would result in increased vehicle miles traveled (VMT), which would result in increased emissions that would violate air quality standards. However, the Hybrid Map would generate a total of 318,656 fewer VMT compared to the proposed project, as discussed in Section 4.2.2.15. Additionally, impacts associated with construction would be reduced under this alternative because less development would be accommodated. Therefore, the Hybrid Map Alternative would result in fewer impacts associated with air quality violations as compared to the proposed project. Nevertheless, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **Non-attainment of Criteria Pollutants**

The Hybrid Map Alternative would result in new vehicle trips and construction that would result in emissions of non-attainment criteria pollutants. However, as described above in the discussion of air quality violations, the Hybrid Map Alternative would result in 318,656 fewer VMT and less construction as compared to the proposed project. Therefore, the Hybrid Map Alternative would result in fewer impacts associated with non-attainment criteria pollutants as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **Sensitive Receptors**

The Hybrid Map Alternative would result in increased truck trips in the unincorporated County and use of construction equipment for new development, both of which would emit diesel particulate matter. Emissions would increase the exposure of sensitive receptors to TACs and would result in a significant impact. However, as described above in the discussion of air quality violations, the Hybrid Map Alternative would result in 318,656 fewer VMT, including truck and non-truck trips, and less construction from new development as compared to the proposed

project. Therefore, the Hybrid Map Alternative would result in fewer impacts to sensitive receptors as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Objectionable Odors**

Similar to the proposed project, odor generating land uses proposed under the Hybrid Map Alternative, including landfills, agricultural areas, wastewater treatment plants, food processing plants, chemical plants, composting, dairies, and fiberglass molding facilities would be required to comply with APCD Rule 51 and County of San Diego Code of Regulatory Ordinances Sections 63.401 and 63.402, which prohibit nuisance odors from affecting nearby receptors. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with objectionable odors.

## **4.2.2.4 Biological Resources**

### **Special Status Plant and Wildlife Species**

The Hybrid Map Alternative would have the potential to result in direct and/or indirect impacts to special status plant and wildlife species and their habitat from the development of land uses proposed under this alternative. The Hybrid Map Alternative proposes 13,672 additional acres of rural land as compared to the proposed project and would decrease the acreage of the following higher density land uses, as compared to the proposed project, by a total of 13,414 acres: village residential (-487 acres), semi-rural residential (-11,717 acres), specific plan area (-683 acres), commercial (-325 acres), industrial (-189 acres), and village core mixed use (-13 acres). Rural land use would have fewer direct impacts on sensitive species because it is associated with larger lots that would not be fully impacted by residential development, unlike the smaller lots associated with village and semi-residential development and other land uses. Rural residential development was estimated to result in impacts to approximately five acres of vegetation for each dwelling unit. Lot sizes can be up to one dwelling unit per 20 acres in areas designated for rural land use. Therefore, a 20-acre site having five acres of habitat impacts due to residential development would only impact 25 percent of the site, as compared to an estimated 75 percent to 100 percent impacts to vegetation in areas designated for other land uses. This alternative would result in an estimated 157,139 acres of direct impacts to habitats that would have the potential to support special status plant and wildlife species, compared to 175,144 acres under the proposed project (DPLU GIS 2008). Additionally, this alternative would result in fewer indirect impacts to special status species because it would accommodate fewer commercial, industrial, and high density residential land uses, which are associated with intensive nighttime lighting and noise, both of which can adversely affect wildlife species. Therefore, as compared to the proposed project, the Hybrid Map Alternative would result in fewer impacts to special status plant and wildlife species. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable.

### **Riparian Habitat and Other Sensitive Natural Communities**

Future development of land uses proposed under the Hybrid Map Alternative has the potential to result in the direct loss of riparian habitat and other sensitive natural communities by the removal or destruction of such habitat for new development or infrastructure. Potential indirect impacts include adverse effects to water quality in riparian habitat from pollutants in runoff and sedimentation during construction, and fugitive dust produced by construction that would have the potential to disperse onto sensitive vegetation adjacent to construction sites. As described above, this alternative would result in 157,139 acres of direct impacts to habitats that would have the potential to support special status plant and wildlife species, compared to 175,144 acres under the proposed project because the Hybrid Map Alternative would accommodate less development than the proposed project. The Hybrid Map Alternative proposes land uses that would have the potential to impact approximately 9,522 acres of riparian habitat, compared to 10,321 acres under the proposed project. Therefore, when compared to the proposed project, the Hybrid Map Alternative would result in fewer direct and indirect impacts to riparian habitat and other sensitive natural communities. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable.

### **Federally Protected Wetlands**

Impacts to federally protected wetlands from development under the Hybrid Map Alternative would involve actions such as direct removal, filling, hydrological interruption, or other destructive modifications associated with new development and infrastructure. Approximately 1,752 acres of federally protected wetlands would have the potential to be impacted by development under the Hybrid Map Alternative. Compared to the proposed project, the Hybrid Map Alternative would impact approximately 89 fewer acres of federally protected wetland habitat. Therefore, the Hybrid Map Alternative would result in fewer impacts to federally protected wetlands as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Wildlife Movement Corridors and Nursery Sites**

The Hybrid Map Alternative would have the potential to result in impacts to wildlife movement corridors and the use of native wildlife nursery sites from the development of land uses proposed under this alternative. As described above, this alternative would result in potentially significant direct and indirect impacts to sensitive habitats, including habitats that currently function as a wildlife movement corridor or a nursery site. The Hybrid Map Alternative would result in fewer direct and indirect impacts to vegetation because it proposes lower density development, which would result in fewer impacts to habitat, as compared to the proposed project. Therefore, the Hybrid Map would also result in a reduced impact to wildlife movement corridors and nursery sites as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable.

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### **Local Policies and Ordinances**

Future development under the proposed Hybrid Map Alternative would not conflict with programs and ordinances that protect biological resources, because, in order for future proposed discretionary projects to be approved and developed, projects would be required to comply with the adopted Multiple Species Conservation Program (MSCP) Subarea Plan, Biological Mitigation Ordinance, Habitat Loss Permit Ordinance, the Southern California Coastal Sage Scrub Natural Community Conservation Plan (NCCP) Process Guidelines, and the Resource Protection Ordinance. County and public projects such as infrastructure improvements are also subject to local policies and ordinances. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with conflicts with local policies and ordinances.

### **Habitat Conservation Plans (HCP) and NCCPs**

The MSCP and the Coastal Sage Scrub NCCP Process Guidelines are the applicable HCPs for the unincorporated County. As described above in the discussion of local policies and ordinances, future development of land uses proposed under the Hybrid Map Alternative would be required to demonstrate compliance with the MSCP, Coastal Sage Scrub NCCP Process Guidelines, or any other NCCP or HCP adopted for a particular project site. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with HCPs or NCCPs.

## **4.2.2.5 Cultural Resources**

### **Historical Resources**

Similar to the proposed project, designated and potentially significant historical resources would have the potential to be disturbed as a result of Hybrid Map Alternative due to demolition, destruction, alteration, or structural relocation as a result of new private or public development or redevelopment of designated land uses. The Hybrid Map Alternative would also result in an increase in development intensity in the County which would have the potential to adversely affect historical sites through the introduction of visual, audible, or atmospheric effects that are out of character with the historical resource. In addition, this alternative would have the potential to also result in redevelopment of a historical structure or site that is not compatible with the authenticity of a resource and would substantially alter its significance. When compared to the proposed project, the Hybrid Map Alternative proposes lower development intensity and therefore would result in reduced impacts. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Archaeological Resources**

Similar to the proposed project, development of land uses under the Hybrid Map Alternative would have the potential to result in an adverse change in the significance of archaeological resources through ground-disturbing activities, such as excavation and grading, that have the potential to damage or destroy archaeological resources that may be present on or below the ground surface, particularly in areas that have not previously been developed. Higher density land uses are more likely to result in development that requires extensive excavation or grading activities. Therefore, areas designated as village residential, commercial, or industrial land uses

would be likely to result in more construction activities that involve excavation or grading activities than other land uses and would, therefore, be more likely to result in impacts to archaeological resources. Compared to the proposed project, the Hybrid Map Alternative would decrease the overall acreage of high density land use designations including village residential (-487 acres), commercial (-325 acres), and industrial (-189 acres) while increasing the low density rural lands designation by 13,672 acres. The Hybrid Map Alternative would result in fewer impacts to archaeological resources than the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Paleontological Resources**

Similar to the proposed project, activities resulting from implementation of the Hybrid Map Alternative, especially construction-related and earth-disturbing actions, would have the potential to damage or destroy fossils in the underlying rock units. Loss or alteration of paleontological resources would have the potential to result in an irreversible loss of significant information. High density land uses are more likely to result in development that requires extensive excavation and would have the potential to result in impacts to paleontological resources. Compared to the proposed project, the Hybrid Map Alternative proposes a reduction in high density land uses, while proposing an increase in low density land uses. Implementation of the Hybrid Map Alternative would result in fewer impacts to paleontological resources than the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Human Remains**

As discussed above, the Hybrid Map Alternative has the potential to impact archaeological resources which are often associated with human remains. When compared to the proposed project, this alternative would accommodate less development and result in reduced ground-disturbing impacts which have the potential to disturb human remains. Impacts would be reduced as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

## **4.2.2.6 Geology and Soils**

### **Exposure to Seismic Related Hazards**

The Hybrid Map Alternative would designate land uses that would allow for development in areas with geological risks such as seismically induced ground shaking, liquefaction, and landslides. However, all future development would be required to comply with all relevant federal, state, and local regulations and building standards, including the California Building Code (CBC) and the County required geotechnical reconnaissance reports and investigations. Similar to the proposed project, impacts associated with exposure to seismic-related hazards would not be considered significant.

### **Soil Erosion or Topsoil Loss**

Implementation of the Hybrid Map Alternative would allow development of land uses that would result in construction and operational activities that would have the potential to expose topsoil to erosion from water or wind. Similar to the proposed project, construction occurring under the

Hybrid Map Alternative would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program, which requires stormwater pollution prevention plans (SWPPPs) to be prepared and best management practices (BMPs) to be identified for construction sites greater than one acre. All construction activities occurring under the Hybrid Map Alternative would be required to comply with the CBC and the County Grading Ordinance, both of which would ensure implementation of appropriate measures during grading and construction activities to reduce soil erosion. The County Grading Ordinance also requires all clearing and grading to be carried out with dust control measures. A significant impact would not occur. Therefore, the Hybrid Map Alternative would result in a similar impact to soil erosion or topsoil loss as compared to the proposed project.

### **Soil Stability**

The Hybrid Map Alternative would have the potential to result in hazards associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Similar to the proposed project, all future development associated with the land uses designated under the Hybrid Map Alternative would be required to comply with federal, state, and local building standards and regulations, including the CBC and County-required geotechnical reconnaissance reports and investigations. Compliance with these regulations would ensure that impacts associated with soil stability are less than significant. Therefore, the Hybrid Map Alternative would result in a similar impact to soil stability as compared to the proposed project.

### **Expansive Soils**

The Hybrid Map Alternative would designate land uses that would allow for the development of structures on potentially expansive soils. Therefore, future construction projects consistent with the Hybrid Map Alternative would have the potential to be affected by expansive soils. Similar to the proposed project, all future projects would be required to comply with all applicable federal, state, and local regulations, including the Uniform Building Code (UBC), CBC, and subsequent construction standards. Compliance with such regulations would ensure that potential impacts are less than significant. Therefore, the Hybrid Map Alternative would result in a similar impact to expansive soils as compared to the proposed project.

### **Waste Water Disposal Systems**

Implementation of the Hybrid Map Alternative would allow development of designated land uses in areas where soils are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems. Similar to the proposed project, all future development projects would be required to comply with all applicable federal, state, and local regulations related to septic tanks and waste water disposal, including County DEH standards. Compliance with such regulations would ensure that impacts related to septic systems are less than significant. Therefore, the Hybrid Map Alternative would result in a similar impact to waster water disposal systems as compared to the proposed project.

### **4.2.2.7 Hazards and Hazardous Materials**

#### **Transportation, Use, and Disposal of Hazardous Materials**

Implementation of the Hybrid Map Alternative would allow development of designated land uses that involve the use, disposal, or transport of hazardous materials. Although hazardous materials can be found in all land use designations, those that are more likely to regularly use hazardous materials include limited impact industrial, medium impact industrial, high impact industrial, general commercial, and rural commercial. Similar to the proposed project, any future development of land uses, as designated under the Hybrid Map Alternative, would be required to comply with all applicable federal, state, and local regulations pertaining to the transportation, use, and disposal of hazardous materials. Compliance with existing regulations would keep impacts related to the transportation, use, and disposal of hazardous materials to a level less than significant. When compared to the proposed project, the Hybrid Map Alternative would reduce industrial land uses by 189 acres and commercial land uses by 325 acres, which are the land uses most likely to regularly use hazardous materials. Similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact.

#### **Accidental Release of Hazardous Materials**

The Hybrid Map Alternative proposes land uses that commonly store, use, and dispose of hazardous materials, including limited impact industrial, medium impact industrial, and high impact industrial uses. Additionally, existing industries and businesses that use hazardous materials would have the potential to expand or increase to accommodate the anticipated growth under the Hybrid Map Alternative. Similar to the proposed project, development of all future land uses consistent with the Hybrid Map Alternative would be required to comply with applicable federal, state, and local regulations related to the transportation, use, and disposal of hazardous materials. Compliance with existing regulations would keep impacts related to accidental release of hazardous materials to a level less than significant. Therefore, the Hybrid Map Alternative would result in a similar impact regarding accidental release of hazardous materials as compared to the proposed project.

#### **Hazards to Schools**

The Hybrid Map Alternative proposes land uses that have a high potential for hazardous materials usage, such as industrial and commercial uses, to be located within one-quarter mile of an existing or proposed school or daycare. Similar to the proposed project, compliance with federal and State regulations pertaining to hazardous materials would ensure that risks associated with hazardous emissions near schools would be kept to below a level of significance. Therefore, the Hybrid Map Alternative would result in a similar impact associated with hazards to schools as compared to the proposed project.

#### **Existing Hazardous Material Site**

Under the Hybrid Map Alternative, development of designated land uses may be located on sites that would have the potential to create significant hazards to the public or environment, such as: those pursuant to Government Code 65962.5; burn dump sites; active, abandoned, or closed landfills; FUDS; areas with historic or current agriculture; or areas with petroleum contamination. Similar to the proposed project, all future development of land uses under the

Hybrid Map Alternative would be required to comply with existing federal, state, and local regulations related to existing on-site hazardous materials contamination. Compliance with applicable regulations pertaining to existing hazardous materials contamination would keep impacts to a less than significant level. Therefore, the Hybrid Map Alternative would result in a similar impact associated with existing hazardous material sites as compared to the proposed project.

### **Public Airports**

Under the Hybrid Map Alternative, some public airports would have the potential to be located adjacent to land uses, such as village residential, which would maintain higher density populations and therefore be considered potentially incompatible. Although development of land uses proposed under the Hybrid Map Alternative would be required to comply with any applicable Airport Land Use Compatibility Plans, development within the Airport Influence Area (AIA) of a public airport would have the potential to increase the risk of people living or working in these areas to hazards associated with airport operations. Compared to the proposed project, the Hybrid Map Alternative would have lower density development and would accommodate a smaller population (3,000 fewer residential units), which would result in a reduced risk to people living or working in areas associated with airport operation hazards. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Private Airports**

Implementation of the Hybrid Map Alternative would result in land use designations that allow development within two miles of a private airport. Therefore, the Hybrid Map Alternative would have the potential to result in a safety hazard for people residing or working in the vicinity of private airport. Compared to the proposed project, the Hybrid Map Alternative would have lower density development and would accommodate a smaller population (3,000 fewer housing units), which would result in a reduced risk to people living or working in areas associated with airport operation hazards. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Emergency Response and Evacuation Plans**

Similar to the proposed project, construction activities associated with development occurring under the Hybrid Map Alternative would have the potential to interfere with adopted emergency plans and procedures if authorities are not properly notified or multiple roadways used for emergency routes are concurrently blocked. Additionally, the Hybrid Map Alternative would accommodate projected population growth in areas that differ from existing conditions. There is a potential that the existing emergency response and evacuation plans that serve the County in the event of an emergency do not account for this relocation of growth. This could cause an inadvertent impairment to the existing emergency response plans and policies, which would result in a loss of life and/or property in the event of an emergency. Compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller population (3,000 fewer residential units), which would result in less development with the potential to impair emergency response and evacuation plans. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

## **Wildland Fires**

The Hybrid Map Alternative includes land uses that allow residential, commercial, and industrial development in areas that are prone to wildland fires and would, therefore, have the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands. When compared to the proposed project, the Hybrid Map Alternative would have lower density development and would accommodate less population growth (3,000 fewer residential units), which would result in a reduced risk to people living or working in areas subject to wildfire risk. Additionally, when compared to the proposed project, the Hybrid Map Alternative specifically reduces land use densities in areas that are served by fire agencies with greater distance to cover (longer travel times) and in areas which have difficulty meeting fire code requirements due to limited access. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

## **Vectors**

Given the existing regulations and processes, the Hybrid Map Alternative would not create a potentially significant hazard to the public or the environment by substantially increasing human exposure to vectors. This alternative would not result in sources of standing water bodies or other vector breeding sources such as composting or manure management facilities. As such, a significant impact would not occur. Therefore, the Hybrid Map Alternative would result in a similar impact to vectors as compared to the proposed project.

### ***4.2.2.8 Hydrology and Water Quality***

#### **Water Quality Standards and Requirements**

##### **Surface Water**

Similar to the proposed project, the development of land uses under the Hybrid Map Alternative would have the potential to result in the following: 1) substantial additional sources of polluted runoff which would have short-term impacts on surface water, 2) pollutants, such as soils, debris, and other materials, in quantities that would potentially exceed water quality standards and otherwise significantly degrade water quality; and 3) non-point source pollution into surface and groundwater bodies. When compared to the proposed project, the Hybrid Map Alternative would have lower density development and would accommodate less population growth (3,000 fewer residential units), which would result in less development and less point and non-point source pollutants. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

##### **Groundwater**

The Hybrid Map Alternative has the potential to violate groundwater quality standards by designating land uses that would be groundwater dependent in areas that are currently experiencing groundwater contamination. New wells constructed to support development in

these areas would be susceptible to the contaminated groundwater supply which would have the potential to result in a non-potable water supply. When compared to the proposed project, the Hybrid Map Alternative would have lower density development and would accommodate less population growth (3,000 fewer residential units), which would result in a reduced risk for groundwater contamination problems in the future. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to groundwater quality would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Groundwater Supplies and Recharge**

As discussed in the County General Plan Update Groundwater Study (DPLU 2008d), multiple areas of the unincorporated County are currently experiencing groundwater supply impacts. Similar to the proposed project, implementation of the Hybrid Map Alternative would allow land uses and development to occur in these areas, thereby worsening an unsustainable groundwater supply. Similar to the proposed project, the Hybrid Map Alternative would allow additional land uses requiring groundwater in areas already impacted by large quantity groundwater users and clustered development, designate land uses requiring groundwater in areas currently experiencing a high frequency of wells with low well yield, and result in ten groundwater basins having estimated groundwater in storage at or below 50 percent. For the above reasons, the Hybrid Map Alternative would result in a potentially significant impact to groundwater supply. When compared to the proposed project, the Hybrid Map would reduce total housing within the SDCWA service area by 4,481 dwelling units (see Table 4-6) and would accommodate 1,165 additional homes outside the SDCWA boundary. Therefore, the Hybrid Map would result in a greater impact to groundwater because it would accommodate a greater proportion of growth in groundwater dependent areas. As such, impacts would be greater than the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Erosion or Siltation**

Development of land uses designated in the Hybrid Map Alternative would result in the construction of new residential, commercial, and industrial buildings, roadways, agriculture, landscaping, and other features within the unincorporated County that are anticipated to result in permanent alterations to existing drainage patterns by converting areas within the County from pervious surfaces to impervious surfaces. Permanent development of impervious surfaces within the unincorporated County would increase runoff and potentially result in new erosion problems or the worsening of existing erosion problems. When compared to the proposed project, the Hybrid Map Alternative would accommodate less development and would result in reduced erosion or siltation. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Flooding**

Development of land uses designated in the Hybrid Map Alternative would have the potential to result in substantial alteration of existing drainage patterns and increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site during and after

construction activities. When compared to the proposed project, the Hybrid Map Alternative proposes lower density development and would accommodate less population growth (3,000 fewer residential units), which would result in reduced alteration of existing drainage patterns and a reduced risk for flooding. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Exceed Capacity of Stormwater Systems**

Residential, commercial, and industrial land uses proposed under the Hybrid Map Alternative would increase the amount of impermeable surfaces within the unincorporated County from the development of rooftops, parking lots, roads, and driveways associated with the land uses. The development of future land uses as designated in the Hybrid Map Alternative would have the potential to contribute run-off in a manner that would exceed existing stormwater drainage facilities and require the construction of new stormwater drainage facilities. When compared to the proposed project, the Hybrid Map Alternative would have lower density development, would accommodate less population growth (3,000 fewer residential units), and would result in less development, which would reduce the potential for run-off to exceed existing stormwater drainage facilities. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Housing within a 100-year Flood Hazard Area**

Land uses designated under the Hybrid Map Alternative would have the potential to result in housing being placed within a 100-year flood hazard area. The land uses that have the highest potential to contain housing, due to residential designations, include village residential, village core mixed use, semi-rural residential, and rural residential. Table 4-5 provides the acreage of each land use type that would be located within a flood area for each alternative. When compared to the proposed project, the Hybrid Map Alternative would result in 13 fewer acres of land uses located in flood areas overall. For the Hybrid Map Alternative, County staff reduced the amount of higher density land uses located within flood areas (such as semi-rural residential, -83 acres) to lower density land uses (such as rural residential, +138 acres) as compared to the proposed project, in order to allow for greater flexibility in avoiding flood hazards. Although some land uses within flood areas increased under this alternative, they generally pose a lesser risk to the public than those proposed under the General Plan Update. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Impeding or Redirecting Flood Flows**

Land use designations under the Hybrid Map Alternative would potentially result in structures within a 100-year flood-hazard area which could impede or redirect flood flows. High density land uses designated in the Hybrid Map Alternative that would have an increased potential to impede or redirect flood flows include village residential, village core mixed use, neighborhood commercial, general commercial, limited impact industrial, medium impact industrial, and high impact industrial. Table 4-5 identifies proposed Hybrid Map Alternative land uses that would occur within flood hazard areas. Under the Hybrid Map Alternative the following high-density designations would include areas located within a floodplain: village residential, 2,836 acres;

village core mixed use, less than 1 acre; neighborhood commercial, 2 acres; general commercial, 266 acres; limited impact industrial, 160 acres; medium impact industrial, 201 acres; and high impact industrial, 71 acres. When compared to the proposed project, the Hybrid Map Alternative would result in 39 less acres of land uses with the highest potential to impede or redirect flood flows. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Dam Inundation and Flood Hazards**

Similar to the proposed project, implementation of the Hybrid Map Alternative would place housing or structures within dam inundation areas, thereby increasing the potential for a significant risk of loss, injury or death involving flooding. Impacts related to dam inundation and flooding hazard areas are based upon the land uses located within a dam inundation zone. When compared to the proposed project, the Hybrid Map Alternative does not change the land use designations within dam inundation zones. Therefore, the Hybrid Map Alternative would result in a similar impact associated with existing dam inundation and flooding. Impacts would be considered potentially significant impact and the mitigation identified in Chapter 7.0 would be required.

### **Seiche, Tsunami, and Mudflow Hazards**

Due to the inland location of the unincorporated County and the history of minor tsunami events, implementation of the Hybrid Map Alternative would not expose people or structures to hazards associated with inundation by a tsunami. Implementation of the Hybrid Map Alternative would not result in land uses or development within areas subject to inundation from a seiche. A significant impact would not occur. Therefore, the Hybrid Map Alternative would result in a similar impact associated with seiche and tsunami hazards as compared to the proposed project.

Implementation of the Hybrid Map Alternative would designate land uses in areas that would be considered susceptible to mudflows. When compared to the proposed project, the Hybrid Map Alternative proposes lower density development and would accommodate a smaller population (3,000 fewer residential units), which would result in a reduced risk to people or structures being exposed to mudflow hazards. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

## **4.2.2.9 Land Use**

### **Physical Division of an Established Community**

Similar to the proposed project, the Hybrid Map Alternative does not include any new railroad tracks, airports, or other features that would physically divide a community. However, future roadway development under the Hybrid Map Alternative would result in new or improved roadways that would have the potential to physically divide an established community. There would be some reduced need for future roads or road expansions under this alternative because it would accommodate less growth. Therefore, impacts would be lessened as

compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Conflicts with Land Use Plans, Policies, and Regulations**

Similar to the proposed project, the Hybrid Map Alternative would not conflict with the following planning documents: Regional Comprehensive Plan (RCP), 2030 RTP, Congestion Management Program (CMP), San Diego Basin Plan (Basin Plan), airport land use compatibility plans (ALUCPs), RAQS, County Trails Program (CTP), Forest Conservation Initiative (FCI), spheres of influence (SOI), community plans, the County Zoning Ordinance, and specific plans. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with conflicts with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

### **Conflicts with HCPs or NCCPs**

Similar to the proposed project, future development under the Hybrid Map Alternative would be required to demonstrate compliance with any HCP or NCCP adopted for the project area, including the MSCP in areas located within the adopted South County MSCP Subarea Plan, or the Coastal Sage Scrub NCCP Process Guidelines for projects located outside of the adopted MSCP boundary. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with conflicts with HCPs or NCCPs.

## **4.2.2.10 Mineral Resources**

### **Mineral Resource Availability**

Development and growth in the unincorporated County would occur under the Hybrid Map Alternative, especially in the western portion of the County where growth would be concentrated. Because mineral resources are also concentrated in the western unincorporated areas, the loss of mineral resources availability would be unavoidable due to planned growth under the Hybrid Map Alternative. Additionally, the Hybrid Map Alternative would place residential land uses in the backcountry which would result in constraints that would make permitting new mines more difficult. Compared to the proposed project, the Hybrid Map Alternative would have lower density land uses, accommodate a smaller population (3,000 fewer residential units), and result in less development. Therefore, this alternative would result in reduced impacts compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Mineral Resource Recovery Sites**

The Hybrid Map Alternative proposes land uses that would be incompatible with mining and resource recovery operations in areas designated MRZ-2, MRZ-3, underlain by Quaternary alluvium, or that contain or potentially contain important aggregate resources. Incompatible land uses include semi-rural residential and village residential land uses. Therefore, the Hybrid Map Alternative would allow the development of incompatible land uses in areas that potentially contain mineral resources which would result in the loss of availability of recovery sites. Under

the proposed project, the majority of new development, including incompatible land uses such as village residential, is proposed in the western portion of the unincorporated County, where MRZ-2 and MRZ-3 zones have been designated. This alternative also proposes incompatible land uses in the western portion of the County; however, the lower density development accommodated under this alternative would result in fewer potential conflicts with mineral resource recovery sites. For example, the entire Fallbrook CPA has been designated as either MRZ-2 or MRZ-3. The Hybrid Map Alternative would accommodate approximately 300 fewer acres of semi-rural residential development and 300 additional acres of rural land in this CPA as compared to the proposed project, which would result in less dense development and fewer potential conflicts with mineral resource recovery sites in this CPA. Therefore, this alternative would result in reduced impacts compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.2.2.11 Noise**

##### **Excessive Noise Levels**

The Hybrid Map Alternative would designate land uses near noise-generating sources that would have the potential to expose people to noise levels in excess of the County's compatibility guidelines provided in Table 2.11-9, Noise Compatibility Guidelines. Compared to the proposed project, the Hybrid Map Alternative would increase the acreage of low density rural lands (+13,672). Lower density land use designations are less likely to be exposed to noise levels in excess of noise compatibility guidelines because less development would be constructed, and development would be more likely to be spaced away from noise-generating land uses due to larger lot sizes and/or more open space. Specifically, the Hybrid Map Alternative would result in more acres of rural lands than the proposed project in Fallbrook CPA (+305 acres) and Valley Center CPA (+1,152 acres), two communities identified as having the potential to expose land uses to noise in excess of noise compatibility guidelines under the proposed project. Countywide, the Hybrid Map Alternative would decrease the acreage of high-density village residential (-487 acres) and other land use designations that would have the potential to expose people to excessive noise such as semi-rural residential (-11,717 acres) and commercial (-325 acres). Therefore, the Hybrid Map Alternative would result in fewer impacts related to excessive noise levels as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

##### **Excessive Groundborne Vibration**

The Hybrid Map Alternative does not include specific development projects; therefore, it is not possible to determine exact vibration levels associated with construction of future development under this alternative. However, the majority of intensive land uses designated in the Hybrid Map Alternative, approximately 80 percent, would be located within the SDCWA boundary, or western region of the unincorporated County. Therefore, this area is more likely to be affected by ground-borne vibration and noise from construction as a result of development. Development of infrastructure in all areas of the unincorporated County would have the potential to result in substantial groundborne vibration and noise from construction. Under the Hybrid Map Alternative, planning areas that would accommodate a substantial amount of development and thus have the potential to result in vibration from construction include Bonsall CPA,

Fallbrook CPA, Lakeside CPA, North County Metro Subregion, Rainbow CPA, Ramona CPA, San Dieguito CPA, and Valley Center CPA, and Sweetwater CPA, Alpine CPA, Central Mountain Subregion, Crest/Dehesa Subregion, Julian CPA, Mountain Empire Subregion, and Desert Subregion. Valle de Oro, Spring Valley, and County Islands CPAs are relatively developed compared to the other planning areas. Therefore, these CPAs would not have the available capacity to accommodate a substantial amount of new development and would have less potential to be impacted by vibration from construction. Most of the Pendleton/De Luz CPA is encompassed by Marine Corps Base Camp Pendleton and is not under the jurisdiction of the County; therefore, the Hybrid Map Alternative does not have land uses for most of the CPA. Limited development would be accommodated in the De Luz area of the CPA; therefore impacts would be less in this area as compared to the other planning areas. The Hybrid Map Alternative would result in lower density development Countywide as compared to the proposed project. Lower density development would result in fewer impacts from construction vibration because less construction would take place, and less new vibration sensitive land uses would be constructed. Therefore, the Hybrid Map Alternative would result in fewer impacts associated with excessive vibration from construction as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Permanent Increase in Ambient Noise Levels**

Similar to the proposed project, the Hybrid Map would accommodate the development of new roadways and other noise generating land uses that would result in a significant increase in ambient noise levels. The Hybrid Map Alternative roadway network is the same as the proposed project. However, compared to the proposed project, the Hybrid Map Alternative would generally have lower density development which would be less likely to expose people to permanent increases in traffic noise because less development would be constructed, and development would be more likely to be spaced away from roads. The Hybrid Map Alternative would have 189 fewer acres of industrial land uses and 325 fewer acres of commercial land uses, which are noise generating land uses, as compared to the proposed project. Additionally, compared to the proposed project, the Hybrid Map Alternative includes more acres of low density rural lands in the Pala/Pauma Valley Subregion (+3,765 acres), North Mountain Subregion – remainder area (+3,357 acres), San Dieguito CPA (+707 acres), Fallbrook CPA (+305 acres) and Valley Center CPA (+1,152 acres). Lower density development would be less likely to expose NSLU to increased traffic noise from casinos because fewer NSLU would be constructed, and development would be more likely to be spaced away casino access roads. Therefore, this alternative would result in reduced impacts compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Temporary Increase in Ambient Noise Levels**

The majority of new development under the Hybrid Map Alternative would be planned within the SDCWA boundary, or western region of the unincorporated County. Therefore, this area is more likely to be affected by temporary increases in ambient noise from construction as a result of development consistent with the Hybrid Alternative Map. However, construction of new development and infrastructure anywhere in the County would have the potential to result in substantial construction noise. In addition, the Hybrid Map Alternative would accommodate intensified residential and mixed-use development in town centers, which would have the

potential to increase nuisance noise and associated noise complaints from neighboring uses. The Hybrid Map Alternative would result in lower density development countywide as compared to the proposed project, including more acreage of rural lands in some western areas such as Fallbrook CPA (+305 acres), San Dieguito CPA (+707 acres), and Valley Center CPA (+1,152 acres). Lower density development would result in fewer impacts from construction noise and nuisance noise because fewer land uses would be constructed and the distance between residences and other development would be increased. Therefore, this alternative would result in reduced impacts compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Excessive Noise Exposure from a Public or Private Airport**

The Hybrid Map Alternative would designate land uses in several communities (Desert Subregion, Fallbrook CPA, North Mountain Subregion, Pala/Pauma Valley Subregion, Ramona CPA, and Valley Center CPA) that would have the potential to be exposed to excessive noise from a public or private airport. As compared to the proposed project, the Hybrid Map Alternative would result in lower density development Countywide and in the areas near airports. For example, the Hybrid Map Alternative proposes substantially more rural land in Pala/Pauma Valley Subregion (+3,765 acres) and Valley Center CPA (+1,152 acres) as compared to the proposed project. Lower density development would be less likely to expose NSLU to excessive aircraft noise because fewer land uses would be constructed, and development would be more likely to be spaced away from airports. Therefore, the Hybrid Map Alternative would result in fewer impacts as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

## **4.2.2.12 Population and Housing**

### **Population Growth**

The Hybrid Map Alternative would accommodate 68,224 new residential units within the unincorporated County compared to 2008 conditions. Therefore, the Hybrid Map Alternative would induce population growth in the San Diego region. However, growth under the Hybrid Map Alternative would be consistent with regional growth forecasts because SANDAG forecasts approximately 68,889 new residential units in the unincorporated County by 2030, compared to 2008 conditions. Similar to the proposed project, future development under this alternative would be required to comply with the land use plan adopted as part of the General Plan Update, which includes a land use framework and policies for growth that would avoid unplanned growth beyond regional growth forecasts. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in the direct or indirect inducement of unplanned population growth.

### **Displacement of Housing**

Similar to the proposed project, new development under the Hybrid Map Alternative would have the potential to result in the displacement of existing housing. Some areas that currently contain residences are designated for commercial or other non-residential land uses under this alternative and future construction of these non-residential land uses would have the potential to displace the existing housing. However, increases in residential density elsewhere would sufficiently replace displaced housing in the unincorporated County so that the RHNA would be

accommodated. Consistent with State law, the Hybrid Map Alternative land use plan provides adequate capacity to exceed its RHNA of 12,358 new residential units by accommodating up to 68,224 new residential units; therefore, it would not necessitate the construction of replacement housing outside of the unincorporated area. Similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with the displacement of housing.

### **Displacement of People**

As described above in the discussion of displacement of housing, this alternative would result in the displacement of people if existing occupied residential uses were designated for non-residential use, resulting in the displacement of people. However, similar to the proposed project, increases in residential density under the Hybrid Map Alternative would accommodate up to 68,224 new residential units, which would sufficiently provide replacement housing in the unincorporated County for people that may have been displaced. Therefore, similar to the proposed project, the Hybrid Map Alternative would not result in a significant impact associated with the displacement of people.

### **4.2.2.13 Public Services**

#### **Fire Protection, Police, School, and Library Services**

New development under the Hybrid Map Alternative would increase the existing demand for fire protection services, police services, school services, and library services. To maintain or achieve acceptable service standards, new or physically altered fire, police, school, and library facilities would be required. When compared to the proposed project, the Hybrid Map Alternative would accommodate less population growth (3,000 fewer residential units) and, therefore, would result in a reduced need for fire, police, school, and library facilities to be constructed or expanded. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. After mitigation, impacts related to school facilities would remain significant and unavoidable due to the fact that the planning, approval and construction of such facilities is not within the County's jurisdiction.

### **4.2.2.14 Recreation**

#### **Deterioration of Parks and Recreational Facilities**

The projected population growth anticipated under the Hybrid Map Alternative would result in an increase in the number of persons that utilize recreational facilities in the unincorporated County. Similar to the proposed project, CPAs located in the western portion of the unincorporated County are more likely to experience substantial population growth from implementation of the Hybrid Map Alternative. This increase in population would result in an increased demand for recreational facilities, which would have the potential to also result in accelerated deterioration of the facilities. When compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller population (3,000 fewer residential units) as compared to the proposed project, and therefore would result in less demand for recreational facilities and a lower potential for existing parks and recreational facilities to experience deterioration. Therefore, impacts would be lessened as compared to the proposed project.

However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Construction of New Recreational Facilities**

Implementation of the Hybrid Map Alternative would continue to create a need for new or expanded recreational facilities to accommodate the anticipated population growth in the unincorporated County. The construction of any future recreational projects, including those proposed by the County Department of Parks and Recreation, would have the potential to cause additional secondary environmental effects. When compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller population (3,000 fewer residential units), would result in a lower demand for recreational facilities, and would result in a decreased need for construction of new facilities. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered potentially significant and the mitigation identified in Chapter 7.0 would be required.

### **4.2.2.15 Transportation and Traffic**

#### **Unincorporated County Traffic and LOS Standards**

##### **Proposed Roadway Network**

Within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), Table 5.13, Roadway Lane Miles by Subregion & CPA - Hybrid Map, displays lane miles proposed under the Hybrid Map Alternative by facility type (State highway, Mobility Element roads, and local public roads), as well as by Subregion and/or CPA. Implementation of the Hybrid Map Alternative would result in a roadway network that has 613.9 lane miles of State highway, 2,408.6 lane miles of County ME roads, and 702.5 lane miles of local public roads, for a total of 3,724.0 roadway lane miles. This roadway network is approximately the same as the proposed project (a difference of two lane miles).

Roadway lane miles proposed under the Hybrid Map Alternative would generally be evenly distributed between the northern communities (1,170 lane miles), southwestern communities (1,306.5 lane miles), and eastern communities (1,247.5 lane miles). CPAs that would experience the greatest number of roadway lane miles under the Hybrid Map Alternative include Desert Subregion (334.6 lane miles), North Mountain Subregion (305.7 lane miles), Mountain Empire Subregion (291.3 lane miles) and Ramona CPA (268.2 lane miles). The Hybrid Map Alternative roadway network distribution is almost identical to the proposed project. It should be noted that many of the roadway lane miles included in both the proposed project and the Hybrid Map Alternative roadway network have been previously constructed and are operating under existing conditions. Additionally, the Hybrid Map Alternative roadway network does not account for any changes that would be incorporated by the BOS to mitigate potential impacts to deficient roadway facilities. A discussion of potentially deficient facilities that would occur under the Hybrid Map Alternative and that would require mitigation is further discussed below.

##### **Projected Trip Generation**

Within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), Table 4.1, Daily Vehicle Trip Generation, displays forecast Average Daily

Trip (ADT) generation in the unincorporated portion of the County of San Diego for the existing General Plan, proposed project, and project alternatives. As shown in this table, the Hybrid Map would generate a total of 147,248 less vehicle trips than the proposed project. When compared to the proposed project, CPAs that would experience the greatest decreases in ADT from implementation of the Hybrid Map Alternative include Mountain Empire Subregion (-50,207 ADT), Valley Center CPA (-40,527 ADT); and Rainbow CPA (-25,245 ADT). When compared to the proposed project, CPAs that would experience the greatest increases in ADT from implementation of the Hybrid Map Alternative include Fallbrook CPA (+3,556 ADT); Lakeside CPA (+3,071); Spring Valley CPA (+2,363 ADT) and Valle de Oro CPA (+2,228 ADT). Overall, the Hybrid Map Alternative would result in fewer total ADTs than the proposed project.

### **Projected VMT**

Within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), Table 4.2, Daily Vehicle Miles of Travel, displays daily vehicle miles of travel (VMT) for the existing General Plan, proposed project, and project alternatives. As shown in the table, the Hybrid Map Alternative would result in a total of 318,658 fewer VMT than the proposed project. When compared to the proposed project, CPAs that would experience large decreases in VMT from implementation of the Hybrid Map Alternative include Mountain Empire Subregion (-108,564 VMT); Jamul/Dulzura Subregion (-72,060 VMT); and Valley Center CPA (-45,011 VMT). When compared to the proposed project, CPAs that would experience large increases in VMT from implementation of the Hybrid Map Alternative include Lakeside CPA (+6,910 VMT); Central Mountain Subregion (+5,540 VMT), Spring Valley CPA (+4,241 VMT), and Sweetwater CPA (+3,939 VMT). Under implementation of the Hybrid Map Alternative, the northwestern communities would experience more than half of all total VMT. This distribution is similar to the proposed project. Overall, the Hybrid Map Alternative would result in 25,052,233 total VMT.

### **Projected Roadway Network Performance**

Within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), Table 5.14, Roadway Lane Miles by LOS - Hybrid Map, displays projected performance results for the roadway network proposed under the Hybrid Map Alternative. LOS E and F are considered to be deficient facilities and subject to mitigation. Implementation of the Hybrid Map Alternative would result in 245.3 lane miles within the unincorporated County operating at an unacceptable LOS E or LOS F. Compared to the number of roadway lane miles projected to operate at a deficient level under the proposed project (270.3 lane miles), the Hybrid Map Alternative would result in 25 fewer lane miles (10 percent less) operating a deficient LOS level.

Under the Hybrid Map Alternative, a total of 132.5 roadway lane miles (approximately 18.6 lane miles of State highways and 113.9 lane miles of Mobility Element roads) would operate at a deficient LOS E. CPAs that would experience the greatest number of LOS E roadway lane miles include Fallbrook CPA (24 lane miles); San Dieguito CPA (14.7 lane miles); Ramona CPA (13.6 lane miles) and Lakeside CPA (12.7 lane miles). A total of 112.8 roadway lane miles (28.4 lane miles of State highway and 84.4 lane miles of ME roads) are projected to operate at LOS F under the Hybrid Map Alternative. CPAs that would experience the greatest number of LOS F roadway lane miles include San Dieguito CPA (23.7 lane miles); Lakeside CPA (23.7 lane miles) and Valley Center CPA (13.6 lane miles).

Under implementation of the Hybrid Map Alternative, the majority of total deficient roadway lane miles (operating at LOS E or F) are located in the northwestern and southwestern communities, with less than 5 percent located in the eastern communities. Under implementation of the proposed project, approximately half of the total deficient roadway lane miles (operating at LOS E and F) are located in the northwestern communities, with less than 10 percent located in the eastern communities.

### **Deficient Facilities**

As identified in Table 5.15, Deficient Facilities by Subregion & CPA - Hybrid Map, within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), implementation of the proposed Hybrid Map Alternative would result in a total of 139 deficient roadway segments throughout the unincorporated County (approximately 25 State highway segments and 114 Mobility Element segments). Compared to the proposed project (expected to result in 158 deficient roadway segments) the Hybrid Map Alternative would have 19 fewer deficient roadway segments. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Adjacent Cities Traffic and LOS Standards**

Implementation of the Hybrid Map Alternative would likely result in multiple roadway segments in adjacent jurisdictions to exceed the LOS standard established by the applicable jurisdiction. Potential impacts to adjacent cities traffic and LOS standards were evaluated within the County of San Diego General Plan Update Traffic Impacts to Adjacent City Jurisdictions Report (Wilson and Company 2009b), included in Appendix H of this EIR. However, this report did not evaluate potential impacts to adjacent cities traffic and LOS standards for project alternatives (excluding the No Project Alternative which was evaluated). However, the results included in the County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), provide insight into potential impacts that would occur to adjacent cities under implementation of the Hybrid Map. The proposed project would result in 158 deficient roadway segments and 270 deficient roadway lane miles (see Table 5.8, Summary of Deficient Roadways - Referral Map, in Appendix G, Traffic and Circulation Assessment), while the Hybrid Map Alternative would result in 139 deficient roadway segments and 245 deficient roadway lane miles (see Table 5.16, Summary of Deficient Roadways - Hybrid Map, in Appendix G, Traffic and Circulation Assessment). When compared to the proposed project, the Hybrid Map Alternative would result in less total deficient roadway segments and less total deficient lane miles than the proposed project. The Hybrid Map Alternative would accommodate 3,000 fewer housing units than the proposed project, which would reduce the number of vehicle trips generated on local roadways from this alternative. Fewer vehicle trips would result in lesser impacts to the proposed roadway network, as is described above. Therefore, it follows that the Hybrid Map Alternative would also contribute fewer vehicle trips to adjacent jurisdictions' roadways, and would result in reduced impacts as compared to the proposed project. Therefore, it is reasonably foreseeable that impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Rural Road Safety**

Implementation of the Hybrid Map Alternative would result in the adoption of a Mobility Element network that includes existing roadways with horizontal and vertical curves that are sharper than existing standards. Additionally, other safety hazards, such as minimal roadway lighting, incompatibility with agricultural vehicles, and redistribution of traffic patterns that would pose increased risk to pedestrians and bicyclists would have the potential to occur under this alternative. When compared to the proposed project, the Hybrid Map would accommodate a smaller population which would translate to fewer people exposed to rural road safety hazards. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Emergency Access**

Under the Hybrid Map Alternative, existing inadequate roadway widths, dead end roads, one-way roads, and gated communities, all of which have the potential to impair emergency access, would still occur. Additionally, existing private roadways with the potential to impair emergency access would occur. When compared to the proposed project, the existing conditions that would potentially impair emergency access would remain the same. Therefore, the Hybrid Map would result in a similar impact compared to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Parking Capacity**

All future development, allowable under the land uses of the Hybrid Map Alternative, would be required to comply with existing County parking regulations to ensure that adequate parking facilities are available. However, the land uses under the Hybrid Map Alternative would have the potential to necessitate modification to existing County parking regulations due to the difference in location and densities of such land uses from those upon which the existing standards are based. For example, similar to the proposed project, the Hybrid Map Alternative would allow for the development of high density land uses, such as village core mixed use and village residential. While village land uses are intended to encourage pedestrian and alternative transportation, the high density development of these areas would create a potential land use conflict that may result in inadequate parking facilities being available. The construction of housing or commercial buildings within these land use designations would have the potential to prevail over the construction of parking areas due to the desirable location of housing or potential revenue associated with commercial establishments, though the demand for parking in these areas would be high. High density development may require a modification to the existing County parking regulations in order to be consistent with such regulations. The Hybrid Map would result in a similar impact compared to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Alternative Transportation**

Implementation of the Hybrid Map Alternative would create provisions for alternative modes of transportation, including bike lanes, bus stops, trails, and sidewalks. Although many policies proposed under the Hybrid Map Alternative would require coordination between the County and the agencies responsible for public transportation planning, the potential exists for the alternative to conflict with existing plans for alternative transportation. When compared to the

proposed project, the Hybrid Map Alternative would result in a lower population and less development, with less potential for conflict with existing public transportation plans. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.2.2.16 Utilities and Service Systems**

##### **Wastewater Treatment Requirements**

Similar to the proposed project, the Hybrid Map Alternative would have the potential to violate wastewater treatment standards if the demand for wastewater treatment services increased at a rate disproportionate to capabilities of wastewater treatment facilities. Additionally, development in the eastern portion of the County would have the potential to result in a violation of water quality standards and wastewater discharge requirements if residences do not adequately maintain septic systems. The Hybrid Map Alternative would accommodate a lower population in the SDCWA boundary than the proposed project (4,481 fewer residential units) and would result in a reduced demand for wastewater treatment services within the SDCWA. This alternative would result in an increased demand for wastewater treatments services in areas dependent on septic systems rather than existing wastewater treatment facilities (1,165 additional residential units). However, overall demand for wastewater treatment would decrease under this alternative because it would have 3,000 fewer residential units total compared to the proposed project and impacts would be lessened. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

##### **New Water and Wastewater Facilities**

Similar to the proposed project, the development of future land uses accommodated under the Hybrid Map Alternative would result in the construction of residential, commercial, and industrial structures and would require new and expanded water and wastewater treatment facilities to meet demand. The Hybrid Map Alternative would result in a lower concentration of housing units to be located in areas with existing infrastructure, unlike the proposed project which would concentrate future growth within the SDCWA service area in an effort to locate new development near existing infrastructure. As shown in Table 4-6, when compared to the proposed project, the Hybrid Map Alternative would reduce total housing within the SDCWA service area by 4,481 dwelling units. The Hybrid Map Alternative would result in a lesser concentration of housing in areas with existing infrastructure, which would result in an increased need for new water or wastewater facilities to be constructed to meet future demands. Therefore, impacts would be greater as compared to the proposed project. Impacts would also still be considered significant and the mitigation identified in Chapter 7.0 would be required.

##### **Sufficient Stormwater Drainage Facilities**

Similar to the proposed project, the development of new residential, commercial, and industrial structures consistent with the land use designations proposed in the Hybrid Map Alternative would increase the amount of stormwater runoff within the unincorporated County and would potentially exceed the capacity of existing stormwater drainage systems, requiring the construction of new or expanded facilities. Compared to the proposed project, the Hybrid Map Alternative would have lower density land uses which would result in less impermeable space and potentially less runoff. The reduction in impermeable surface and runoff would decrease the

need for new or expanded stormwater drainage facilities to be constructed. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Adequate Water Supplies**

Implementation of the proposed Hybrid Map Alternative would increase the number of housing units and populations served within the service areas of SDCWA member water districts and groundwater dependent water districts. Although multiple planning documents exist to ensure a reliable water supply is available for future growth within the County, issues such as cutbacks in imported water and unprecedented drought years were unaccounted for in these documents. Additionally, the County Groundwater Study (DPLU 2009f) prepared to analyze potential impacts to groundwater from implementation of the General Plan Update, projects that some groundwater basins throughout the County would be impacted upon build-out of the proposed Hybrid Map Alternative. These impacts would result in some groundwater dependent water districts having a potentially inadequate water supply. As shown in Table 4-6, when compared to the proposed project, the Hybrid Map Alternative would reduce housing densities within the service area of the SDCWA by 4,481 dwelling units. Therefore, this alternative would result in a lesser concentration of housing units to occur in areas that import water and a greater number of housing units to occur in areas that are groundwater dependent. This would result in an increased potential for inadequate water supplies to occur. Therefore, impacts would be greater as compared to the proposed project. Impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Adequate Wastewater Facilities**

The development of future land uses as designated in the Hybrid Map Alternative would result in the construction of residential, commercial, and industrial structures throughout the unincorporated County, which would increase wastewater treatment demand compared to existing conditions. However, compared to the proposed project, this alternative would result in lower density development throughout the unincorporated County. The proposed project would have the potential to result in inadequate wastewater treatment facilities within the SDCWA boundary. As shown in Table 4-6, when compared to the proposed project, the Hybrid Map Alternative would reduce housing within the SDCWA member agency service area by 4,481 dwelling units. Therefore, impacts related to adequate wastewater facilities would be reduced under this alternative because demand for wastewater facilities within the SDCWA boundary would be lessened. This alternative would increase impacts to wastewater service providers outside of the SDCWA boundaries and impacts to areas dependent on septic systems because this alternative proposes 1,165 additional residential units outside the SDCWA boundary. However, the Hybrid Map Alternative would have less development throughout the unincorporated County (3,000 fewer residential units) and would reduce overall demand for wastewater facilities. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

### **Sufficient Landfill Capacity**

If additional landfills are not constructed and existing landfills are not expanded, the Integrated Waste Management Plan (IWMP) Siting Element estimates that the County will run out of physical landfill capacity by 2016. Therefore, the development of future land uses as designated in the Hybrid Map Alternative would have the potential to be served by landfills with insufficient capacity to accommodate the future solid waste disposal needs. Compared to the proposed project, the Hybrid Map Alternative would have a lower population (7,900 fewer people), which would result in a reduced demand for landfill capacity. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **Solid Waste Regulations**

Development of future land uses as designated in the Hybrid Map Alternative would be required to comply with federal, State, and local statutes and regulations related to solid waste. Compliance with existing regulations would ensure impacts to solid waste regulations would remain at a level of less than significant. A significant impact would not occur. Therefore, the Hybrid Map Alternative would result in a similar impact associated with solid waste regulations as compared to the proposed project.

### **Energy**

Development of land uses as designated in the Hybrid Map Alternative would require energy for construction and operation, thereby increasing energy demand in the County. To accommodate the projected increase in energy demand, energy facilities would need to be constructed or expanded. Compared to the proposed project, the Hybrid Map Alternative would accommodate a smaller population (3,000 fewer housing units), which would result in a reduced demand for energy. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

## **4.2.2.17 Climate Change**

### **Compliance with AB 32**

Compliance with AB 32 requires greenhouse gas (GHG) emissions to be reduced to 1990 levels by the year 2020. When compared to the proposed project, the Hybrid Map Alternative would accommodate less growth and development in the unincorporated County, which would translate to less GHG emissions from community and government operations. Additionally, the Hybrid Map Alternative would result in a total of 318,658 less VMT than the proposed project, which would translate into less GHG emissions from transportation. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

## **Adverse Climate Change Impacts**

Climate change impacts that would be most relevant to the unincorporated County are the effects on water supply, wildfires, energy needs, and impacts to public health. Scientists have forecast that if current GHG emission trends continue, the region will face severe adverse impacts. When compared to the proposed project, the Hybrid Map Alternative would accommodate less growth and development in the unincorporated County, resulting in either less growth in the region or moving the growth to the incorporated cities, where more infrastructure and services are in place to make this growth more sustainable. In addition, this would translate to less GHG emissions from community and government operations. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **4.2.2.18 Fulfillment of Project Objectives**

As with the proposed project, the Hybrid Map Alternative would meet all of the objectives identified for the proposed project with varying levels of fulfillment. For one of the 10 objectives, 1) support reasonable share of projected regional growth, the Hybrid Map Alternative would not be considered to fully meet the objective because the Hybrid Alternative would accommodate a smaller population than the proposed project. For seven of the 10 objectives, the Hybrid Map Alternative would be considered to better fulfill the objectives. This alternative would reduce land consumption and promote sustainability (objective 2) because less development is proposed under this alternative; reinforce the vitality, local economy, and character of communities (objective 3) because reduced development would result in fewer potential impacts to community character; protect natural resources and habitats of ecological importance (objective 4) because potential impacts to biological resources are reduced under this alternative; account for physical constraints and natural hazards of the land (objective 5) because this alternative proposes lower density development in some areas such as Valley Center to reflect environmental constraints; sustainable communities/reduced greenhouse gas emissions (objective 7) because potential GHG emissions from vehicles would be reduced under this alternative; preserve agriculture (objective 8) because this alternative would result in reduced potential impacts related direct and indirect conversion of farmland to non-agricultural use; and minimize public costs of infrastructure and services (objective 9) because less infrastructure and services would be required under this alternative due to reduced development. For two of the 10 objectives, 6) provide and support multi-modal transportation network, and 10) recognize community and stakeholder interests, the Hybrid Map Alternative would equally fulfill the objectives as compared to the proposed project.

## **4.3 Analysis of the Draft Land Use Map Alternative**

### **4.3.1 Draft Land Use Map Alternative Description and Setting**

The Draft Land Use Map Alternative, shown in Figure 4-2, was initially endorsed by the BOS during the residential land use mapping phase in October 2003, and was subsequently endorsed after refinements were made in June 2004, May 2005, and August 2006. County staff included additional land use modifications in this alternative to achieve a road network that would better accommodate the land use map. The Draft Land Use Map Alternative would

support build-out of 67,803 residential dwelling units, or 3,700 less units than the proposed project. Also as identified in Table 4-1, the Draft Land Use Map Alternative would decrease the acreage of the following land uses, as compared to the proposed project: village residential (-514 acres); semi-rural residential (-15,313 acres); specific plan area (-683 acres); commercial (-344 acres); industrial (-266 acres); and village core mixed use (-12 acres). When compared to the proposed project, the Draft Land Use Map Alternative would increase the acreage of the following land use designations: rural lands (+17,198); and office professional (+18 acres).

The Draft Land Use Map Alternative would result in significantly less acres of semi-rural residential and significantly more acres of rural lands designations, than the proposed project. As shown in Table 4-2, compared to the proposed project, the CPAs that would experience substantial increases in the rural land use designations under the Draft Land Use Map Alternative include Pala/Pauma Valley Subregion (+4,199 acres); North County Metro Subregion – remainder area (+3,183 acres); North Mountain Subregion – remainder area (+2,972 acres); Desert Subregion – Borrego Springs (+2,103 acres); Valley Center CPA (+1,344 acres); and San Dieguito CPA (+1,134 acres). Compared to the proposed project, the CPAs that would experience substantial decreases in the semi-rural land use designations under the Draft Land Use Map Alternative include Pala/Pauma Valley Subregion (-4,197 acres); North County Metro Subregion – remainder area (-2,660 acres); North Mountain Subregion – remainder area (-2,970 acres); Desert Subregion – Borrego Springs (-1,974 acres); San Dieguito CPA (-1,111 acres); and Jamul/Dulzura Subregion (-404 acres). Other examples of differences between this alternative and the proposed project are that the Mountain Empire Subregion - Tecate, Rainbow CPA, Ramona CPA, and North County Metro Subregion would include less commercial and industrial land use designations under this alternative as compared to the proposed project.

Some prominent land use differences between the Draft Land Use Map Alternative and the proposed project pertain to the Alpine, Valley Center, and Bonsall CPAs. Changes to land use related to the road network were primarily made in the Valley Center and Alpine CPAs. In Alpine, areas that are proposed for village densities or commercial use under the proposed project are designated at lower densities and with fewer commercial uses to reduce the overall amount of vehicular trips that would be generated under this alternative. In Valley Center, this alternative proposes more rural land use and fewer semi-rural and village areas as compared to the proposed project. Some areas proposed for industrial and commercial use under the proposed project are designated semi-rural residential under this alternative. The proposed project designates a specific plan area along the southern boundary of the Valley Center CPA. This specific plan was previously designated on the existing General Plan land use map, but does not yet have an adopted specific plan in place. The specific plan designation is located inside the SDCWA boundary but contains steep slopes and lacks services and infrastructure, which makes access to this specific plan area difficult. Therefore, the Draft Land Use Map Alternative would designate the entire site as low density rural land rather than giving it a specific plan designation. Additionally, in the Bonsall CPA, a site designated for office professional use under the proposed project is identified as rural use under the Draft Land Use Map Alternative. The rural use designation was included in this alternative to address several issues, including traffic, safety, biological resources, and flooding. The contribution of traffic to SR-76 was a concern because this facility currently operates at an unacceptable LOS. Due to the location of the site, direct access to and from SR-76 would also pose potential traffic safety issues. In addition, the site contains sensitive biological resources and development of the site would impact a floodplain.

## **4.3.2 Comparison of the Effects of the Draft Land Use Map Alternative to the Proposed Project**

The Draft Land Use Map Alternative transitions from the Hybrid Map Alternative with further reductions in densities and intensities for certain properties. The Hybrid Map Alternative contains some areas with higher densities than the proposed project. In most cases, these are similar on the Draft Land Use Map Alternative. However, in no cases does the Draft Land Use Map Alternative contain higher densities than the Hybrid Map Alternative. As a result, the impacts under the Draft Land Use Map Alternative would be less than Hybrid Map Alternative. Therefore, the analysis of the Hybrid Map Alternative serves as a reference for the following analysis, and where references to the Hybrid Map Alternative analysis can serve to reduce redundancy and reiteration, they are included.

### **4.3.2.1 Aesthetics**

Impacts to scenic vistas, scenic resources, visual character or quality, and light or glare would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Draft Land Use Map Alternative would accommodate a smaller number of homes (3,700 fewer homes) than the proposed project. This alternative would accommodate approximately 914 fewer homes within Zone A of the Palomar and Mount Laguna Observatories as compared to the proposed project. Impacts to scenic vistas, scenic resources, visual character or quality, and light or glare would be considered significant and mitigated with those measures identified in Chapter 7.0. Impacts to scenic vistas and scenic resources would be mitigated to a less than significant level; however, it is unlikely that impacts associated with visual character or quality and light or glare would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

### **4.3.2.2 Agricultural Resources**

Impacts related to the direct conversion of farmland, land use conflicts with agricultural zoning, and indirect conversion of farmland would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development under the Draft Land Use Map Alternative. For comparison purposes, the Draft Land Use Map Alternative would result in a direct conversion of 53,147 acres of agricultural resources to non-agricultural use, which is 2,816 fewer acres compared to the proposed project. When compared to the proposed project, fewer acres of incompatible land uses would be placed near agricultural resources due to the overall decrease in development under this alternative. Therefore, impacts related to direct and indirect conversion of farmland would be lessened as compared to the proposed project. However, impacts associated with these issues would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Implementation of the proposed Draft Land Use Map Alternative would also potentially result in a conflict with existing Williamson Act contracts or with existing agricultural zoning. Similar to the proposed project, mitigation identified in Chapter 7.0 would be required and impacts would be reduced to a level below significant.

### **4.3.2.3 Air Quality**

Impacts to air quality plans, air quality violations, non-attainment criteria pollutants, sensitive receptors, and objectionable odors would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Draft Land Use Map Alternative would result in fewer VMT (-331,234 VMT) than the proposed project. Fewer VMT would reduce air quality impacts compared to the proposed project due to reduced vehicular emissions. However, similar to the proposed project, impacts to sensitive receptors, air quality violations, and non-attainment criteria pollutants would be considered significant and mitigation in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Similar to the proposed project, the Draft Land Use Alternative would not result in a significant impact associated with conflicts with air quality plans or objectionable odors.

### **4.3.2.4 Biological Resources**

Impacts to special status plant and wildlife species, riparian habitat and other sensitive natural communities, federally protected wetlands, wildlife movement corridors and nursery sites, local policies and ordinances, and HCPs and NCCPs would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Draft Land Use Map Alternative would impact approximately 23,364 fewer acres of sensitive natural habitats potentially supporting special status plant and wildlife species, 1,016 fewer acres of riparian habitat, and 121 fewer total acres of federally protected wetlands than the proposed project. Impacts to wildlife corridors and nursery sites would be reduced as compared to the proposed project because this alternative would impact fewer acres of sensitive natural habitat that would potentially contain wildlife corridors and nursery sites. Impacts to sensitive species, riparian and other sensitive natural communities, federally protected wetlands, and wildlife corridors and nursery sites would be significant and implementation of the mitigation measures identified in Chapter 7.0 would be required. It is unlikely that impacts to special status species, riparian and other sensitive natural communities, and wildlife corridors and nursery sites would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Similar to the proposed project, projects proposed under this alternative would be subject to existing regulatory processes that ensure that no significant impacts associated with conflicts with local policies and ordinances, HCPs, or NCCPs would occur.

### **4.3.2.5 Cultural Resources**

Impacts to historical resources, archaeological resources, paleontological resources, and human remains would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. Development under the Draft Land Use Map Alternative would have the potential to substantially alter the significance of historical resources, or destroy archaeological resources, paleontological resources, and human remains that are potentially present on or below the ground surface during ground-disturbing construction activities. High intensity development would have a higher potential to impact the significance of cultural resources because it would require more ground-disturbing construction activities than lower intensity development. Compared to the proposed project, the Draft Land Use Map Alternative would decrease the overall development in the unincorporated County and

would result in fewer potential impacts to cultural resources due to destruction during construction or alteration to the significance of a resource post-construction. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.3.2.6 Geology and Soils**

Impacts related to exposure to seismic-related hazards, soil erosion or topsoil loss, soil stability, expansive soils, and waste water disposal systems would be similar to those discussed for the Hybrid Map Alternative. All future development would be required to comply with relevant federal, State, and local regulations and building standards, including the UBC, CBC, subsequent construction standards, and County-required geotechnical reconnaissance reports and investigations. Construction occurring under the Draft Land Use Map Alternative would be required to comply with the NPDES permit program, which requires a SWPPP to be prepared and BMPs to be identified for construction sites greater than one acre. All construction activities occurring under the Draft Land Use Map Alternative would be required to comply with CBC and the County Grading Ordinance. Additionally, all future development projects would be required to comply with all applicable federal, State, and local regulations related to septic tanks and waste water disposal, including County DEH standards. Compliance with such regulations would ensure that potentially significant impacts are kept to a level below significant. Therefore, the Draft Land Use Map Alternative would result in a similar impact associated with geology and soils as compared to the proposed project.

#### **4.3.2.7 Hazards and Hazardous Materials**

Impacts related to transportation, use, and disposal of hazardous materials; accidental release of hazardous materials; hazards to schools; existing hazardous materials sites; public airports; private airports; emergency response and evacuations plans; wildland fires; and vectors would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. Similar to the proposed project, compliance with existing regulations would reduce impacts related to the transportation, use, and disposal of hazardous materials to a level less than significant. However, the less than significant impact would be further reduced compared to the proposed project because the Draft Land Use Map Alternative would reduce industrial land uses by 266 acres and commercial land uses by 350 acres, which are the land uses most likely to regularly use hazardous materials. Similar to the proposed project, compliance with existing regulations would reduce impacts related to accidental release of hazardous materials, hazards to schools, and existing hazardous material sites to a level less than significant. Similar to the proposed project, the Draft Land Use Map Alternative would not create a potentially significant hazard to the public or the environment by substantially increasing human exposure to vectors and a significant impact would not occur.

When compared to the proposed project, the Draft Land Use Map Alternative would have lower density development and would accommodate a smaller population (3,700 fewer residential units), which would result in a reduced risk to people living or working in areas associated with public or private airport operation hazards, and would result in less reallocated growth and less development with the potential to impair the implementation of emergency response and evacuation plans. Therefore, impacts to private airports, public airports, and emergency response and evacuation plans would be lessened as compared to the proposed project.

However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

The Draft Land Use Map Alternative specifically reduces land use densities in areas that are served by fire agencies with deficient travel times and in areas which have difficulty meeting fire code requirements due to limited access. Therefore, impacts to wildland would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to wildland fires would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.3.2.8 Hydrology and Water Quality**

Impacts related to water quality standards and requirements, groundwater supplies and recharge, erosion or siltation, flooding, capacity of stormwater systems, housing within a 100-year flood hazard area, impediment or redirection of flood flows, dam inundation and flood hazards, and seiche, tsunami, and mudflow hazards would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development.

When compared to the proposed project, the Draft Land Use Map Alternative would have lower density development and would accommodate less population growth (3,700 fewer residential units), which would result in less development that would have fewer non-point source pollutants, reduced risk for groundwater contamination, less permanent development of impervious surfaces, reduced alteration of existing drainage patterns, and reduced risk to people or structures being exposed to mudflow hazards. Therefore, impacts related to water quality standards and requirements, erosion or siltation, flooding, exceedance of stormwater system capacity, and mudflow hazards would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the Draft Land Use Map would reduce total housing within the SDCWA service area by 4,777 dwelling units (see Table 4-6) and would increase development outside of the SDCWA boundary by 1,165 residential units. Therefore, the Draft Land Use Map would result in a greater impact to groundwater because it would more growth in groundwater dependent areas. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to groundwater quality and groundwater supplies would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

Table 4-5 identifies proposed land uses under implementation of the Draft Land Use Map Alternative that would occur within a 100-year flood area. For this alternative, County staff purposely reduced higher density land uses located within flood areas (-1,987 acres semi-rural residential) to lower density land uses (+2,157 acres rural land) in order to allow for greater flexibility in avoiding flood hazards. Therefore, although some land uses within flood areas increased under this alternative (+8 acres office professional), they generally pose a lesser risk to the public than those proposed under the General Plan Update. Additionally, when compared to the proposed project, the Draft Land Use Map Alternative would result in 155 less acres of land uses with the highest potential to impede or redirect flood flows to be located within in a flood area. Therefore, impacts related to housing or structures within a 100-year flood hazard area and impeding or redirecting flood flows would be lessened as compared to the proposed

project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the Draft Land Use Map Alternative would not change the land use designations within dam inundation zones. Therefore, the Draft Land Use Map would result in a similar impact compared to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

For similar reasons as are identified above for the Draft Hybrid Map Alternative, a significant impact related to tsunami or seiche hazards would not occur. Therefore, the Draft Land Use Map Alternative would result in a similar impact as compared to the proposed project.

#### **4.3.2.9 Land Use**

Impacts related to the physical division of an established community; conflicts with existing land use plans, policies, and regulations; and conflicts with adopted HCPs would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, there would be a reduced need for future roads or road expansions under this alternative, compared to the proposed project, because this alternative would accommodate less growth. However, impacts associated with the physical division of an established community would still be considered significant and mitigated with those measures identified in Chapter 7.0. Similar to the proposed project, the Draft Land Use Map Alternative would not conflict with land use plans, policies, and regulations and future development under the Draft Land Use Map Alternative would be required to demonstrate compliance with any adopted HCP or NCCP. Therefore, similar to the proposed project, the Draft Land Use Map Alternative would not result in a significant impact associated with conflicts with land use plans, policies, or regulations, or applicable HCPs or NCCPs.

#### **4.3.2.10 Mineral Resources**

Impacts related to mineral resource availability and mineral resource recovery sites would be similar to those discussed to the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Draft Land Use Map Alternative would accommodate 3,700 fewer residential units than the proposed project. Decreased development density would result in fewer incompatible land uses that would limit mineral resource availability or access to mineral resource recovery sites. For example, a large portion of the Pala/Pauma Valley Subregion has been designated as MRZ-2. The Draft Land Use Map Alternative accommodates approximately 400 fewer acres of higher density semi-rural residential development and 400 additional acres of lower density rural land in this CPA, which would have less potential to result in uses incompatible with mineral resource recovery. However, similar to the proposed project, the loss of mineral resource availability would be unavoidable due to planned growth under the Draft Land Use Map Alternative. Impacts to mineral resource availability and mineral resource recovery sites would be considered significant and the mitigation in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, impacts would remain significant and unavoidable.

#### **4.3.2.11 Noise**

Impacts related to excessive noise levels, excessive groundborne vibration, permanent increases in the ambient noise level, temporary increases in ambient noise levels, and excessive noise exposure from a public or private airport would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. Decreased development would be less likely to result in noise impacts including the exposure of land uses to noise levels in excess of noise compatibility guidelines, excessive groundborne vibration, temporary increases in ambient noise levels, and excessive noise exposure from a public or private airport because less development would result in less construction noise, fewer noise receptors, and more development spaced away from noise sources. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. Lower density development would also be less likely to result in permanent increases in the ambient noise level. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts associated with increases in the ambient noise level would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.3.2.12 Population and Housing**

Impacts related to population growth, displacement of housing, and displacement of people would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Draft Land Use Map would accommodate 67,803 new residential units compared to 2008 conditions. Growth under the Draft Land Use Map Alternative would be consistent with regional growth forecasts because SANDAG forecasts approximately 68,889 new residential units in the unincorporated County by buildout, compared to 2008 conditions. Therefore, similar to the proposed project, this alternative would accommodate a reasonable share of regional growth and would not induce unplanned direct or indirect population growth. Increases in residential densities throughout the County would sufficiently replace any displaced housing or people in the unincorporated County so that the RHNA would be accommodated and replacement housing elsewhere would not be necessary. Similar to the proposed project, the Draft Land Use Map Alternative would not result in a significant impact associated with displacement of housing or people.

#### **4.3.2.13 Public Services**

New development under the Draft Land Use Map Alternative would increase the existing demand for fire protection services, police protection services, school facilities, and library facilities. To maintain or achieve acceptable service standards, new or physically altered fire, police, school, and library facilities would be required. When compared to the proposed project, the Draft Land Use Map Alternative would accommodate less population growth (3,700 fewer residential units), and therefore would result in a reduced need for new or additional fire, police, school, and library facilities to be constructed or expanded. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. After mitigation,

impacts related to school facilities would remain significant and unavoidable, due to the fact that the construction of such facilities is outside the jurisdiction of the County.

#### **4.3.2.14 Recreation**

Impacts related to deterioration of parks and recreational facilities and construction of new recreational facilities would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. The projected population growth anticipated under the Draft Land Use Map Alternative would result in an increase in the number of persons that utilize recreational facilities in the unincorporated County as compared to existing conditions, which would result in accelerated deterioration of the facilities and would create a need for new or expanded recreational facilities. When compared to the proposed project, the Draft Land Use Map Alternative would accommodate a smaller population (3,700 fewer residential units), and would result in less demand for recreational facilities. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.3.2.15 Transportation and Traffic**

Impacts related to unincorporated County traffic and LOS standards, adjacent jurisdictions traffic and LOS standards, rural road safety, emergency access, parking capacity, and alternative transportation systems would be similar to those discussed for the Hybrid Map alternative but to a lesser degree because of the overall decrease in development. Within Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), Table 5.9, Roadway Lane Miles by Subregion & CPA - Draft Land Use Map, displays lane miles proposed under the Draft Land Use Map Alternative by facility type (State highway, Mobility Element roads, and local public roads), as well as by Subregion and/or CPA. Table 5.10, Roadway Lane Miles by LOS - Draft Land Use Map, in Appendix G, displays projected performance results for the roadway network proposed under the Draft Land Use Map Alternative. The proposed Draft Land Use Map Alternative roadway network is approximately the same as the proposed project (a difference of two lane miles). The Draft Land Use Map Alternative would generate a total of 164,916 less vehicle trips and approximately 331,236 less VMT than the proposed project. Compared to the proposed project (expected to result in 158 deficient roadway segments), the Draft Land Use Map Alternative would have 15 fewer deficient roadway segments within the unincorporated County. Since this alternative would result in reduced impacts on roads within the County, it would also likely reduce impacts to roads in adjacent cities. Therefore, impacts to County and adjacent cities traffic and LOS standards would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, traffic impacts would remain significant and unavoidable.

The Draft Land Use Map Alternative would support a smaller population which would translate to fewer people exposed to rural road safety. This alternative would also result in the need for fewer modifications to existing public transportation plans to accommodate growth in the County. Therefore, the Draft Land Use Map Alternative would result in a lesser impact to rural road safety and alternative transportation than the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the existing conditions that would potentially impair

emergency access would remain the same under the Draft Land Use Map Alternative and the land uses proposed under this alternative would have the potential to require modification to existing County parking regulations, similar to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.3.2.16 Utilities and Service Systems**

Impacts related to wastewater treatment requirements, new water or wastewater treatment facilities, sufficient stormwater drainage facilities, adequate water supplies, adequate wastewater facilities, sufficient landfill capacity, solid waste regulations, and energy would be similar to those discussed for the Hybrid Map alternative but to a lesser degree because of the overall decrease in development. The Draft Land Use Map Alternative would accommodate a lower population than the proposed project within the SDCWA boundary (4,777 fewer residential units) and would accommodate 1,040 additional residential units outside of the SDCWA boundary. However, overall impacts related to wastewater treatment requirements and adequate wastewater facilities would decrease under this alternative because it proposes 3,700 fewer total residential units than the proposed project. Therefore impacts would be lessened as compared to the proposed project. Impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. Additionally, an overall reduction in development would result in less impermeable space and runoff, fewer solid waste disposal needs, and less energy demand. Therefore, impacts to stormwater drainage facilities, landfill capacity, and energy would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to landfill capacity would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

The Draft Land Use Map Alternative would result in a lesser concentration of housing in areas with existing infrastructure, which would result in an increased need for new water or wastewater facilities and an increased dependence on groundwater. Therefore, impacts to new water and wastewater facilities and adequate water supply would be greater as compared to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required. Development of future land uses under the Draft Land Use Map Alternative would be required to comply with federal, State, and local statutes and regulations related to solid waste. A significant impact would not occur. Therefore, the Draft Land Use Map Alternative would result in a similar impact to solid waste regulations as compared to the proposed project.

#### **4.3.2.17 Climate Change**

Impacts related to compliance with AB 32 and adverse climate change impacts would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. The Draft Land Use Map Alternative would accommodate less growth and development in the unincorporated County, which would translate to less GHG emissions from community and government operations. Additionally, the Draft Land Use Map Alternative would result in a total of approximately 331,236 less VMT than the proposed project, which would translate to less GHG emissions from transportation. Therefore, the Draft Land Use Map would result in fewer impacts related to compliance with AB 32 and adverse climate change impacts as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is

unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.3.2.18 Fulfillment of Project Objectives**

As with the proposed project, the Draft Land Use Alternative would meet all of the objectives identified for the proposed project with varying levels of fulfillment. For one of the 10 objectives, 1) support reasonable share of projected regional population growth, the Draft Land Use Map Alternative would not be considered to fully meet the objective because it would accommodate a smaller population than the proposed project. With regard to objective 10, recognize community and stakeholder interests, the Draft Land Use Map Alternative would be considered to better fulfill the objective compared to the proposed project because this alternative was derived more directly from the stakeholder process. For eight of the objectives, the Draft Land Use Map Alternative would equally fulfill the objectives as compared to the proposed project. These include the following objectives: 2) reduce land consumption and promote sustainability; 3) reinforce the vitality, local economy, and character of communities; 4) protect natural resources and habitats of ecological importance; 5) account for physical constraints and natural hazards of the land; 6) provide and support multi-modal transportation network; 7) sustainable communities/reduced greenhouse gas emissions; 8) preserve agriculture; and 9) minimize public costs of infrastructure and services.

### **4.4 Analysis of the Environmentally Superior Map Alternative**

#### **4.4.1 Environmentally Superior Map Alternative Description and Setting**

The Environmentally Superior Map Alternative, shown in Figure 4-3, reflects a more stringent application of the planning concepts that take into account environmental considerations and constraints, and is more aggressive in restricting growth in portions of the semi-rural residential and the rural lands designations. The Environmentally Superior Map Alternative was developed in response to the areas of significant impacts that were identified for the proposed project where changes in land use designations would have the potential to reduce or alleviate the impact. The Environmentally Superior Map Alternative would support build-out of 56,839 residential dwelling units, or 14,700 less units than the proposed project. Also as shown in Table 4-1, the Environmentally Superior Map Alternative would decrease the acreage of the following land uses, as compared to the proposed project: semi-rural residential (-90,770 acres); specific plan area (-4,502 acres); village residential (-2,109 acres); office professional (-19 acres) commercial (-506 acres); industrial (-505 acres); and village core mixed use (-12 acres). When compared to the proposed project, the Environmentally Superior Map Alternative would increase the acreage of rural lands (+97,799). A detailed comparison of the areas of differences between the Environmentally Superior Map and the proposed project is included in Appendix M, Draft Environmentally Superior Map Comparison to Draft Referral Map.

The Environmentally Superior Map Alternative would result in significantly less acres of semi-rural residential land uses and significantly more acres of rural lands than the proposed project. As identified in Table 4-2, the CPAs that would experience substantial increases in the rural land use designation under the Environmentally Superior Map Alternative include Jamul/Dulzura Subregion (+12,060 acres); Desert Subregion – Borrego Springs (+10,963 acres); Pala/Pauma

Valley Subregion (+9,724 acres); Valley Center CPA (+9,322); Ramona CPA (+7,572 acres); North Mountain Subregion- remainder area (+7,178 acres); and Bonsall CPA (+4,845 acres). Compared to the proposed project, the CPAs that would experience substantial decreases in the semi-rural land use designation under the Environmentally Superior Map Alternative include Jamul/Dulzura Subregion (-12,060 acres); Desert Subregion – Borrego Springs (-10,963 acres); Pala/Pauma Valley Subregion (-9,756 acres); Valley Center CPA (-8,217 acres); Ramona CPA (-7,482 acres); North Mountain Subregion- remainder area (+7,176 acres); and Bonsall CPA (-4,844 acres). This alternative also proposes more village residential and less rural land designations in the County Islands CPA and less village residential densities in the northern village of the Valley Center CPA.

#### **4.4.2 Comparison of the Effects of the Environmentally Superior Map Alternative to the Proposed Project**

The Environmentally Superior Map Alternative transitions from the Hybrid Map Alternative and Draft Land Use Map Alternative with further reductions in densities and intensities for certain properties. The Hybrid Map Alternative contains some areas with higher densities than the proposed project. However, in no cases does the Environmentally Superior Map Alternative contain higher densities than the Hybrid Map Alternative. As a result, the environmental impacts under the Environmentally Superior Map Alternative would be less than Hybrid Map Alternative. Therefore, the analysis of the Hybrid Map Alternative serves as a reference for the following analysis and where references to the Hybrid Map Alternative analysis can serve to reduce redundancy and reiteration, they are included.

##### **4.4.2.1 Aesthetics**

Impacts to scenic vistas, scenic resources, visual character or quality, and light or glare would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For example, this alternative reduces the density of parcels in Pala/Pauma Valley Subregion and Lakeside CPA to be more consistent with the community character and viewsheds in these areas. For comparison purposes, the Environmentally Superior Map Alternative would accommodate a smaller number of homes (14,700 fewer residential units) than the proposed project. This alternative would accommodate approximately 4,215 fewer homes within Zone A of the Palomar and Mount Laguna Observatories as compared to the proposed project. Impacts to scenic vistas, scenic resources, visual character or quality, and light or glare would be considered significant and mitigated with those measures identified in Chapter 7.0. Impacts to scenic vistas and scenic resources would be mitigated to a less than significant level; however, it is unlikely that impacts associated with visual character or quality and light or glare would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable.

##### **4.4.2.2 Agricultural Resources**

Impacts related to the direct conversion of farmland, land-use conflicts with agricultural zoning, and indirect conversion of farmland would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development under the Environmentally Superior Map Alternative. For comparison purposes, the Environmentally Superior Map Alternative would result in a direct conversion of 43,725 acres of agricultural resources to non-agricultural use, which is 12,238 fewer acres compared to the proposed

project. In addition, fewer acres of incompatible land uses would be placed near agricultural resources due to the overall decrease in development under this alternative. Therefore, impacts related to direct and indirect conversion of farmland would be lessened as compared to the proposed project. However, impacts associated with these issues would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Implementation of the proposed Environmentally Superior Map Alternative would also potentially result in a conflict with existing Williamson Act Contracts or with existing agricultural zoning. Similar to the proposed project, mitigation identified in Chapter 7.0 would be required and would reduce agricultural land use conflicts to a level below significant.

#### **4.4.2.3 Air Quality**

Impacts to air quality plans, air quality violations, non-attainment criteria pollutants, sensitive receptors, and objectionable odors would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Environmentally Superior Map Alternative would result in fewer VMT (841,776 fewer VMT) than the proposed project. Fewer VMT would reduce air quality impacts compared to the proposed project due to reduced vehicular emissions. However, similar to the proposed project, impacts to sensitive receptors, air quality violations, and non-attainment criteria pollutants would be considered significant and mitigation in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Similar to the proposed project, the Environmentally Superior Map Alternative would not result in a significant impact associated with conflicts with air quality plans or objectionable odors.

#### **4.4.2.4 Biological Resources**

Impacts to special status plant and wildlife species, riparian habitat and other sensitive natural communities, federally protected wetlands, wildlife movement corridors and nursery sites, local policies and ordinances, and HCPs and NCCPs would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For example, the Environmentally Superior Alternative proposes lower density land uses in Alpine CPA, Bonsall CPA, the Descanso and Pine Valley subareas of Central Mountain Subregion, Fallbrook CPA, Jamul/Dulzura Subregion, Lakeside CPA, the Hidden Meadows subarea of North County Metro Subregion, Rainbow CPA, San Dieguito CPA, and Valley Center CPA to reflect biological constraints. For comparison purposes, the Environmentally Superior Map Alternative would impact approximately 51,592 fewer acres of sensitive natural habitats potentially supporting special status plant and wildlife species, 2,702 fewer acres of riparian habitat, and 404 fewer total acres of federally protected wetlands than the proposed project. Impacts to wildlife corridors and nursery sites would be reduced as compared to the proposed project because this alternative would impact fewer acres of sensitive natural habitat that would potentially contain wildlife corridors and nursery sites. Impacts to sensitive species, riparian and other sensitive natural communities, federally protected wetlands, and wildlife corridors and nursery sites would be significant and mitigation measures identified in Chapter 7.0 would be required. It is unlikely that impacts to special status species, riparian and other sensitive natural communities, and wildlife corridors and nursery sites would be reduced to below a level of significance; thus, the impacts would remain significant and unavoidable. Similar to the

proposed project, projects proposed under this alternative would be subject to existing regulatory processes that ensure that no significant impacts associated with conflicts with local policies and ordinances, HCPs, or NCCPs would occur.

#### **4.4.2.5 Cultural Resources**

Impacts to historical resources, archaeological resources, paleontological resources, and human remains would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. Development under the Environmentally Superior Map Alternative would have the potential to substantially alter the significance of historical resources, or destroy archaeological resources, paleontological resources, and human remains that are potentially present on or below the ground surface during ground-disturbing construction activities. High intensity development would have a higher potential to impact the significance of cultural resources because it would require more ground-disturbing construction activities than lower intensity development. Compared to the proposed project, the Environmentally Superior Map Alternative would decrease the overall development in the unincorporated County and would result in fewer potential impacts to cultural resources due to destruction during construction or alteration to the significance of a resource post-construction. For example, this alternative proposes lower density development in the area north of Echo Valley in Jamul/Dulzura Subregion to reduce potential impacts to cultural resources. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.4.2.6 Geology and Soils**

Impacts related to the exposure of people to seismic-related hazards, soil erosion or topsoil loss, soil stability, expansive soils, and waste water disposal systems would be similar to those discussed for the Hybrid Map Alternative. All future development would be required to comply with relevant federal, State, and local regulations and building standards, including the UBC, CBC, and County-required geotechnical reconnaissance reports and investigations. Construction occurring under the Environmentally Superior Map Alternative would be required to comply with the NPDES permit program, which requires a SWPPP to be prepared and BMPs to be identified for construction sites greater than one acre, as well as the County Grading Ordinance. Additionally, future development projects would be required to comply with all applicable federal, State, and local regulations related to septic tanks and waste water disposal, including County DEH standards. Compliance with these regulations would ensure that potentially significant impacts related to geology and soils would be kept to a level below significant. Therefore, the Environmentally Superior Map Alternative would result in a similar impact related to geology and soils as compared to the proposed project.

#### **4.4.2.7 Hazards and Hazardous Materials**

Similar to the proposed project, compliance with existing regulations would reduce impacts related to the transportation, use, and disposal of hazardous materials to a level less than significant. However, the less than significant impact would be further reduced compared to the proposed project because the Environmentally Superior Map Alternative would reduce industrial land uses by 505 acres and commercial land uses by 512 acres, which are the land uses most likely to regularly use hazardous materials. Similar to the proposed project, compliance with

existing regulations would reduce impacts related to accidental release of hazardous materials, hazards to schools, and existing hazardous materials sites to a level less than significant. Similar to the proposed project, the Environmentally Superior Map Alternative would not create a potentially significant hazard to the public or the environment by substantially increasing human exposure to vectors and a significant impact would not occur.

When compared to the proposed project, the Environmentally Superior Map Alternative would have lower density development and would accommodate a smaller population (14,700 fewer residential units), which would result in a reduced risk to people living or working in areas associated with public or private airport operational hazards and would result in less reallocated growth and less development with the potential to impair the implementation of emergency response and evacuation plans. Therefore, impacts to private airports, public airports, and emergency response and evacuation plans would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

The Environmentally Superior Map Alternative specifically reduces land use densities in areas that are served by fire agencies with deficient travel times and in areas which have difficulty meeting fire code requirements due to limited access. Therefore, impacts to wildland fires would be lessened as compared to the proposed project. For example, this alternative would accommodate lower density development in parcels in the Boulevard and Jacumba subareas of Mountain Empire Subregion, North County Metro Subregion, Rainbow CPA, and Valley Center CPA to reflect wildland fire risks due to fire service response times. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to wildland fires would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.4.2.8 Hydrology and Water Quality**

Impacts related to water quality standards and requirements, groundwater supplies and recharge, erosion or siltation, flooding, capacity of stormwater systems, housing within a 100-year flood hazard area, impediment or redirection of flood flows, dam inundation and flood hazards, and seiche, tsunami, and mudflow hazards would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development.

When compared to the proposed project, the Environmentally Superior Map Alternative proposes lower density development and would accommodate less population growth (14,700 fewer residential units), which would result in less development that would have fewer non-point source pollutants, reduced risk for groundwater contamination, less permanent development of impervious surfaces, reduced alteration of existing drainage patterns, and reduced risk to people or structures being exposed to mudflow hazards. Therefore, impacts related to water quality standards and requirements, erosion or siltation, flooding, exceedance of stormwater system capacity, and mudflow hazards would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the Environmentally Superior Map Alternative would reduce total housing within the SDCWA service area by 8,946 dwelling units (see Table 4-6) and decrease development outside the SDCWA boundary by 5,755 dwelling units. Therefore, the Environmentally Superior Map Alternative would result in fewer impacts to groundwater as compared to the proposed project because it would result in

reduced groundwater demand in groundwater dependent areas. Impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to groundwater quality and groundwater supplies would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

Table 4-5 identifies proposed land uses under implementation of the Environmentally Superior Map Alternative that would occur within a 100-year flood area. The Environmentally Superior Map Alternative would result in reduced higher density land uses located within flood areas (-9,732 acres semi-rural residential) to lower density land uses (+10,556 rural land) in order to allow for greater flexibility in avoiding flood hazards. For example, this alternative would accommodate lower density development compared to the proposed project in areas in the Descanso subarea of the Central Mountain Subregion, Crest/Dehesa Subregion, Lakeside CPA, the Potrero subarea of the Mountain Empire Subregion, and San Dieguito CPA in order to reflect constraints due to proximity to a floodplain. Additionally, when compared to the proposed project, the Environmentally Superior Map Alternative would result in 760 less acres of land uses with the highest potential to impede or redirect flood flows to be located within in a flood area. This alternative proposes lower density development at the northern end of Moreno Valley east of Morena Avenue in Lakeside CPA to reflect dam inundation hazards associated with San Vicente Reservoir. Therefore, impacts related to housing or structures within a 100-year flood hazard area, impeding, or redirecting flood flows, and dam inundation hazards would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the Environmentally Superior Map Alternative would not change the land use designations within dam inundation zones. Therefore, the Environmentally Superior Map Alternative would result in a similar impact compared to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

For similar reasons as are identified above for the Draft Hybrid Map Alternative, a significant impact related to tsunami or seiche hazards would not occur. Therefore, the Environmentally Superior Map Alternative would result in a similar impact as compared to the proposed project.

#### **4.4.2.9 Land Use**

Impacts related to the physical division of an established community; conflicts with existing land use plans, policies, and regulations; and conflicts with adopted HCPs would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, there would be a reduced need for future roads or road expansions under this alternative, compared to the proposed project, because this alternative would accommodate less growth. However, impacts associated with the physical division of an established community would still be considered significant and mitigated with those measures identified in Chapter 7.0. Similar to the proposed project, the Environmentally Superior Map Alternative would not conflict with applicable land use plans, policies, and regulations; and future development under the Environmentally Superior Map Alternative would be required to demonstrate compliance with any applicable adopted HCP or NCCP. Therefore, similar to the proposed project, the Environmentally Superior Map Alternative would not result in a significant impact associated with land use plans policies, or regulations, or applicable HCPs or NCCPs.

#### **4.4.2.10 Mineral Resources**

Impacts related to mineral resource availability and mineral resource recovery sites would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. For comparison purposes, the Environmentally Superior Map Alternative would accommodate 14,700 fewer residential units than the proposed project. Decreased development density would result in fewer incompatible land uses that would limit mineral resource availability or access to mineral resource recovery sites. For example, a large portion of the Pala/Pauma Valley Subregion has been designated as MRZ-2. The Environmentally Superior Map Alternative accommodates approximately 700 fewer acres of higher density semi-rural residential development and 10,000 additional acres of lower density rural land in this CPA, which would have less potential to result in uses incompatible with mineral resource recovery. However, similar to the proposed project, the loss of mineral resource availability would be unavoidable due to planned growth under the Environmentally Superior Map Alternative. Impacts to mineral resource availability and mineral resource recovery sites would be considered significant and the mitigation in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, impacts would remain significant and unavoidable.

#### **4.4.2.11 Noise**

Impacts related to excessive noise levels, excessive groundborne vibration, permanent increases in the ambient noise level, temporary increases in ambient noise levels, and excessive noise exposure from a public or private airport would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. Decreased development would be less likely to result in noise impacts including the exposure of land uses to noise levels in excess of noise compatibility guidelines, excessive groundborne vibration, temporary increases in ambient noise levels, and excessive noise exposure from a public or private airport because less development would result in less construction noise, fewer noise receptors, and more development spaced away from noise sources. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. Lower density development would also be less likely to result in permanent increases in the ambient noise level. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts associated with the ambient noise level would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.4.2.12 Population and Housing**

For comparison purposes, the Environmentally Superior Map would accommodate 56,839 new residential units compared to 2008 conditions. This alternative accommodates 17 percent less residential development than forecasted by SANDAG for the unincorporated County. Therefore, this alternative would not meet the RHNA and would not accommodate a reasonable share of regional growth and would have the potential to result in unplanned growth elsewhere in the region, such as in the incorporated cities. This alternative would include adequate residential density throughout the County to sufficiently replace any displaced housing or people in the unincorporated County so that replacement housing elsewhere would not be necessary.

Therefore, the Environmentally Superior Map Alternative would result in a greater impact to population growth compared to the proposed project because the Environmentally Superior Map Alternative would have the potential result in the direct or indirect inducement of unplanned population growth outside of the unincorporated County. Similar to the proposed project, the Environmentally Superior Map Alternative would not result in a significant impact associated with displacement of housing or people.

#### **4.4.2.13 Public Services**

New development consistent with land use designated under the Environmentally Superior Map Alternative would increase the existing demand for fire protection services, police protection services, school facilities, and library facilities. To maintain or achieve acceptable service standards, new or physically altered fire, police, school, and library facilities would be required. When compared to the proposed project, the Environmentally Superior Map Alternative would accommodate less population growth (14,700 fewer residential units), and therefore would result in a reduced need for fire, police, school, and library facilities to be constructed or expanded. For example, this alternative would accommodate lower density development in the Boulevard and Jacumba subareas of the Mountain Empire Subregion, North County Metro Subregion, Rainbow CPA, and Valley Center CPA, in response to inadequate fire service response times in these areas. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. After mitigation, impacts related to school facilities would remain significant and unavoidable, due to the fact that the construction of such facilities is outside the jurisdiction of the County.

#### **4.4.2.14 Recreation**

Impacts related to deterioration or construction of recreational facilities would be similar to those discussed for the Hybrid Map alternative but to a lesser degree because of the overall decrease in development. The projected population growth anticipated under the Environmentally Superior Map Alternative would result in an increase in the number of persons that utilize recreational facilities in the unincorporated County as compared to existing conditions, which would result in accelerated deterioration of the facilities and would create a need for new or expanded recreational facilities. Compared to the proposed project, the Environmentally Superior Map Alternative would accommodate a smaller population (14,700 fewer residential units), and would result in a lower demand for recreational facilities. Therefore, impacts would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.4.2.15 Transportation and Traffic**

Impacts related to unincorporated County traffic and LOS standards, adjacent jurisdictions traffic and LOS standards, rural road safety, emergency access, parking capacity, and alternative transportation systems would be similar to those discussed for the Hybrid Map alternative but to a lesser degree because of the overall decrease in development. As identified in Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), the Environmentally Superior Map Alternative would generate a total of 330,217 less vehicle trips than the proposed project and approximately 841,776 less VMT than the proposed project. Compared to the proposed project (expected to result in 158 deficient roadway

segments), the Environmentally Superior Map Alternative would have 58 fewer deficient roadway segments within the unincorporated County. This alternative specifically proposes lower density development compared to the proposed project in Alpine CPA, Fallbrook CPA, the Tecate subarea of Mountain Empire Subregion, the Hidden Meadows subarea of the North County Metro Subregion, Rainbow CPA, San Dieguito CPA, and Valley Center CPA to reduce potential traffic impacts. Since this alternative would result in reduced impacts on roads within the County, it would also likely reduce impacts to roads in adjacent cities. Therefore, impacts to County and adjacent cities traffic and LOS standards would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, traffic impacts would remain significant and unavoidable.

The Environmentally Superior Map Alternative would support a smaller population which would translate to fewer people exposed to rural road safety. This alternative would also result in the need for fewer modifications to existing public transportation plans to accommodate growth in the County. Therefore, the Environmentally Superior Map Alternative would result in a lesser impact to rural road safety and alternative transportation than the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. When compared to the proposed project, the existing conditions that would potentially impair emergency access would remain the same under the Environmentally Superior Map Alternative and the land uses proposed under this alternative would have the potential to require modification to existing County parking regulations, similar to the proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required.

#### **4.4.2.16 Utilities and Service Systems**

Impacts related to wastewater treatment requirements, new water or wastewater treatment facilities, sufficient stormwater drainage facilities, adequate water supplies, adequate wastewater facilities, sufficient landfill capacity, solid waste regulations, and energy would be similar to those discussed for the Hybrid Map alternative but to a lesser degree because of the overall decrease in development. The Environmentally Superior Map Alternative would accommodate a lower population than the proposed project within the SDCWA boundary (8,946 fewer residential units) and outside of the SDCWA boundary (5,755 fewer residential units). Therefore, overall impacts related to wastewater treatment requirements and adequate wastewater facilities would decrease under this alternative because demand for wastewater treatment would be lower than for the proposed project. Additionally, an overall reduction in development would result in less impermeable surfaces and runoff, fewer solid waste disposal needs, and less energy demand. Therefore, impacts to stormwater drainage facilities, landfill capacity, and energy would be lessened as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to landfill capacity would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

The Environmentally Superior Map Alternative would accommodate less housing (14,700 fewer dwelling units) and involve less population growth to unincorporated areas inside and outside the SDCWA boundary; therefore, it would result in a reduced need for new water or wastewater facilities and reduced dependence on imported water and groundwater. Impacts to new water and wastewater facilities and adequate water supply would be less as compared to the

proposed project. Impacts would be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts to water supply would be fully reduced to below a level of significance; thus, the impact would remain significant and unavoidable. Development of future land uses under the Environmentally Superior Map Alternative would be required to comply with federal, State, and local statutes and regulations related to solid waste. A significant impact would not occur. Therefore, the Environmentally Superior Map Alternative would result in a similar impact to solid waste regulations as compared to the proposed project.

#### **4.4.2.17 Global Climate Change**

Impacts related to compliance with AB 32 and adverse climate change impacts would be similar to those discussed for the Hybrid Map Alternative but to a lesser degree because of the overall decrease in development. The Environmentally Superior Map Alternative would accommodate less growth and development in the unincorporated County, which would translate to less GHG emissions from community and government operations. Additionally, the Environmentally Superior Map Alternative would result in a total of approximately 841,776 less VMT than the proposed project, which would translate to less GHG emissions from transportation. Therefore, the Environmentally Superior Map would result in fewer impacts related to compliance with AB 32 and adverse climate change impacts as compared to the proposed project. However, impacts would still be considered significant and the mitigation identified in Chapter 7.0 would be required. It is unlikely that impacts would be reduced to below a level of significance; thus, the impact would remain significant and unavoidable.

#### **4.4.2.18 Fulfillment of Project Objectives**

As with the proposed project, the Environmentally Superior Map Alternative would meet all of the objectives identified for the proposed project with varying levels of fulfillment. For objectives 3 and 10 (reinforce the vitality, local economy, and character of communities; and recognize community and stakeholder interests), the Environmentally Superior Map Alternative would be considered in less fulfillment of the objectives because this alternative proposes a smaller population than the proposed project and because this alternative does not reflect community and stakeholder interests to the extent of the proposed project. For the remaining eight objectives, the Environmentally Superior Map Alternative would be in similar fulfillment as the proposed project. These include the following: 1) support a reasonable share of projected regional population growth; 2) reduce land consumption and promote sustainability; 4) protect natural resources and habitats of ecological importance; 5) account for physical constraints and natural hazards of the land; 6) provide and support multi-modal transportation network; 7) sustainable communities / reduced greenhouse gas emissions; 8) preserve agriculture; and 9) minimize public costs of infrastructure and services.

## 4.5 Analysis of the No Project Alternative

### 4.5.1 No Project Alternative Description and Setting

The No Project Alternative assumes that the existing General Plan would remain in effect and is represented by the land use map for the existing General Plan provided in Figure 4-4. The main difference between the No Project Alternative and the proposed project is that the proposed project considers existing constraints to development and concentrates population growth in the western areas of the County where infrastructure and services are available, while the existing General Plan has less focus on environmental and infrastructure constraints. In many cases, the existing General Plan does not reflect the carrying capacity of the land or reflect development capacity when biological constraints, steep slopes, groundwater, floodplains, and infrastructure are taken into account. Additionally, the development capacity of the existing General Plan is greater (119,033 additional future dwelling units) than the proposed General Plan Update (71,540 additional future dwelling units). Many more of these future dwelling units would be built in the eastern areas of the County under the No Project Alternative as compared to the proposed project. Therefore, the No Project Alternative generally allows higher densities in areas outside of the SDCWA boundary as compared to the proposed project.

As shown in Table 4-1, when compared to the proposed project, the No Project Alternative would represent a decrease in the acreages of the following land uses Countywide: village residential (-3,371 acres); rural lands (-463,235); commercial (-423 acres); industrial (-680 acres); village core mixed use (-50 acres); State and federal lands (-109,594 acres) and tribal lands (-6,499 acres). When compared to the proposed project, the No Project Alternative would represent an increase in the acreages of the following land use designations: semi-rural residential (+582,957 acres); specific plan area (+27,201 acres); and office professional (+76 acres). The No Project Alternative would also result in 113 acres of neighborhood professional, 48 acres of extractive and 79 acres of telecommunications land use designations, which would not exist under the proposed project or other alternatives. Additionally, the public/semi-public and recreational open space land use designation, which is included in the proposed project and the other alternatives, does not exist under the No Project Alternative.

Generally, the No Project Alternative would result in significantly less acres of rural lands and State and federal lands, and significantly more acres of semi-rural residential land uses than the proposed project. As identified in Table 4-2, as compared to the proposed project, the CPAs that would experience the greatest increases in the semi-rural land use designation under the No Project Alternative include North Mountain Subregion - remainder area (+91,108 acres); Desert Subregion – remainder area (+66,974 acres); Jamul/Dulzura Subregion (+59,790 acres); Ramona CPA (+37,812 acres); Pala/Pauma Valley Subregion (+35,133 acres); Mountain Empire Subregion – Boulevard (+33,545 acres); Desert Subregion – Borrego Springs (+29,236 acres); Alpine CPA (+27,481 acres); Mountain Empire Subregion – Lake Morena/Campo (+22,586 acres); and North County Metro Subregion – remainder area (+22,202 acres).

Compared to the proposed project, the CPAs that would experience substantial decreases in the rural land use designation under the No Project Alternative include North Mountain Subregion – remainder area (-68,685 acres); Ramona CPA (-42,971 acres); Desert Subregion – remainder area (-40,286 acres); Pala/Pauma Valley Subregion (-32,116 acres); Desert Subregion – Borrego Springs (-28,749 acres); Mountain Empire Subregion – Boulevard (-28,453 acres); Jamul/Dulzura Subregion (-26,704 acres); Mountain Empire Subregion – Lake

Morena/Campo (-21,080 acres); Julian CPA (-20,423 acres); Central Mountain Subregion – Pine Valley (-15,275 acres); and Alpine CPA (-14,057 acres).

Also, under the No Project Alternative, the existing General Plan elements would remain the guiding documents for development in the unincorporated County. The County would utilize its existing zoning and other regulations to direct development within its jurisdiction. Infrastructure would be constructed under existing plans. Existing General Plan maps, objectives and policies would continue to be in effect.

## **4.5.2 Comparison of the Effects of the No Project Alternative to the Proposed Project**

The No Project Alternative proposes the greatest development densities and intensities for the unincorporated area when compared the proposed project and other project alternatives. In some cases, the No Project Alternative would result in impacts similar to other alternatives, such as the Hybrid Map Alternative. However, because the No Project Alternative proposes higher densities across the unincorporated County than the Hybrid Map Alternative, the impacts under the No Project Alternative would generally be greater than those identified for the proposed project and the other alternatives. Moreover, impacts under the No Project Alternative would not be mitigated by the policies and measures listed in Chapter 7.0 because the No Project Alternative would not implement a new plan and, therefore, would not implement new policies or mitigation measures.

### **4.5.2.1 Aesthetics**

Compared to the proposed project, the No Project Alternative would accommodate a greater number of homes (40,627 additional residential units). This alternative would accommodate 10,399 additional residential units within Zone A of Palomar and Mount Laguna Observatories compared to the proposed project. Therefore, the No Project Alternative would result in greater night lighting impacts compared to the proposed project. However, this alternative would result in fewer impacts to community character since it would not substantially change the existing condition. Impacts to scenic vistas, scenic resources, and light or glare would be significant and unavoidable.

### **4.5.2.2 Agricultural Resources**

Compared to the proposed project, the No Project Alternative would result in higher density land uses throughout the unincorporated County and would result in a greater potential for direct or indirect conversion of farmland. Impacts associated with these issues would be significant and unavoidable. The No Project Alternative would not result in a direct conflict with any existing Williamson Act contract or the provisions of the Williamson Act and would not conflict with existing agricultural zoning. Unlike the proposed project, agricultural land use conflicts would not occur.

### **4.5.2.3 Air Quality**

Compared to the proposed project, the No Project Alternative would result in greater VMT (3,007,575 additional VMT) than the proposed project. More VMT would result in greater air

quality impacts compared to the proposed project due to increased vehicular emissions. Similar to the proposed project, impacts to sensitive receptors, air quality violations, and non-attainment criteria pollutants would be considered significant and unavoidable. Similar to the proposed project, the No Project Alternative would not result in a significant impact associated with conflicts with air quality plans or objectionable odors.

#### **4.5.2.4 Biological Resources**

Compared to the proposed project, the No Project Alternative would result in greater impacts to sensitive natural habitats potentially supporting special status plant and wildlife species, riparian habitat, federally protected wetlands, and wildlife corridors and nursery sites because this alternative proposes overall greater density development. Higher density developments such as a village residential or commercial land uses result in greater direct impacts to biological resources than lower density development such as rural land because more vegetation would be removed or disturbed. In many cases, the No Project Alternative does not reflect the actual development capacity of the unincorporated County when biological constraints are taken into account. Impacts to sensitive species, riparian and other sensitive natural communities, federally protected wetlands, wildlife corridors and nursery sites would be significant and unavoidable. Similar to the proposed project, projects under this alternative would be subject to existing regulatory processes that ensure that no significant impacts associated with conflicts with local policies and ordinances, HCPs, or NCCPs would occur.

#### **4.5.2.5 Cultural Resources**

Development under the No Project Alternative would have the potential to substantially alter the significance of historical resources or destroy archaeological resources, paleontological resources, and human remains that are potentially present on or below the ground surface during ground-disturbing construction activities. High intensity development would have a higher potential to impact the significance of cultural resources because it would require more ground-disturbing construction activities than lower intensity development. Compared to the proposed project, the No Project Alternative would increase the overall development in the unincorporated County and would result in greater potential impacts to cultural resources due to destruction during construction or alteration to the significance of a resource post-construction. Therefore, impacts would be greater as compared to the proposed project. Impacts would be considered significant and unavoidable.

#### **4.5.2.6 Geology and Soils**

Impacts related to exposure to seismic-related hazards, soil erosion or topsoil loss, soil stability, expansive soils, and waste water disposal systems would be similar to those discussed for the Hybrid Map Alternative. All future development would be required to comply with relevant federal, State, and local regulations and building standards, including the UBC, CBC, and County-required geotechnical reconnaissance reports and investigations. Construction occurring under the No Project Alternative would be required to comply with the County Grading Ordinance and the NPDES permit program, which requires SWPPPs to be prepared and BMPs to be identified for construction sites greater than one acre. Additionally, all future development projects would be required to comply with all applicable federal, State, and local regulations related to septic tanks and waste water disposal, including County DEH standards. Compliance with such regulations would ensure that potentially significant impacts related to geology and

soils would be kept to a level below significant. Therefore, the No Project Alternative would result in a similar impact to geology and soils as compared to the proposed project.

#### **4.5.2.7 Hazards and Hazardous Materials**

Similar to the proposed project, compliance with existing regulations would reduce impacts related to the transportation, use, and disposal of hazardous materials to a level less than significant. However, the less than significant impact would be reduced compared to the proposed project because the No Project Alternative would reduce industrial land uses by 680 acres and commercial land uses by 417 acres, which are the land uses most likely to regularly use hazardous materials. Similar to the proposed project, compliance with existing regulations would reduce impacts related to accidental release of hazardous materials, hazards to schools, and existing hazardous material sites to a level less than significant. Also, the No Project Alternative would not create a potentially significant hazard to the public or the environment by substantially increasing human exposure to vectors and a significant impact would not occur.

When compared to the proposed project, the No Project Alternative proposes greater density development and would accommodate a larger population (40,627 additional residential units), which would result in a greater risk to people living or working in areas associated with public or private airport operation hazards and would result in more development with the potential to impair the implementation of emergency response and evacuation plans. Therefore, impacts to private airports, public airports, and emergency response and evacuation plans would be greater as compared to the proposed project. Impacts would be significant and unavoidable.

When compared to the proposed project, the No Project Alternative would designate more land uses that allow for increased development in the eastern portion of the unincorporated County, where wildland fire risk is greatest and travel times from the nearest fire protection facility are more likely to be inadequate. Therefore, impacts to wildland fires would be greater as compared to the proposed project. Impacts would be considered significant and unavoidable.

#### **4.5.2.8 Hydrology and Water Quality**

When compared to the proposed project, the No Project Alternative proposes higher density development and would accommodate greater population growth (40,627 additional residential units), which would result in more development that would have non-point source pollutants, greater risk for groundwater contamination, more permanent development of impervious surfaces, greater alteration of existing drainage patterns, and greater risk to people or structures being exposed to mudflow hazards. Therefore, impacts related to water quality standards and requirements, erosion or siltation, flooding, exceedance of stormwater system capacity, and mudflow hazards would be greater as compared to the proposed project. Impacts would be significant and unavoidable. The No Project Alternative would also result in greater demand and dependence on groundwater supplies because it would accommodate 51,232 additional residential units outside of the SDCWA boundary. Impacts would be greater as compared to the proposed project. Impacts would be significant and unavoidable.

When compared to the proposed project, the No Project Alternative would designate higher density land uses over a greater area and accommodate a greater population, which would result in increased development and an increased risk for housing to be placed within a flood hazard area and increased risk for structures to impede flood flows if placed within a flood

hazard area. In many cases, the No Project Alternative does not reflect the actual development capacity of the unincorporated County when floodplains are taken into account. Therefore, impacts related to housing or structures within a 100-year flood hazard area and impeding or redirecting flood flows would be greater as compared to the proposed project. Impacts would still be considered significant and unavoidable. When compared to the proposed project, the No Project Alternative proposes higher density land use designations within dam inundation zones. Therefore, the No Project Alternative would result in a greater impact compared to the proposed project. Impacts would be considered significant and unavoidable.

For similar reasons as are identified above for the other project alternatives, a significant impact related to tsunami or seiche hazards would not occur. Therefore, the No Project Alternative would result in a similar impact as compared to the proposed project.

#### **4.5.2.9 Land Use**

Compared to the proposed project, the No Project Alternative would require the provision of more future roads or road expansions because it would accommodate greater growth. Similar to the proposed project, impacts related to physical division of an established community would be considered significant and unavoidable. The No Project Alternative would not conflict with most land use plans, policies, and regulations; however, the No Project Alternative would result in conflicts with the RTP because the RTP assumptions and necessary improvements to the County's road network were not incorporated into the No Project Alternative (existing General Plan) road network, as they were for the proposed project roadway network. This would be a greater impact compared to the proposed project. The No Project Alternative would not result in impacts associated with the FCI because under the No Project Alternative, these areas would revert to the existing the General Plan land use designation and would not require a general plan amendment like the proposed project. Similar to the proposed project, future development under the No Project Alternative would be required to demonstrate compliance with any applicable HCP or NCCP adopted for the project site. Therefore, similar to the proposed project, the No Project Alternative would not result in a significant impact associated with applicable HCPs or NCCPs.

#### **4.5.2.10 Mineral Resources**

The No Project Alternative would accommodate 40,627 additional residential units compared to the proposed project. Increased development density would result in more potentially incompatible land uses that would limit mineral resource availability or access to mineral resource recovery sites. For example, the entire Fallbrook CPA has been designated as MRZ-2 or MRZ-3. The No Project Alternative accommodates approximately 100 additional acres of village residential and 8,000 additional acres of higher density semi-rural residential development, as well as 8,000 fewer acres of lower density rural land in this CPA, which would have greater potential to result in uses incompatible with mineral resource recovery. Similar to the proposed project, the loss of mineral resource availability would be unavoidable due to planned growth under the No Project Alternative. Impacts to mineral resource availability and mineral resource recovery sites would be considered significant and unavoidable.

#### **4.5.2.11 Noise**

When compared to the proposed project, the No Project Alternative proposes higher density development and would accommodate greater population growth (40,627 additional residential units), which would result in more development Countywide. Higher density development would result in greater noise impacts including the exposure of land uses to noise levels in excess of noise compatibility guidelines, excessive groundborne vibration, temporary increases in ambient noise levels, and excessive noise exposure from a public or private airports, because more development would result in more construction noise, more noise receptors, and more development spaced away from noise sources. Therefore, impacts would be greater as compared to the proposed project. Impacts would be significant and unavoidable. Higher density development would also be more likely to result in permanent increases in the ambient noise level. Therefore, impacts would be greater as compared to the proposed project. Impacts would be significant and unavoidable.

#### **4.5.2.12 Population and Housing**

Impacts related to population growth, displacement of housing, and displacement of people would be similar to the proposed project. For comparison purposes, the No Project Alternative would accommodate 112,167 new residential units compared to 2008 conditions, which exceeds the SANDAG forecast of approximately 68,889 new residential units in the unincorporated County by 2030. Therefore, this alternative would accommodate a more than reasonable share of regional growth and would not induce unplanned direct or indirect population growth. Increases in residential densities throughout the County would sufficiently replace any displaced housing or people in the unincorporated County so that housing elsewhere would not be necessary. Similar to the proposed project, the No Project Alternative would not result in the direct or indirect inducement of unplanned population growth. The No Project Alternative would not result in a significant impact associated with population growth or displacement of housing or people.

#### **4.5.2.13 Public Services**

New development under the No Project Alternative would increase the existing demand for fire protection services, police protection services, school facilities, and library facilities. To maintain or achieve acceptable service standards, new or physically altered fire, police, school, and library facilities would be required. When compared to the proposed project, the No Project Alternative would accommodate greater population growth (40,627 additional residential units) which would create a greater demand for facilities to be constructed or expanded. Therefore, impacts would be greater as compared to the proposed project. Impacts would be significant and unavoidable.

#### **4.5.2.14 Recreation**

The projected population growth anticipated under the No Project Alternative would result in an increase in the number of persons that utilize recreational facilities in the unincorporated County as compared to existing conditions, which would result in accelerated deterioration of the facilities and would create a need for new or expanded recreational facilities. When compared to the proposed project, the No Project Alternative would accommodate greater population growth (40,627 additional residential units), and would result in a greater demand for recreational

facilities and a decreased need for construction of new facilities. Therefore, the No Project Alternative would result in a greater impact as compared to the proposed project. Impacts would be significant and unavoidable.

#### **4.5.2.15 Transportation and Traffic**

As identified in Appendix G of this EIR, County of San Diego Traffic and Circulation Assessment (Wilson and Company 2009a), the No Project Alternative would accommodate 780.2 additional roadway lane miles as compared to the proposed project roadway network. The No Project Alternative would generate a total of 55,119 more vehicle trips than the proposed project and approximately 3,007,573 additional VMT than the proposed project.

Compared to the proposed project (expected to result in 158 deficient roadway segments) the No Project Alternative would have 11 fewer deficient roadways. However, the No Project Alternative would result in 392.2 lane miles of deficient facilities, while the proposed project would result in 270.3 lane miles of deficient facilities. Since the overall length of deficient roadways is longer for the No Project Alternative, the No Project Alternative would result in a greater impact as compared to the proposed project. Therefore, impacts to County traffic and LOS standards would be greater as compared to the proposed project. Impacts would be significant and unavoidable. Unlike the proposed project, the No Project Alternative would not concentrate high density land uses within the western portion of the unincorporated County, where many of the adjacent cities' roadways are located. Therefore, when compared to existing conditions, the No Project Alternative would have a reduced impact to adjacent cities traffic and LOS as compared to the proposed project. However, impacts would still be considered significant and unavoidable.

The No Project Alternative would support a larger population which would translate to more people exposed to rural road safety. Unlike the proposed project, the No Project Alternative would not provide a land use plan that promotes alternative transportation. Expanding alternative transportation services to the eastern areas of the unincorporated County would prove difficult and costly due to the remote location and lower demand. Therefore, the No Project Alternative would result in a greater impact to rural road safety and alternative transportation than the proposed project. Impacts would be significant and unavoidable. When compared to the proposed project, the existing conditions that would potentially impair emergency access would remain the same under the No Project Alternative. Therefore, the No Project Alternative would result in a similar impact to emergency access compared to that of the proposed project. Impacts would be considered significant and unavoidable. Unlike the proposed project, the No Project Alternative would not propose land uses that require modifications to existing County parking regulations. Therefore, the No Project Alternative would result in a lesser parking capacity impact than that of the proposed project.

#### **4.5.2.16 Utilities and Service Systems**

In many cases, the No Project Alternative does not reflect the actual development capacity of the unincorporated County when the availability of infrastructure is taken into account. The No Project Alternative would accommodate a lower population than the proposed project within the SDCWA boundary (10,605 fewer residential units), but would accommodate 51,232 additional residential units outside of the SDCWA boundary. Overall impacts related to wastewater treatment requirements and adequate wastewater facilities would be greater under this

alternative because this alternative proposes 40,627 additional total residential units in the unincorporated County and would result in an increased demand for wastewater facilities. Additionally, an overall increase in development would result in more impermeable surfaces and runoff, greater solid waste disposal needs, and increased energy demand. Therefore, impacts to stormwater drainage facilities, landfill capacity, and energy would be greater as compared to the proposed project. Impacts would be significant and unavoidable.

The No Project Alternative would result in increased development, which would result in an increased need for new water or wastewater facilities and an increased dependence on groundwater, as compared to the proposed project. Therefore, impacts to new water and wastewater facilities and adequate water supply would be greater as compared to the proposed project. Impacts would be significant and unavoidable. Development of future land uses under the No Project Alternative would be required to comply with federal, State, and local statutes and regulations related to solid waste. A significant impact would not occur. Therefore, the No Project Alternative would result in a similar impact to solid waste regulations as compared to the proposed project.

#### **4.5.2.17 Climate Change**

The No Project Alternative would accommodate more growth and development in the unincorporated County, which would translate to more GHG emissions from community and government operations. Additionally, the No Project Alternative would result in a total of approximately 3,007,573 additional VMT than the proposed project, which would translate to more GHG emissions from transportation. Therefore, the No Project Alternative would result in greater impacts related to compliance with AB 32 as compared to the proposed project. In addition, the land development pattern under this alternative would not concentrate development near existing infrastructure and services. As such, the land uses would cover a greater area of the unincorporated, further increasing GHG emissions.. Impacts would be significant and unavoidable. Impacts related to adverse climate change impacts would also be greater as compared to the proposed project due to increased GHG emissions. Impacts would be significant and unavoidable.

#### **4.4.2.18 Fulfillment of Project Objectives**

The No Project Alternative would meet three of the objectives identified for the proposed project. These include the following objectives: 1) support a reasonable share of projected regional population growth; 6) provide and support multi-modal transportation network; and 8) preserve agriculture. The No Project Alternative would not achieve the following seven objectives: 2) reduce land consumption and promote sustainability; 3) reinforce the vitality, local economy, and character of communities; 4) protect natural resources and habitats of ecological importance; 5) account for physical constraints and natural hazards of the land; 7) sustainable communities/reduced greenhouse gas emissions; 9) minimize public costs of infrastructure and services; and 10) recognize community and stakeholder interests. Under the No Project Alternative, high density land uses would be located in the eastern portion of the unincorporated County, which would promote land consumption within those portions of the County, rather than reduce it. Therefore, objective 2 would not be met by the No Project Alternative. Objective 3 would not be met by the No Project Alternative because, unlike the proposed project, this alternative would not increase development densities within existing villages and communities, and would not reinforce the existing character and economy of local communities. Objective 4

would not be achieved by the No Project Alternative because land uses and development would be located in many undeveloped and rural eastern portions of the unincorporated County. These areas contain multiple natural resources and habitats of ecological importance. The No Project Alternative would not achieve objectives 5 or 9 because the majority of future development would be in the eastern portion of the unincorporated County, which provides limited connections to existing infrastructure and has an increased wildland fire risk. Objective 7 would not be achieved by the No Project Alternative because this land use pattern would not focus growth in village centers or near existing public services and development would likely increase vehicle trips within the unincorporated County. Objective 10 would not be met by the No Project Alternative, because it would not incorporate stakeholder considerations that were received during the scoping process for the proposed project.

**Table 4-1. Comparison of Alternatives – Countywide Land Use Distribution in Acres**

<b>Land Use Designation</b>	<b>Proposed Project (Referral Map)</b>	<b>Hybrid Map Alternative</b>	<b>Draft Land Use Map Alternative</b>	<b>Environmentally Superior Map Alternative</b>	<b>No Project Alternative<sup>(2)</sup> (Existing General Plan)</b>
Village Residential	38,819	38,332	38,305	36,710	35,517
Semi-rural Residential	218,134	206,417	202,821	127,364	801,091
Rural Lands <sup>(1)</sup>	500,599	514,271	517,797	598,398	37,364
Specific Plan Area	42,187	41,504	41,504	37,685	69,388
Office Professional	239	258	257	220	315
Neighborhood Professional	NA	NA	NA	NA	113
Commercial	3,548	3,223	3,204	3,042	3,131
Industrial	2,817	2,628	2,551	2,312	2,137
Extractive	NA <sup>(3)</sup>	NA	NA	NA	48
Village Core Mixed Use	227	215	215	215	127
Public/Semi Public and Recreational Open Space <sup>(4)</sup>	27,344	27,284	27,285	27,285	135,070
State and Federal Lands <sup>(5)</sup>	1,320,096	1,319,885	1,320,075	1,320,780	1,075,402
Tribal Lands	130,447	130,440	130,442	130,442	123,911
Telecommunications	NA	NA	NA	NA	79
<b>Countywide Total</b>	<b>2,284,456</b>	<b>2,284,456</b>	<b>2,284,456</b>	<b>2,284,454</b>	<b>2,283,705</b>

<sup>(1)</sup> Forest Conservation Initiative Lands are included in the rural category, except for the No Project Alternative (Existing General Plan)

<sup>(2)</sup> The Referral, Draft Land Use, Hybrid and Environmentally Superior Maps have a different acreage than the No Project Alternative (Existing General Plan) due to improvements in the Geographic Information Systems data.

<sup>(3)</sup> NA = An equivalent land use designation does not exist for this alternative

<sup>(4)</sup> The No Project Alternative does not include the public/semi-public and recreational open space land use designations; however, this alternative does include a public/semi-public land designation that is similar and is included in this category. Under the No Project Alternative, this land use designation would include some local district and utility-owned lands.

<sup>(5)</sup> Includes open space (conservation), military installations, and national forest and state park land use designations. Under the No Project Alternative, this designation would include some private holdings.

Source: DPLU GIS 2008

**Table 4-2. Comparison of Alternatives –  
CPA and Subregion Land Use Distribution in Acres**

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
<b>Alpine CPA</b>					
Village	1,284	1,238	1,238	957	677
Semi-rural	8,024	7,935	7,952	6,902	35,505
Rural	15,396	15,552	15,552	16,919	1,339
Village Core Mixed Use	41	41	41	41	0
Commercial	122	102	102	93	148
Industrial	257	255	239	214	92
Office Professional	5	5	5	5	10
State and Federal Land	34,005	34,005	34,005	34,005	20,907
Public/Semi Public and Recreational Open Space	716	715	715	715	1,164
Specific Plan Area	42	42	42	42	42
Tribal Lands	8,264	8,264	8,264	8,264	8,253
<b>Total CPA</b>	<b>68,156</b>	<b>68,154</b>	<b>68,155</b>	<b>68,157</b>	<b>68,136</b>
<b>Bonsall CPA</b>					
Village	334	334	334	334	190
Semi-Rural	14,954	14,953	14,954	10,110	16,047
Rural	3,552	3,553	3,553	8,397	1,127
Commercial	70	70	70	70	70
Office Professional	10	10	10	10	9
State and Federal Land	191	191	191	191	0
Public/Semi Public and Recreational Open Space	1,396	1,393	1,393	1,393	1,213
Specific Plan Area	534	534	534	534	2,377
<b>Total CPA</b>	<b>21,038</b>	<b>21,038</b>	<b>21,039</b>	<b>21,039</b>	<b>21,033</b>
<b>Central Mountain Subregion</b>					
<b>Central Mountain Subregion - Cuyamaca</b>					
Semi-Rural	765	765	765	765	118
Rural	7,896	7,895	7,895	7,896	0
Commercial	2	2	2	2	0
State and Federal Land	34,996	34,996	34,996	34,996	43,741
Public/Semi Public and Recreational Open Space	164	164	164	164	0
Tribal Lands	845	845	845	845	808
<i>Total Subarea</i>	<i>44,668</i>	<i>44,667</i>	<i>44,667</i>	<i>44,668</i>	<i>44,668</i>
<b>Central Mountain Subregion - Descanso</b>					
Village	157	157	157	157	120
Semi-Rural	461	393	461	291	1,222
Rural	6,658	6,727	6,658	6,827	0

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Commercial	14	14	14	14	11
State and Federal Land	12,670	12,670	12,670	12,670	18,926
Public/Semi Public and Preserve Lands	512	512	512	512	109
Specific Plan Area	0	0	0	0	83
Tribal Lands	468	468	468	468	468
<i>Total Subarea</i>	<i>20,940</i>	<i>20,941</i>	<i>20,940</i>	<i>20,939</i>	<i>20,938</i>
<b>Central Mountain Subregion - Pine Valley</b>					
Village	572	572	572	572	500
Semi-Rural	363	363	363	213	1,001
Rural	15,275	15,275	15,275	15,425	0
Commercial	27	27	27	27	32
Industrial	2	2	2	2	0
Office Professional	5	5	5	5	8
State and Federal Land	75,047	75,047	75,047	75,047	90,595
Public/Semi Public and Recreational Open Space	1,199	1,199	1,199	1,199	18
Tribal Lands	195	195	195	195	530
<i>Total Subarea</i>	<i>92,685</i>	<i>92,685</i>	<i>92,685</i>	<i>92,685</i>	<i>92,685</i>
<b>Central Mountain Subregion - Remainder</b>					
Rural	5,862	5,861	5,861	5,861	2,042
Semi-rural	0	0	0	0	649
State and Federal Land	30,675	30,675	30,675	30,675	33,845
Tribal Lands	8,483	8,483	8,483	8,483	8,483
<i>Total Subarea</i>	<i>45,020</i>	<i>45,019</i>	<i>45,019</i>	<i>45,019</i>	<i>45,019</i>
<b>Total Subregion</b>	<b>203,313</b>	<b>203,312</b>	<b>203,311</b>	<b>203,311</b>	<b>203,310</b>
<b>County Islands CPA</b>					
Village	175	228	228	228	352
Semi-rural	0	0	0	0	28
Rural	79	0	0	0	0
Office Professional	0	25	25	25	0
State and Federal Land	0	0	0	0	0
Public/Semi Public and Recreational Open Space	259	259	259	259	80
Extractive	NA	NA	NA	NA	48
<b>Total CPA</b>	<b>513</b>	<b>512</b>	<b>512</b>	<b>512</b>	<b>508</b>
<b>Crest/Dehesa Subregion</b>					
Village	0	0	0	0	371
Semi-rural	5,749	5,481	5,484	4,809	12,404
Rural	7,574	7,842	7,839	8,513	3,243

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Commercial	15	15	15	8	15
State and Federal Land	4,115	4,116	4,116	4,116	0
Public/Semi Public and Recreational Open Space	120	120	120	120	35
Specific Plan Area	1,812	1,812	1,812	1,812	3,507
Tribal Lands	803	803	803	803	632
<b>Total Subregion</b>	<b>20,188</b>	<b>20,189</b>	<b>20,189</b>	<b>20,181</b>	<b>20,207</b>
<b>Desert Subregion</b>					
<b>Desert Subregion - Borrego Springs</b>					
Village	2,594	2,595	2,465	2,465	2,854
Semi-Rural	13,429	13,428	11,455	2,594	42,665
Rural	33,040	33,040	35,143	44,003	4,291
Commercial	585	585	585	585	581
Industrial	171	171	171	171	163
Office Professional	27	27	27	27	57
State and Federal Land	19,435	19,435	19,435	19,435	19,196
Public/Semi Public and Recreational Open Space	1,209	1,209	1,209	1,209	328
Specific Plan Area	4,344	4,344	4,344	4,344	4,697
<i>Total Subarea</i>	<i>74,834</i>	<i>74,834</i>	<i>74,834</i>	<i>74,833</i>	<i>74,832</i>
<b>Desert Subregion - Remainder</b>					
Semi-Rural	1,795	1,646	1,646	1,164	68,769
Rural	40,286	40,470	40,470	40,952	0
Commercial	70	70	70	70	0
State and Federal Land	480,998	480,997	480,997	480,997	453,764
Public/Semi Public and Recreational Open Space	506	471	471	471	1,704
Tribal Lands	656	656	656	656	0
<i>Total Subarea</i>	<i>524,311</i>	<i>524,310</i>	<i>524,310</i>	<i>524,310</i>	<i>524,237</i>
<b>Total Subregion</b>	<b>599,145</b>	<b>599,144</b>	<b>599,144</b>	<b>599,143</b>	<b>599,069</b>
<b>Fallbrook CPA</b>					
Village	3,874	3,873	3,972	3,661	3,964
Semi-Rural	17,420	17,120	17,045	16,691	25,406
Rural	8,726	9,031	9,032	9,888	706
Village Core Mixed Use	118	110	110	110	127
Commercial	240	244	222	193	188
Industrial	271	271	267	105	86
Office Professional	19	19	19	19	24
Neighborhood Professional	NA	NA	NA	NA	2
State and Federal Land	1,871	1,871	1,871	1,871	0

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Public/Semi Public and Recreational Open Space	2,073	2,073	2,073	2,073	3,245
Specific Plan Area	1,482	1,482	1,482	1,482	2,349
<b>Total CPA</b>	<b>36,094</b>	<b>36,094</b>	<b>36,093</b>	<b>36,093</b>	<b>36,093</b>
<b>Jamul/Dulzura Subregion</b>					
Semi-rural	18,135	17,776	17,731	6,075	77,925
Rural	30,576	30,936	30,981	42,636	3,872
Commercial	104	104	104	104	70
Office Professional	10	10	10	10	10
Neighborhood Professional	NA	NA	NA	NA	30
State and Federal Land	54,312	54,293	54,293	54,998	17,713
Public/Semi Public and Recreational Open Space	495	514	514	514	472
Specific Plan Area	3,726	3,726	3,726	3,021	7,221
Tribal Lands	6	6	6	6	0
<b>Total Subregion</b>	<b>107,364</b>	<b>107,365</b>	<b>107,365</b>	<b>107,364</b>	<b>107,312</b>
<b>Julian CPA</b>					
Village	27	27	27	27	44
Semi-Rural	4,770	4,770	4,770	2,250	31,623
Rural	20,423	20,423	20,423	22,943	0
Commercial	86	86	86	86	98
Industrial	47	47	47	47	32
State and Federal Land	6,806	6,806	6,806	6,806	0
Public/Semi Public and Recreational Open Space	1,226	1,226	1,226	1,226	1,588
<b>Total CPA</b>	<b>33,385</b>	<b>33,385</b>	<b>33,385</b>	<b>33,385</b>	<b>33,385</b>
<b>Lakeside CPA</b>					
Village	5,701	5,701	5,701	5,703	5,603
Semi-rural	8,925	8,928	8,928	5,571	23,482
Rural	10,615	10,637	10,637	14,045	9,353
Commercial	404	404	404	404	427
Industrial	1,037	1,011	1,011	958	744
Office Professional	6	6	6	6	16
Neighborhood Professional	NA	NA	NA	NA	29
State and Federal Land	13,915	13,914	13,914	13,914	0
Public/Semi Public and Recreational Open Space	972	972	972	972	1,230
Specific Plan Area	4,152	4,152	4,152	4,152	5,129
Tribal Lands	302	302	302	302	0
<b>Total CPA</b>	<b>46,029</b>	<b>46,027</b>	<b>46,027</b>	<b>46,027</b>	<b>46,011</b>

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
<b>Mountain Empire Subregion</b>					
<b>Mountain Empire Subregion - Boulevard</b>					
Village	25	25	25	25	35
Semi-Rural	2,307	2,307	2,307	264	35,852
Rural	28,453	28,460	28,460	30,503	0
Commercial	177	177	177	177	145
State and Federal Land	8,651	8,651	8,651	8,651	NA
Public/Semi Public and Recreational Open Space	933	926	926	926	2,341
Specific Plan Area	0	0	0	0	2,269
Tribal Lands	14,805	14,805	14,805	14,805	14,637
<i>Total Subarea</i>	<i>55,351</i>	<i>55,351</i>	<i>55,351</i>	<i>55,351</i>	<i>55,279</i>
<b>Mountain Empire Subregion - Jacumba</b>					
Village	82	82	82	82	3
Semi-Rural	654	653	653	129	10,011
Rural	8,459	8,459	8,459	8,983	0
Commercial	31	31	31	31	22
Office Professional	0	0	0	0	2
State and Federal Land	10,371	10,371	10,371	10,371	2,369
Public/Semi Public and Recreational Open Space	750	750	750	750	7,863
Specific Plan Area	1,425	1,425	1,425	1,425	1,461
<i>Total Subarea</i>	<i>21,772</i>	<i>21,771</i>	<i>21,771</i>	<i>21,771</i>	<i>21,733</i>
<b>Mountain Empire Subregion – Lake Morena/Campo</b>					
Village	160	160	160	160	280
Semi-Rural	4,747	4,747	4,747	812	27,333
Rural	21,080	21,078	21,078	25,023	0
Commercial	53	53	53	53	67
Industrial	6	6	6	6	8
State and Federal Land	27,662	27,662	27,662	27,662	12,257
Public/Semi Public and Preserve Lands	892	894	894	894	14,913
Tribal Lands	1,006	1,006	1,006	1,006	608
<i>Total Subarea</i>	<i>55,606</i>	<i>55,606</i>	<i>55,606</i>	<i>55,616</i>	<i>55,466</i>
<b>Mountain Empire Subregion - Potrero</b>					
Semi-Rural	2,834	2,841	2,841	191	19,390
Rural	12,306	12,306	12,306	14,975	0
Commercial	50	44	44	23	17

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
State and Federal Land	8,719	8,719	8,719	8,719	2,503
Public/Semi Public and Recreational Open Space	140	140	140	140	2,103
<i>Total Subarea</i>	<i>24,049</i>	<i>24,050</i>	<i>24,050</i>	<i>24,048</i>	<i>24,012</i>
<b>Mountain Empire Subregion - Tecate</b>					
Semi Rural	103	227	227	81	3,854
Rural	3,582	3,619	3,619	3,765	0
Commercial	95	47	47	47	45
Industrial	346	233	233	233	217
State and Federal Land	1,396	1,396	1,396	1,396	0
Public/Semi Public and Recreational Open Space	59	59	59	59	1,413
<i>Total Subarea</i>	<i>5,581</i>	<i>5,581</i>	<i>5,581</i>	<i>5,581</i>	<i>5,528</i>
<b>Mountain Empire Subregion - Remainder</b>					
Semi-rural	0	0	0	0	7,578
Rural	5,446	5,446	5,445	5,445	0
State and Federal Land	123,592	123,596	123,596	123,596	98,054
Public/Semi Public and Preserve Lands	170	170	170	170	25,105
Tribal Lands	12,682	12,679	12,679	12,679	11,139
<i>Total Subarea</i>	<i>141,890</i>	<i>141,891</i>	<i>141,890</i>	<i>141,890</i>	<i>141,876</i>
<b>Total Subregion</b>	<b>304,249</b>	<b>304,250</b>	<b>304,249</b>	<b>304,257</b>	<b>303,895</b>
<b>North County Metro Subregion</b>					
<b>North County Metro Subregion - Hidden Meadows</b>					
Village	132	132	132	132	150
Semi-Rural	5,067	5,067	5,067	4,822	8,138
Rural	2,137	2,168	2,168	2,412	148
Commercial	77	48	48	50	63
Office Professional	7	7	7	0	0
Public/Semi Public and Recreational Open Space	391	391	391	391	0
Specific Plan Area	2,318	2,318	2,318	2,318	1,621
<i>Total Subarea</i>	<i>10,129</i>	<i>10,131</i>	<i>10,131</i>	<i>10,125</i>	<i>10,120</i>
<b>North County Metro Subregion - Twin Oaks</b>					
Semi-Rural	5,262	5,218	5,230	2,532	8,097
Rural	2,612	2,656	2,690	5,439	0
Commercial	59	50	50	56	59
Industrial	45	46	0	0	30
Office Professional	51	46	51	0	0

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Public/Semi Public and Recreational Open Space	162	170	170	170	0
<i>Total Subarea</i>	<i>8,191</i>	<i>8,186</i>	<i>8,191</i>	<i>8,197</i>	<i>8,187</i>
<b>North County Metro Subregion - Remainder</b>					
Village	5,984	5,483	5,490	5,490	3,413
Semi-Rural	9,807	7,152	7,147	6,767	32,009
Rural	14,688	17,871	17,871	18,253	820
Commercial	86	65	62	62	73
Industrial	52	52	52	52	62
Office Professional	8	8	8	8	9
State and Federal Land	5,560	5,560	5,560	5,560	0
Public/Semi Public and Recreational Open Space	660	660	660	660	881
Specific Plan Area	476	471	471	471	0
<i>Total Subarea</i>	<i>37,321</i>	<i>37,322</i>	<i>37,321</i>	<i>37,323</i>	<i>37,267</i>
<b>Total Subregion</b>	<b>55,641</b>	<b>55,639</b>	<b>55,643</b>	<b>55,645</b>	<b>55,574</b>
<b>North Mountain Subregion</b>					
<b>North Mountain Subregion - Palomar Mountain</b>					
Semi-Rural	0	0	0	0	1,070
Rural	14,319	14,319	14,319	14,319	0
State and Federal Land	51,687	51,687	51,687	51,687	61,078
Public/Semi Public and Recreational Open Space	124	124	124	124	3,971
Telecommunications	NA	NA	NA	NA	78
Tribal Lands	8,699	8,699	8,699	8,699	8,628
<i>Total Subarea</i>	<i>74,829</i>	<i>74,829</i>	<i>74,829</i>	<i>74,829</i>	<i>74,825</i>
<b>North Mountain Subregion - Remainder</b>					
Village	176	176	176	176	0
Semi-Rural	7,740	4,574	4,770	564	98,848
Rural	68,685	72,042	71,657	75,863	0
Commercial	55	55	55	55	23
State and Federal Land	116,888	116,888	116,888	116,888	52,938
Public/Semi Public and Preserve Lands	88	88	88	88	42,047
Specific Plan Area	2,972	2,972	2,972	2,972	2,864
Tribal Lands	40,302	40,302	40,302	40,302	40,187
<i>Total Subarea</i>	<i>236,906</i>	<i>237,097</i>	<i>236,908</i>	<i>236,908</i>	<i>236,907</i>
<b>Total Subregion</b>	<b>311,735</b>	<b>311,926</b>	<b>311,737</b>	<b>311,737</b>	<b>311,733</b>

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
<b>Otay Subregion</b>					
Semi-rural Residential	0	0	0	0	15,568
Rural	880	880	880	880	4,051
State and Federal Land	21,612	21,612	21,612	21,612	0
Public/Semi Public and Recreational Open Space	1,580	1,580	1,580	1,580	3,479
Specific Plan Area	4,286	4,286	4,286	4,286	5,232
<b>Total Subregion</b>	<b>28,355</b>	<b>28,358</b>	<b>28,358</b>	<b>28,358</b>	<b>28,331</b>
<b>Pala/Pauma Valley Subregion</b>					
Village	503	503	503	503	569
Semi-Rural	10,048	6,284	5,851	292	45,181
Rural	33,694	37,459	37,893	43,418	1,578
Commercial	42	42	41	41	41
State and Federal Land	4,900	4,900	4,900	4,900	0
Public/Semi Public and Recreational Open Space	2,652	2,652	2,652	2,652	4,689
Tribal Lands	21,851	21,851	21,851	21,851	21,628
<b>Total CPA</b>	<b>73,690</b>	<b>73,691</b>	<b>73,691</b>	<b>73,657</b>	<b>73,686</b>
<b>Pendleton/De Luz CPA</b>					
Semi-Rural	2,366	2,366	2,366	0	16,249
Rural	12,646	12,646	12,646	15,011	0
State and Federal Land	147,989	147,989	147,989	147,989	146,952
Public/Semi Public and Preserve Lands	302	302	302	302	0
<b>Total Subregion</b>	<b>163,303</b>	<b>163,303</b>	<b>163,303</b>	<b>163,302</b>	<b>163,201</b>
<b>Rainbow CPA</b>					
Village	83	83	83	83	83
Semi-Rural	3,296	3,313	3,186	844	8,633
Rural	5,424	5,435	5,572	7,914	298
Commercial	61	33	30	33	35
Industrial	11	11	0	0	0
State and Federal Land	263	263	263	263	0
Public/Semi Public and Recreational Open Space	524	524	524	524	610
<b>Total CPA</b>	<b>9,662</b>	<b>9,662</b>	<b>9,658</b>	<b>9,661</b>	<b>9,660</b>
<b>Ramona CPA</b>					
Village	4,188	4,237	4,237	4,237	4,271
Semi-Rural	21,342	21,344	20,731	13,860	59,154
Rural	43,038	43,129	43,740	50,610	67
Commercial	399	333	333	333	366
Industrial	185	161	161	161	285

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Office Professional	18	17	17	17	97
State and Federal Land	9,402	9,401	9,401	9,401	565
Public/Semi Public and Preserve Lands	1,882	1,835	1,835	1,835	8,955
Specific Plan Area	862	862	862	862	10,230
Tribal Lands	7,976	7,973	7,976	7,976	5,296
<b>Total CPA</b>	<b>89,292</b>	<b>89,292</b>	<b>89,292</b>	<b>89,292</b>	<b>89,286</b>
<b>San Diegoito CPA</b>					
Village	87	64	64	64	69
Semi-Rural	13,750	13,066	12,639	12,483	16,503
Rural	1,954	2,661	3,088	3,244	1,200
Village Core Mixed Use	13	13	13	13	0
Commercial	2	2	2	2	13
Office Professional	5	5	5	5	4
Neighborhood Professional	NA	NA	NA	NA	1
State and Federal Land	2,555	2,555	2,555	2,555	0
Public/Semi Public and Recreational Open Space	1,388	1,388	1,388	1,388	839
Specific Plan Area	10,104	10,104	10,104	10,104	11,211
<b>Total CPA</b>	<b>29,858</b>	<b>29,858</b>	<b>29,858</b>	<b>29,858</b>	<b>29,840</b>
<b>Spring Valley CPA</b>					
Village	4,716	4,725	4,725	4,725	4,500
Semi-rural	104	104	104	104	127
Rural	0	0	0	0	838
Commercial	217	217	207	207	214
Industrial	284	284	284	284	343
Office Professional	15	15	15	15	29
Neighborhood Professional	NA	NA	NA	NA	31
State and Federal Land	849	849	849	849	0
Public/Semi Public and Recreational Open Space	603	603	603	603	499
Specific Plan Area	650	650	650	650	855
<b>Total CPA</b>	<b>7,438</b>	<b>7,437</b>	<b>7,437</b>	<b>7,437</b>	<b>7,436</b>
<b>Sweetwater CPA</b>					
Village	1,985	1,987	1,987	1,987	1,931
Semi-rural	890	890	890	890	1,363
Rural	187	187	187	187	1,585
Commercial	35	33	33	33	33
Office Professional	14	14	14	14	15
State and Federal Land	3,455	3,455	3,455	3,455	0

Table 4-2 (Continued)

Land Use Designation <sup>(1)</sup>	Proposed Project (Referral Map)	Hybrid Map	Draft Land Use Map	Environmentally Superior Map	No Project Alternative
Public/Semi Public and Recreational Open Space	1,088	1,088	1,088	1,088	651
Specific Plan Area	0	0	0	0	2,047
<b>Total CPA</b>	<b>7,654</b>	<b>7,654</b>	<b>7,654</b>	<b>7,654</b>	<b>7,648</b>
<b>Valle de Oro CPA</b>					
Village	5,295	5,307	5,307	5,307	5,420
Semi-rural	2,549	2,549	2,549	2,326	2,739
Rural	152	152	152	375	806
Commercial	135	123	123	123	118
Industrial	2	2	2	2	0
Office Professional	24	24	24	24	24
Neighborhood Professional	NA	NA	NA	NA	20
State and Federal Land	2,316	2,316	2,316	2,316	0
Public/Semi Public and Recreational Open Space	1,228	1,228	1,228	1,228	603
Specific Plan Area	1,423	1,423	1,423	1,423	3,391
<b>Total CPA</b>	<b>13,124</b>	<b>13,124</b>	<b>13,124</b>	<b>13,124</b>	<b>13,122</b>
<b>Valley Center CPA</b>					
Village	681	639	638	373	149
Semi-Rural	30,476	30,160	29,965	22,259	46,526
Rural	14,903	16,055	16,247	24,225	0
Village Core Mixed Use	54	51	51	51	0
Commercial	235	156	164	156	160
Industrial	101	76	76	76	77
Office Professional	15	9	8	6	1
State and Federal Land	3,190	3,190	3,190	3,190	0
Public/Semi Public and Recreational Open Space	884	884	884	884	2,902
Specific Plan Area	1,582	903	903	903	2,801
Tribal Lands	3,102	3,102	3,102	3,102	2,615
<b>Total CPA</b>	<b>55,224</b>	<b>55,224</b>	<b>55,224</b>	<b>55,225</b>	<b>55,232</b>

<sup>(1)</sup> Due to improvements and imperfections in the Geographic Information Systems data there are occasionally small differences in the acreage of land use designations (usually less than 5 acres) on a community level.

Source: DPLU GIS 2008

Table 4-3. Comparison of Alternatives – Environmental Impacts

Issue Areas	Referral Map		Alternatives to the Proposed Project			
	Without Mitigation	With Mitigation	Hybrid Map	Draft Land Use Map	Environmentally Superior	No Project
<b>2.1 Aesthetics</b>						
Scenic Vistas	PS	LS	▼	▼	▼	▲
Scenic Resources	PS	LS	▼	▼	▼	▲
Visual Character or Quality	PS	SU	▼	▼	▼	▲
Lighting and Glare	PS	SU	▼	▼	▼	▲
<b>2.2 Agricultural Resources</b>						
Conversion of Agricultural Resources	PS	SU	▼	▼	▼	▲
Land Use Conflicts	PS	LS	—	—	—	—
Indirect Conversion of Agricultural Resources	PS	SU	▼	▼	▼	▲
<b>2.3 Air Quality</b>						
Air Quality Plans	LS	LS	—	—	—	—
Air Quality Violations	PS	SU	▼	▼	▼	▲
Non-attainment of Criteria Pollutants	PS	SU	▼	▼	▼	▲
Sensitive Receptors	PS	SU	▼	▼	▼	▲
Objectionable Odors	LS	LS	—	—	—	—
<b>2.4 Biological Resources</b>						
Special Status Plant and Wildlife Species	PS	SU	▼	▼	▼	▲
Riparian Habitat and Other Sensitive Natural Communities	PS	SU	▼	▼	▼	▲
Federally Protected Wetlands	PS	LS	▼	▼	▼	▲
Wildlife Movement Corridors and Nursery Sites	PS	SU	▼	▼	▼	▲
Local Policies and Ordinances	LS	LS	—	—	—	—
Habitat Conservation Plans and Natural Community Conservation Plans	LS	LS	—	—	—	—
<b>2.5 Cultural Resources</b>						
Historical Resources	PS	LS	▼	▼	▼	▲
Archaeological Resources	PS	LS	▼	▼	▼	▲
Paleontological Resources	PS	LS	▼	▼	▼	▲
Human Remains	PS	LS	▼	▼	▼	▲
<b>2.6 Geology and Soils</b>						
Exposure to Seismic Related Hazards	LS	LS	—	—	—	—
Soil Erosion or Topsoil Loss	LS	LS	—	—	—	—
Soil Stability	LS	LS	—	—	—	—
Expansive Soils	LS	LS	—	—	—	—
Waste Water Disposal Systems	LS	LS	—	—	—	—
Unique Geologic Features	LS	LS	—	—	—	—

Table 4-3. Continued

Issue Areas	Referral Map		Alternatives to the Proposed Project			
	Without Mitigation	With Mitigation	Hybrid Map	Draft Land Use Map	Environmentally Superior	No Project
<b>2.7 Hazards and Hazardous Materials</b>						
Transport, Use, and Disposal of Hazardous Materials	LS	LS	○	○	○	○
Accidental Release of Hazardous Materials	LS	LS	—	—	—	—
Hazards to Schools	LS	LS	—	—	—	—
Existing Hazardous Materials Sites	LS	LS	—	—	—	—
Public Airports	PS	LS	▼	▼	▼	▲
Private Airports	PS	LS	▼	▼	▼	▲
Emergency Response and Evacuation Plans	PS	LS	▼	▼	▼	▲
Wildland Fires	PS	SU	▼	▼	▼	▲
Vectors	LS	LS	—	—	—	▲
<b>2.8 Hydrology and Water Quality</b>						
Water Quality Standards and Requirements	PS	SU	▼	▼	▼	▲
Groundwater Supplies and Recharge	PS	SU	▲	▲	▼	▲
Erosion or Siltation	PS	LS	▼	▼	▼	▲
Flooding	PS	LS	▼	▼	▼	▲
Exceed Capacity of Stormwater Systems	PS	LS	▼	▼	▼	▲
Housing within a 100-year Flood Hazard Area	PS	LS	▲	▲	▲	▲
Impeding or Redirecting Flood Flows	PS	LS	▼	▼	▼	▲
Dam Inundation and Flood Hazards	PS	LS	▼	▼	▼	▲
Seiche, Tsunami, and Mudflow Hazards	PS	LS	▼	▼	▼	▲
<b>2.9 Land Use</b>						
Physical Division of an Established Community	PS	LS	▼	▼	▼	▲
Conflicts with Land Use Plans, Policies, and Regulations	LS	LS	—	—	—	▲
Conflicts with HCPs or NCCPs	LS	LS	—	—	—	—
<b>2.10 Mineral Resources</b>						
Mineral Resource Availability	PS	SU	▼	▼	▼	▲
Mineral Resource Recovery Sites	PS	SU	▼	▼	▼	▲
<b>2.11 Noise</b>						
Excessive Noise Levels	PS	LS	▼	▼	▼	▲
Excessive Groundborne Vibration	PS	LS	▼	▼	▼	▲
Permanent Increase in Ambient Noise Levels	PS	SU	▼	▼	▼	▲
Temporary Increase in Ambient Noise Levels	PS	LS	▼	▼	▼	▲
Excessive Noise Exposure from a Public or Private Airport	PS	LS	▼	▼	▼	▲
<b>2.12 Population and Housing</b>						
Population Growth	LS	LS	—	—	▲	—
Displacement of Housing	LS	LS	—	—	—	—
Displacement of People	LS	LS	—	—	—	—

Table 4-3. Continued

Issue Areas	Referral Map		Alternatives to the Proposed Project			
	Without Mitigation	With Mitigation	Hybrid Map	Draft Land Use Map	Environmentally Superior	No Project
<b>2.13 Public Services</b>						
Fire Protection Services	PS	LS	▼	▼	▼	▲
Police Protection Services	PS	LS	▼	▼	▼	▲
School Services	PS	SU	▼	▼	▼	▲
Other Public Services	PS	LS	▼	▼	▼	▲
<b>2.14 Recreation</b>						
Deterioration of Parks and Recreational Facilities	PS	LS	▼	▼	▼	▲
Construction of New Recreational Facilities	PS	LS	▼	▼	▼	▲
<b>4.15 Transportation and Traffic</b>						
Unincorporated County Traffic and Level of Service Standards	PS	SU	▼	▼	▼	▲
Adjacent Cities Traffic and Level of Service Standards	PS	SU	▼	▼	▼	▼
Rural Road Safety	PS	SU	▼	▼	▼	▲
Emergency Access	PS	LS	—	—	—	—
Parking Capacity	PS	LS	—	—	—	○
Alternative Transportation	PS	LS	▼	▼	▼	▲
<b>2.16 Utilities and Service Systems</b>						
Wastewater Treatment Requirements	PS	LS	▼	▼	▼	▲
New Water or Wastewater Treatment Facilities	PS	LS	▲	▲	▼	▲
Sufficient Stormwater Drainage Facilities	PS	LS	▼	▼	▼	▲
Adequate Water Supplies	PS	SU	▲	▲	▼	▲
Adequate Wastewater Facilities	PS	LS	▼	▼	▼	▲
Sufficient Landfill Capacity	PS	SU	▼	▼	▼	▲
Solid Waste Regulations	LS	LS	—	—	—	—
Energy	PS	LS	▼	▼	▼	▲
<b>2.17 Global Climate Change</b>						
Compliance with AB 32	PS	SU	▼	▼	▼	▲
Effects of Global Climate Change on the Proposed Project	PS	SU	▼	▼	▼	▲

- ▲ Alternative is likely to result in greater impacts to issue when compared to proposed project
  - Alternative is likely to result in a similar impacts to issue when compared to proposed project
  - ▼ Alternative is likely to result in less impacts to issue when compared to proposed project, however, impacts would still be significant before mitigation.
  - Alternative is likely to result in less impacts to issue when compared to proposed project and impacts would likely be less than significant and not require mitigation.
- PS Potentially significant impact  
LS Less than significant impact  
SU Potentially significant and unavoidable impact

**Table 4-4. Comparison of Alternatives – Direct Conversion of Agricultural Resources**

Land Use Designation	Estimated Agricultural Area Potentially Impacted by Land Use Designation <sup>(1)</sup> (in acres)			
	Proposed Project	Hybrid Map Alternative	Draft Land Use Map	Environmentally Superior Map Alternative
General Commercial	193	162	141	126
High Impact Industrial	168	169	169	169
Limited Impact Industrial	199	178	174	64
Medium Impact Industrial	103	84	75	55
Neighborhood Commercial	50	38	38	14
Office Professional	7	7	7	10
Rural Commercial	264	221	216	190
Rural Lands (RL-20)	2,859	2,738	2,611	2,806
Rural Lands (RL-40)	1,859	1,403	1,343	1,901
Rural Lands (RL-80)	125	454	347	647
Rural Lands (RL-160)	0	0	95	95
Semi-rural Residential (SR-1)	8,442	8,445	8,269	6,176
Semi-rural Residential (SR-2)	24,832	24,240	24,046	21,258
Semi-rural Residential (SR-4)	8,770	8,577	7,859	6,360
Semi-rural Residential (SR-10)	3,574	3,374	3,450	56
Village Core Mixed Use	57	49	49	49
Village Residential	4,461	4,245	4,258	3,749
<b>Total</b>	<b>55,963</b>	<b>54,384</b>	<b>53,147</b>	<b>43,725</b>

<sup>(1)</sup> Land Use Designations omitted were found not to have significant impacts to agriculture.

Source: DPLU GIS 2008

**Table 4-5. Comparison of Alternatives – Proposed Land Uses within Flood Areas**

Land Use Designation	Total Acres located within a Flood Area			
	Proposed Project	Hybrid Map Alternative	Draft Land Use Map	Environmentally Superior Map Alternative
General Commercial	285	266	266	265
High Impact Industrial	71	71	71	71
Limited Impact Industrial	161	160	170	170
Medium Impact Industrial	230	201	190	140
Military Installations	899	899	899	899
National Forest and State Parks	8,738	8,738	8,738	8,738
Neighborhood Commercial	4	2	2	2
Office Professional	44	52	52	52
Open Space (Conservation & Recreation)	19,184	19,168	19,168	19,170
Public/Semi-Public Lands	1,188	1,189	1,188	1,189
Rural Commercial	347	326	326	301
Rural Lands	19,925	20,063	22,082	30,481
Semi-Rural Residential	15,282	15,199	13,295	5,550
Specific Plan Area	2,835	2,834	2,834	2,809
Tribal Lands	433	433	433	433
Village Core Mixed Use	0	0	0	0
Village Residential	2,824	2,836	2,721	2,167
<b>Total</b>	<b>72,450</b>	<b>72,437</b>	<b>72,435</b>	<b>72,437</b>

Note: Data has been rounded to nearest whole number.

Source: DPLU GIS 2008

**Table 4-6. Comparison of Alternatives – Projected Housing within the San Diego County Water Authority (SDCWA) Service Area<sup>(1)</sup>**

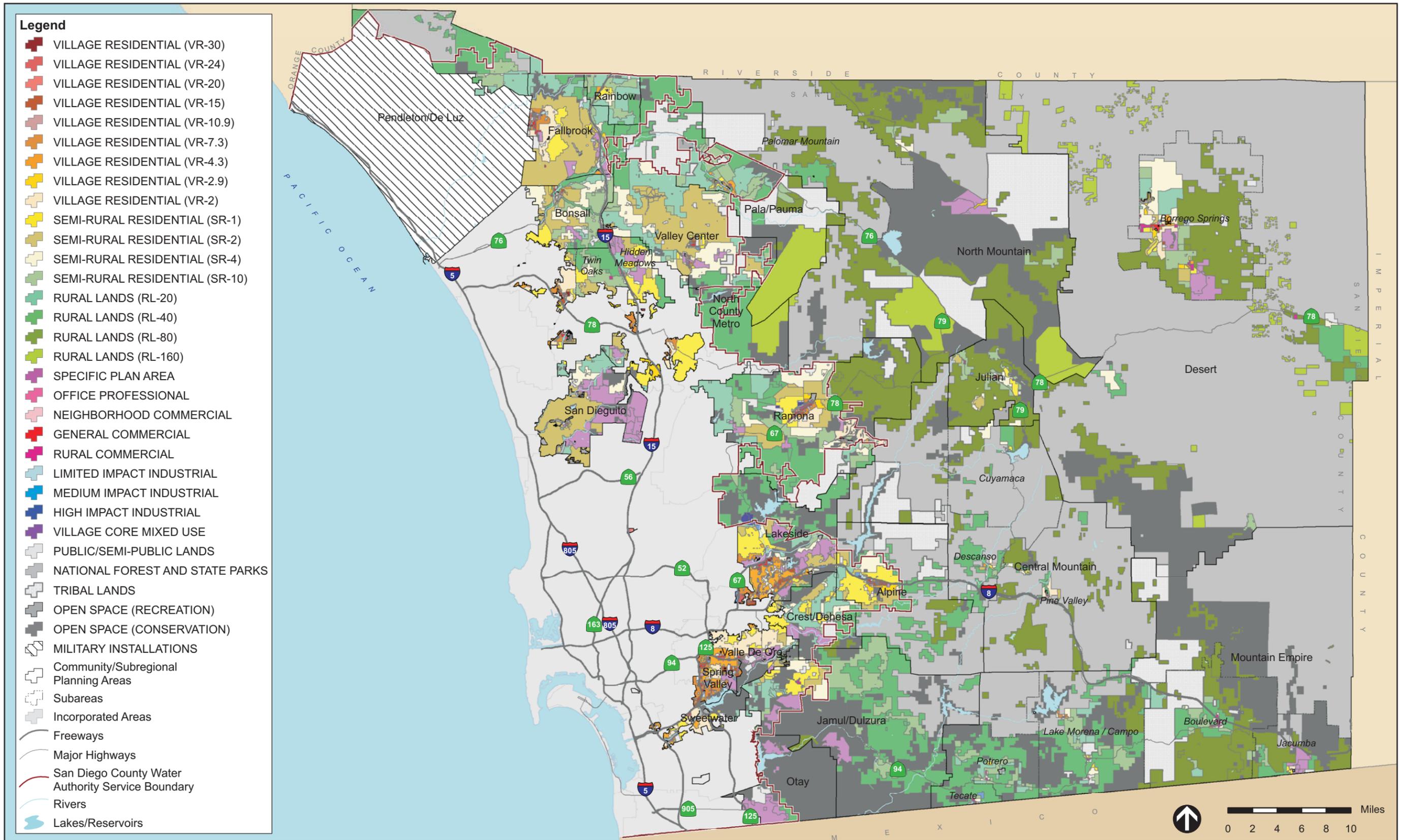
CWA Member Water Districts	Existing Conditions	Proposed Project	Hybrid Map Alternative	Draft Land Use Map	Environmentally Superior Map Alternative	No Project Alternative
Fallbrook Public Utility District	10,648	14,850	14,873	14,873	15,323	15,435
Helix Water District	28,132	31,585	31,370	31,370	31,399	30,855
Lakeside Water District	10,065	11,234	11,179	11,179	10,965	11,159
Olivenhain Municipal Water District	5,266	6,131	5,989	5,980	6,037	6,111
Otay Water District	20,746	23,598	23,296	23,296	23,304	22,761
Padre Dam Municipal Water District	12,269	17,912	17,548	17,548	16,789	16,339
Rainbow Municipal Water District	7,105	12,828	12,323	12,935	11,235	13,099
Ramona Municipal Water District	8,337	14,174	14,197	14,167	14,281	13,984
Rincon del Diablo Municipal Water District	4,214	8,878	8,424	8,367	8,102	6,890
Santa Fe Irrigation District	2,601	3,009	3,400	2,981	2,987	2,921
Sweetwater Authority/ South Bay Irrigation District	5,520	6,413	6,429	6,429	6,444	6,174
Vallecitos Water District	3,813	6,866	6,312	6,169	6,335	6,140
Valley Center Municipal Water District	8,396	18,334	16,625	16,417	13,914	16,487
Vista Irrigation District	5,884	12,093	11,507	11,454	12,054	7,675
Yuima Municipal Water District	720	2,263	2,215	2,226	2,053	3,533
<b>Total</b>	<b>133,716</b>	<b>190,168</b>	<b>185,687</b>	<b>185,391</b>	<b>181,222</b>	<b>179,563</b>

<sup>(1)</sup> Note: For the purpose of this analysis, the SDCWA service area is considered to include unincorporated areas that import water supplies from SDCWA.

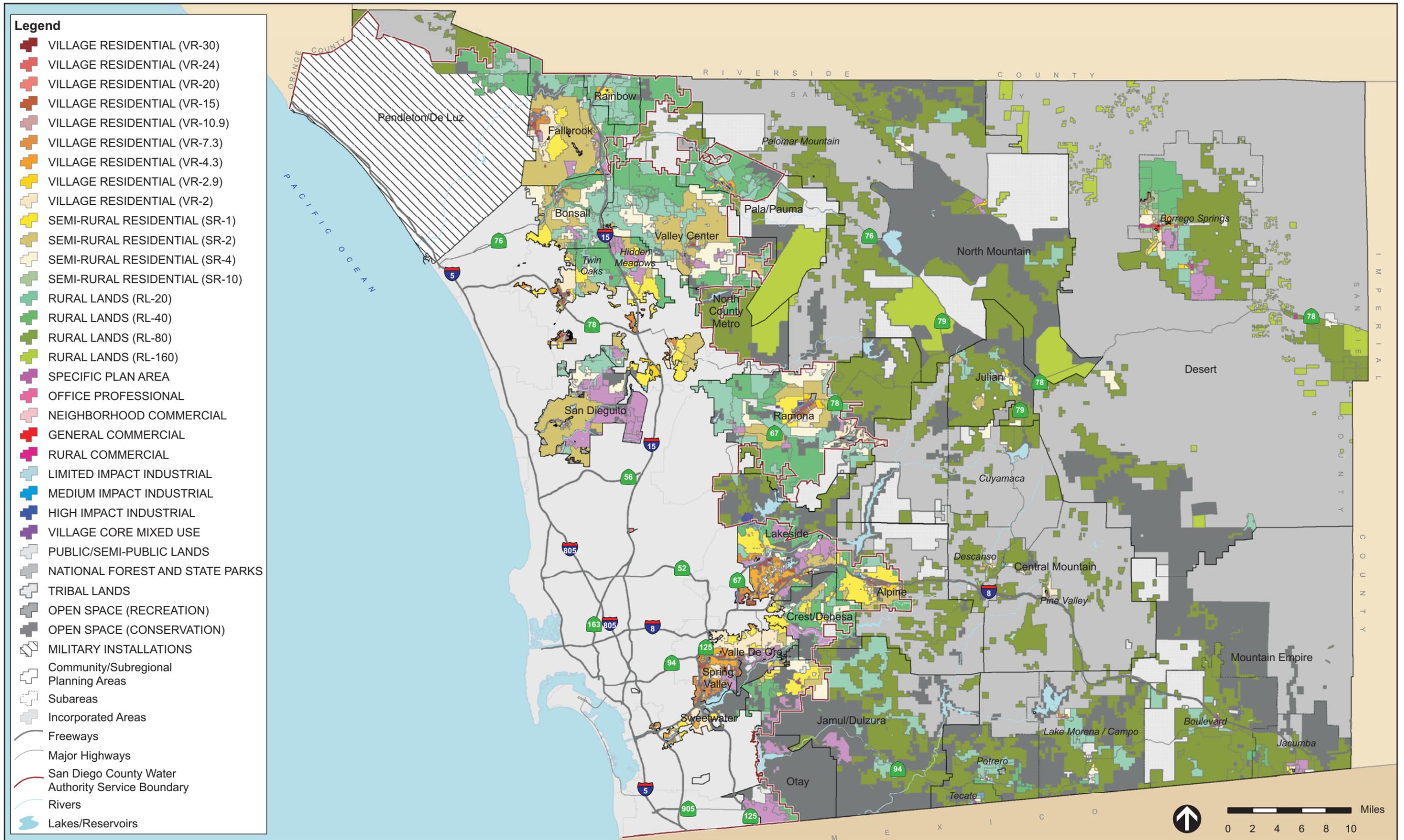
Source: DPLU GIS 2008

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Source: County of San Diego DPLU, 2008



Source: County of San Diego DPLU, 2008

