CHAPTER 1.0 PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1.1 Project Objectives

The proposed project is based on a wide range of reports that studied the different constraints and opportunities involving the project in concert with the County of San Diego and local community issues. The general components of the proposed project were determined using the project objectives described below.

1. Develop a community within northern San Diego County in close proximity to a major transportation corridor consistent with the County's Community Development Model for a walkable pedestrian-oriented mixed-use community.

2. Provide a range of housing and lifestyle opportunities in a manner that encourages walking and riding bikes, and that provides public services and facilities that are accessible to residents of both the community and the surrounding area.

3. Provide a variety of recreational opportunities including parks for active and passive activities, and trails available to the public that connect the residential neighborhoods to the town and neighborhood centers.

4. Integrate major physical features into the project design, including major drainages, and woodlands creating a hydrologically sensitive community in order to reduce urban runoff.

5. Preserve sensitive natural resources by setting aside land within a planned and integrated preserve area.

6. Accommodate future population growth in San Diego County by providing a range of diverse housing types, including mixed-use and senior housing.

7. Provide a broad range of educational, recreational, and social uses and economically viable commercial opportunities within a walkable distance from the residential uses.

1.2 Project Description Overview

The project encompasses 608 acres and would consist of a mix of residential, commercial, and institutional uses, along with parks and open space. Specifically, the project would include: 90,000 square feet of commercial, office, and retail, including a 50-room country inn; 903 traditional single-family detached homes; 164 single-family attached homes; 211 residential units within the commercial mixed-use areas; and 468 single-family detached age-restricted residential units within a senior citizens neighborhood; necessary facilities and amenities to serve the senior population (including a senior community center, a ~~group residential and~~ group care facility, and a memory care facility); and a 2.0-acre Community Purpose Facilities (CPF) area that would be comprised of a private recreational facility and could include a fire station, with the total area of both not to exceed 40,000 square feet. The project also proposes a school site to accommodate K-8 students, public and private parks, and other

recreational amenities. Also planned within the project site are a Recycling Facility (RF), a Water Reclamation Facility (WRF), and other supporting infrastructure.

The mixed-use, commercial, and CPF area, with adjacent parks, would form a Town Center and two Neighborhood Centers, to which residents can walk for various social and commercial needs. Open space is proposed that would retain some of the existing citrus and avocado groves and sensitive biological/wetland habitat, as well as cultural resources totaling 104.1 acres. The project design is consistent with the County's Community Development Model (Land Use Policy LU-1.1 and LU-1.2). Discussions of these policies are found in subchapter 3.1.4 of the EIR.

The residential component of the project consists of 1,746 units with an overall density less than 2.9 dwelling units per acre (du/ac). Residential density within the planning areas ranges from 0.5 du/ac for the single-family units to 25 du/ac for a portion of the mixed-use residential units. The higher density planning areas are clustered around the mixed-use areas (Town Center and Neighborhood Centers), while single-family residences are proposed between the groves and open space, farther away from the mixed-use areas than the higher density residential uses.

There are a number of residences located throughout the project site that would remain These dwelling units are not included in the distribution of the project's 1,746 dwelling units described in the Specific Plan. As provided in Section III of the Specific Plan, all proposed structures will be required to meet the minimum standards for single-family development contained in the Specific Plan.

The project application includes a General Plan Amendment (PDS2012-3800-12-001 (GPA), a Specific Plan (PDS2012-3810-12-001 (SP), a Rezone (PDS2012-3600-12-003 (REZ), a Master Tentative Map (PDS2012-3100-5571 (TM 5571 RPL 4), an Implementing Tentative Map for Phase 1 (PDS2012-3100-5572 (TM 5572 RPL 4), a Major Use Permit (MUP) for the WRF (PDS2012-3300-12-005 (MUP), and Site Plan (PDS2012-3500-12-018) for Parks. A Site Plan would be required for all of the parks except for P-7 which will require a MUP. The project would be implemented in five phases. Additional discretionary permits may be needed to implement latter phases, as identified in Section IV, Implementation, of the Specific Plan. A Matrix of Project Approvals listing additional permits required for the implementation of the project are identified in subchapter 1.5.1, below.

1.2.1 Project's Component Parts

1.2.1.1 Plan Amendments

In order to develop the proposed project, a number of land use changes to the General Plan, the Valley Center Community Plan (VCCP), Bonsall Community Plan (BCP), and the General Plan Mobility Element are required. These include:

1. Amend the Regional Land Use Element Map to change the regional land use category from Semi-Rural to Village (Figure 1-1).

2. Amend the Valley Center Community Plan Map to change the land use designation from Semi-Rural SR-10 (1 unit per 10 or 20 gross acres, depending on slope) and Semi-Rural SR-4 (1 unit per 4, 8, or 16 gross acres, depending on

slope) to Village Residential (VR 2.9) and Village Core (C-5) (Figure 1-2) and revise the text of the Valley Center Community Plan, as necessary, to include a description of the project as a third village within the planning area and within the section about various Specific Plans.

3. Amend the Bonsall Community Plan Map to change the designation from Semi-Rural SR-10 to Village Residential (VR 2.9) (see Figure 1-2) and make necessary revisions to the text of the Bonsall Community Plan describing the project.

4. Amend the General Plan Mobility Element road classification of West Lilac Road from 2.2C to 2.2F from the project entrance at Main Street to Road 3 (Running Creek Road). This would also entail amending Mobility Element Table M-4 to include Old Highway 395 from East Dulin Road to West Lilac Road, West Lilac Road from Old Highway 395 to the project entrance (2.2C) and from the project entrance to Road 3 (2.2F), and Old Highway 395 between West Lilac Road and the I-15 SB ramps.

These land use amendments are addressed in more detail in subchapter 1.6, Project Inconsistencies with Applicable with Applicable Regional and General Plans, and subchapter 3.1.4, Land Use Planning.

1.2.1.2 Rezone

The majority of the project site, which lies within the VCCP area, is zoned "Limited Agriculture" (A70); the portion of the site, which lies within the BCP area, is zoned Rural Residential (RR). The project includes a Rezone (R12-003), as illustrated in (Figure 1-3), which would replace the existing Rural Residential (RR) and Limited Agriculture (A70) Use Regulations with two new Use Regulations:

1. Outside of the Town Center and two Neighborhood Centers, the project site would be rezoned with the (~~RU~~RS) ~~Urban~~ Single-Family Residential Use Regulation.

2. The Town Center and the two Neighborhood Centers would be rezoned as the (C34) General Commercial–Residential Use Regulation.

~~Urban~~ Single-Family Residential Use Regulations and Development Standards

The ~~RU~~ RS Use Regulations would be applied to areas planned for detached single-family residential development, which encompass the majority of the project site (except the Town and Neighborhood Centers). Permitted uses within the ~~RU~~ RS Zones are identified in the County Zoning Ordinance (Section 2140) and include residential, parks, and churches, among other uses. The development standards of the ~~RU~~ RS Zone would be augmented by specific development standards for the residential use, including the minimum lot size permitted and maximum building height, along with the other standards, as detailed in the Specific Plan. The maximum permitted building height for residential single-family structures would be 35 feet, and homes would be typically one- or two-story. As set forth in Section III of the Specific Plan, the detached single-family residential neighborhoods would include a variety of lot sizes with a minimum lot size of 2,800 square feet. Development would be regulated by the application of the "D" Special

Area Designator in the ~~RU~~ RS Use Regulation, which requires that a detailed Site Plan be submitted and approved with each Tentative Map proposing detached single-family lots. Architectural guidelines for detached single-family residential development are contained in the same section of the Specific Plan.

General Commercial-Residential Use Regulations and Development Standards

The C34 Use Regulations would be applied to the Town Center and to the two Neighborhood Centers, described in greater detail below. The C34 Zone would permit a wide variety of land uses necessary to create the mixed-use neighborhood centers (both horizontally and vertically) including mixed-use residential, single-family attached, professional offices, retail stores, medical facilities, a 50-room country inn, and civic uses, such as parks. Development standards for the C34 Zone are discussed in Section III of the Specific Plan and would allow 1,000-square-foot minimum lot size, a maximum building height for commercial and mixed-use structures of three stories and 35 feet. Exceptions to the 35-foot height limit would be permitted only for architectural articulation associated with towers or other non-habitable projections, specifically the clock tower proposed within the Town Center.

As required by the Specific Plan Architectural Design Standards and Guidelines (Section III of the Specific Plan), commercial, certain civic, and mixed-use commercial uses would be subject to the application of the "B" and "D" Special Area Development Regulators, as appropriate, which require that all mixed-use commercial and commercial developments obtain an approved Site Plan from ~~the Department of~~ County Planning & Development Services prior to the approval of Building Permits. The purpose of the "B" Special Area Development Regulator is to indicate that Site Plan review is required to assure consistency with the applicable standards of the Valley Center Design Guidelines via review by the Valley Center Design Review Board. All development applications for mixed-use residential would require the approval of a Site Plan per the "D" Special Area Regulator to assure conformance with the applicable design review standards in the Specific Plan.

1.2.1.3 Specific Plan

The Specific Plan provides the guidelines for implementation of the project including future approvals and improvement plans, and establishes permitted land uses, densities, maximum number of residential units, required public facilities, phasing and implementation mechanisms, and demonstrates compliance with applicable County policies. In addition to establishing regulations and zoning for the proposed planning areas, the Specific Plan also sets forth guidelines for the character and design of the project site including architectural and landscape design guidelines.

Specific Plan Planning Areas

The Specific Plan Map (Figure 1-4) shows how the project would be divided into multiple planning areas with different types of land uses, described below, ranging from single-family residential to biological open space. The Specific Plan also includes three overlays to designate the Town Center, Neighborhood Centers, and Senior Citizen Neighborhood; these are also described in detail below. The project would be implemented in five phases, with Phase 1 located at the northeast corner and Phase 5 in

the southeast corner of the project site. A conceptual lotting plan of the project's build-out is shown on Figure 1-4a. Phasing is discussed in detail below.

Town Center

The Town Center would be located in the north-central portion of the project site within Phase 2. It would be served by Main Street. The Town Center would include housing types ranging from attached single-family residential units, medium density dwelling units above retail and office space, and live/work units, and townhomes. The Town Center would also include free standing retail, a 50-room country inn, a community center that could include public facilities, and/or office buildings. The Town Center would include sidewalks, bike lanes, and community pathways connecting to the residential villages and other community amenities. The development within the Town Center would ultimately include: residential development, consisting of single-family attached, and mixed-use residential totaling 270 units; commercial development (80,000 square feet); and civic uses. A private Village Green would be located within the Town Center and available for use by the general public when it is not hosting special community events. Building heights would conform to the C34 Use Regulation development standards, which are three stories and 35 feet maximum height. A clock tower is also an allowed use in the Town Center. Pursuant to Zoning Ordinance Section 4622 (g), the clock tower may be as tall as 60 feet and would require the submittal and approval of a Minor Use Permit consistent with Section 2341 of the Zoning Ordinance.

Neighborhood Centers

The project also proposes two Neighborhood Centers, which are located in the central and southerly portions of the project site. These Neighborhood Centers include neighborhood commercial services and are within one-half mile of residential uses.

The Neighborhood Center (North) would be located within Phase 3. It would consist of approximately 6.8 acres, and would allow for: 7,500 square feet of commercial uses; 105 single-family attached units, and a 2.0-acre CPF area which could include a private recreational facility and a neighborhood fire station, both of which, if constructed, would not exceed a total 40,000 square feet. The private recreational facility would provide active indoor and outdoor uses possibly including a swimming pool, gym, basketball courts, and tennis courts. The facility would be privately operated and maintained. If constructed, the neighborhood fire station would not exceed 3,000 square feet. A fire station is considered a civic use that could be located in this Neighborhood Center consistent with the C34 Use Regulation.

The Neighborhood Center (South) would be located in the northern portion of Phase 5, or southern portion of Phase 4. It would consist of approximately 0.4 acre and would allow for approximately 2,500 square feet of commercial uses. Development in the Neighborhood Center (South) would be two or three stories in height.

Senior Citizen Neighborhood

Phases 4 and 5 of the project (173.9 acres) are planned for development as a senior citizen neighborhood. These phases of the development would largely consist of single-family residential uses. The Senior Citizen Neighborhood includes 468 detached single-family homes, 2,500 square feet of commercial space, a park with a homeowners

association (HOA) maintained senior center (3.3 acres), a ~~Group Residential and~~ group care facility (6.5 acres), a site for an Institutional use (10.0 acres), and additional private parks to be maintained by the HOA (minimum of 2.5 acres).

Proposed Land Uses

A land use summary for the project, presenting proposed land use categories, locations within planning areas (if relevant), acreage, number of dwelling units or square feet, and associated zoning of each land use is provided in Table 1-1, Land Use Summary. Each proposed land use category is addressed in the following paragraphs.

TABLE 1-1
LAND USE SUMMARY

Land Use	Planning Areas	Gross Acreage	Dwelling Units/ Square Feet	Zoning
Single-Family Detached	SFD	156.9	903	RSU
Single-Family Senior	SFS	76.9	468	R~~U~~S
Single-Family Attached	SFA	7.9	164	RS~~U~~/C34
~~Group Residential/~~Group Care	~~GR~~GC	6.5	N/A	R~~U~~S
Commercial and Mixed-Use	C	17.3	211/ 90,000 sq. ft.	C34
K-8 School Site	S	12.0	N/A	RS~~U~~
Institutional Use	I	10.0	N/A	RS~~U~~
Parks- Dedicated to County	P10	13.5	N/A	RS~~U~~
Parks- HOA	P	10.1	N/A	RS~~U~~
Private Recreation	PR	2.0	N/A	C34
Biological Open Space	OS	104.1	N/A	RS~~U~~
Common Areas/Agriculture	--	20.3	N/A	--
Manufactured Slopes	--	68.2	N/A	--
Circulating and Non-Circulating Roads	--	83.3	N/A	--
Water Reclamation Facility	WRF	2.4	N/A	RS~~U~~
Recycling Facility/Trail Head/Staging Area	RF	0.6	N/A	C34
Detention Basins	DB	7.9	N/A	--
Wet Weather Storage	WWS	8.1	N/A	--
TOTAL		**608**	**1,746**	

sq. ft. = square feet

Residential Uses

The Specific Plan proposes a mixed-use community with a maximum of 1,746 new dwelling units. As detailed below, a variety of residential unit types are proposed within the project site. All residential development would require a Site Plan pursuant to the "D" Special Area Designator. For community design details relevant to the each residential use, see subchapter 1.2.1.8, below.

Single-Family Detached (SFD) and Single-Family Senior (SFS)

There are single-family detached (SFD) residential areas in each of the five project phases. The residential areas in Phases 4 and 5 are within the Senior Citizen

Neighborhood and referred to as single-family senior (SFS) in the Specific Plan. These phases of the project would consist of 468 age-restricted single-family homes and would be located adjacent to the southern Neighborhood Center. Development of these uses would be subject to the R~~U~~S Use Regulations and Development Standards.

The Specific Plan includes a "Single-Family Residential Development Standards Table," which specifies the standards for the development. The "D" Designator would ensure that each lot is identified with a lot configuration number from the table; that each lot meets the minimum requirements for lot size, width, and depth; and that the Site Plan for each lot shows the setbacks. Finally, the Site Plan will also show which architectural style has been selected for the lot and demonstrate that it conforms to the palette of architectural styles included in Section III of the Specific Plan.

Single-Family Attached (SFA)

Single-Family Attached (SFA) development is defined in the Specific Plan as three to eight residential dwelling units, which are attached to each other, with each dwelling unit located on its own legal lot. SFA development would be allowed within the Town Center and Neighborhood Center (North).

~~Group Residential/~~Group Care (GR)

A 200-bed, maximum, ~~Group Residential/~~group care facility would be located within Phase 4 of the project, within the Senior Citizen Neighborhood. This facility would be located on an approximately 6.5-acre site. At a maximum, the facility would include a gross building area of approximately 300,000 square feet; and parking as required under the Zoning Ordinance.

Commercial and Mixed-Use (C)

The project would include three distinct areas that provide 90,000 square feet of specialty retail, commercial and office uses in addition to residential and other civic uses.

Located in Phase 2, the project would include a mixed-use pedestrian oriented town center with 80,000 square feet of commercial space. The Town Center is designed to feature specialty retail stores as dictated by the Specific Plan Design Guidelines. Specific Plan Section III details development standards for the Town Center including lot size, setbacks, orientation, width, and height of commercial uses. As required by the Specific Plan, the Town Center would be centered along a main street with individual merchant store fronts contributing to the pedestrian orientation. The commercial mixed-use areas are designed to limit the scope of commercial uses to those smaller village-oriented businesses that would serve a variety of needs within walking distance of the residences. Allowable uses within the Town Center would include single-family attached residential; commercial and residential mixed-use; restaurants, cafes; a Farmer's Market; 50-room Country Inn; single tenant offices and flex-office space; and a rural general store (not to exceed 25,000 square feet). The Town Center would also include utilities necessary to serve the Specific Plan area and other uses as authorized by the C34 Use Regulation.

The project would also include two Neighborhood Centers, supporting up to 2,500 square feet and 7,500 square feet of commercial space, respectively. Allowable uses

within the Neighborhood Centers are defined in Section III of the Specific Plan and, like those in the Town Center, would be restricted in terms of lot size, setbacks, orientation, width, and height.

School (S)

Proposition BB was recently approved by voters in the Fallbrook and Bonsall school districts. It created a new K-12 Bonsall Unified School District (BUSD) from the existing K-8 Bonsall Union Elementary School District and a portion of the Fallbrook Unified High School District. Therefore, rather than sending local high school students to Fallbrook High School (approximately 15 miles northwest), a Bonsall high school would be established using existing facilities, likely Sullivan Middle School (approximately 3 miles west) on West Lilac Road.

Therefore, Phases 1, 2, and a portion of 3 would be located within the BUSD. The majority of Phase 3, and Phases 4 and 5 would be located in the Valley Center Pauma Unified School District (VCPUSD). The homes planned for Phases 4 and 5 would be age-restricted (pursuant to the meaning in Government Code 65995.1 and 65995.2) and would not generate any students; therefore, approximately 275 homes within Phase 3 are expected to be within the attendance boundaries of the VCPUSD.

A 12-acre K-8 school site would be located within Phase 3 of the project site. Prior to construction of the on-site school, students living within BUSD would attend local facilities. Students living within the VCPUSD would likely attend the on-site school, since it is expected to be open by the time the development would occur in these later phases of the project. Should the school within the project not be built, it is anticipated that many students would request interdistrict transfers, consistent with current practices, in order to attend the closer BUSD schools. Students living within VCPUSD who do not transfer would attend VCPUSD schools. An exhibit depicting the school district boundaries and potential school site within the project site is provided as Figure 1-5.

Under the Specific Plan, the school site is zoned R~~U~~S with an S designation. The 12-acre K-8 school site within Phase 3 may be operated as either a public, a charter, or a private school to serve the educational needs of the residents of the project and surrounding areas. The two local school districts would have an opportunity to acquire the site based on their independent assessment of their facility needs. It is also possible that a private school would acquire the site, or the site would be developed as a charter school. Pursuant to California Government Code Section 66480, ~~T~~the site would be held for acquisition for two years ~~as required by state law~~ before an alternative use could be implemented. If neither a public or private entity obtains the site, it may be considered for an alternative use. If this site is not needed for a school use, the site could be used for R~~U~~S uses including residential development by transferring unallocated units to the school site as provided for in the Specific Plan. Any proposal to add residential units above the 1,746 authorized by the plan would require a General Plan Amendment.

Institutional (I)

Phase 5 includes an Institutional Use site located near the southern boundary of the project for a church. Under the County Zoning Ordinance, the institutional use would require the approval of a MUP.

Senior Center (SC)

The Senior Center would be located on a 3.3-acre park site and would be a central feature of the Senior Citizen Neighborhood. This facility would be limited to 15,000–25,000 square feet; 30–40 parking spaces; and a swimming pool, tennis/pickle ball courts, shuffle board, lawn bowling, and other outdoor activities. The development of the Senior Center would require the submittal and approval of a MUP conforming to the ”D” and “B” Designator Design Regulations for architecture and “V” Setbacks.

Open Space and Recreation

Conservation Open Space (OS)

The project would provide 104.1 acres of open space for the preservation of biological and cultural resources. Dedication of the Open Space would occur as a condition of project approval in coordination of each phase’s final plan (see Appendix G and Table 1-3). A Limited Building Zone (LBZ) would provide a buffer between development and the open space. The LBZ would be of varying widths, as shown in the Fire Protection Plan (FPP) Figure 1-6. Additional discussion of the LBZ is included in subchapters 2.5 (Biological Resources) and 2.7 (Hazards and Hazardous Materials).

Permanent fencing and signage are also proposed to protect sensitive habitat and cultural resource sites located within the proposed open space areas. Fencing would be located in select areas and signs would be placed at regular intervals along the trails indicating the presence of environmentally sensitive areas and reminding users to stay on the trail.

Manufactured Open Space

The project would also include HOA-maintained open space including manufactured and landscaped slopes, recreational open space such as parks and trails, on-site agriculture, and detention basins. Details of the open space areas are provided in subchapter 1.2.1.5, below.

Park – Public and Private (P)

The project includes several private parks and one 13.5-acre public park (identified on Figure 1-4 as P-7) located near the middle of the project site to serve project residents and the surrounding communities. Parks are described in greater detail below.

The private park identified as P-4, located within Phase 1, would include a private recreational center offering two unlit tennis courts, one unlit multi-use field (approximately 110 feet x 175 feet). Indoor facilities would include a pool, spa, a 3,600-square-foot clubhouse, and a 1,850-square-foot classroom/reception hall. The park configuration is shown in Figures 1-4, 1-4a, and 1-9.

~~Revisions to the park design are not a significant revision. It does not change the project’s development footprint, the character of any uses, nor any analysis contained within the Final EIR.~~

Community Purpose Facility (CPF)

The CPF area would be located across the street from the school and public park, adjacent to or within the Neighborhood Center (North) in Phase 3. This area would include a private recreational facility, owned and operated by a private entity. The private recreational facility would provide active indoor and outdoor uses such as swimming pool, gym, basketball courts, and tennis courts. As detailed in the Specific Plan, the facility could include 40,000 square feet of enclosed recreational facilities, plus on-site parking.

If a permanent fire station at this location is selected as mitigation for response time impacts (see mitigation measure M-HZ-2(C) in subsection 2.7), the station may be co-located within the CPF area along with the Private Recreation Facility. In the event this takes place, the recreational facility would be reduced to 35,000 square feet and the fire station structure would be approximately 4,500 in size. Overall, the combined structures would not exceed a total of 40,000 square feet.

Infrastructure and Utilities

The project would include roads, storm drain facilities, underground utility lines, water lines, and as shown in Table 1-1, an on-site WRF and distribution system, a RF, Detention Basins (DB), and wet weather storage pond.

Water Reclamation Facility (WRF)

A MUP is being processed concurrently with the Specific Plan for construction of a WRF. As shown in Figure 1-4, the WRF would be located on 2.4 acres in the southwestern portion of the site (with an additional 8.1-acre wet weather storage area). As detailed below, the project considers four options for wastewater treatment, including the construction of a full on-site facility with solid treatment capability. If the full WRF is authorized and constructed, the wastewater generated by the project would be treated at the proposed on-site WRF. The wastewater, treated to Title 22 standards, could be used to irrigate all of the common areas, and other areas or uses consistent with Valley Center Municipal Water District (VCMWD) regulations. Recycled water distribution pipelines would be installed within project roadways to deliver the recycled water to the targeted on-site areas. The WRF facility is designed to be consistent with the design standards of the VCMWD, and would be approved, owned, maintained and operated by the VCMWD. The WRF is subject to approval of the proposed MUP by the Board of Supervisors.

Recycling Facility (RF)

The RF would be located south of the Town Center, within Phase 2. The RF site is zoned C34, and a RF is an allowable use in this zone pursuant to the Zoning Ordinance. The purpose of this facility is to provide and encourage recycling among project residents in addition to the weekly collection of waste. As described in Section II of the Specific Plan, the structure could include the office functions for the facility as well as storage for any equipment or materials that need to be secured. The facility could also include temporary roll-off bins or storage containers, a buy-back center would be opened to redeem California Redemption Value (CRV) containers. The RF would be available for use by project residents, as well as those residing in the surrounding area.

The Specific Plan provides an example of the size, scale, and architectural style of the structure that the Specific Plan anticipates for this use. As specified in the Specific Plan, a Site Plan would be required prior to construction of the RF.

Detention Basin (DB)

Three detention basins are proposed on-site within Phases 3, 4, and 5. These are described in greater detail in subchapter 1.2.1.7, below.

1.2.1.4 Circulation

The project's proposed circulation plan is shown on Figure 1-7. This circulation plan includes both circulating and non-circulating roads. "Circulating Roads" refer to the backbone circulation network of the project–roads that connect through the project site to outside roadways, as illustrated on Specific Plan Figure 24 and the Master Tentative Map "Non-Circulating Roads" are internal roads and would be constructed in conjunction with implementing tentative maps. The project's circulation plan also includes off-site road improvements.

Access

Regional access to Lilac Hills Ranch would be from West Lilac Road, a Mobility Element Road. From the project site, West Lilac Road leads directly west to the Walter F. Maxwell Memorial Bridge over I-15 with access to the freeway both northbound and southbound and to State Route 76 (SR-76) heading west and east. Additional access to the County-maintained road system would be provided by West Lilac Road via Covey Lane (the on-site portion would be a private road and the off-site portion would be a public road). Project access to the south is provided via Mountain Ridge Road to Circle R Drive. The southern third of the project (south of Covey Lane) would be a gated senior community with a gate just south of Covey Lane on Lilac Hills Ranch Road and another gate at the southern terminus of Lilac Hills Ranch Road just north of the proposed church site. Mountain Ridge Road would provide access only for the residents located in SFS-5 and SFS-6 (the southern portion of Phase 5), as well as the neighborhood park and the institutional (church) site.

With the development of the initial portion of Phase 1, Birdsong Drive, between Street "Z" and West Lilac Road would serve as an interim secondary access route. After the construction of Main Street, between Street "Z" and West Lilac Road, the project would have two permanent access points to West Lilac Road, and Birdsong Drive would be gated at its southern end at the project boundary and would provide access only to Assessor Parcel Number (APN) 128-280-56, which it currently serves as a private driveway. The project would not take any permanent access to Birdsong Drive.

Off-Site Improvements

The project would construct a number of off-site roadway improvements to several roadway segments in the project's vicinity. These improvements would include widening, repaving, and restriping, as follows:

- West Lilac Road from:
  - Old Highway 395 to I-15 Bridge

  - I-15 Bridge segment
  - I-15 Bridge to westerly roundabout at Main Street connection
  - Along northerly project boundary to easterly roundabout
  - Intersection West Lilac Road at Old Highway 395
- Covey Lane from:
  - Within project boundary
  - From project boundary to West Lilac Road
- Rodriguez Road from proposed Lilac Hills Ranch Road to Covey Lane
- Mountain Ridge Road from project boundary to Circle R Drive.

Additional off-site improvements include the installation of traffic lights at the following intersections: Gopher Canyon Road and I-15 ramps; Highway 395 and Circle R Drive; and Highway 395 and West Lilac Road.

Off-site improvements are also included to assure adequate sight distance. Sight distance is adequate, except for the intersection of Covey Lane and West Lilac Road. As shown in the Sight Distance Analysis (attached as Appendix C-1), per the County sight distance requirements, the minimum corner intersection sight distance is 480 feet for a prevailing speed of 48 miles per hour, and 400 feet for a prevailing speed of 40 miles per hour. The existing maximum line of sight at the intersection of Covey Lane and West Lilac Road is 330 feet. A line-of-sight distance of 480 feet would be achieved by grading and clearing on property APN 129-190-44. This area is comprised of ornamental trees and a number of coast live oaks. The bank would be lowered and a number of trees removed. Please refer to subchapter 2.5 for a discussion of biological impacts. Standard County conditions of approval for a Tentative Map require all street intersections to conform to the intersectional sight distance criteria of the Public Road Standards of the Department of Public Works. The project proponent would therefore, request an off-site Clear Space Easement from the property owners. ~~Should an easement not be granted, the County would acquire the sight distance by condemnation through funds provided by the project applicant.~~ Likewise a Clear Space easement would be required at Mountain Ridge Road at Circle R Drive. If the project proponent is unable to obtain required easements, the project proponent shall be required as part of the County's standard tentative map conditions, to request the Board of Supervisors to direct County staff to begin eminent domain proceedings for acquisition of property rights in accordance with Board Policy J-33. The developer is required to pay the full costs of eminent domain proceedings, including all easement costs. (San Diego County Standard Conditions for Tentative Subdivision Maps, Document Number 740858(a) approved by the Board of Supervisors, April 10, 1991.) Ultimately the Board of Supervisors will decide whether to initiate proceedings to acquire additional easements.

Road Exception Requests

The project's circulation plan includes 10 exceptions to County road standards to allow construction of roads associated with the project as allowed under Section 1.3 and Section 9 of the County's adopted Public Road Standards.

The exceptions to County road standards that are included as part of the project's circulation design and have been considered in the analysis of the roadways

improvements for the project. The specific road exceptions are identified in Table 1-2. Table 1-2 also provides the proposed design for each roadway compared to the requirement under the Public Road Standards. A discussion of each road design exception request is also included in the project Traffic Impact Study and subchapter 2.3 of the EIR.

Impacts associated with the road exception requests have been considered throughout the EIR sections, primarily under off-site improvements. The Road Design Alternative (subchapter 4.8) addresses additional impacts that could occur if any of the road design exception requests were denied.

General Plan Amendment to the County Mobility Element

Distinct from the road exception requests, the project includes a General Plan Amendment to the Mobility Element to downgrade the segment of West Lilac Road from Running Creek Road to Main Street from a 2.2C to a 2.2F road. West Lilac Road would be improved in compliance with the County Public Road Standards, unless road exceptions are granted by the County. Both 2.2C and 2.2F are road designations which are part of the Mobility Element Light Collector series – access is generally controlled, with subdivisions and commercial developments required to provide access roads and common driveways, respectively. Residential lots are required to be served from interior residential roads, where possible. A 2.2C roadway is a Light Collector with intermittent turn lanes (requiring a road surface width of 40 feet). The LOS D threshold for a 2.2C road is 13,500 ADT. A 2.2F roadway is a Light Collector with reduced shoulder (requiring a road width of 28 feet). The LOS D threshold for a 2.2F road is 8,700 ADT.

All other streets within the project site would be private and open to the public (except Mountain Ridge Road). The streets would be designed and developed pursuant to Section III of the Specific Plan. Local residential streets would provide multiple access routes. A description of each street type follows below.

Public Roads

West Lilac Road: The existing West Lilac Road, which forms the northern boundary of the project site, is currently a County-maintained public road (rural residential). There is limited right-of-way and the project would dedicate and construct a portion of West Lilac Road which forms the northern boundary of the project site to 2.2F Mobility Element standards as detailed above and shown on the Implementing Tentative Map. The project would dedicate and install a Type "D" Pathway along the south side of the project's northern most portion of the plan area. Details of the project's trail system are discussed below

Covey Lane: Located about half-way down the eastern boundary of the project site is an existing on-site private road connecting to an existing Irrevocable Offer of Dedication to the County (IOD)/easement on the eastern end of Covey Lane just west of West Lilac Road. The off-site public portion of this road would be improved within the existing road easement and IOD for a distance of approximately 600 feet to its connection with West Lilac Road. The Board of Supervisors would have to accept the IOD which would make the road public. In addition, a small triangular parcel (< 500 square feet) owned by Accretive Investments, Inc. located in the improvement area would be dedicated to the County. The improvement would not hinder public access to any existing parcels. The

road would be improved to interim County public road standards (28-foot paved width on a 40-foot graded section).

Private Roads

The balance of the road system within the project site would be private roads, built to accommodate accessibility for fire vehicles and services, all within private road easements. This street system would be owned, operated, and maintained by the community HOA and would be open to the public (except for Mountain Ridge Road where gated access is proposed through the Senior Citizen Neighborhood). There are four categories on-site: major, minor, cul-de-sacs, and Main Street, each with specific design standards pursuant to Section III of the Specific Plan.

Major Private Streets: Include a 32- to 40-foot-wide pavement with up to a 6-foot-wide landscaped parkway separating a minimum 5-foot-wide detached meandering sidewalk on one side of the street and a minimum 3-foot wide detached meandering soft surface trail on the other side of the street, where feasible.

Minor Private Streets: Include a 24- to 36-foot-wide pavement with either a meandering 6-foot-wide landscaped parkway or a 5-foot-wide detached sidewalk separated from the street by up to a 5-foot-wide meandering landscaped parkway. These types of streets are not expected to exceed 1,500 average daily vehicular traffic.

Private Cul-de-sac or Loop Streets: Include a 32-foot pavement with either a meandering 6-foot-wide landscaped parkway or a 5-foot-wide detached sidewalk separated from the street by up to a 5-foot-wide meandering landscaped parkway. These streets are not expected to exceed 400 average daily vehicular traffic on the cul-de-sac streets, and 200 trips on loop streets.

Main Street: The primary entry into the project and serving as the formal public road gateway would be Main Street. As shown in Figure 1-7, Main Street consists of a western segment, a middle segment, and an eastern segment. The western and eastern segments would be nearly identical in their typical section consisting of a 78- to 81-foot-wide private road easement with two 14-foot travel lanes and two 5-foot wide bike lanes in either direction separated by a landscaped 10- to 14-foot-wide median and landscaped parkways on both sides of the street. On-street parking will be provided on one-side of the street where buildings are adjacent to Main Street.

The intent of the Specific Plan is to include a couplet as the road design for the segment shown for Main Street in the Town Center area of Phase 2. The Specific Plan provides for this design feature, but does not require its implementation due to economic uncertainties. Therefore, the Specific Plan also provides the street section for this segment of Main Street without the couplet, offering an alternative design based upon standard public road design guidelines. The decision whether to go forward with the couplet or to use the standard County road design alternative will be resolved with the recordation of the Final Map for Phase 2. The EIR addresses this alternative design for Main Street in the event the couplet is not implemented with the Phase 2 Final Map.

The middle segment within the Town Center would split the road into two one-way roads referred to as a couplet. Each one-way section would have commercial/mixed-use, single-family detached and single-family attached development on both sides of the road

and would contribute to the formation of the Town Center. The street section for a couplet would consist of a 38-foot right-of-way, allowing for a 14-foot travel lane, 5-foot bike lane, and on-street parking on both sides. Where the on-street parking is parallel an 8-foot street section is provided, and where it is diagonal, a 15-foot street section is provided. Turn lanes occur as needed to access uses on both sides of each couplet street.

As detailed in Section III of the Specific Plan, the Town Center Commercial and Mixed-Use Design Guidelines allow for the commercial-mixed use buildings on both sides of the street. This design integrates pedestrian movement through the commercial areas fostering activities such as sidewalk dining, farmers markets and sidewalk art fairs. On-street parking serves many important functions that enhance the pedestrian experience including providing protection for pedestrians dining or shopping on the sidewalks adjacent to Main Street from vehicles driving along Main Street, allowing easy access to parking for patrons of the area businesses, and providing traffic calming as motorists drive slower when adjacent to cars parked along the street.

Roundabouts are proposed on Main Street in Phase 1: one on each entry into the project at the west and east end of Main Street; one at the westerly intersection of Main Street and Street C; and one could be provided, if necessary, at the easterly intersection of Main Street and Street Z. Roundabouts would be designed in accordance with appropriate County standards.

Transportation Demand Management Program

The project includes a requirement for an ongoing Transportation Demand Management (TDM) program, including Interim Transit Services, in order to reduce vehicle trips in favor of alternative modes of transportation. The TDM program would facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as providing the resources, means and incentives for ridesharing and carpooling opportunities. Details of the program are included in Section III of the project's Specific Plan and EIR Table 1-3.

Transit

The project's mix of residential, commercial, professional office and civic uses provide an opportunity for successful public transportation. The San Diego Metropolitan Transit System operates North County Transit District (NCTD) Routes 388 and 389 along I-15, exiting at Pala Road approximately 8 miles north of the project site. As the project is built-out, the NCTD may adjust routes and services to meet the needs of the growing community. The project would allocate a site for public transportation within the Town Center. The typical transit stop would require a maximum of 30 feet of curb space and some street furniture. When a transit stop is needed, it would be provided by changing the designation of an area along Main Street in the Town Center from on-street parking to a transit stop because the demand for the transit stop would not likely come until after the Town Center is built and operating.

Off-site Private Road Improvements

The project would make improvements to off-site roadways, as described below.

Lilac Hills Ranch Road: This new private easement connection would be located immediately north of Covey Lane for a distance of approximately 500 feet. This 24-foot road segment would be improved off-site on a parcel of land owned by the owners of Lilac Hills Ranch. The street segment would provide two 12-foot travel lanes.

Street B: This private easement connection would be located approximately 1,500 feet to the south of Covey Lane along the eastern boundary of the project site, within the central portion of the Senior Citizen Neighborhood. This private easement would provide gated emergency access easterly to Rodriguez Road, just south of the West Lilac Road and Covey Lane intersection. This secondary emergency access gate provides emergency access via Rodriguez Road. This restricted access gate would be opened during emergencies, activated by a code issued to the residents, or Knox keys. This 50-foot easement would be improved off-site for a distance of 310 feet to its connection with Rodriguez Road. The easement will be improved to provide for two 12-foot travel lanes to County Private Road standards.

Rodriguez Road: This road is also a 40-foot-wide private easement road that would require surface improvements necessary to accommodate the secondary emergency access requirement for the Phases 4 and 5. This restricted access gate would be opened during emergencies, activated by a code, or Knox keys.

Mountain Ridge Road: This 40-foot private easement road connects to the southerly terminus of Lilac Hills Ranch Road as it exits the Senior Citizen Neighborhood in Phase 5. Due to easement limitations, Mountain Ridge Road would provide access only for the residents located in SFS-5 and SFS-6 (the southern portion of Phase 5), as well as the neighborhood park and the adjacent Institutional site. The Institutional site would have direct unrestricted access to Mountain Ridge Road to the south. Mountain Ridge Road would be improved off-site for a distance of 3,800 feet to its connection with Circle R Drive.

The access to Mountain Ridge Road would be gated north of the entrance to the Institutional site to restrict use of this road, to the easement holders only, except in the case of emergencies. The gate would provide automatic access for allowable users with a key fob or access code, and would be programmed to open during emergencies to provide emergency access for the residents in this area. Mountain Ridge Road south of the project connects to Circle R Drive, a County maintained public road with access to the west to Old Highway 395.

Gates

All gates proposed for the project would be in compliance with the Deer Springs Fire Protection District (DSFPD) guidelines and County Consolidated Fire Code, Section 503.6. For an illustration of the gates that would be installed throughout the project, see Figure 2.7-1.The gates on roads that will be used by residents to go in and out of the project would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. After being triggered, the gates would remain open to accommodate a stream of traffic. These gates would also be equipped with an approved emergency traffic control activating strobe light sensor or other device approved by the fire code official, which would activate the gate on the approach of emergency apparatus. During an emergency requiring evacuation of residents, the gates would be

put in an open position allowing surrounding residents to use Lilac Hills Ranch roads. This would be done by the HOA using a special code that can be entered remotely.

Pedestrian/Bicycle Circulation

The project has been designed as a walkable village and pedestrian prioritized community. The centrally located Town Center and Neighborhood Centers would be located within a half-mile radius (10-minute walk) of the residential areas. Primary streetscapes would be designed to be pedestrian-orientated and provide tree-shaded walkways, pedestrian scaled lighting, and shortened crossing distances or enhanced crosswalks.

The project includes numerous trails, community pathways, bike lanes and similar facilities throughout the project site (Figure 1-8). The project would include two bike lanes on Main Street through the Town Center and off-street multi-surface trail connects the Town Center to the Neighborhood Center (North).

1.2.1.5 Open Space, Parks, and Trails

Figure 1-9 illustrates the open space and recreation plan for the project and Figure 1-10 shows the specific location of parks as designated in the Specific Plan. The project includes recreational, agricultural, biological, cultural resource, and common area open space. Open space serves a variety of purposes, including resource preservation, passive and active recreational use, agricultural areas, and steep slope protection. On-site pesticide would be limited to state recognized organic compounds to protect biological resources. In total, the project would provide: 104.1 acres of open space for resource preservation; 67.5 acres of manufactured slopes; and 25.3 acres of recreational open space (public and private parks and recreation etc.).

Biological Open Space

The Biological Open Space consists of 104.1 acres and includes environmentally sensitive habitats and biological buffer areas, as well as a small portion which preserves a cultural resource site. On-site biological open space consists of natural and revegetated open space and biological open space dedicated to the County Open Space Preserve system. Allowable uses in project's biological open space areas include restoration of degraded and/or disturbed native plant habitats per the Lilac Hills Ranch Revegetation Plan for mitigation and management purposes; public utilities and access to utilities as detailed in the Specific Plan; emergency or special needs fuel modification as determined by the DSFPD in accordance with the requirements of the FPP; specified trails; and scientific research as approved by the County. As detailed in Section III of the Specific Plan, existing agricultural uses in the Biological Open Space will be allowed to continue. Only existing agricultural uses, maintenance, and access to existing wells and water lines would be allowed. Agricultural uses remaining in the Biological Open Space on-site would not count towards the acres to be used for on-site habitat mitigation (see Biological Resources, subchapter 2.5).

Prohibited uses in biological open space areas include streets and associated grading; grading and fuel modification; development area; ornamental, non-native landscaping (except existing agriculture); developed recreational facilities such as picnic and play

areas (with the exception of trails and for scientific research as approved by the County; agriculture; and residential lot accessory uses and landscaping.

HOA-maintained Common Area

HOA-maintained common areas include: manufactured (graded) slopes for the construction of streets; erosion control and fuel modification zones (FMZ) and landscaping; community entry features, including monument signs, lighting, ornamental landscaping, site furnishings and similar elements; utilities and access to utilities necessary to serve the project area; recreational uses, such as picnic and play areas, tot lots, nature observation and seating areas, and local and regional trails.

On-site Agriculture

Agricultural-related commercial uses may be established by the project within the C34 zoned areas and would include such uses as farmers markets and boutique or small wineries. Accessory structures associated with agricultural operations, such as storage sheds or commercial stands, would be regulated through zoning established within the Specific Plan for the project.

Groves of orchard trees would be integrated throughout the project site and would be located within HOA-maintained open space, such as manufactured slopes. A total of 20.3 acres of common area would be available for agriculture.

Maintenance of the on-site agricultural areas would be regulated through provisions within the Master Covenants Conditions and Restrictions (CC&Rs) for the community. Such regulations would include an on-site ban on aerial pesticide spraying; restrictions on the types of fertilizers that could be used, as to reduce odor impacts to surrounding sensitive receptors; and limitations on the types of equipment and hours of operation of maintenance activities.

Parks and Recreation

A total of 25.6 acres of parkland and recreational facilities would be provided within the project site. The project's park system is designed to provide both active and passive recreational opportunities for community residents. The 13.5-acre public park and the additional private parks that receive park credit towards the obligations set forth in the Park Lands Dedication Ordinance (PLDO) would be designed in conformance with County requirements. All of the private parks would be available for use by the general public when not scheduled for seasonal events by the HOA, except the parks in the Senior Citizen Neighborhood. The public park dedication and private park construction would occur in lieu of the fees set forth in the County's PLDO.

The 13.5-acre public park would be located in the middle of the project site (shown in Figure 1-4 as Planning Area P-7), adjacent to the school site and the private recreation facility located in the Neighborhood Center (North). This public park would include ball fields and other amenities. The sports fields would include pole mounted lighting. This central public park would allow for joint use with the adjoining school site subject to a joint use agreement between the applicable school district and the County Department of Parks and Recreation. Upon completion, the public park would be dedicated to the

County to serve project residents and the surrounding community and would be maintained by the project's HOA.

The project also proposes a private park identified as P-4, located within Phase 1, which would include a private recreational center offering two unlit tennis courts and one unlit multi-use field (approximately 110 feet x 175 feet). Indoor facilities would include a pool, spa, 3,600-square-foot clubhouse, and 1,850-square-foot classroom/reception hall.

Additionally, as discussed above, ~~T~~the CPF area would be located across the street from the school and public park, adjacent to or within the Neighborhood Center (North), in Phase 3. This area would include a private recreational facility, owned and operated by a private entity. The private recreational facility would provide active indoor and outdoor uses such as swimming pool, gym, basketball courts, and tennis courts. The CPF area could also support a neighborhood fire station. Both the private recreational facility and fire station would not exceed a total 40,000 square feet.

Trails

The project would include a network of approximately 16 miles of pathways and trails that meander along streets and within open space areas. The Specific Plan provides details of the proposed trail network identifying specific trails, including those shown on the County's Community Trails Master Plan (CTMP), and other public trails within the development (see Figure 1-8).

The proposed trail system includes four categories of trails: (1) Multi-Use Trails (shown on the CTMP and Valley Center Community Trails and Pathways Plan); (2) Ranch Multi-Use Trails; (3) Community Trails; and (4) Feeder Trails. The first two types of trails would be dedicated County trails and the last two types of trails would be private trails, open to the public (with the exception of the portions of the Feeder Trails within the Senior Citizen Neighborhood that are not open to the public).

San Diego County Community Trails Master Plan

The CTMP shows two County trails planned to cross the project site. The first trail, located in Phase 1 roughly parallels West Lilac Road in an east-west direction along the northern boundary of the project and is classified as a Third Priority Pathway by the County. The second trail, also classified as a Third Priority Pathway is planned to cross from east to west along an existing SDCWA water easement in Phase 4, a portion of which would be constructed on-site. These trails are available for equestrian use as multi-use trails.

The Multi-Use Trail, located on the south side of West Lilac Road, is shown in Figure 1-8. The project's road improvements would include the construction of this trail as a fully improved and landscaped Type "D" Pathway within the West Lilac Road's right-of-way. County staff is coordinating with California Department of Forestry and Fire Protection (CAL FIRE) to provide a connected pathway along West Lilac Road where there is a gap at the Miller Fire Station. As the trail enters the property from the west, it is looped southerly on-site away from West Lilac Road for a short distance. The segment within the loop is labeled as a Ranch Multi-Use Trail which also allows for equestrian uses. This connects to the Ranch Multi-Use Trail that extends to the southern edge of the project site including linkages to the County Multi-Purpose trail at the southeast and

southwest of the Community in Phase 5. The Multi-Use Trail shown on Figure 1-8 would be constructed as an 8-foot decomposed granite treadway, within a 12-foot to 15-foot landscaped pathway.

Ranch Multi-Use Trails

The Ranch Multi-Use Trail type includes two different trail standards. The CMTP segment which passes through the southern portion of the project over the SDCWA easement would be classified as a Ranch Multi-Use trail, but would be built to the same Type D standard as the segment along West Lilac Road (12-foot to 15-foot trail easement with an 8-foot graded/surfaced treadway and surfaced with decomposed granite or other suitable material. The Ranch Multi-Use Trails would be located within natural and/or improved open space within public trail easements and primarily outside the project neighborhoods. These public trail easements would be 10 feet to 12 feet in width and the treadway would be three to eight feet wide constructed with decomposed granite or other suitable material. Equestrian use is permitted and motorized use is prohibited on these trails.

Community Trails

The Community Trails would provide access from one neighborhood to another, from the Town Center to the northern Neighborhood Center and connect to the County Regional Trails, Ranch Multi-Use Trails and Feeder Trails (see below). These trail easements would be between 5 to 12 feet wide with a minimum tread width of 3 feet. These trails would be privately owned and maintained by the HOA and open to the public.

Feeder Trails

The Feeder Trails would be located within the proposed neighborhoods, community open space, and dedicated open space within private trail easements which parallel private streets through the project site. These trail easements would be between 5 to 12 feet wide and the treadway would be a minimum of 2 feet wide constructed with native materials from their immediate location, decomposed granite or other suitable material. These trails would be privately owned and maintained by the HOA and open to the public.

1.2.1.6 Parking

Off-Street Parking

Residential developments would provide off-street parking in the form of garages, carports, and in residential driveways. On-street parking would likewise be provided consistent with the Parking Plan.

The Town Center would accommodate parking needs through a combination of on-street parking and on-site parking. These spaces would be subject to a shared parking agreement to meet the required parking for the commercial, residential, and civic buildings.

The civic and institutional areas including the school, public park, private parks, private recreation site and WRF site would provide on-site parking to supplement the on-street

parking so that total parking would be adequate to accommodate average daily needs for staff and visitors, consistent with the County Zoning Ordinance and VCMWD standards. All on-site parking areas would include perimeter landscaping. These facilities also would provide additional parking opportunities for the surrounding uses during hours of non-operation consistent with shared parking arrangements.

Private Road/On-Street Parking

Project private roads would be built to accommodate emergency vehicles within private road easements. On-street parking would be provided consistent with the County Zoning Ordinance.

1.2.1.7 Infrastructure and Utilities

Water Service and Infrastructure

The project site is located within the VCMWD. The VCMWD approved the Water Supply Assessment (WSA) on October 15, 2012 indicating its ability to provide potable water service to the project. Reservoirs West 1 and 2 are located in the northwest corner of the project site, while piping that is within the water pressure zone, exists on the property in two locations, and in West Lilac Road. Total projected average daily domestic water demand for the project would be 0.65 million gallons per day (MGD). The proposed on-site water distribution system required for service by VCMWD is shown on Figure 1-11. The majority of the existing water facilities are located outside the project boundary and will need to be extended to and within the project site. These facilities are detailed in subchapter 3.1.7.

Potable Water Service

Potable water service to the project would be provided by connecting to existing water storage and distribution facilities in the area of the project. The project site does not contain sufficient elevation to accommodate a water storage tank that would match the elevation of the existing water pressure zone. Therefore, potable water storage requirements for the project are expected to be satisfied by payment of a water storage fee to the VCMWD.

On-site potable water improvements would include access roads and distribution lines. Off-site water improvements would include connections to existing distribution piping at three locations and pipeline extensions. Water distribution piping within the project would connect to the existing distribution piping in West Lilac Road to the north and to the east of the project. A third piping connection is anticipated in the southern portion of the project site, where an existing distribution pipeline crosses the property. All of these facilities are described in detail in the Lilac Hills Ranch Water Service Report included as Appendix S of this EIR.

Redundancy

The project is served primarily from the VCMWD's Country Club Zone. As detailed in subchapter 3.1.7, the VCMWD requires the project to provide redundancy (both for potable and recycled water) in the zone. Since completion of the redundancy evaluation in Appendix T, the VCMWD has completed a reservoir improvement project which

provides the required redundancy in the Country Club Zone. The construction was completed in 2014 and was implemented by the VCMWD. ~~To this end, the VCMWD is currently replacing the existing 10 MG Country Club Reservoir with two 5 MG reservoirs at the existing site. Thereafter, t~~The renovated Old Country Club Reservoir and existing 12-foot waterline in Circle R Lane would be assigned for storage of recycled water~~could be converted to recycled water use~~. The piping required to be connected to the reservoir, would ~~utilize the existing trenches~~be located within paved roadways following existing rights-of-way. As detailed in subchapter 3.1.7, there is adequate spacing available within the existing ~~trench~~ right-of-way to fit all required water and sewer service lines, and no new ~~trenching~~ disturbance outside the existing right-of-way would be required.

Well Water

The project site contains several wells which generate approximately 213 acre-feet (ac-ft) of groundwater annually. The wells may be dedicated to VCMWD and used, as they determine, to supplement available irrigation water supplies.

Irrigation

To meet the warm weather irrigation requirements, 620 ac-ft of water per year would be needed. A mixture of groundwater and both recycled and/or potable water from the VCMWD water is anticipated to meet this demand. Groundwater is intended to supplement VCMWD water used for irrigation during the six-month-long high-irrigation season, April through September. The preliminary hydrogeologic assessment (see Appendix P) determined that approximately 191 ac-ft of water may be available from the existing on-site wells. Potable water from the VCMWD would be the last choice of supply to meet irrigation needs.

Wastewater Service and Infrastructure

The initial development of the project would be provided wastewater service by the transfer of wastewater from a collection point on-site, to the Lower Moosa Canyon WRF, up to a maximum of 250,000 gallons of wastewater per day. Pursuant to the conversion calculations in the Wastewater Alternatives Report (see Appendix S), this amount would accommodate construction up to a maximum of 1,250 equivalent dwelling units (calculated at 200 gallons per day per equivalent dwelling unit). The wastewater would be pumped into a force main and would be routed south, off-site to the existing VCMWD Lower Moosa Canyon WRF. The project applicant would be responsible for the cost of upgrading and installing the equipment required for the additional treatment processes to accommodate the project's waste. No expansion beyond the Lower Moosa Canyon WRF footprint would be required

Wastewater Treatment Options

There are four potential permanent wastewater treatment system ~~scenarios~~ options which could serve the project. Any of these four ~~scenarios~~ options could be implemented at the discretion of the VCMWD. The four wastewater treatment options include the following: (1) on-site WRF with solids treatment; (2) on-site scalping WRF without solids treatment; (3) Lower Moosa Canyon WRF ~~alternative~~option; and (4) on-site WRF without solids treatment for a portion of the project. All three of the on-site options are proposed

in the same location, in the southern portion of Phase 3 (refer to Figure 1-4a of the Specific Plan).

A MUP is being processed for an on-site WRF, concurrent with this EIR, which can accommodate all of the project's wastewater treatment ~~needs~~options under 1, 2, and 4. Option 3 would not require a MUP because option 3 is to expand an existing VCMWD facility. It should be noted that the ultimate treatment ~~alternative~~ option and final engineering for ~~project-generated~~ wastewater treatment would~~ill~~ be determined by the VCMWD prior to approval of the final map (implementing map for Phase 3 and the Master TM). A detailed discussion of each option's capacity and conceptual layout are detailed in the Wastewater Alternative Report (see Appendix S). The following ~~scenarios~~ options are further discussed in subchapter 3.1.7 of the EIR.

~~Scenario~~ Option 1: On-site WRF with Solid Treatment

As shown in Figure 1-4, an on-site WRF with solid treatment would utilize an extended aeration activated sludge process. All treatment processes would be located in concrete tanks. The plant would be designed to meet the reliability requirements in accordance with Title 22 of the California Code of Regulations and would disinfect tertiary recycled water meeting the requirements of Section 60304(a) of Title 22 of the California Code of Regulations. The facility and the reclaimed water system would be operated by the VCMWD.

~~Scenario~~ Option 2: On-site Scalping WRF without Solid Treatment

This option entails the construction of an on-site scalping facility. The scalping facility would pull off easily treated liquid; effluent (the remaining liquid and solids) would be treated at the existing Lower Moosa Canyon WRF. The scalping plant would treat liquid effluent and send the treated water into the on-site reclaimed water system. The scalping facility and reclaimed water system would be operated by the VCMWD.

~~Scenario~~ Option 3: Lower Moosa WRF ~~Alternative~~ Option

This option would utilize the Lower Moosa WRF for all wastewater treatment needs~~.~~ and would not require construction of an on-site WRF.

~~Scenario~~ Option ~~4~~: On-site WRF without Solids Treatment for a Portion of the Project

Under this option, all solids generated by the project would be treated at the Lower Moosa Canyon WRF along with the wastewater generated by the southern portion of the project.

On-site Wastewater Collection System

The on-site wastewater collection system would be similar for all four wastewater treatment options. Figure 1-12 shows the on-site collection system associated with ~~Scenario~~ Option 1, the on-site WRF with solid treatment option. As shown in Figure 1-12, a gravity piping system and force mains would be needed to serve the project.

In order to collect all of the sewage to a single spot, four permanent on-site pump stations would be needed. If all treatment for the project is provided at the Lower Moosa

Canyon WRF, then the four on-site lift stations would pump into a common forcemain. In order to collect all of the sewage to a single spot, two permanent on-site pump stations would be constructed. Because the specific option for wastewater treatment has not yet been selected by the VCMWD, the piping system must be able to accommodate the various treatment ~~alternatives~~options. Therefore, the pump stations and on-site collection system would be set up that so that wastewater could either be transferred to the Lower Moosa WRF or transferred to the on-site location. Details of the on-site piping and pump station system are discussed in subchapter 3.1.7.

Off-site Wastewater Collection System

The project originally proposed that the off-site wastewater collection system would flow~~s~~ south from the project site along Mountain Ridge Road. Where Mountain Ridge Road connects with Circle R Drive, the collection system would turn to the west following Circle R Drive to the Lower Moosa Canyon WRF. However, due to easement restrictions along Mountain Ridge Road, the project includes ~~alternative~~ multiple routes as evaluated in the Wastewater Alternative Report (see Appendix S). Two of the off-site sewer options~~A total of three options~~, including the originally proposed Mountain Ridge Road option, could be utilized for placement of sewer ~~and recycled water~~ lines necessary for the project's off-site collection system. Additional discussions related to sewer line routes are included in subchapter 3.1.7 of the EIR. As detailed in the Wastewater Alternatives Report, all sewer line ~~alternatives~~ options and recycled water lines would be located entirely within existing improved/graded roadways, within public right-of-way and/or VCMWD easements and there would be adequate spacing available within the existing trenches in each of those routes to fit all required sewer service lines. No new trenching outside the existing right of way would be required.

Temporary Treatment (for on-site treatment ~~scenarios~~options)

If an on-site plant is used for sewer service, the initial phases of the project may require trucking of sewage from a collection point on-site to an existing wastewater treatment plant. This is necessary due to the fact that a minimum flow would be needed to operate an on-site WRF. For an on-site permanent WRF, trucking would be required for up to the first 100 homes (approximately three truck trips per day) to allow for a sufficient minimum flow to operate the facility. For a smaller on-site interim WRF, the number may be reduced to as few as 25 homes. In either case, as soon as sufficient flows are available, trucking operators would cease.

Recycled Water Use and Wet Weather Storage

Consistent with the wastewater option selected by the VCMWD, all wastewater generated by the project would be treated to a tertiary level and recycled, either on- or off-site. The recycled water could be used to irrigate common and agricultural areas throughout the project site as decided by the VCMWD.

The estimated recycled water production would be 319 ac-ft per year, 92 ac-ft per year of which may be gray water. The yearly irrigation water need is estimated to be 620 ac-ft; 242 ac-ft for single-family and 378 ac-ft for non-single-family. Wet weather storage is required to impound recycled water during periods of time when irrigation is not needed if no other disposal system is available. The project's wet weather storage area is

proposed to be located adjacent to the WRF as shown in Figure 1-4. The total wet weather storage area would be 8.1 acres and hold a volume of 92 acre-feet of storage.

The project would include the construction of recycled water production and distribution facilities for irrigation of common area landscaping, slopes, parks, school fields, and as the primary method for irrigation of the retained groves, thereby reducing the need for imported water. The construction of these recycled water facilities is subject to the approval of the VCMWD.

Whether and how much recycled water would be used on-site would ultimately be up to VCMWD, in accordance with their Master Plan. The Master Plan provides that all reclaimed water generated by the project would be put to beneficial use as determined by the VCMWD to offset imported water demand.

Storm Water Runoff/Drainage System

Under natural conditions, runoff from the project site flows primarily in a southwesterly direction to the I-15 corridor. A drainage plan has been developed, as shown in Figure 1-13. These infrastructure improvements and project measures are designed to accommodate increases in storm water flow rates and volumes that would result from the project. Infrastructure improvements and project design considerations were modeled for various hypothetical storms and have the ultimate goal of matching pre-project, existing conditions for storm water flow rates and volumes. Runoff would be directed from natural channels to development areas, collected at points indicated on the drainage plan, and released into existing drainage courses. It is the intent of the project to convey drainage to existing natural drainages, where feasible. Reinforced concrete boxes with wing walls and/or reinforced concrete pipe culverts would be used where an existing creek bed intersects with roadways or development.

The project would include the construction of on-site drainage facilities, including water quality treatment and three hydromodification basins, to protect against sedimentation resulting from storm water runoff. The system would include Site Design, Source Control and Treatment Best Management Practices (BMPs), as well as Low Impact Development (LID) measures. The project's Specific Plan would allow the use of rainwater capturing devices and permeable pavers in both commercial and residential development areas. These items would be implemented above those considered in the analysis discussed in subchapter 3.1.3 as a future option to reduce the sizes of the proposed detention basins. These project design considerations are detailed in subchapter 3.1.3, Hydrology and Water Quality, as well as the project's Stormwater Management Plan (SWMP) included in Appendix U-1.

Gas/Electricity

San Diego Gas and Electric (SDG&E) would provide gas and electric service to the project site. To provide natural gas to the site, gas lines within West Lilac Road east of the project site, would need to be extended approximately 2.8 miles to the intersection of the Circle R Drive and/or 3.32 miles to Covey Lane.

1.2.1.8 Community Design

Section III of the Specific Plan establishes specific development standards and Regulations for all aspects of the project including the height, footprint, form, and massing of homes. For example, the maximum building height throughout the project site would be three stories, not to exceed 35 feet, within the C-34 areas. An exception to the 35-foot height limit would be permitted only for the clock tower and architectural articulations.

Section III of the Specific Plan contains design guidelines, which include policies to address visual quality of the proposed common areas, such as streetscape, entry treatments, parks, pedestrian circulation, lighting, signs, and landscaping. Part E of Section III includes individual architectural design standards and site planning guidelines to address each residential, commercial, mixed-use, multi-family, and senior citizen neighborhood use. The goal of the project's architectural design would be to develop buildings that would blend with local style. Additionally, the Specific Plan provides conceptual plans for fencing, landscape, and lighting. Future development would be required to comply with the Specific Plan development standards and conform to the design guidelines, set forth in the Specific Plan.

Landscape Plan

A conceptual landscape plan (Figure 1-14) has been developed for the proposed project and is described in Section III of the Specific Plan, along with supporting graphics. The landscape concept establishes a California foothills landscape theme that proposes the conservation and integration of the existing environment. Specifically, grove and pasture-like plantings would be planned along major streetscapes and adjoining slopes. Accent plantings of oaks and sycamores would occur at channel crossings and drainages. Traditional materials such as stone and wood, that complement the natural and rural landscape, would be used.

Along the public parkways, landscaping would consist of olives, sycamores, and oaks. A combination of walls and landscaped berms would be used for noise attenuation and visual screening of vehicular use and service areas. At the project entries and public use areas, the landscape would transition to a more village-like theme with accent plantings, decorative stone walls, vine arbors, and sensitively designed signs. Drought-tolerant and native plant materials would be used where feasible. Low-scale plantings would be used adjacent to driveway entrances and street corners to maintain visibility for safety. Common area landscapes and recreational areas would be linked by a network of trails and pathways, serving both pedestrian and equestrian users.

The landscaping for the project would utilize native and low water plant materials that are similar in color and texture to the surrounding natural hillsides and manufactured slopes would contain masses of plant materials of varying heights to relate in texture and pattern with those visible on the steep natural slopes surrounding the project site.

Additionally, trees would be planted on slopes, along streets, and within HOA open space areas to visually screen the project from view. Native trees and shrubs such as sycamores, oaks, madrone, currant, and toyon would be planted along parkways. The Specific Plan also requires the use of fruit trees, which are a rural agricultural characteristic that exemplifies this area. Natural materials, rural styled fencing, and

grove-like plantings of trees would be utilized throughout the project to relate to and enhance the rural visual setting consistent with the Valley Center Design Guidelines. The landscape concept plan, Figure 1-14, depicts the generalized locations of landscape zones, as described in detail in the Specific Plan.

All maintenance activities (weeding, irrigation, etc.) associated with landscaping in common areas would be the responsibility of the project site HOA, while landscaping on private lots would be the responsibility of the lot owner(s).

Fencing and Walls

Section III of the Specific Plan describes the comprehensive system of walls and fences planned for the project site. Walls and fences would be designed using traditional materials, such as stone and wood that complement the natural and rural landscape while reflecting the community enhancements and California foothills landscape theme. Community theme walls and sound walls would provide screening, sound attenuation, security and community identity. Walls and fences would be constructed of masonry with rustic pilasters. Wall and fence concepts are illustrated as Figure 1-15.

Lighting

Section III of the Specific Plan establishes lighting concepts for the project site, including specific lighting guidelines for all public spaces within the project limits. The lighting design concept focuses on the quality of light along specific corridors and areas. Lighting along pedestrian corridors would be human in scale, closer spaced and lower than is typically found on an urban street.

Community lighting would be designed to provide adequate illumination for safety, security, and architectural accents without over lighting. Light fixtures would direct light to use areas and avoid light intrusion into adjacent areas. Light shields would be used where necessary to avoid nuisance lighting, particularly in residential neighborhoods and adjacent to preserved natural open space. Lighting in conjunction with both on- and off-site improvements, including all landscape low-voltage decorative lighting, would comply with the County's Light Pollution Code (County Code section 59.101 - 59.115).

1.2.1.9 Fire Protection

Structural and wildland fire protection for the project would be provided by the DSFPD and/or CAL FIRE. As discussed in subchapter 2.7, the project would meet the response time standards identified by the County's General Plan at project build-out (consistent with General Plan Policy S-6.4) with any of the four Fire Options, listed below, which would result in the project being served within the required 5-minute response time. The four Fire Options are addressed as possible project components throughout the EIR and are as follows:

Fire Option 1: Under ~~T~~this option ~~would be based upon~~ DSFPD and/or CAL FIRE ~~Miller Station~~ would provide ~~ing~~ fire and medical emergency services from the Miller Station site to the project within the 5-minute travel time standard pursuant to an agreement as specified herein. ~~in the manner currently being provided within the DSFPD under the existing Amador Agreement (fire services during the off-season) and the Automatic Aid Agreement~~

~~between DSFPD and North County Fire Protection District.~~ The existing Miller Station's location is optimal for ~~servicing~~ serving the entire project site within a 5-minute~~s~~ travel time. This option may involve a co-located facility at the Miller Station site, improvements to the Miller Station, or another approach that would ensure that emergency services would be provided in the project from the Miller Station site consistent with the 5-minute travel time standard. An agreement that is satisfactory to Planning & Development Services, Deer Springs Fire Protection District, and CAL FIRE that provides assurances that emergency services will be provided to the project within the 5-minute travel time will be required. ~~Specific augmentations would be provided so that the response capability of the station's engine company would be enhanced for the type of responses it would routinely receive. The project would provide funding to augment the fire and emergency medical services capabilities of Miller Station, which could include adding a cross-staffed Type I engine at this site. This amount would be in addition to the fire mitigation fees that will be paid to DSFPD pursuant to the Fire Mitigation Fee Ordinance. This option may also include improvements to the existing station to add a dual bay engine room or to increase the living quarters.~~

Fire Option 2: This option would include a ~~new~~ separate DSFPD fire station on the Miller Station site in order for such a facility to be completely independent from CAL FIRE. (Although the new facility would be staffed by CAL FIRE personnel under contract with DSFPD). This ~~mitigation~~ option would include an agreement between the project applicant, DSFPD with CAL FIRE to either remodel Miller Station ~~15~~ to co-locate and staff a DSFPD Type I paramedic engine on the site with the existing CAL FIRE station or the construction of a completely separate DSFPD station. ~~The new station or remodel would accommodate an additional three person engine company with the third position being a reserve firefighter. The engine could be a reassigned engine from Station 11 or a new engine purchased for the new facility.~~ The project will be required to fund the capital expenditures that are needed to provide services to the project, and emergency services will be funded from the project based upon the ongoing revenues available from property taxes and other assessments.

Fire Option 3: ~~This option may be implemented in addition to Option 1, in-lieu of Option 1, or if an agreement cannot be reached between San Diego County Fire Authority (SDCFA) and/or DSFPD and CAL Fire under Option 2.~~ Under this option, DSFPD could agree to build a neighborhood fire station within the community purpose facility site located within Phase 3 of the Lilac Hills Ranch project. A Type I paramedic engine with a 3-person crew and the third position as a reserve firefighter could be added at this station by DSFPD~~. The engine would either be reassigned from Station 11 or a new Type I purchased for the station. A fire station at the Phase 3 site would be triggered prior to the issuance of the first building permit in Phase 3 or another date agreed to by DSFPD and the developer. Interim fire service would be provided as described below~~.

Fire Option 4: ~~This option may be implemented in conjunction with Option 1, in lieu of Fire Option 1 or 3, or if an agreement cannot be reached between the~~

~~County and/or DSFPD and CAL FIRE under Option 2.~~ This option includes a new DSFPD fire station within Phase 5, the southern portion of the project site. This option is identified as the Mountain Ridge Road Fire Station Alternative in the EIR. The Mountain Ridge Road Fire Station Alternative must be adopted under this option with the requirement to provide a fire station within Phase 5 (see subchapter 4.9). ~~The Mountain Ridge Road Fire Station Alternative must be adopted under this option with the requirement to provide a fire station within Phase 5 (see subchapter 4.9). The Phase 5 neighborhood fire station would be built prior to the issuance of the first building permit in Phase 5 or another date agreed to by DSFPD. Interim fire service would be provided as described below. This future fire station option would include a permanent fire station in Phase 5 with the specifications detailed in Fire Option 3 with regard to size, equipment, apparatus and staffing.~~

If interim fire services are required, (1) the applicant would construct a temporary fire station within the project, at any of the locations allowed in the Specific Plan, prior to the issuance of the 72nd residential building permit within Phase 1 or prior to the issuance of the first residential building permit in which such facility is needed in order to meet the General Plan's travel time standards for the project, whichever occurs first, (2) by providing other options, if such measures are approved by the County as a part of the project's approval, (3) by receiving fire and emergency medical services from CAL FIRE, or (4) by another option determined appropriate by the County for providing such services.

A FPP has been prepared and accepted by the DSFPD to assess the fire risk and to meet the requirements of the County code regarding fire safety in the wildland/urban interface area and is attached as Appendix J. As shown in Figure 1-6, a buffer area, or FMZ, of between 50 to 100 feet wide would be provided where necessary due to high fuel threat vegetation. Some exceptions would be provided, such as where lots abut existing off-site development and where lots abut adjacent low fuel threat vegetation. The fuel management area would consist of three zones:

- Zone A would be 50 feet wide around structures and would consist of irrigated and maintained landscape.

- Zone B would consist of the remaining width (up to 50 feet). Zone B would be either cleared, or native vegetation would be thinned to fifty percent. Irrigation would be used only if needed to establish and maintain fire-resistive landscaping.

- Zone C refers to fuel management that would be applied to all on-site roadways. As shown in Figure 1-6, on-site roads, adjacent to natural habitats, would be required to maintain 30-foot wide fuel management area. All other on-site roads would require between 13 and 30-foot wide fuel management areas.

Conceptual fuel management setback zones are shown in Figure 1-16. In addition to fuel management, all buildings would be constructed using fire ignition resistant construction techniques and materials. These include Class "A" roof materials, proper venting, and other methods designed to reduce losses during a wildfire.

The project also includes an Evacuation Plan, the implementation of which would assist in the evacuation of the project site should such a need be triggered. The Evacuation Plan identifies primary and secondary emergency access routes suitable to support emergency vehicles and evacuating residents as required by the General Plan. Details of the plan, including project design features are discussed in subchapter 2.7, and summarily listed in Table 1-3.

1.2.1.10 Phasing/Implementation

Section IV of the Specific Plan provides direction and instruction for the implementation of project development. Construction would occur over an 8- to 10-year period in response to market demands and in accordance with a logical and orderly expansion of roadways, public utilities, and infrastructure. Phasing would be implemented through the recording of Final Maps. All required improvements including roadways, utilities, and infrastructure required to support each phase of development would be required as conditions of approval of each Tentative Parcel Map and/or Tentative Map.

The project would not be required to be constructed by phase sequentially. Specifically, Phases 4 and 5 may proceed independent of the other phases. The analysis in this EIR is based on 10 years of construction with Phases 1, 2, 4, and 5 taking approximately two years each, and Phase 3 requiring up to four years to complete. Due to changing market conditions, the actual construction of dwelling units within the project site may be non-sequential. As long as infrastructure necessary to serve the planned development is in place, and the San Diego County regulatory authorities approves the proposed phasing, subareas may develop in any order. Required roadway and public facility improvements would be constructed in phases, as needed to ensure that improvements are in place at the time of need.

Phasing Plan

The project would be constructed in five phases, as illustrated on Figure 1-17.

Phase 1 encompasses 121.5 acres and would be located in the northern portion of the project site, adjacent to West Lilac Road. This area would include 352 new single-family detached units, along with 2.4 acres of public pocket park(s), including a 1.9-acre park to accommodate a private recreational center (P-4), as detailed above. A parcel with an existing dwelling would be maintained.

Phase 2 would be located just south of Phase 1 is the only phase which is entirely surrounded by the other phases of the project (Phases 1 and 3), and is not adjacent to any existing homes or parcels. The 89.6-acre area would include the location of the Town Center and approximately 196 single-family detached units; 59 single-family attached units; 211 mixed-use residential units; 80,000 square feet of commercial space; a 0.8-acre park, with an adjacent 2.0-acre Village Green. The RF would also be located within this phase, in proximity to the future commercial center. Phase 2 is the only phase that is completely surrounded by single-family neighborhoods within the project thus providing a transition from the more urban uses within the Town Center to the existing uses on the project boundary.

Phase 3 encompasses 223.0 acres and would be located directly south of Phase 2. This phase would include the construction of 355 single-family detached and 105 single-

family attached dwelling units and 7,500 square feet of commercial space. Also located within Phase 3 are the school site, the WRF, detention basin, a 13.5-acre public park (P-7), private recreation facility, and other civic facilities. The CPF area, as described above, would be included within this phase.

Phase 4 would be located southeast of Phase 3. A total of 171 age-restricted/single-family detached homes are proposed on 61.5 acres. Primary access to Phase 4 would be via Lilac Hills Ranch Road from Phase 3. Covey Lane would provide alternative access from the east to West Lilac Road, and secondary emergency access would be provided via Street "B," connecting to Rodriguez Road on the east. Also proposed within Phase 4 are a 3.3-acre senior center, private park, a 200-unit ~~Group Residential/~~group care facility, a 4-acre pocket park, and a detention basin.

Phase 5 would be located directly south of Phase 4. Phase 5 would include 297 age-restricted/single-family detached homes, 2,500 square feet of commercial space, and 10.0 acres for a religious/institutional use. Also included in Phase 5 is a detention basin. Primary access would be from a connection to Lilac Hills Ranch Road constructed in Phase 4 to the north. A secondary emergency access road would be provided via Rodriguez Road to the east, and Mountain Ridge Road would provide limited access to the south. Mountain Ridge Road would be gated north of the institutional parcel, but would be opened during emergencies to facilitate evacuation of residents in the area during an emergency. This gate would provide automatic access to residents in Phase 5 with a key fob or access code.

Infrastructure

Required roadway improvements and storm drains would be constructed in phases to ensure that improvements are in place at the time of need. Section IV of the Specific Plan details all required facilities. Water and wastewater facilities along with dry utilities described above under Infrastructure and Utilities would be constructed in phases as the residential units are constructed.

Grading

On-Site

The project would require on-site grading and improvements, including FMZs, on approximately 505.3 acres of the site, as depicted on the conceptual grading plan (Figure 1-18). Grading has been designed to minimize impacts to areas that meet the County RPO steep slope criteria. Both cuts and fills are proposed within each grading area. Fill material would be transferred between the areas as required. Roadways would be constructed as traffic demand requires.

Under the maximum (worst-case) grading/construction conditions, no more than 10–20 acres a day would be actively graded[1]. Blasting would occur by phase and would occur at various times during each phase as the grading reaches an appropriate depth. Rock

[1] This is based on a 50,000 cy a day cut, transport, and spread.

crushing would be required and would occur on-site, as needed, for periods of less than 30 days.

Overall grading would be balanced on-site with an estimated 4.0 million cubic yards (cy) of balanced cut and fill (less than 2,300 cy per home), without the need for export or import of soil. Grading for individual phases will require that material be removed from a future phase or temporarily deposited in a future phase until needed. Any such borrow or spoil operations would be shown on the grading plans when proposed and applicable borrow and/or spoil permits would be sought. The majority of cut and fill slopes would be less than 30 feet high, and approximately 85 percent of all excavation would be less than 20 feet deep. The grading plan also includes three hydromodification basins, located throughout the project site.

On-site grading would take place in five phases, as shown in Table 1-4, below. A detailed grading plan has been prepared for only Phase 1, in conjunction with the implementing Tentative Map. Additional grading plans would be required in conjunction with tentative maps for future phases.

TABLE 1-4
GRADING QUANTITIES BY PHASE (cy)

Phase	Cut	Fill	Net
1	715,000	860,000	(145,000)
2	635,000	830,000	(195,000)
3	1,815,000	1,260,000	555,000
4	295,000	420,000	(125,000)
5	610,000	700,000	(90,000)
TOTAL	4,070,000	4,070,000	-

Off-site

Grading for off-site improvements is discussed above under circulation.

Grading Standards

Grading in all phases, including off-site improvements would comply with the Landform Grading Guidelines contained in the Specific Plan, including:

- Create elevation changes within the property that strive for a balance of cut and fill grading.
- Use grade changes to optimize views.
- Use grade changes between different land uses where separation and buffering is desired.
- Minimize cut and fill over 30 feet.
- Use landform grading techniques where appropriate, in slopes over 25 feet in height. Landform grading techniques require blending and rounding of slopes,

roadways, and pads to reflect the existing surrounding contours by undulating slopes, replicating the natural terrain.

- Use varied-height trees, shrubs and groundcovers to undulate the surface of slopes.
- Minimize surface runoff and erosion potential by planting slopes with low water consumptive and drought tolerant plants.
- Use erosion control, irrigation, and water management practices to protect slopes.

Blasting

As shown in Figure 1-19, blasting would be required for several areas within the project site. Deep blasting (greater than 50 feet in depth) would occur in one location within the project site, near the detention basin in Phase 3. Blasting in this location is anticipated to remove 1,500 cy of material. Moderate depth blasting (30–40 feet below existing grade) would occur in several areas across the site and occur within each phase. Blasting in these locations is anticipated to remove 24,000 cy of material. Shallow blasting would occur in two locations (Phases 1 and 4) and would remove approximately 28,000 cy of material. In total, between 1–2 percent of the total volume of material to be moved would be the result of blasting.

Construction Vehicles and Equipment

For purposes of impact analysis within Chapters 2.0 and 3.0 of the EIR, it should be noted that a variety of equipment would be used during the construction of the project. All equipment would be Tier III equipment, except where such equipment is not commercially and feasibly available operational for eight hours per day. The maximum equipment that would be operational would include: one concrete/industrial saw, four tractors/loaders/backhoes, six crawler tractors, five rubber tired loaders, two bore/drill rigs, one grader, eight scrapers, one crane, three forklifts, two generator sets, one welder, two pavers, two paving equipment machines, two rollers, two air compressors.

Blasting operations would require three to four drill rigs working per day. To accomplish 54,000 cy of cut, blasting would occur over approximately 45 days during the entire build-out of the project (assuming the four drills can generate approximately 1,200–1,400 cy per day). One or two hoe rams would be working on-site for the majority of grading, along with a mobile rock crusher. The mobile rock crusher would be utilized a total of 2 to 3 months maximum, spread-out over 6 to 12 months (may move in and out as needed), per phase.

Construction vehicles would access the project site via I-15, Old Highway 395 and West Lilac Road. Construction staging areas would be located within areas proposed for grading within the project site. The grading equipment to be used for the project would be brought to the site at the beginning of the grading period and would remain on-site until the completion of the grading period (e.g., equipment would not be hauled to and from the site daily). A traffic control plan would be prepared prior to grading in order to minimize traffic impacts to the surrounding communities.

1.2.1.11 Tentative Maps

Master Tentative Map

A Master Tentative Map (TM 5571 RPL 4) would create 19 parcels within the 608-acre project site and identify locations of the proposed roadway and utility improvements. The Master Tentative Map includes a master grading plan, which specifies rough grading qualities and drainage facilities that would serve the entire project.

Implementing Tentative Map

Each phase of development would proceed after an Implementing Tentative Map for such phase, together with the other required documents, have been approved by the County. The Implementing Tentative Map for Phase 1 includes 352 single-family residential lots, along with seven common area lots for HOA parks (3.2 acres). Phase 1 also includes six open space lots for biological resource preservation, a portion of which would be dedicated upon approval of final grading plans. The Implementing Tentative Map grading plans depict precise grading for Phase 1, which would include approximately 740,000 cy of cut and 920,000 cy of fill.

1.2.1.12 Major Use Permit

Major Use Permit (MUP12-005) for the WRF is part of the required approvals for the project. The total area of the proposed WRF would be approximately 2.4 acres. The WRF would include five separate structures: a treatment process area, effluent storage, chlorine contact facility, and a control and equipment building. The structures would be a maximum of 35 feet in height. The recycled water infrastructure would consist of a conveyance pump station, a transmission pipeline, a possible recycled water storage tank, and recycled water distribution pipelines. Screening trees and shrubs are proposed around the perimeter of the facility.

1.2.1.13 Open Space Easement Vacations

Two open space easements presently exist within the project site. One open space easement was granted to the County of San Diego in conjunction with Parcel Map No. 17704, on June 10, 1996. The second easement was granted to the County per document No. 1996-030583 on July 12, 1996. Both easements prohibit all of the following on any portion of the land subject to the easement: grading, excavation, placement of structures, construction, mineral excavation, trash, dumping or any use other than open space. Limited vegetative clearing by hand as required by the fire authority is permitted within the first open space easement; within the second incidental agriculture, such as nursery crops, is permitted. The easements were originally dedicated to mitigate for impacts to drainages and native vegetation (Notice of Negative Declaration dated November 7, 1989; TPM 19470; Log No. 89-2-86). Both open space easements would need to be vacated for development within those areas in conjunction with the approval of the Final Maps for the project. Both open space easements currently cover agricultural land. A small area of oak riparian woodland is located within one easement; however, the small area in the existing easement would be located within the project's biological open space. The project provides additional mitigation equal to the acreage of vacated open space within the on-site biological open space.

1.2.2 Technical and Environmental Characteristics

Environmental issues constraining development that were considered in the design of the project include the following:

- Sensitive Biological Resources. As shown in Figures 2.5-2a and 2.5-2b in subchapter 2.5, on-site biological resources include wetlands, coast live oak woodland, coastal sage scrub, and chaparral. The project has been designed to conserve key habitat and wildlife corridors through the on-site enhancement and dedication of 104.1 acres of open space shown in Figure 1-9.

- Cultural Resources. The project site contains cultural resources, including seven archeological sites and two isolates and eight houses over 45 years old. Several of these resources would potentially be subject to direct impacts from project implementation. As detailed in subchapter 2.6, two of the extant sites (CA-SDI-18364 and CA-SDI-18365) would be located within the proposed development footprint and would be subject to direct impacts from the project. These sites have been sufficiently recorded, documented, and tested to reduce the impacts to below a level of significance. CA-SDI-18363 would be within the development footprint, but it was determined not to be an archaeological resource.

  CA-SDI-18362 and CA-SDI-20436 would be within the proposed dedicated open space easement and would not be subject to direct impacts.

- Agriculture. Existing agricultural operations occur both within and adjacent to the project site. On-site agriculture, in the form of HOA-maintained orchards and existing agriculture within biological open space would be retained in order to preserve some of the agricultural character of the area within the project.

- Steep Slopes. A total of 20.0 acres of the project site contains steep slopes (25 percent or greater grade for 50 or more contiguous feet). As shown in Figure 2.1-1 in subchapter 2.1, the project has been designed such that development encroachment into these slopes would be confined to a 1.6-acre area (or 8.0 percent), which is consistent with RPO 10 percent encroachment allowance. The project would preserve approximately 18.4 acres with slopes of 25 percent or greater grade that meet the definition of RPO steep slopes. The development footprint containing RPO steep slopes is 0.3 percent of the project site.

- Visual Quality. The project site is visible briefly from motorists on I-15 and from surrounding residential and agricultural areas, especially the steeper slopes and ridges at the higher elevations. The visual characteristics of the property were considered in the project design, which plans the more intense uses on the flatter portions of the site at lower elevations. The prominent ridges and steeper slopes would be preserved in open space. The landscape concept included in the Specific Plan provides detailed requirements for plant use, landscape themes, and grading techniques to provide additional visual consistency. Likewise, the site planning design provides 100-foot-wide lots along the northern perimeter of the project site adjacent to existing homes as means to provide a positive visual transition between the existing development and the project site.

- On-Site Contamination. Because the primary land uses found within the project site are agricultural related, agricultural residues including fertilizers, herbicides, and pesticides are of concern, and most of the Recognized Environmental Concerns (RECs), are associated with agriculture. In order to assure contaminants are not released as result of project development, the project would excavate and dispose of contaminated soils.

- Wildfire Hazards. The project site is in an area subject to wildfires. The project would be served by DSFPD and/or CAL FIRE and has been designed to be compliant with the Consolidated Fire Code. As shown in Figure 1-16 a FPP has been prepared to identify specific fuel management zones where development is restricted. The project design includes multiple access points and an internal road system built to accommodate accessibility for fire vehicles and services. Additionally, all buildings would be required to be constructed using fire ignition resistant construction techniques and materials.

Specific environmental design considerations that have been incorporated into the project are listed in Table 1-3. These include standard measures to reduce environmental impacts associated with aesthetics, agricultural resources, air quality, GHG emissions (global climate change), noise, hazardous materials, wildfire, biological resources, public services, utilities, geologic hazards and erosion, and water quality during grading and construction of the project. Additional mitigation measures specifically related to the project that address impacts associated with aesthetics, transportation, biological resources, cultural resources, agriculture, noise, and hazards, are also included. All of these environmental design and mitigation measures are detailed in Chapters 2.0 and 3.0.

1.3 Project Location

The project site is located in the unincorporated portion of San Diego County (Figure 1-20) in the westernmost portion of the VCCP area and easternmost portion of the BCP area, less than one-half mile from the I-15 corridor ~~in proximity to I-15~~ and Old Highway 395. From the northwest project corner, West Lilac Road serves as the northern boundary of the project site, while Rodriguez Road serves generally as the project boundary to the south and east. From the southwest project corner, the western boundary of the project site runs along Shirey Road and extends to Standell Lane, which serves as the northwestern project boundary (Figure 1-21). The project site is within Township 10 South, Range 3 West, Section 24, and Township 10 South, Range 2 West, Sections 19 and 30, on the USGS 7.5-minute Pala and Bonsall quadrangles.

1.4 Environmental Setting

1.4.1 Regional Context

The project site is located within the unincorporated area of northern San Diego County, within the VCCP and BCP areas. The topography is characterized by the east-west San Luis Rey river valley along the SR-76 corridor and the north-south I-15 corridor (Figure 1-22). Both the San Luis Rey River floodplain and the I-15 corridor are flanked by rolling hills which have historically been used for citrus and avocado groves, estate residences, and open space, with cattle grazing also occurring in the more rugged

terrain. The primary land uses found in the project area are agricultural related (i.e., orchards, vineyards, row crops, and nursery operations).

Climate conditions for the project area are typical of a Mediterranean climate regime, with a wet winter rainy season followed by a hot, dry summer. Spring and fall months tend to be mild in temperature and variable in rainfall amounts.

Communities adjacent to the project site include Fallbrook and Hidden Meadows to the west; the Pala-Pauma Community Plan area to both the north and east; and the North County Metro Community Plan area and the city of Escondido to the south (Figure 1-23).

Varying types of homes exist in the project area ranging from small lot townhomes to farm homes on large parcels with mostly citrus and avocado groves. Single-family residential homes are located on parcels ranging from less than 5,000 square feet to 40 acres. Approximately 52.8 percent of homes within five miles of the project site are on lots from 1 to 10 acres, while 45.7 percent of the homes within five miles of the project site are on lots under one acre. Of the homes within one mile, 9 percent are less than 1.0 acre; 18 percent are less than 2.0 acres; and 54 percent are less than four acres.

The residential developments near the site are located off West Lilac Road, Covey Lane, Mountain Ridge Road, and Rocking Horse Road via Old Highway 395. Typical architectural styles in the area are Mission or Ranch style, and homes are mostly one to two stories. The land uses within closer proximity (within an area roughly bounded by West Lilac Road to the east and north; Circle R Drive to the south; and I-15/Old Highway 395 to the west) are comprised of agriculture (primarily orchards and nurseries, but also row crops); low-density rural residential; undeveloped land (much of which consists of chaparral); commercial and office buildings; a trailer park and storage; and an industrial rock manufacturing and concrete batch plant. To the southwest of the project site is an area containing the Castle Creek Inn and Resort as well as single-family residential and a golf course. Surrounding land uses are illustrated on the vicinity map, Figure 1-21.

In order to implement the Natural Community Conservation Planning (NCCP) program of the Department of Fish and Wildlife, the County of San Diego, along with other local agencies, is in the process of creating a Multiple Species Conservation Program (MSCP) for the unincorporated areas of northern San Diego County (North County MSCP). The draft North County MSCP does not designate an exact preserve boundary, but instead designates large areas, within which conservation efforts are to be concentrated, and where development should occur. The project site is located within the proposed North County MSCP Subarea Plan area. The property is not located in the proposed Pre-approved Mitigation Area (PAMA), but it is adjacent to proposed PAMAs that are located to the north (Keys Canyon) and west (I-15 corridor).

1.4.2 Planning Context

The General Plan Land Use Element Regional Category for the project site is Semi-Rural. The General Plan Land Use Designations for the site are Semi-Rural SR-10 (1 unit per 10 or 20 gross acres, depending on slope) and Semi-Rural SR-4 (1 unit per 4, 8, or 16 gross acres, depending on slope).

The majority of the project site lies within the VCCP area. The VCCP area is characterized by its unique topographic features, its agricultural activities, and its predominance of estate residential development. The rural character of the community results from the low population density and the prevalence of large areas of open space provided by agriculture. The intent of the VCCP is to preserve and enhance the rural character by maintaining a pattern of land use that would complement the community of Valley Center. Valley Center currently includes two planned "villages" along Valley Center Road approximately 10 miles to the east of the project. The existing Circle R community is approximately one mile south of the project site, where lot sizes are smaller and similar to the proposed project. Existing zoning on the portion of the site within the VCCP area is (A70) "Limited Agriculture."

The remainder of the site is within the BCP. The BCP area is characterized by a series of hills, valleys, and drainage areas. The hill and valley topography has resulted in a predominance of low-density estate-type residential lots and agricultural land uses with large pockets of higher density homes. In steeper areas, houses are generally located far apart and randomly, on hillsides and hilltops. Agriculture is a key factor in Bonsall's rural community character, as are the scenic, sometimes narrow and winding, rural roads and rolling hill and valley topography. Also characterizing the BCP area is its golf courses and equestrian facilities. Commercial activity in Bonsall is centered in the Mission Road/Olive Hill Road and SR-76 area at the western edge of the BCP area, while the eastern area has very few commercial or civic services. The variety of homes and lot sizes, combined with the agriculture create the "rural atmosphere" with which Bonsall residents identify. The portion of the project site, which lies within the BCP area, is zoned Rural Residential (RR).

1.4.3 On-site Physical Characteristics

The project site is approximately 608 acres, comprised of 60 contiguous parcels. The project site is generally characterized by relatively flat, marginal agricultural lands and gently rolling knolls, with steeper hillsides and ridges running north and south along the western edge. The primary land uses are agricultural related with the project site currently supporting several different types of crops, including citrus, row crops, and avocados. Agricultural lands cover the majority of the southeastern, east-central, and northern portions of the project site.

Land uses on-site include agricultural activities, consisting mostly of citrus and avocado groves and taking up most of the central and southern portions, or about 64 percent of the site. There are 16 structures scattered throughout the site. Cultural resources found within the project site are described in detail in subchapter 2.6.

The project site is part of the inland foothills and valleys of unincorporated Escondido, in San Diego County. The topography consists of a series of rolling hills dissected by drainage courses and a valley bottom that drain primarily to the south and southwest. Elevations across the project site range from 960 feet mean sea level (MSL) at the highest to 590 feet MSL at the lowest. The drainage courses within the project site convey storm water and urban/agricultural runoff. Both intermittent and ephemeral drainages occur within the project boundary. Wells occur in scattered locations across the site and are used to provide water to the orchards, vineyards, and other agricultural areas. Several man-made agricultural ponds that store water for irrigation purposes occur within the project area.

Vegetation communities and habitat types that are found on the project site occur as a mosaic of native habitat patches and agricultural uses. Native habitat occurs primarily along the drainage courses and on some of the steeper terrain on the western and southwestern portions of the project area. A total of 17 primary habitat types and vegetation communities were identified in the project survey area and buffer survey area. Some areas of these habitat types/vegetation communities are characterized as disturbed. Acreages of each habitat type on the project site are provided in subchapter 2.5 of this EIR.

Most native habitat occurs primarily along the drainage courses and on some of the steeper terrain on the western and southwestern portions of the project site. The primary native vegetation on-site is southern mixed chaparral. Coastal sage scrub vegetation also occurs on-site, in various sized patches. The largest patches of relatively undisturbed coastal sage scrub occur in the north and central part of the project area with more disturbed patches located in the west-central and western parcel of the project site. Jurisdictional waters exist on the project site as follows: U.S. Army Corps of Engineers (ACOE; 18.13 acres); California Department Fish and Wildlife (CDFW; 43.52 acres); County of San Diego RPO Wetlands (37.64 acres).

1.5 Intended Uses of the EIR

This EIR is an informational document that will inform public agency decision makers and the public generally of the significant environmental effects of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. A project level EIR was prepared for this project because it will be used to evaluate the environmental effects of a single development project (General Plan Amendment, Specific Plan, Rezone, Master and Implementing Tentative Maps, and Major Use Permit for operation of a wastewater treatment and reclamation facility). In addition, there are necessary off-site improvements (e.g., roads, water, and wastewater infrastructure) for the project that are analyzed in this EIR. This EIR has been prepared in accordance with the requirements of the San Diego County Environmental Impact Report Format and General Content Requirements (2006), and the statute and guidelines of the California Environmental Quality Act (CEQA) Public Resources Code Sections 21000, et seq., and the California Code of Regulations (CCR), Sections 15000, et seq., respectively.

The Notice of Preparation (NOP; Appendices A and B) was distributed for public review on June 29, 2012. A public scoping meeting was held on July 17, 2012. This EIR addresses issues identified during scoping and in response to the NOP.

1.5.1 Matrix of Project Approvals/Permits

Table 1-5, Matrix of Project Approvals/Permits, presents the discretionary actions required for the project and analyzed by this EIR:

TABLE 1-5
MATRIX OF PROJECT APPROVALS/PERMITS

Discretionary Approval/Permit	Approving Agency
General Plan Amendment	County of San Diego
Specific Plan	County of San Diego
Tentative Maps	County of San Diego
Rezone	County of San Diego
Open Space Easement Vacations (on Final Map)	
Blasting Permit	County of San Diego
"B" Designator Site Plans (Design Review)	County of San Diego
"D" Designator Site Plans (Design Review) and "V" Setback Site Plan	County of San Diego
Major Use Permits	County of San Diego
Grading Plan (L-Grading Permit)	County of San Diego
Improvement Plans	County of San Diego
Habitat Loss Permit (HLP)	County of San Diego
Streambed Alteration Agreement, Section 1603, California Fish and Game Code	CDFW
Clean Water Act - Section 404 Permit	ACOE
Statewide National Pollutant Discharge Elimination System General Construction Activity Storm Water Permit	WQCB
Waste Discharge Permit or Master Reclamation Permit (Water Reclamation Plant)	RWQCB
Clean Water Act - Section 401 (Porter-Cologne Act) Water Quality Certification	RWQCB
Major Encroachment Permit	SDCWA

CDFW = California Department of Fish and Wildlife
USFWS = United States Fish and Wildlife Service
ACOE = U.S. Army Corps of Engineers
RWQCB = Regional Water Quality Control Board
SDCWA = San Diego County Water Authority

The project may also need an encroachment permit from VCMWD.

1.5.2 Related Environmental Review and Consultation Requirements

The lead agency for this proposed action is the County of San Diego. The responsible agencies are the CDFW, RWQCB, ACOE, San Diego County Water Authority, and California Department of Transportation (Caltrans). Consultation and coordination have occurred with numerous federal, state, and local agencies via the NOP process. The NOP distribution list is included in Appendix B.

1.6 Project Inconsistencies with Applicable Regional and General Plans

As presented in Land Use Planning, subchapter 3.1.4 of this EIR, the project proposes residential land uses and densities, along with commercial and institutional land uses that are not consistent with the existing General Plan Regional Category of Semi-Rural Lands or the General Plan Land Use Designations of Semi-Rural Residential SR-4 and

SR-10 for the project site. As part of the project, the General Plan Regional Land Use Map is proposed to be amended to remove the existing regional category and land use designation and to redesignate the entire 608-acre site as Village (as shown in Figure 1-1). By changing the Regional Land Use category to Village, the General Plan goals pertaining to Semi Rural lands would no longer apply to the project site, as it would be henceforth considered a village, upon which urban residential land use types and densities would be appropriately suited.

As explained in subchapter 1.2.1.4, above, the project also proposes to amend the General Plan Mobility Element road classification of West Lilac Road from 2.2C to 2.2F from the project entrance at Main Street to Road 3 (Running Creek Road). The amendment would also include adding West Lilac Road to Mobility Element Table M-4. The addition of West Lilac Road to the table is due to the inclusion of Road 3 (Running Creek Road) on the Mobility Element Map. Road 3 (Running Creek Road), if built, would connect to West Lilac Road. Road 3 (Running Creek Road) traverses land (Lilac Ranch Specific Plan) recently purchased for habitat mitigation. Therefore, while Road 3 (Running Creek Road) could not be built in its current alignment, it has not yet been eliminated from the Mobility Element Map. An amendment to Table M-4 would be required because the reduction of West Lilac Road from a 2.2C to a 2.2F with the inclusion of Road 3 (Running Creek Road) results in West Lilac Road operating below acceptable levels of service. Details for the justification of West Lilac's inclusion on Table M-4 are discussed in subchapter 3.1.4 (Land Use Planning) of the EIR. Additional roads to be added to Table M-4 would include Old Highway 395 from East Dulin Road to West Lilac Road, West Lilac Road from Old Highway 395 to the project entrance (2.2C) and from the project entrance to Road 3 (Running Creek Road) (2.2F), and Old Highway 395 between West Lilac Road and the I-15 SB ramps.

West Lilac Road would be added to Table M-4 and exempt from LOS standards due to substantial constraints, as discussed in the Mobility Element. Specifically, construction of West Lilac Road to existing standards could significantly impact important habitats, or destroy archaeological sites. Additionally, the improvement of West Lilac Road to 2.2C width would require the condemnation of private land and the removal of driveway access to homes on the northern side of West Lilac Road.

The project contains residential densities that are not consistent with the existing land use designation for the project site, and therefore, proposes a General Plan Amendment to change the land use designations for the project site to Village Residential (VR 2.9) and Village Core (C-5) (as shown in Figure 1-2). The General Plan Amendment and Rezone are proposed to bring the project into conformance with the General Plan Regional Land Use Map, Land Use, VCCP, and BCP land use designations, and zoning.

1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area

CEQA Guidelines Section 15355 indicates that a cumulative impact consists of effects created as a result of implementation of the project evaluated in the EIR combined with other projects causing related impacts. CEQA Guidelines Section 15130 requires that an EIR address cumulative impacts of a project when the project's incremental effects would be cumulatively considerable, wherein "cumulatively considerable" refers to the individual project's effects in conjunction with those caused by past, current, and probable projects.

The project site is generally located within a valley surrounded by ridgelines on most sides and the I-15 corridor to the west. Figure 1-24 encompasses numerous projects within a large, regional area including parts of the VCCP, BCP, Fallbrook Community Plan, North County Metro Community Plan, and Pauma Community Plan area.

This regional cumulative project area is appropriate for traffic and traffic-related impacts such as air quality and noise, as well a regional planning. Table 1-5 includes cumulative projects that are pending or recently approved and also includes several Project Specific Requests (PSRs) identified as Map Key Numbers 96-108. With respect to this Regional Cumulative Study Area, each Map Key Number represents more than one Property Specific Request, as some have been clustered into study areas appropriate for review in the subsequent General Plan Amendment process. Approval of the Property Specific Requests could result in an increase of approximately 1,598 dwelling units throughout the regional cumulative project area. Table 1-6 provides a list of the cumulative projects including the property-specific requests. All subchapters contain an individual discussion of cumulative impacts, complete with the identification of an issue-appropriate cumulative project area and list of projects. The potential for cumulative impacts, is discussed for each environmental issue in Chapters 2.0 and 3.0.

1.8 Growth Inducing Impacts

As required by CEQA Guidelines Section 15126.2(d), this subchapter of the EIR determines the manner in which the project could encourage substantial economic or population growth or construction of additional housing in the surrounding area, either directly or indirectly. The CEQA Guidelines further state that, “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.” This subchapter therefore evaluates the project’s influence on growth in the Valley Center and Bonsall areas as a result of an increase in residential density, modification and improvements to the circulation system and extension of utility lines.

Growth that is induced in the area around the project as a result of construction of the project, or the construction of infrastructure needed for the project, is distinguishable from direct employment, population, or housing growth in the project. A project could induce growth by lowering or removing barriers for growth, or by creating an amenity or facility that attracts population or economic activity. For purposes of this analysis, growth inducement could occur if the project and all associated infrastructure improvements directly or indirectly remove obstacles to growth, or otherwise increase the demand for additional growth in the area around the project.

The following analysis addresses factors relating to growth inducement.

1.8.1 Growth Inducement Due to General Plan Amendment (Increases in Density)

The project differs from the adopted General Plan and community plans in terms of land use, density, and overall number of units. The County of San Diego General Plan Regional Land Use Element Map designates the project site as Semi-Rural. The Semi-Rural category identifies areas within the County that are appropriate for lower-density residential neighborhoods, recreation areas, agricultural operations, and related commercial uses that support rural communities.

The project proposes to amend the General Plan Regional Land Use Category for the project site from Semi-Rural to Village. The General Plan describes current Village category areas as "…where a higher intensity and a wide range of land uses are established or have been planned. Typically, Village areas function as the center of communities and contain the highest population and development densities. Village areas are typically served by both water and wastewater systems. Ideally, a Village would reflect a development pattern that is characterized as compact, higher density development that is located within walking distance of commercial services, employment centers, civic uses, and transit (when feasible)" (County of San Diego 2011a).

The adopted VCCP designates most of the project site as Semi-Rural SR-4, and the BCP designates a portion of the project site as Semi-Rural SR-10. The adopted community plan land use designations for the project site would yield approximately 110 dwelling units on-site or a population of approximately 328 to 903 (refer to subchapter 3.1.4). The project, through a General Plan Amendment and Rezone, proposes 1,746 units within the project site. Based on the average Valley Center and Bonsall 2010 household size of 2.97 people, the proposed residences would result in a population of approximately 5,185 people, along with commercial and institutional uses. Therefore, the project would result in a direct increase in population that would exceed the population allowed by the General Plan and Community Plans.

Additional indicators of potential future growth in the area is illustrated by the number of PSRs within the vicinity of the of project site. The PSRs represent a number of property owners in the project area (and elsewhere throughout the County) who expressed concern with the land use designations that were applied to their land through approval of the General Plan Update. These property owners individually petitioned the Board of Supervisors to consider a change (generally an up-zone to allow more density than provided in the General Plan) to the land-use designation on their specific properties.

Growth inducement has the potential to result in an adverse impact if the growth is not consistent with or accommodated by the land use plans and policies for the area affected. As a result, the intensification of land uses on-site could encourage intensification in the immediate project vicinity. As more intense uses are developed on-site, existing adjacent less intense or vacant lands may be encouraged to intensify.

1.8.2 Necessitate the Construction of Additional Housing

Commercial uses in the project would be limited to 90,000 square feet of neighborhood-serving commercial services. Neighborhood commercial services would not result in additional growth because uses would likely be staffed by residents within the existing communities~~y~~ (Bonsall or Valley Center) ~~and~~as well as the new residents within the project site. These types of commercial uses do not draw additional population to the area and would not require specialized workers. The Specific Plan limits the types of uses allowed within the commercial areas through design guidelines intended to maintain specialty retail types of uses. Therefore, the proposed commercial component of the project is not anticipated to require employees to relocate to the area. Therefore, the project would not necessitate the construction of additional housing for employees beyond what is proposed within the project, and growth inducement would not occur as a result of the need for increased housing.

1.8.3 Construction/Improvement of Roadways

Construction of new roadways or improvement of existing ones could potentially induce growth if the roadway development provides significantly improved accessibility to undeveloped or underdeveloped areas within the community. In order to support the addition of up to 1,746 residential units and other proposed land uses, the project includes the construction and/or improvement of on-site and off-site roadways, as described in subchapter 1.2.1.4, Circulation and in subchapter 2.3, Transportation/Traffic.

The project includes an internal, private road system that would be sufficient to serve the project, and allow access to the Town Center by residents of neighboring communities. The primary entry into the project and serving as the formal backbone throughout the development would be Main Street (Figure 1-7). Main Street would not serve as an alternative route to existing roads because traffic calming measures (i.e., couplets) would discourage through traffic. Additionally, the access to the southern phases of the project would be gated and through traffic would not be allowed to occur.

The project would make improvements to existing off-site roads, but would not add additional travel lanes or construct new roads to serve undeveloped areas. Specifically, the project proposes improvements to West Lilac Road, which serves as primary access to the project site. West Lilac Road would be realigned and widened, but only to the degree needed to support direct and anticipated cumulative traffic. The project also includes the off-site improvement of Mountain Ridge Road, located at the southern entrance to the project site. This road is proposed to be constructed to its current designation as a private road. The project also includes a gated entry system to assure that only current easement holders would have access to use Mountain Ridge Road.

Therefore, the project's proposed on-site circulation plan and off-site road improvements would not result in the removal of a barrier to additional growth in the area. The road improvements associated with the project are designed to provide adequate primary and secondary access to serve the project and would not facilitate development or remove a barrier to growth in the area around the project site.

1.8.4 Extension of Public Facilities

Public facilities include emergency services, parks and recreation, water and wastewater treatment and distribution/collection, and other public services provided to residents of a community. The project site is located within existing districts for water, sewer, and fire service. Project Facility Availability Letters (will serve) have been received from the respective districts, and conceptual approval has been granted for sewer, water, and recycled water service by the VCMWD.

1.8.4.1 Fire/Emergency Services

~~Due to the project's proposed Village designation, the County General Plan requires fire service within a 5-minute response time. As discussed in detail in subchapter 2.7, a new on-site fire station would be one of several options related to fire services. Pursuant to the project's FPP any of the proposed options for a new or remodeled fire station would provide fire services to the project within the 5-minute response time standards of the General Plan.~~

~~Land surrounding the project site is designated Semi-Rural which allows for response times longer than 5 minutes and is adequately served by existing fire stations.~~ The approval of any of the proposed Fire Options would provide for adequate response time could increase the number of properties that could be served within a 5-minute response time. Therefore, the project could remove a barrier to growth because current response time standards for surrounding parcels would decrease which could allow for increased density in accordance with County standards.

Therefore, approval of the project could remove an obstacle to growth due to the decreased fire service response times.

1.8.4.2 New Schools

The project would provide a K-8 school site, which would be available for acquisition by a local district. The proposed school site would provide a location for a new school to accommodate elementary-age students that would be generated by the project. The availability of a new school site would assist the school district in meeting the student enrollment demands associated with the project but would not be growth inducing. As detailed in subchapter 3.1.5.2 of the EIR, pursuant to state law, SB 50 fees are paid as mitigation for a project's impact to school facilities. These fees, collected by school districts from developers, help fund the acquisition of sites and construction of new school facilities. Therefore, the provision of a K-8 school by a district or private entity in the future would be in response to, and facilitated by, development (and student generation) within the district. The project's dedication of a school site, and the potential for the construction of a school by a district in the future, is therefore, growth accommodating, and not growth inducing.

1.8.4.3 Water and Wastewater

The project site is located within the service area of the VCMWD, and as detailed in subchapter 3.1.7, there would be adequate water supply to meet the demands of the project. Additionally, as required by the VCMWD, the project is replacing the existing Country Club reservoir with two 5 MG reservoirs to assure adequate potable and recycled water redundancy to serve the existing community and the project's needs.

Wastewater treatment for the project would be provided by one of four options, the ultimate selection of which would be made by the VCMWD. Notwithstanding the option selected, wastewater generated by the initial phase of project construction would be sent to the Lower Moosa Canyon WRF, as described in subchapter 1.2, above.

Both sewer and recycled water lines would be extended off-site, connecting to existing main lines. All extended water and wastewater infrastructure is proposed to be sized to serve only the project; however, it would remain under the supervision and control of the VCMWD. Likewise, the Lower Moosa Canyon WRF is operating under an existing MUP that would accommodate modifications to allow wastewater from a maximum of 1,250 equivalent dwelling units to be treated. Possible expansion of the Lower Moosa Canyon WRF, to accommodate any of the wastewater options, is analyzed under a separate CEQA document prepared by VCMWD (ER 96-2-7). Should excess capacity at the Lower Moosa Canyon WRF be entirely used by the project, it could put pressure on the VCWMD to upgrade the facility and expand its capacity.

While the project proposes facilities sized only to meet the requirements to serve the project, VCMWD could decide to improve facilities and/or increase capacity after project approval. Therefore, the extension of water and wastewater facilities and infrastructure could remove barriers to future growth.

1.8.5 Conclusion

In conclusion, the project could be growth inducing due to the following factors:

- The intensification of land uses on-site could encourage intensification in the immediate project vicinity.

- Approval of the fire service options could be growth inducing because it would lower the response time for provision of fire and emergency services for properties within the surrounding area.

- Expansion of water and sewer infrastructure to serve the project site could be growth inducing because VCMWD could decide to increase capacity at the Lower Moosa Canyon WRF and remove a barrier to additional growth in the area.

The project could have the potential to result in adverse physical environmental effects due to growth inducement. The potential impacts could include impacts to visual resources, air quality, agricultural resources, biological resources, cultural resources, and noise. However, pursuant to CEQA Guidelines Section 15145, potential impacts are too speculative for evaluation in this EIR because the specific nature, design and timing of future projects is unknown at this time. Any direct and cumulative impacts that could be associated with the identified growth inducing features of the project would be evaluated at the time future projects are identified and processed.

TABLE 1-2
PROPOSED ROAD MODIFICATIONS

Design Exception Request	Roadway Name	Proposed Design	Road Design Standard
1	West Lilac Road – Old Highway 395 to I-15 Bridge - Road Standard 2.2C	• 84' ROW • 58' graded • 50' paved • 6' shoulders • 2' north parkway/ 6' south parkway • 40 mph design speed	• 64' - 78' ROW • 64' – 78' graded • 40' - 54' paved • 8' shoulders • 12' parkways • 40 mph design speed
2	West Lilac Road Over I-15 Bridge - Road Standard 2.2C	• 40' ROW • 40' graded • 34' paved • 6' north shoulder/ 4' south shoulder • 6' south parkway • 40 mph design speed	• 64'- 78' ROW • 64' - 78- graded • 40' - 54' paved • 8' shoulders • 12' parkways • 40 mph design speed
3a	West Lilac Road – I-15 Bridge to First Roundabout - Road Standard 2.2C	Would be built to standard except for 320' transition to connect to the modified segment (modification 3b)	• 64' - 78' ROW • 64' – 78' graded • 40' - 54' paved • 8' shoulders • 12' parkways • 40 mph design speed
3b	West Lilac Road – First Roundabout to Easterly Roundabout - Road Standard 2.2C	• 65' - 73' ROW • 65' – 73' graded • 53' paved • 0 shoulders • 2' north parkway/ 15' south parkway • 40 mph design speed	• 64' - 78' ROW • 64' – 78' graded • 40' - 54' paved • 8' shoulders • 12' parkways • 40 mph design speed
4	West. Lilac Road – Western Roundabout to Northern Project Boundary - Road Standard 2.2C	• ROW: N/A • 28' graded • 24' paved • 0 shoulders • 2 parkways • 25 mph design speed	• 64' – 78'' ROW • 64' – 78' graded • 40' – 54' paved • 8' shoulders • 12' parkways • 40 mph design speed
5	West Lilac Road Along Northern Project Boundary - Road Standard 2.2F	• 52' (future) ROW • 52' graded • 24' paved • 0 north shoulder/ 4' south shoulder • 40 mph design speed	• 52' ROW • 52' graded • 28' paved • 2' shoulders • 12' parkways • 40 mph design speed

TABLE 1-2
PROPOSED ROAD MODIFICATIONS
(continued)

Design Exception Request	Roadway Name	Proposed Design	Road Design Standard
6	West Lilac Road - East of Easterly Roundabout to Project Boundary (Transition to Roundabout) - Road Standard 2.2F	• 52' (future) ROW • 38' graded • 24' paved • 0 shoulders • 12' south parkway • 40 mph design speed	• 52' ROW • 52' graded • 28' paved • 2' shoulders • 12' parkways • 40 mph design speed
7	Mountain Ridge Road - Reduced Design Speed	• 40' ROW ~~Easement~~ • 28' graded • 24' paved • 0 shoulders • 2' parkways • 15 mph design speed	• 28' ROW • 28' graded • 24' paved • 0 shoulders • 2' parkways • 30 mph design speed
8	Mountain Ridge Road at Circle R Road – Taper	• No taper along westbound Circle R Drive, turning onto northbound Mountain Ridge • Additional 8' of pavement supported by a 3' retaining wall (all within the graded ROW) on the west side of Mountain Ridge Road just prior to the Circle R Rd. intersection to accommodate turns	• Standard taper for right-turns movement from westbound Circle R Road onto Mountain Ridge Road
9	Street "C" (On-site)	• 28' ROW • 28' graded • 24' paved • 0 shoulders • 2' parkway • 20 mph design speed	• 28' ROW • 28' graded • 24' paved • 0 shoulders • 2' parkway • 30 mph design speed
10	Street "E" (On-site)	• 34' Easement • 28' graded • 25'paved • 0 shoulders • 2' parkways • 20 mph design speed	• 28' ROW • 28' graded • 25'paved • 0 shoulders • 2' parkways • 25 mph design speed

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.1 Visual Resources~~Aesthetics~~	To reduce aesthetic impacts, the project includes development standards and regulations within Section III of the Specific Plan. This section includes design guidelines that provide detailed site planning, architecture, landscape and grading measures for all residential, commercial, and mixed-use areas, along with roadways and recreational uses. Implementation of these design measures would ensure long-term application and continued conformance with other design guidelines including the Valley Center and Bonsall Design Guidelines.
2.2 Air Quality	*Grading/Construction Emissions* To reduce air quality impacts associated with construction activity, the project includes the following design considerations incorporated into Part III of the Specific Plan, Section G, Grading Guidelines and Development Standards, 2, Grading Development/Construction Standards: • All active grading areas shall be watered three times per day in accordance with Section 87.428 of the County's Standard Mitigation and Project Design Consideration Grading, Clearing, and Watercourses Ordinance. • All architectural coatings used during construction will be SDAPCD Rule 67 compliant. • Tier III, or higher, construction equipment will be used during the project's construction phases, except where such equipment is not commercially and feasibly available. For example, Tier III~~with the exception of~~ concrete/industrial saws, generator sets, welders, and air compressors are not available~~, or for construction equipment where Tier III, or higher, is not available~~. • The construction contractor(s) shall use all commercially available and feasible engineering controls capable of reducing air pollutant emissions, such as blasting cabinets and local exhaust ventilation. The use of compressed air for cleaning surfaces shall be avoided. Water sprays, wet methods for cutting, chipping, sawing, grinding etc. shall be used, as feasible. The use of respirators approved for protection against silica shall be issued to construction workers during blasting and grading operations, where feasible.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.2 Air Quality (cont.)	*Operational Emissions* To reduce air quality impacts associated with operation-related emissions, the project includes the following design considerations incorporated into Part III of the Specific Plan, Section M, General Use and Performance Standards: • No wood-burning fireplaces would be installed.~~,~~ • ~~and~~ Ten percent of the residential units would be allowed to utilize natural gas ~~all~~ fireplaces ~~would be natural gas;~~, the remaining ~~with~~ 90 percent of the ~~other~~ residential units would ~~land uses were assumed to~~ have no fireplaces whatsoever. • ~~No f~~Fireplaces ~~at all~~ would be prohibited ~~allowed~~ in the 200-person group care facility. • The ~~proposed~~ land use plan ~~project~~ includes pedestrian-friendly design elements to reduce reliance on single-occupancy vehicles and reduce ~~and includes~~ traffic ~~reduction measures~~, such as complete sidewalk coverage within the project, internal trails, and bike lanes. • All new residential units will have smart meters installed. The following measure is specified in Part III of the Specific Plan, Section N, Green Building Performance Standards: • The project ~~is~~would be designed to achieve a ~~25~~ 30 percent improvement in energy efficiency over the 2008 Title 24 energy efficiency requirements. In addition, the project would demonstrate compliance with the then-applicable requirements of Title 24 at the time of building permit issuance. The following measure would be implemented through the project's Landscape Plan: • The project will plant approximately 35,000 additional trees within the project site to reduce energy consumption through the provision of shade.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.2 Air Quality (cont.)	~~• The contractor shall use all available engineering controls such as blasting cabinets and local exhaust ventilation. The use of compressed air for cleaning surfaces shall be avoided. Water sprays, wet methods for cutting, chipping, sawing, grinding etc. shall be used, as feasible. The use of respirators approved for protection against silica shall be issued to construction workers during blasting and grading operations, where feasible.~~ The following measure is specified in Part III of the Specific Plan, Section I, Water and Wastewater Development Standards: • The proposed means of foul air treatment in the WRF shall be activated carbon towers.
2.3 Transportation/ Traffic	Prior to the commencement of project construction activities, the project applicant, or its designee, shall prepare a traffic control plan (TCP) that institutes construction traffic management controls in accordance with County standards and the Caltrans California Manual of Uniform Traffic Control Devices (2014 edition). These traffic management controls shall include measures determined on the basis of site-specific conditions including, as appropriate, the use of construction signs (e.g., "Construction Ahead"), delineators, and lane closures. The TCP will limit peak hour construction employee and delivery trips, and include graphics illustrating the placement of signage, striping, traffic personnel, and road cones, as applicable. Consistent with County standard tentative map conditions of approval, the applicant will acquire a clear space easement from the property owners of APN 129-390-18 (0.23 acre) and APN 129-190-44 (0.25 acre), as described in the June 25, 2013 letters from Landmark Consulting to Jon Rilling, included in FEIR Appendix C-1. In the event the easements are not granted, the applicant will request the Board of Supervisors to direct County staff to begin eminent domain proceedings for acquisition of property rights in accordance with Board Policy J-33. The applicant would be required to pay the full costs of eminent domain proceedings, including all easement costs. (San Diego County Standard Conditions for Tentative Subdivision Maps, Document Number 740858(a), approved by the Board of Supervisors, April 10, 1991.)

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.3 Transportation/ Traffic (cont.)	To reduce the number of vehicle trips generated by the proposed development, the project includes the implementation of a Transportation Demand Management (TDM) program to foster alternative modes of transportation. The TDM program would facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as providing the resources, means and incentives for ridesharing and carpooling opportunities. As detailed in the Specific Plan, the following TDM measures could be incorporated into the project design and would be activated during its occupancy: • Provide for a comprehensive trails network for safe bicycle and pedestrian access between the various project phases, land uses, parks/open spaces, schools and the Town Center area. The trails network will also provide connections to the various recreational trails and multi-modal facilities accessing the project site. • Provide bicycle racks along main travel corridors, adjacent to commercial developments, and at public parks and open spaces within the project site. • Provide bicycle racks at the office, multi-family and live/work buildings within the project site. • Coordinate a ride share or shuttle system that connects the various phases of the project to the Town Center area, as well as to external transit facilities and resources. • Include or identify a park-n-ride lot that would be available to its residents and employees to help encourage carpooling. • Coordinate with SANDAG's iCommute program to develop carpool, vanpool, and rideshare programs that are specific to the project site. • Promote available websites providing transportation options for residents and businesses. • Create and distribute a "new resident" information packet addressing alternative modes of transportation. • Coordinate with MTS and SANDAG as to the future siting of transit stops/stations within the project site.
2.4 Agricultural Resources	To reduce agricultural impacts associated with off-site adjacency issues, the project includes the following design considerations incorporated in the Specific Plan:

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.4 Agricultural Resources (cont.)	• Project lighting would be designed to provide adequate illumination for safety, security, and architectural accents without over lighting. Light fixtures would direct light to use areas and avoid light intrusion into adjacent land use areas. Light shields would be used where necessary to avoid nuisance lighting, particularly in residential neighborhoods and adjacent to preserved natural open space. Lighting, including all landscape low voltage decorative lighting, would comply with the County's Light Pollution Code. • Pursuant to the San Diego County Agricultural Enterprises and Consumer Information Ordinance, the project would provide disclosure statements in all sales documentation for all proposed residential units, if agricultural use is still in existence at the time new homes are constructed. The statement would notify potential owners that the adjacent property could potentially be used for agricultural operations such as fruit and flower production and that there could be associated issues such as odors, noise, and vectors. The notice would also notify future residents that these agricultural uses within the vicinity of the project maintain certain rights to practice agriculture in accordance with normal and accepted practices. • All fruit trees within common areas shall be managed using best practices to avoid breeding of pests that could cause economic damage to agricultural crops. The HOA shall allow placement of traps by the Agriculture, Weights and Measures Pest Detection Program within common areas. Ripe fruit should be harvested and not allowed to drop. Citrus trees planted in common areas shall be managed for prevention of the Asian citrus psyllid, as detailed below: - Plant trees from reputable, licensed California nurseries and use only registered budwood that comes with source documentation. - Conduct regular inspections for Asian citrus psyllid and Huanglongbing. - Dry or double bag plant clippings with evidence of Asian citrus psyllid and/or Huanglongbing infestation prior to disposal.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.5 Biological Resources	*Invasive Plants* To ~~reduce~~ avoid potential indirect effects of invasive plants on any biological resources, the landscape plant palette for the proposed slopes adjacent to natural areas would include only native and low-fuel plant species. No invasive (non-native weedy species) plants shall be introduced adjacent to natural open space. *Species* To ensure compliance with the Migratory Bird Treaty Act and Fish and Game Code, the following shall be implemented: • Vegetation clearing shall take place outside of the nesting season, roughly defined as mid-February to mid-September. Vegetation clearing activities could occur within potential nesting habitat during the breeding season with written concurrence from the Director of Planning and Development Services (PDS), the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife (CDFW) that nesting birds would be avoided. If vegetation removal is to take place during the nesting season, a biologist shall be present during vegetation clearing operations to search for and flag active nests so that they can be avoided. • Prior to any grading or native vegetation clearing during the nesting/breeding season for raptors (roughly from mid-February through mid-July), a "directed" survey shall be conducted to locate active raptor nests, if any. If active raptor nests are present, no grading or removal of habitat will take place within 500 feet of any active nesting sites. The project proponent may seek approval from the Director of PDS if nesting activities cease prior to July 15. *Local Wildlife Movement* The project includes culverts ranging in size from 18 to 54 inches in diameter to allow for adequate local wildlife movement.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.5 Biological Resources (cont.)	*Open Space* To ~~reduce~~ avoid the potential for unanticipated biological resource impacts during grading, a qualified biologist shall: • Dedication of the Open Space would occur as a condition of project approval in coordination of each phase's final plan (see Appendix G). • Design and supervise the placement of orange construction fencing or equivalent along the boundary of the development area as shown on the approved grading and improvement plans. • Monitor vegetation clearing and earthwork to ensure construction activities remain within the project footprint. • Precisely mark open space and other sensitive areas using geographic information system (GIS) coordinates with at least 6 inches of accuracy to assure that grading does not result in any un-permitted impacts beyond the designated buffer areas, nor result in any intrusion into any open space areas. To ~~reduce~~ avoid the potential for indirect impacts during project operations, the project design includes: • A Limited Building Zone (LBZ) to provide a buffer between development and the open space. • Permanent fencing and signage to protect the proposed open space easement area. Fencing shall be designed to limit human intrusion, but shall allow wildlife movement from the proposed open space area to adjacent open space areas. • Shielded and night time lighting adjacent to open space, in compliance with Light Pollution Code (Sections 59.108-59.110) and Light Pollution Code Zone B requirements. • Conservation of environmentally sensitive areas in on-site open space lots and with easements. Construction activities are not allowed except when allowed in the Specific Plan and Resources Management Plan.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.5 Biological Resources (cont.)	*Wetlands* Wetland impacts shall be ~~reduced~~ avoided through the following: • The project includes a minimum 50-foot buffer from wetlands. • The project would implement best management practices and adhere to federal, state and local water quality and hydrology requirements. Maintain and/or convey urban runoff to avoid adverse impacts to open space areas. • As a part of regulations compliance, the project would obtain an U.S. Army Corps of Engineers Clean Water Act Section 404 permit, Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Certification, and a CDFW Fish and Game Code Section 1600 Streambed Alteration Agreement for project impacts to jurisdictional areas and proceed in accordance with those permits.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.6 Cultural Resources	To reduce impacts to known cultural resources, the project includes the following design considerations incorporated in the Specific Plan: • The project footprint has been designed to avoid significant direct impacts to known significant cultural resources (CA-SDI-18,362 and CA-SDI-20,436) by including those areas in open space. The project also includes trail fencing, vehicle barriers, natural barriers, and signage to avoid indirect impacts from the users of proposed trails. It is noted that the signs would not in any way point out the locations of cultural resources. The project would monitor and maintain these access-limiting features. These project features and monitoring/maintenance of these features shall be included in the project's Resource Management Plan. • The proposed off-site improvements would be designed to avoid impacts to the CEQA significant CA-SDI-5072 site by limiting trenching to already disturbed soils, as feasible. • The project would comply with regulations protecting significant cultural resources. The County Coroner and the Native American Heritage Commission would be contacted if human remains ~~or artifacts~~ are unearthed during grading activities (Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98)

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials	*Hazardous Substance Handling* To ~~reduce~~ avoid impacts associated with the handling of hazardous substances, the following design considerations are included as part of the project: • Prior to building permit for the on-site water reclamation facility (WRF), the applicant shall prepare a new or update the Valley Center Municipal Water District's (VCMWD) existing Risk Management Plan pursuant to CalARP requirements. The RMP would include a hazard assessment program, an accidental release prevention program, and an emergency response plan. The RMP must be revised, as necessary, or every five years. The RMP would be subject to the approval by the Department of Environmental Health Hazardous Materials Division, and building permits for the WRF would not be issued until final acceptance. • ~~The on-site WRF would use chlorine gas, a regulated substance subject to Chapter 6.95 of the Health and Safety Code.~~ • As incorporated into the Specific Plan, the recycling facility (RF) would not accept hazardous household products such as pesticides, leftover paint, solvents, and automotive fluids.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	*Existing On-site Contamination* To ~~reduce~~ avoid impacts associated with the existing on-site soil contamination, the following design considerations are included as part of the project: • As specified in Part III of the Specific Plan, K. EIR Performance Standards, 3. Hazards Related Performance Standards: Prior to issuance of a grading or building permit, the impacted soils in the locations referenced within subchapter 2.~~8~~ 7 shall be excavated and disposed of at an approved location and confirmation samples would be collected to verify removals. The appropriate documentation of the soil removal and subsequent testing should be verified by the County before a grading or building permit would be issued. • Prior to approval of any grading and or improvement plans, issuance of any construction, building or any other permit (except for any grading plan or permit required for the remediation work), and prior to commencement of any construction, or use of the property in reliance on this permit, a California Licensed Environmental Consultant company shall prepare ~~Pursuant to the Phase 1 Environmental Site Assessments, the Specific Plan incorporateseach implementing map would be conditioned to the requirement for the preparation of a~~ Soil Management ~~Plan prior to the start of construction activities~~. The plan shall be prepared and implemented pursuant to the DEH SAM Manual under direction of the California Licensed Environmental Consultant company. ~~This plan shall provide guidance on addressing buried debris, stained or odorous soils, or other wastes that may be encountered during future site improvements.~~ • Prior to site development all ASTs and drums shall be removed and disposed according to applicable regulations.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	To avoid impacts associated with Lead Based Paint (LBP)/ asbestos-containing materials (ACMs), the following design consideration shall be required, as established in the County of San Diego Hazardous Materials and Existing Contamination Guidelines for Determining Significance, as part of the project: • Prior to the issuance of a grading or building permit that includes demolition of on-site structures and prior to commencement of demolition or renovation activities, a Hazardous Materials Assessment shall be performed to determine the presence or absence of ~~asbestos-containing materials (~~ACMs~~)~~/ ~~lead-based paint (~~LBP~~)~~ located in the buildings to be demolished. Suspect materials that would be disturbed by the demolition activities would be sampled and analyzed for asbestos content, or assumed to be asbestos containing.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	~~All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression. Lead containing materials shall be managed in accordance with applicable regulations.~~ The LBP survey shall be completed by a California Department of Health Services (DHS) certified lead inspector/risk assessor to determine the presence or absence of LBP located in the structure(s). The following conditions only apply if lead containing materials are found present: a. All lead containing materials shall be managed in accordance with applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 California Code of Regulations [CCR] Division 4.5), the worker health and safety requirements (Title 8 California Code of Regulations Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8). b. All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression. With respect to ACMs, a facility survey shall be performed to determine the presence or absence of ACMs of the various single family dwellings, barns, sheds, and other accessory structures located on-site as shown on the approved development plans: a. Suspect materials that will be disturbed by the demolition or renovation activities shall be sampled and analyzed for asbestos content, or assumed to be asbestos containing. The survey shall be conducted by a person certified by Cal/OSHA pursuant to regulations implementing subdivision (b) of Section 9021.5 of the Labor Code, and shall have taken and passed an EPA-approved Building Inspector Course. b. If ACMs are found present, they shall be handled and remediated in compliance with the San Diego County Air Pollution Control District Rule 361.145 – Standard for Demolition and Renovation.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	*Existing On-site Contamination (cont.)* • Prior to development, septic systems located within the project site would require abandonment in compliance with County Regulatory Code Section 68.313.1~~per San Diego County Code (Section 1, Title 6, Division 8, Chapter 3)~~. Prior to the approval of any plan, issuance of any permit and prior to occupancy or use of the premises in reliance of this permit, the applicant shall have the various septic systems abandoned. The septic systems located at sites where residences are to be demolished shall be pumped and properly abandoned under DEH guidelines. Upon completion of the septic systems removal, the applicant shall contact County DEH to schedule a field verification inspection. The applicant shall submit proof of the septic tank pumping and pay all applicable inspection fees. Upon request of the applicant, County DEH shall perform a field inspection to verify that the septic systems have been properly abandoned pursuant to this condition ~~When a septic tank is disconnected, the discontinued system shall be deemed abandoned. In that case, any septic tank, holding tank, or seepage pit shall be destroyed within 30 days from the date the system or system component is deemed abandoned. A licensed septic waste hauler would remove the contents from any abandoned septic tank, holding tank or seepage pit and the property owner would backfill the component with sand, gravel, or other clean fill material. In addition, the applicant would submit a signed statement letter that states all septic tanks will be pumped and abandoned according to County ordinance prior to future site improvements.~~

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	*Emergency Response and Evacuation Plans* To ~~reduce~~ avoid impacts associated with interference with Emergency Air Support, the project is required to implement measures contained in Part III, M, General Use and Performance Standards, 7, Planning Area Standards of the Specific Plan, which includes the following: • A 35-foot height limitation on all structures, except the clock tower within the Town Center. The clock tower could be constructed up to a maximum of 60 feet in height. To ~~reduce~~ avoid impacts associated with the evacuation of residents within this wildland-urban interface area the project is required to implement measures contained in Part III of the Specific Plan, Section F, Fire Protection Plan, 1, Performance Standards, which includes the following: • Adoption of the Evacuation Plan as shown on Figure 2.7-3. • Implement a program known as "Ready, Set, Go" to heighten the public's awareness and preparedness in time of emergency. • Implement an education component including the distribution of complete copies of the Fire Protection Plan and the Evacuation Plan to all residents.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	*Wildland Fires* To reduce impacts associated with potential wildfire, the project includes Fuel Modification Zones (FMZ) as detailed in the Fire Protection Plan and Part III of the Specific Plan, Section F, Fire Protection Plan, 1, Performance Standards ~~requiring the following~~: • The perimeter buffer and on-site FMZs would consist of 100 feet minimum with reduced areas of 50 feet in particular areas. • The area 50 feet from the edge of all structures would be cleared of all vegetation that is not fire resistant and replanted with irrigated fire-resistant landscaping. • Actively managed irrigated agricultural crops/orchards, would be allowed in this area, defined as Zone A. Zone B is the remaining 50 feet of fuel management adjacent to flammable vegetation. • Zone B fuel management would be applied to all on-site roadways, including private controlled access roadways. • A Fuel Treatment Location Map will illustrate the placement of the zones for each developmental phase. To reduce impacts associated with potential wildfire, the project includes the requirement for ~~ignition-resistant building~~fire resistive building features and materials as detailed in the Fire Protection Plan requiring the following: • Ignition-resistant structures that have proven to perform extremely well in wildfires per Building Code; • Fire sprinklers in all structures which effectively extinguish interior fires over 98 percent of the time and extend the time of "flash-over," resulting in more time for responding firefighters; • Fuel modification for every structure; • Roads and access meeting San Diego County Private Road Standards (internal) and public road standards (external); • Roadside fuel modification;

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	• Long-term agriculture areas adjacent the site (reduced, irrigated fuels not native brush); • No habitable buildings 35 feet or taller, and no buildings requiring 3,500 gallons per minute (gpm) fire flow, minimizing or eliminating the need for a ladder truck; • Redundant water supply consisting of district water; • Fire protection systems service meters (special water meters designed for use where residential fire suppression systems are being used) of a minimum of one inch, and will be separated from the domestic supply. • Automated External Defibrillators (AEDs) installed in any high occupancy uses with staffing for use by trained administrators. • ~~All buildings will be fully protected with automatic fire sprinkler systems. The installation of the sprinkler systems will meet NFPA 13 and 13D Standards. The 2010 California Building Code (CBC) published July 1, 2010, with an effective date of January 1, 2011, requires automatic fire sprinkler systems for all new one-and two-family dwellings and townhouse construction statewide.~~ • ~~The requirement of a non-combustible Class A roof covering assembly, which includes a Class A roof covering, on all portions of the residence.~~ • ~~The developer/builder will incorporate ignition-resistant construction for each structure.~~ ~~All proposed on-site structures would be built using ignition-resistive construction methods (Building Code (Title 9, Division 2, Chapter 1 of the San Diego County Code of Regulatory Ordinances). Construction requirements must meet all then-current County and State of California Building Codes (Chapter 7A) requirements for construction in wildland areas. Ignition-resistant building requirements found in the County and State of California Building Codes.~~

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	To ~~reduce~~ avoid impacts associated with the Protection of Commercial, Civic, School, Senior Citizen Neighborhood, and other Facility Structures, the County of San Diego and the Deer Springs Fire Protection District (DSFPD) will review the building plans for all proposed commercial structures for compliance with the requirements of the Fire Protection Plan (FPP) prior to approval. The specific checklist of design measures is included in Section 4.7 of the FPP. ~~The FPP contains a checklist of design concepts that may be utilized to ensure that future commercial buildings meet specific performance standards as required by the DSFPD and which may exceed what is normally required by standard California building codes.~~ Secondary Access • All streets within the project site will be designed in accordance with the County private road standards and in compliance with the County Consolidated Fire Code. • Gates within the Senior Citizen Neighborhood shall be in compliance with DSFPD guidelines and County Consolidated Fire Code, Section 503.6. An automatic gate shall be equipped with an approved emergency key-operated switch overriding all command functions. To ensure that the gates do not cause an obstruction to ingress or egress during emergencies, a battery back-up would be provided. • Unobstructed improved width of not less than 24 feet would be maintained at all times, except for single-family residential driveways, serving no more than two single-family dwellings, shall be a minimum of 16 feet of unobstructed improved width. All emergency access roads and driveways shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. The fire code official shall have the authority to require an increase in the minimum access road widths and/or vertical clearance where determined the minimum are inadequate for fire or rescue operations. • Roadway infrastructure for each phase would be installed prior to the allowance of combustibles on the project site. • One-way secondary emergency access roads, roadways with gated entrances, guard stations, or center medians are allowed, provided that each lane is not less than 14 feet wide.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	• One-way roads in the Town Center could accommodate secondary emergency access because the roads would include 14-foot-wide improved surface/travel lane. • Access points to pockets of islands of open space/flammable vegetation, as shown in the appendix of the FPP, would be provided and identified for fire and emergency service apparatus. • Emergency vehicle turnarounds would be provided on 'fire lanes' exceeding 150 feet in length and approved by the DSFPD. • Secondary emergency access roads would extend within 150 feet of all portions of a structure and all portions of the exterior walls of the first story of the building as measured by a route around the exterior of every building in the development. • The road and street grade standard for secondary emergency access would not exceed 20 percent, and any roadway over 15 percent would be a concrete surface with a deep broom finish perpendicular to the direction of travel to enhance traction. The angle of departure and the angle of approach shall not exceed 12 percent or as approved by the fire code official. • The turning radius of a secondary emergency access road shall comply with the County public and private road standards approved by the Board of Supervisors. The turning radius for a private residential driveway shall be a minimum of 28 feet, as measured on the inside edge of the improved width or as approved by the fire code official. • Secondary emergency access roads would be designed and maintained to support the imposed loads of fire apparatus of not less than 75,000 pounds (unless the DSFPD allows otherwise) and would be provided with an approved surface such as asphalt, concrete, or pavers so as to provide all-weather driving capabilities. In addition, all roads shall be provided with an approved driving surface for all phases of development prior to building permit issuance, construction and/or bringing combustible building products onto each parcel.

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ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	• Secondary access and dead-end roadways would be designated and marked 'fire lanes' to provide adequate secondary access. There will be two public access points on the northwest corner of the project and one in the northeast area, both off West Lilac Road. Successive proposed phases of development will include two access points via Covey Lane and an additional gated emergency ingress/egress via Mountain Ridge Road and Rodriquez Road. Mountain Ridge Road is accessed from Circle R Road, and Rodriquez Road is accessed via Covey Lane. • The maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, would not exceed 800 feet. Also, all dead-end secondary emergency access in excess of 150 feet in length shall be provided with approved provisions for turning around emergency apparatus. Hammerheads do not serve as a desirable turnaround design for DSFPD. • Roadway design features (speed bumps, speed humps, speed control dips, traffic calming devices) which may interfere with emergency apparatus responses shall not be installed on fire access roadways unless they meet design criteria approved by DSFPD. • Approved signs or other approved notices shall be provided for secondary emergency access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times. All public roads and private roads serving four or more parcels shall be named. Road names signs shall comply with County of San Diego Department of Public Works Design Standard #DS-13. • To ensure secondary emergency access, the fire code official may designate existing roadways as fire access roadways as provided by Vehicle Code Section 22500.1. • The fire code official is authorized to require more than one secondary emergency access road on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	Road Requirements • All on-site roads shall be constructed in compliance with applicable road standards relating to width, grade and surface type as provided in County Fire Code sections 902.2.2.1, 902.2.2.6, and 902.2.2.2, respectively except as modified. • As detailed in the FPP, no road within the development would exceed 20 percent grade, and any roadway over 15 percent grade would be a concrete surface with a deep broom finish perpendicular to the direction of travel to enhance traction. • As detailed in Section 503.2.5 of the Consolidated Fire Code (County of San Diego 2011d): o All dead-end fire access roads in excess of 150 feet in length shall be provided with approved provisions for turning around emergency apparatus. A cul-de-sac shall be provided in residential areas where the access roadway serves more than two structures. The minimum unobstructed radius width for a cul-de-sac in a residential area shall be 36 feet paved, 40 feet graded, or as approved by the fire code official. The fire code official shall establish a policy identifying acceptable turnarounds for various project types. Water Supply • Water supply will meet the water supply requirements of the San Diego County's Consolidated Fire Code and the Fire Code for a commercial/business/residential development. • Fire hydrants shall be installed at intersections, at the beginning radius of cul-de-sacs, and every 300 feet of fire access roadways, regardless of parcel size.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	To ~~reduce~~ avoid impacts associated with Adequate Emergency Services/Fire Response Times, the project includes the following design measures as detailed in the Fire Protection Plan: • Ignition-resistant structures shall be built to code. Fire sprinklers shall be provided in all structures which effectively extinguish interior fires over 98 percent of the time and extend the time of "flash-over," resulting in more time for responding firefighters. • Fuel modification for every structure. • All roads and access meet San Diego County Private Road Standards (internal), public road standards as modified (external), and San Diego Consolidated Fire Code. • No buildings 35 feet or taller, and no buildings requiring 3,500 ~~gallons per minute (~~gpm~~)~~ fire flow shall be allowed. • Redundant water supply of district water, recycled water, gray water, and well water, as required by the VCMWD. • ~~Automated External Defibrillators (~~AEDs~~)~~ shall be installed in any high occupancy uses with staffing for use by trained administrators. • Fire protection systems service meters will be a minimum of one inch, and will be separate from the domestic supply. *Vectors* The following project design considerations, as required by County regulations would be implemented to reduce attraction of flies, mosquitoes, and other vectors, including rodents, associated with the screening process of the WRF: • Screened material shall be removed from the facility two to three times per week. The screening process would take place indoors, with screened material disposed of in a commercial dumpster that would be housed indoors until transported off site. Routine removal of material would minimize fly attraction/propagation.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.7 Hazards and Hazardous Materials (cont.)	The following project design considerations, as required by County regulations, would be implemented to reduce attraction of vectors associated with the on-site storm water system, including the detention basins: The storm water system and BMPs shall be designed to ensure that (1) vectors are excluded from enclosed sources of standing water; (2) any standing water is discharged within 72 hours; or (3) standing water is made less suitable for mosquito breeding. Details of all requirements pursuant to the County are included in the Vector Management Plan. • Support mosquito predators (e.g., mosquitofish, tilapia, killifish; dragonfly naiads; nemotodes; the crustacean Mesocyclops copepods) or other biological control (e.g., the fungi *Metarhizium anisopliae* and *Beauveria bassiana*; or the soil bacterium *Bacillus thuringiensis)*, where feasible. It should be noted that mosquito fish are not allowed in any jurisdictional wetlands or in BMPs that flow to jurisdictional wetlands. • Storm water ponds and constructed wetlands should maintain water quality sufficient to support surface-feeding fish which feed on immature mosquitoes and can aid significantly in mosquito control (County of San Diego Vector Management Guidelines). • Large predatory fish (e.g., perch and bass) can negatively impact or eradicate mosquitofish populations. In this case, careful vegetation management remains the only non-chemical mosquito control measure. • Removal of emergent vegetation is necessary as it provides mosquito larvae refuge from predators, protection from surface disturbances, and increased nutrient availability. Also, vegetation overgrowth can interfere with monitoring and control efforts.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
2.8 Noise	*Construction Noise* To ~~reduce~~ avoid impacts associated with construction noise, the project includes the following design considerations as incorporated into Part III of the Specific Plan, Section G, Grading Guidelines and Development Standards, 2, Grading Development/Construction Standards: • All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • Whenever feasible, electrical power will be used to run air compressors and similar power tools. • Equipment staging areas should be located as far as feasible from occupied residences or schools. • For all construction activity on the project site, noise attenuation techniques should be employed as needed to ensure that noise remains below 75 dB(A) eight-hour L_{eq} at the boundary line of an occupied residential use. • No more than one pile driver would be active on any single construction site or within 500 feet of another active pile driver. *Generator Noise* To ~~reduce~~ avoid impacts associated with generator noise, the project would implement the following design guideline as specified in Part III of the Specific Plan, Section K, EIR Performance Standards, 4, Noise Performance Standards: • All emergency generators within 500 feet of a property line will be located within enclosures, behind barriers, or oriented within the site design to eliminate the line of site between sensitive receptors and generators and noise testing will be conducted to verify generator noise levels comply with County standards, Section 36.404, at the nearest property line prior to full operation.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.1 Geology and Soils	*Hazards* To ~~reduce~~ avoid the risk of exposure of people or structures to geologic hazards: • The project design will address seismic and geologic hazards through conformance with the California Building Code. • The final project design will comply with all recommendations found in Section 7 of the geotechnical report. *Liquefaction* To ~~reduce~~ avoid the potential for liquefaction including lateral spreading and dynamic settlement: • The project design incorporates recommendations found in Section 7 of the geotechnical report, including that after remedial grading, saturated alluvium would be entirely removed within the project's development footprint. *Seismic Hazards* To ~~reduce~~ avoid potential impacts from seismic hazards, additional standard practices included as part of the geotechnical investigation would be implemented: • The project shall conform to appropriate regulatory guidelines and industry standards for project design and construction elements. Specifically, such conformance would encompass design and construction elements such as seismic loading, excavation, and grading (e.g., removal of unsuitable materials and site preparation); fill parameters (e.g., composition, moisture content, and application methodology), foundations, and footings; manufactured slopes/retaining walls; pavement; drainage; and oversize materials. *Erosion* To ~~reduce~~ avoid the potential for erosion: • The project design shall include erosion control measures during construction and a landscaping plan that comply with current San Diego County rules and regulations (including the County Grading Ordinance, the CBC, and the Watershed Protection Ordinance) to prevent soil erosion on- and off-site.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.1 Geology and Soils (cont.)	*Expansive Soils* To ~~reduce~~ avoid hazards associated with expansive soils: • No specific areas were identified on-site where soils with high expansion characteristics are present. However, it is possible that during grading operations, clay soils with high expansion characteristics may be found in filled fractures of rock. If these soils are encountered, the geotechnical monitor shall recommend specific measures to reduce potential impacts from expansive soils, including: a revised foundation design; and additional grading measures, which may include pre-saturation and over-excavation, as recommended by the geotechnical investigation.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.2 Greenhouse Gas	*Greenhouse Gas Emissions* To ~~reduce~~ avoid potential impacts associated with GHG emissions, the project includes the following design measures as incorporated into the ~~Specific Plan~~project design~~:~~: *Vehicle Emissions (Vehicle Miles Traveled)* ~~•~~ The project proposes to provide a network of pedestrian and bicycle paths, in a complete and interconnected network, where currently there are very limited bicycling and pedestrian facilities. ~~Bike lanes, multi-purpose trails and pathways are~~ located ~~designed throughout the land use plan~~ subdivision to promote ~~non-motorized transportation, including pedestrian travel.~~ • ~~Design of the project encourages residents to walk and bike through and among various neighborhoods~~. ~~•~~ The project is a m~~A public trail system connecting all of the neighborhoods and ensuring a walkable community would help to minimize vehicular use and encourage interaction with the natural environment.~~ • The project proposes to provide residential and resident-serving commercial and civic uses in a pedestrian-oriented mixed-use community where one does not currently exist. The non-residential uses include neighborhood-serving retail and restaurant uses, an elementary/middle school, church site, recreation center, neighborhood park, and a recycling center. All of these uses are to be provided within one-half mile of residential uses. ~~Mixed-use development that includes neighborhood-serving retail and restaurant uses, an elementary/middle school, church site, recreation center, a neighborhood park, and a recycling collection center. All of these uses~~ will be located are to be provided ~~within walking distance (one-half mile) of residential uses, thereby ensuring that the community's residents are provided with essential services on the site~~.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.2 Greenhouse Gas (cont.)	• In addition to the Specific Plan policies, performance measures, and project design features, the project's GHG emissions also would be reduced as a result of several existing statewide regulations: Pavley I and II (the latter of which also is sometimes referred to as LEV III or ACC), the LCFS, the RPS, and the Tire Pressure Program. These regulations mandate improved vehicle engine design and low-carbon vehicle fuels that will reduce GHG emissions associated with newer model vehicles, while the RPS promotes diversification of the state's electricity supply and decrease reliance on fossil fuel energy sources. The benefits of these regulations in reducing the project's vehicle and energy GHG emissions have been quantified and demonstrated in the vehicle and energy emissions discussion in Appendix O.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.2 Greenhouse Gas (cont.)	*Energy Conservation-* • Exceed 2008 Title 24 energy efficiency standards by 30 percent: All phases of project development subject to Title 24 shall exceed the 2008 Title 24, Part 6, energy efficiency standards by a minimum of 30 percent. o Note that the current 2013 Title 24 standards became effective on July 1, 2014. However, this project design feature references an increase in energy efficiency relative to the 2008 Title 24 standards because CalEEMod (the model used to estimate project-related GHG emissions) calculates energy emissions using the 2008 standards. The 2013 standards have been estimated to achieve a 25 percent increase in residential and 30 percent in non-residential energy efficiencies over the 2008 standards. Thus, a 30 percent exceedence over the 2008 Title 24 standards is estimated to be a 5 percent increase in residential energy efficiencies over the 2013 Title 24 standards and non-residential energy efficiencies equivalent to the 2013 Title 24 standards. • Install high-efficiency lighting: The project will install high-efficiency public street and area lighting to achieve an overall minimum 15 percent lighting energy reduction. (Area lighting is defined to include any common space lighting (e.g., parks, sidewalks, landscaping) that is not regulated by the Title 24 standards). • Install high-efficiency appliances in residential uses: The project will install Energy Star appliances (including clothes washers, dish washers, fans, and refrigerators) in 95 percent of the single-family, mixed-use residential, and senior community residential uses. Additionally, Energy Star, or equivalent, ventilation fans would be installed in the proposed hotel.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.2 Greenhouse Gas (cont.)	~~*Electricity Generation*~~ • The project design includes the installation and use of Smart Meters. These meters provide utility customers with access to details about energy use and cost information, pricing programs based on peak energy demand, and the ability to program home appliances and devices to respond to energy use preferences based on cost, comfort, and convenience. Smart meters increase awareness thus reducing energy cost and consumption. • Installation of on-site solar/photovoltaic systems: The project will install 2,000 kilowatts (kW) of on-site solar/photovoltaic systems, which are estimated to produce 3,400,000 kW hours of electricity, or approximately 22 percent of the project's total electricity needs at build-out. In order to achieve this total photovoltaic energy production volume, the project shall produce or cause to be produced renewable electricity by one of the following methods to be determined by the applicant: (1) installation of the equivalent of one photovoltaic (i.e., solar) power system no smaller than 2 kW on 500 single-family homes, and a photovoltaic power system(s) no smaller than 1,000 kW on 90,000 square feet of non-residential roof area; or (2) the installation of the equivalent of one photovoltaic (i.e., solar) power system no smaller than 2 kW on 1,000 single-family homes. The actual capacity and/or conversion efficiency of the photovoltaic panels may alter the actual number of roofs or non-residential roof space requirements to meet the annual 3,400,000 kWh requirement at project build-out. *Water Use* • All development subject to Title 24 (CALGreen) shall be designed to achieve a minimum 20 percent reduction in indoor/potable water use and a ~~30~~ 20 percent reduction in outdoor water use~~ relative to baseline (2008 Title 24 Plumbing Code) indoor/outdoor water use~~. This shall be met through a combination of water conservation strategies, low flow devices, water-efficient irrigation systems, and water efficient landscaping.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.2 Greenhouse Gas	*Area Sources (see also Air Quality)* • Install only natural gas (no wood) fireplaces in residential uses: All fireplaces installed in residential uses must be natural gas or equivalent non-wood burning fireplaces. • Electric landscaping equipment: The project requires that only electric-powered landscaping equipment be used on property managed by the homeowners' association (HOA). For purposes of this analysis, it was conservatively assumed that only 5 percent of the landscaping equipment would be electric-powered *Solid Waste* • The project ~~All development~~ shall implement recycling and composting services through a waste management plan in order to achieve ~~the equivalent of~~ a 20 percent reduction in waste disposal calculated from municipal waste disposal rates identified by the California Department of Resources Recycling and Recovery ~~per~~ (CalRecycle). All individual developers of on-site land uses shall have waste management plans prepared for future individual projects. The plans shall follow County Draft Guidelines and shall also include educational materials as part of the content. The plans shall address operational and construction phases of each proposed development. • Specific Plan Siting and Design Measures: In addition to the above performance measures, the design, mix of uses, and mobility network of the project have the effect of reducing potential GHG emissions associated with vehicle use. *Construction* • Tier III, or higher, construction equipment will be used during the project's construction phases, except where such equipment is not commercially and feasibly available. For example, Tier III concrete/industrial saws, generator sets, welders, and air compressors are not available.~~All construction equipment made with Tier III technology shall use a minimum of Tier III California Air Resources Board (CARB) certified construction equipment during the entire construction period.~~

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.3 Hydrology and Water Quality	To ~~reduce~~ avoid impacts to water quality, the project includes short-term (construction) and long-term erosion control measures to ensure that chemicals or compounds would not significantly contaminate surface waters to below standards as established by the RWQCB. All potential Site Design BMPs, Low Impact Development (LID) requirements, Source Control BMPs and Treatment Control BMPs are detailed in the Major Stormwater Management Plan (SWMP). *Water Quality Construction Impacts* To reduce impacts associated with short-term construction activities: • As required by the County of San Diego WPO and detailed in the Major SWMP, the project's temporary construction BMPs include the following: street sweeping, waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials and proper handling and storage of hazardous materials. • Typical erosion and sediment control measures include: silt fences; fiber rolls; gravel bags; temporary desilting basins; velocity check dams; temporary ditches or swales; storm water inlet protection; and soil stabilization measures.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.3 Hydrology and Water Quality (cont.)	*Water Quality Operational Impacts* To ~~reduce~~ avoid impacts associated with long-term operational activities, the project would include: LID, source control BMPs, and treatment control BMPs as required by the County of San Diego WPO. Source control BMPs are intended to avoid or minimize the introduction of pollutants into the storm drain and natural drainage systems by reducing the potential generation of the pollutant at the point of origin. Treatment control BMPs infiltrate, treat, or filter runoff from developed areas. Potential LID strategies, along with permanent source control BMPs and treatment BMPs that would reduce the potential adverse environmental impacts associated with non-point source pollution are detailed in the project's Major SWMP. A few examples are as follows: • LID Strategies include conservation of natural areas and preservation of significant trees. • Source Control BMPs include storm drain inlets identified and marked, "No Dumping"; landscaping design minimizes irrigation runoff and use of drought tolerant plants and trees. • Treatment Control BMPs include use of irrigation and bioretention in landscaped areas and three detention basins throughout the project site. *Drainage Patterns* To ~~reduce~~ avoid impacts associated with substantially altering drainage patterns: • The project design includes hydromodification ponds (also known as detention ponds) within each of the three sub-basins to alleviate the anticipated excess runoff as a result of the increase in impervious areas. The proposed ponds are designed for placement within each sub-basin and are adequately sized to store all the excessive runoff. Their outlet structures, which would include riprap, would restrict the peak runoff rate exiting these ponds at or below that of under the pre-development conditions.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.5 Public Services	To ~~reduce~~ avoid impacts to schools, due to the construction of new schools the project would provide • Prior to the issuance of building permits for this project, the developer will pay school impact fees pursuant to Government Code Section 65970 et seq. to Bonsall Union School District and Valley Center-Pauma Unified School District. To ~~reduce~~ avoid impacts due to the construction of new facilities, the project would provide: • Prior to the issuance of building permits for the project, the developer will pay County's Fire Mitigation Fees. This fee program provides for capital fire service improvements.
3.1.7 Utilities and Service Systems	The project will be conditioned to obtain water and wastewater services from Valley Center Municipal Water District (VCMWD) to ensure adequate utilities are available to service the project. *Extension of Infrastructure* To ~~reduce~~ avoid impacts associated with the extension of utilities to the project site, the project includes the following design measures: • The use of a combination of either reclaimed water and/or groundwater, to minimize potable water requirements for irrigation of common areas and retained agricultural groves, would be implemented as determined by the VCMWD. • All utility improvements for the project will be located within the development footprint area, existing roadways, or existing right-of-ways.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.7 Utilities and Service Systems (cont.)	*Water Use* To minimize water use, the project includes the following design measures as specified in Part II of the Specific Plan, Section F, Infrastructure/Public Facilities and Services Plan and Part III, Section M, General Use and Performance Standards: • All landscaping will conform to the requirements of the County's Water Conservation and Landscape Design Manual, and will be designed in conjunction with the Lilac Hills Ranch Water Reclamation Plan. Measures within this Plan will ensure that water use within the project's landscape is well managed. • The project may contain an integrated recycled water system which may provide for a dual distribution system for all landscaped areas. Reclaimed water is planned to become available within the basin containing the project site to be used on common landscaping except in the vicinity of any location where food is served or consumed. In this situation a potable system shall be used. All programrns would be regulated by the VCMWD. • A Water Management Plan will be submitted pursuant to Section 6712(d) of the County Zoning Ordinance. This Plan will be submitted along with landscape and irrigation improvement plans for the Community. This plan may be revised from time to time to reflect upgrades and improvements in irrigation and landscaping technology. • The project landscape will be designed for efficient use and conservation of potable water resources. Plantings will be grouped in hydrozones, bark mulches, bubblers, and drip irrigation will be used where appropriate, and modern equipment such as low precipitation heads, automatic controllers, and rain sensing equipment will be used. Regular inspections of the project's landscape and irrigation shall occur so that field adjustments can be made to watering schedules to minimize plant stress. These inspections will assure that irrigation equipment is properly functioning and evenly distributing water. Repairs of malfunctioning equipment and crooked heads shall be made immediately. These practices, along with regular water audits will assure continued water application efficiency and a healthy landscape.

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.7 Utilities and Service Systems (cont.)	• If mandatory potable water restrictions are imposed by the state, the San Diego County Water Authority (SDCWA), and/or the VCMWD, the project's landscape will be evaluated and revised, along with the Water Management Plan, to reduce or eliminate potable water consumption and most efficiently use the reclaimed water and groundwater. The following measures can be incorporated into the project should further water reductions be mandated: a) Turf areas can be replaced with synthetic turf. b) Groundcover can be replaced with mulch and/or river rock. c) Bubblers and/or drip heads can be used to replace low volume spray heads. d) Water schedules can be reduced. e) Planting areas using shrubs requiring moderate water levels can be replaced with low water consuming plant material. f) Mechanical means such as rain barrels will be deployed on each lot to capture runoff from roof areas and store for later irrigation use. • Water conservation features shall be incorporated into the project based on the most effective measures available and those recommended by the SDCWA and/or the VCMWD, and could include. a) Interior water conservation features: • High-efficiency clothes washers • High-efficiency dishwashers • Low-flush toilets • Low-flow water faucets and showerheads • Tankless water heaters b) Exterior water conservation features: • Weather-based irrigation controllers • Low water use landscaping (xeriscape) • Restrictions limiting turf use and encouraging artificial turf

TABLE 1-3
ADDITIONAL PROJECT DESIGN CONSIDERATIONS

Subchapter/Issue	Environmental Design Consideration
3.1.7 Utilities and Service Systems (cont.)	c) Additional conservation features: • Installation of "smart" meters with leak detection capability • Individually metered multi-family units

TABLE 1-6
CUMULATIVE PROJECTS

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
1	Campus Park	Mixed-use development, including: 529 single-family dwelling (SFR) units, 555 multi-family dwelling (MFR) units, a town center (retail) of 62,000 square feet, an office building with 150,000 square feet, a sports complex of 5.2 acres, and a small neighborhood park.	TM 5338 GPA 03-004	417	Just north of SR-76, 0.25 mile east of I-15
2	Campus Park West	Mixed-use development including approximately 355 MFR units, 400,000 square feet commercial, 50,000 square feet office professional, 347,000 square feet of light industrial, and possible civic uses.	TM 5424, S 05-014, SPA 05-001 GPA 05-003 REZ 05-005	118.5	Northeast quadrant of I-15 and SR-76
3	Pala Mesa Highlands	Maximum of 130 SFR. Density 1.6 DU/acre. Lot sizes vary from 5,500 to 23,500 square feet, two parks totaling 4.3 acres, trails, 36.5 acres of open space.	TM 5187 RPL[11] SPA 99-005 MUP 99-020 REZ 99-020 MUP/REZ 04-024	84.6	West of Old Highway 395 between Pala Mesa Drive and Via Belamonte
4	Tedder TM	Split lot into 13 SFR lots, ranging in size from 1.0 to 6.43 acres net.	TM 4729 RPL[3] TE	29.5	South side of Pala Mesa Drive, west of I-15 and east of Daisy Lane
5	Hukari subdivision	Minor residential subdivision with road improvements. 4 SFR lots plus one remainder lot (3.4 to 7.7 net acres each).	TPM 20830	30	Northern terminus of Mountain View Road and West Lilac Road on west side of Bonsall
6	Fallbrook Ranch	11 SFR lots	TM 5532 S 07-012		East of Old Highway 395 and Sterling View Drive (at Mission Road), Fallbrook
7	Los Willows Inn and Spa	Add additional units to a Bed and Breakfast	MUP 03-127		532 Stewart Canyon Road
8	Reeve TPM	Minor residential subdivision. 3 SFR lots (2 acres minimum).	TPM 20411	8.8	2987 Sumac Road, Fallbrook
9	Evans TPM	Minor subdivision into 2 residential/agricultural parcels (2.00 and 2.10 acres). Private septic system.	TPM 20491	4.10	West side of Sage Road between Sumac Road and Pala Road, Fallbrook
10	Bridge Pac West I TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot (2.04, 2.08, 2.12, 2.14 and remainder 7.08 net acres each).	TPM 20841	15.90	3321 Sage Road, Fallbrook

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
11	Pala Mesa Resort	Specific Plan Amendment for modification and construction of new recreation and resort-related facilities. Addition of 186 resort rooms and wedding facility. Expansion of resort by 6 acres.	SPA 03-005 R 00-000 MUP 00-000 P 74-120W[1] P 74-121M[10]; MUP 03-006; MUP 04-005	181.2	2001 Old Highway 395 at Tecalote Lane, north of SR 76 and immediately west of I-15, Fallbrook
12	Lung TPM	Minor residential subdivision. 2 SFR lots (6.7 and 4.0 acres)	TPM 20431 S 98-006	10.7	Citrus Drive and Calle Canonero, Fallbrook
13	Chipman TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot, ranging from 2.13 to 2.85 net acres each and remainder 4.00 net acres. Septic system.	TPM 20440	13.54	East side of Citrus Lane between Peony Drive and Dos Ninos, Fallbrook
14	Bierman TPM	Minor residential subdivision. 4 SFR lots, ranging from 2.01 to 2.19 net acres each. Septic system.	TPM 20484	9.91	4065 Calle Canonero, Fallbrook, south of Vern Drive and west of Lorita Lane
15	Cooke Residence	4,723 square feet SFR	S 04-026	N/A	3974 Citrus Drive between Wilt Road and Vern Drive
16	Treister TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot.	TPM 20581	21.81	Donut-shaped parcel surrounding 401 Ranger Road, Fallbrook
17	Mission Ridge Road TPM	Minor residential subdivision. 4 SFR lots.	TPM 20793 03-02-068	19.55	235 Mission Ridge Road east of I-15 off Mission Road, Fallbrook
18	Rancho Alegre TPM	Part of 116-acre subdivision (33 lots). This project consists of 20 lots in the eastern portion of property and proposes a different street alignment, grading, and lot arrangement.	TM 5413	70	West side of Ranger Road approx. 0.4 mile north of Reche Road
19	Rarick TPM	Minor residential subdivision. 4 SFR lots (ranging from 2.02 to 2.25 acres each). Septic system.	TPM 20853	8.77	3261 Reche Road, Fallbrook
20	Fernandez TPM	Minor residential subdivision. 4 SFR lots. Minimum lot size 2 acres. 2 existing SFR on-site.	TPM 20936	10.4	3838 Foxglove Lane, Fallbrook
21	Rabuchin TPM	Subdivision of 2 lots into 4 SFR lots. Existing SFR on site	TPM 20944	9.91	4065 Calle Canonero, Fallbrook
22	Pala Casino	187,300-square-feet casino, hotel, theater.	NA	TBD	Pala Road and Pala Mission Road

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
23	Rosemary's Mountain/Palomar Aggregates Quarry	Aggregate rock quarry and processing plants for concrete and asphalt. Approximately 22 million tons of rock would be mined over 20 years. Realignment of SR 76 from Project site west to I-15. Reclamation Plan to designate lower portion of site as water storage reservoir after completion of mining activities.	MUP 87-021 RPL[2] REZ P87-001 RPL[2]	96.4	North side of SR 76, 1.25 miles east of I-15
24	Patapoff Minor Residential Subdivision	Subdivide property into four parcels of 4.3 acres, 4.2 acres, 9.6 acres, 8acres, and a 33-acre parcel	TPM 20542	59.1	Southern end of Rainbow Hills Road
25	Prominence at Pala	Subdivide the property into 30 SFR and two open space lots ranging in size from 4 to 96 acres	TM 5321	346.6	Pala Del Norte Road. 1/3 mile north of SR-76 and approximately two miles west of the Pala Indian Reservation
26	Palomar College North Education Center District Master Plan	New Community College campus to serve approximately 12,000 students, to include classroom and administration buildings, parking, open space, athletic fields, and off-site road, water and sewer improvements.	NA	85	East side of I-15 between Pankey Road and Pala Mesa Heights Drive
27	Caltrans Realignment of SR-76	Realignment and widening of roadway, improvements to northbound I-15 on- and off-ramps.	NA	NA	From I-15 to west of Rice Canyon Road
28	San Luis Rey Municipal Water District (SLRMWD) Water, Wastewater and Recycled Water Master Plan	Exploration of pipeline and water storage options.	NA	Over 3,000	SLRMWD service area and vicinity, north and south of SR-76 between I-15 and Pala Temecula Road
29		39 condo units	TM 5231	30.48	Canonita Drive and Old Hwy 395, Fallbrook
30		8 SFR lots	TM 5276	12.8	Aqueduct Road and Via Urner, Bonsall
31		9 SFR lots	TM 5346	38.4	Old Hwy 395 and Via Urner, Bonsall
32	Marquart Ranch	9 SFR lots. Includes improvements to West Lilac Road and Mesa Lilac Road, and drainage improvements.	TM 5410	44.2	West Lilac Road and Mesa Lilac Road, Bonsall
33	Fallbrook Oaks	19 SFR lots	TM 5449	26	Reche Road and Ranger Road, Fallbrook
34	Ridge Creek Drive	14 SFR lots	TM 5469	30.4	Ridge Creek east of Live Oak Park Road and Ridge Drive, Fallbrook

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
35	Club Estates	31 SFR lots	TM 5499	48.3	SR 76 east of Cole Grade Road at Pauma Valley Drive
36	Oak Tree Ranch TM	24 SFR	TM 5540; MUP 07-007	9.95	15560 Spring Valley Road
37	Turnbull TM	17 lots	TM 5545	22.9	32979 Temet Drive
38	Wexler TPM	4 lots	TPM 20913	2.54	
39	Shadow Run Ranch	54 SFR lots and 2 open space lots. MUP filed concurrently for Planned Residential Development that would cluster residential development on minimum 2-acre lots.	TM 5223 MUP 00-030	263	Shadow Run Ranch, SR-76 and Adams Drive, Pala
40	Diana Acres	3 lots	TPM 20896		Adams Drive off SR-76, Pauma Valley
41	Hunter Subdivision	3 lots	TPM 20804	7.5	15550 Adams Drive
42	Burge TPM	4 lots plus remainder	TPM 20538	12.58	34487 Citracado Drive, Pala
43	Pauma Valley Packing Company	Packing and processing	MUP 99-001	4.14	34188 Hampton Road
44	Shadow Run Ranch/ Schoepe-Pauma TM	13 lots	TM 5223; MUP 00-030	263.17	15040 Adams Drive
45	Warner Ranch	732 SFR lots, 168 condo units, community park, fire station lot	TM 5508	513	Pala-Pauma
46	Pauma Casino and Hotel	400 room hotel and 171,000-square-foot casino	CASINO		Approximately 11 miles east of I-15 along SR-76
47	De Jong/Pala Minor Subdivision	Minor residential subdivision. 3 SFR lots (1.03, 2.06 and 2.31 net acres each).	TPM 20451	5.62	Canonita Drive between I-15 and Tecalote Drive
48	Crossroads Investors Minor Subdivision	Minor residential subdivision. 4 SFR lots plus one remainder lot. Existing SFR and grove on site	TPM 20800	15.5	Ranger Road, Fallbrook
49	Chaffin/Red Mountain Ranch Subdivisions	Withdrawn TM 5217: Residential development with 29 SFR lots (2.28 to 18.33 acres) and 2 biological open space zones. TM 5225: 55 acres divided into 6 SFR lots (8.1 to 13.9 acres). TM 5227: 44.5 acres divided into 4 SFR lots (8.08 to 13.71 acres each).TM 5228: 19.1 acres divided into 2 lots (8.4 and 10.7 acres).	TM 5217/5225/ 5227/5228 MUP 00-027	455.9	Rainbow Glen Road and Red Mountain Dam Road, Fallbrook
50	John Collins TPM	2 lots	TPM 20505	8.29	Margarita in Fallbrook

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
51	Brannon Trust TPM	4+ lots	TPM 21085		411 Yucca Road, Fallbrook
52	Dien N Do TPM	4+ lots	TPM 20976		405 Ranger Road
53	Tim Rosa TPM	4 lots plus remainder	TPM 20373	13	2973 Los Alisos Drive
54	Leising TPM	4 lots	TPM 20427	10.83	1246 Via Vista
55	Atteberry TPM	3 lots	TPM 20434	9	1166 Sierra Bonita
56	Johnson TPM	2 lots	TPM 20980		3035 Trelawney Lane
57	Chipman TPM	4 lots plus remainder	TPM 20381	24.5	Camino Zasa, Fallbrook
58	American Lotus Bhuddist Association TPM	4 lots plus remainder lot	TPM 21047		Reche Road at Rabbit Hill, Fallbrook
59	Reche Road TM	12 SFR lots	TM 5547	33.5	3129 Reche Road, Bonsall
60	Palisades Estates	51 lots	TM 5158; RPL3	408.4	3880 Dos Niños Road/Elevado Road
61	Dion TPM and time extension	2 lots	TPM 19742	7.5	3562 Canonita Drive
62	Patricia Daniels TPM	4 lots plus remainder	TPM 20476	13.2	3609 Canonita Road, Fallbrook
63	Cameron Subdivision	Minor residential subdivision. 3 SFR lots (2.22, 2.44 and 6.37 acres each). Septic system.	TPM 20443	11.31	2644 Vista de Palomar, Fallbrook. North side of Vista de Palomar between Post Hill and Via Rancheros
64	Tesla Gray TPM	Minor residential subdivision. 4 SFR lots plus one remainder lot. Future development of 5 SFR	TPM 20473	28.91	East end of Vista de Palomar, and north end of Old Post Road, Fallbrook
65	Aspel TPM	Minor residential subdivision. 2 SFR lots (2.09 and 5.20 acres each).	TPM 20592	7.32	3107 Old Post Road, Fallbrook
66	James Patapoff TPM	Subdivision of 16.8 acres into 4 lots plus a remainder lot	TPM 20317	16.8	2639 Via Alicia, Fallbrook
67	Yew Tree Spring Water Corporation	3 residential lots	TPM 20503	7.48	3573 Diego Estates Drive, Fallbrook
68	Haugh, Granger TPM	4 lots	TPM 20610	12.94	Fallbrook
69	Brown, Lee & Karen, TPM	3 lots	TPM 20614; RPL1	6.46	3850 Gird Road
70	Pepper Drive TPM	4 residential lots	TPM 20648	1.39	3926 Flowerwood Lane
71	Surf Properties TM	15 lots	TM 4971	46.89	3545 Vista Corona
72	Brook Hills TM	35 lots	TM 4908	96.71	4061 La Cañada Road, Fallbrook
73	Latter-Day Saints/Via Monserate	17,000 sq. ft. church and meeting rooms	MUP 02-011	7.96	Fallbrook

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
74	Leeds and Strausss TM	17 SFR lots – TM time extension until 09/13/2009	TM 4976; RPL4	45.76	North side of Olive Hill Road, near intersection with SR-76, Bonsall
75	Murray Davidson	7 lots	TM 5398	4.28	3956 Pala Mesa Road, Bonsall
76	Shamrock Partners TPM	3 lots	TPM 20173	10	Shamrock Road, Bonsall
77	Crook TPM	5 lots	TPM 20851		32179 Shamrock Road
78	Tabata Bonsall TPM RPL1	4 lots	TPM 20729	33.75	5546 Mission Road
79	Berezousky TPM (311 Same as one in original latch)	Subdivision of 3.11 acre into 4 residential lots. Existing SFR on site	TPM 20874	3.11	4040 Pala Mesa Drive, Fallbrook
80	Murray Davidson TPM	Subdivision of 1 lot into 4 SFR lots plus a remainder lot	TPM 20932		3956 Pala Mesa Road, Fallbrook
81	Sumac TPM	4 lots	TPM 21076		3111 Sumac Road
82	Janikowski SFR	3,200-square-foot SFR	S 03-024	5.12	9686 Pala Road (SR 76), Fallbrook, on north side of SR 76
83	Kratochvid TPM; expired map	4 lots	TPM 19827	12.3	Old Highway 395
84	Kohl TPM	4 lots plus remainder	TPM 20319	9.71	7641 Mount Ararat Way, Bonsall
85	Woodhead TPM	4 lots plus remainder	TPM 20541	12.54	Mt. Ararat Way, Bonsall
86	Rockefeller TPM	2 lots	TPM 20596	5	9590 Lilac Way, VC
87	McNulty TPM	2 lots	TPM 20763	5.19	32171 Dos Niñas
88	Stehly Caminito Quieto TPM	4 lots	TPM 20799	11.69	32009 Caminito Quieto at West Lilac Road
89	Sanders TPM	4 lots plus remainder lot	TPM 20845		West Lilac Road, 1.25 miles west of Old Highway 395
90	Pala Shopping Center	Addition of 5 commercial buildings to an existing commercial site with grocery store.	S 02-061	3.88	On Old Highway 395 just northwest of the intersection of I-15 and SR 76
91	Monserate TM	7 SFR	TM 5489	24.6	3624 Monserate Hill Road
92	Dimitri, Diffendale, and Kirk TPM	4 lots	TPM 21075		Monserate Hill Road and Monserate Place
93	Madrigal TPM	3 lots	TPM 20994		1055 Rainbow Valley Boulevard near Old Hwy 395
94	Singh Power Plant	Power Generation facility	MUP 07-009	8.5	4 miles NE of I-15 on Pala Del Norte Road, north of SR 76
95	Gregory Landfill	Landfill site for solid waste	37-AA-0032	1,770	Approximately 3.5 miles east of I-15 on SR-76

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
96	Meadowood	355 single-family dwelling units, 503 multi-family dwelling units, a 10-acre neighborhood park, and an elementary school	TM 5354 & GPA 04-02		Just north of SR-76, 0.25 mile east of I-15
97	Bonsall - BO 18,20,22,29,32,33	61 Rural Single-Family Residential - 1 unit per every 4 acres.	Bonsall - BO 18,20,22,29,32, 33		Bonsall - North of Camino Del Rey, west of I-15
98	Fallbrook - FB 17, 18	28 Single-Family Rural Residential - splitting between SR1 and SR2 classification.	Fallbrook - FB 17, 18		Reche Road, West of Ranger Road
99	Fallbrook - FB 21,22,23	7 Single-Family Rural Residential - SR10 Class.	Fallbrook - FB 21,22,23		Northern border of county, next to river side county
100	Fallbrook - SR2	3 Single-Family Rural Residential - SR10 class.	Fallbrook - SR2		East of I-15 / Mission Road interchange
101	Fallbrook - FB19,25,26	13 Single-Family Rural Residential - SR10 class.	Fallbrook - FB19,25,26		North of Pala, East of I-15, west of Rice Canyon
102	Fallbrook - FB 21,22,23	7 Single-Family Rural Residential.	Fallbrook - FB 21,22,23		Northern border of county, next to river side county
103	North County Metro - NC22	44 Single-Family Rural Residential - SR1 class.	North County Metro - NC22		North of San Marcos Boundary, along Las Posas Road
104	North County Metro - NC37	30 Single-Family Rural Residential - to SR4	North County Metro - NC37		West of Twin Oak Valley Road, northwest of Deer Spring road, at Calafia Road
105	North County Metro - NC3A	10 Single-Family Residential - SR10	North County Metro - NC3A		North-East of Broadway/Jesmon Dende, Access Vista Verde
106	North County Metro - ~~NC42/~~ Newland Sierra (former Merriam Mountains)	2,135~~00~~ residential units, and commercial development	North County Metro - ~~NC42/~~ Newland Sierra (former Merriam Mountains)	1,983	North of Deer Spring, West of I-15, South of Gopher Canyon
107	Valley Center - VC51	15 Single-Family Rural Residential - SR-4	Valley Center - VC51		Corner of Courser Canyon and Lilac Road
108	Valley Center - VC57,63,64	238 Single-Family Rural Residential - SR-2	Valley Center - VC57,63,64		Corner of Valley Center Road / Mactan Road
109	Valley Center - VC67	North and south of Valley center road between Miller Road and Cole Grade Road	Valley Center - VC67		North and south of Valley center road between Miller Road and Cole Grade Road

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
110	Valley Center – VC7, 11, 20A, 20B, 54, 61, 66	261 single-family rural residential – SR-2	Valley Center – VC7, 11, 20A, 20B, 54, 61, 66		East I-15, south of W. Lilac Road
111	Casa de Amparo, MUP	This project is a Major Use Permit for a group residential care facility to serve up to 60 children and the child development center would have the capacity to serve 46 children.	04-14603		325 Buena Creek Rd
112	Dai Dang Meditation Center	The Major Use Permit provides for the development of the following buildings totaling 22,796 square feet: a Meditation Hall, Residence Quarters, and the Main Worship Hall	04-11468		6326 Camino Del Rey
113	Dougherty Pet Resort/MUP 10-027	The project includes a proposed 1,056 square foot kennel with a rooftop grass deck and pedestrian bridge. Enough kennels for 40 dogs/cats	07-0081283		1412 Windsong Lane
114	Gainer, MUP, p08-052	The project consists of construction of an approximately 10,368 square foot horse stable to accommodate up to 18 horses, construction of a 10,800 square foot covered riding arena, and improvement of the existing driveway.	08-0096048		6893 West Lilac Road
115	Patnode, MUP 08-036	The project proposes to construct a 4,000 square foot reception hall (not permitted in the zone), pave driveways for a shuttle to move the event attendees, and to use the existing residence as a staging area for scheduled events. Also, an unpaved parking area is proposed (not permitted).	08-0100394		14044 Horse Creek Trail
116	Valley Center Community Church	The project is a Major Use Permit for a new church campus on a 20.56-acre parcel. Construction will occur in four phases; at the completion of the final phase of construction, the church campus would consist of six main structures totaling approximately 65,000 square feet with associated parking, landscaping and outdoor areas.	04-13720	20.56	29010 Cole Grade Road

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
117	Casa de Amparo MUP Minor Deviation p 03-	Foster Care Facility for Casa de Amparo - 4-Bldgs for a total sq footage of 28353.	10-0121634		325 Buena Creek Road
118	Champagne Lakes, MUP, Mod	Modification for the relocation of 51 RV spaces and one mobile home space to include full hookups to 20 RV spaces, a new restroom, and an area screened by landscaping for vehicle storage.	06-0055819		8310 Nelson Way
119	Crossroads Church, MUP Mod for Pre-school	The modification proposes to install and operate relocatable pre-school classrooms. The pre-school classrooms will have a maximum of 100 students and will operate from 6am to 6:30pm Monday through Friday.	08-0094758		2406 N. Twin Oaks Valley Road
120	Moody Creek Farms LLC, MUP Mod; p79-134w	The project will consist of expansion of the footprint of the previously approved Major Use Permit to include all of the stables; barns; riding rings and arenas; ¾ mile horse training track; ranch manager's residence; farm employee housing; and accessory structures associated with the Equestrian Facility.	09-0107476		30185 and 30321 Camino De Los Caballos; 31257 Via Maria Elena
121	Vista Valley Country Club, SPA and MUP	Total increase of 12,520 sq. feet enclosed and 4,442 sq. feet un-enclosed.	08-0100054		2262 Gopher Canyon Road
122	Hidden meadows - oak woodlands rezone	The Project will contain 17.3 acres of General Commercial, 5.6 acres of Office/Professional, 7.7 acres of 10.9 DU/AC Multifamily Residential and 5.2 acres of 15.0 DU/AC Multifamily Residential.	04-16685	17.3	This property is within the Northern Village Town Center of the Valley Center Community.
123	Mountain Gate Rezone for TM Timex	Tentative Map Time Extension and Rezone to make sure that only those uses consistent with the Specific Plan are permitted. Tentative Map authorized a total of 147 single-family lots.	04-15133		27319, 27321, 27329 Mountain Meadow Road
124	Orchard Run Major Subdivision (296 lot)	The project will contain 300 single-family residential, 5.8 acres wastewater treatment plant, 1.4 acres of community recreation	08-0092691		Valley Center Road; 13675 Old Road; 28290 Lilac Road
125	Tentative Map	Approved Tentative Map for 16 dwelling units on 41.7 acres.	04-20072	41.7	14357 Tyler Road

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
126	Alti, GPA, REZ	GPA withdrawn; however, the Tentative Map (TM 5551) proposes to subdivide 59.52 acre site into 71 lots.	06-0064250	59.52	14096 Sunday Drive; 27845 Valley Center Road
127	Beauvais TM	Tentative Map to subdivide 23.2 acres into 7 residential lots.	04-13906	23.2	South of intersection of Bella Linda and Old Castle Road
128	Brisa del Mar	The project is a Tentative Map for a residential subdivision of 206 acres into 27 x 2-acre minimum lots.	06-0060719	206	31002 Aquaduct Road; 7520, 7530, 7570, 7574, 7650 Camino Del Rey
129	Canyon Villas Welk TM, REZ and STP	The project is a Rezone and Tentative Map (TM 5313) to subdivide 20.89 acres into 177 time share units.	04-13850	20.89	28833, 28915 Champagne Blvd; 8860 Welk View Drive
130	Charles Froehlich TM	The project is a residential subdivision of two parent parcels, resulting in a total of six lots. The site is located on Double K Road within the Valley Center Community Planning Group in unincorporated San Diego County.	06-0061043		Sierra Roja and Double K
131	Circle P Lane TM 5468RPL3	The project is a Major Subdivision of 11 proposed lots ranging in area from 1.03 to 2 gross acres on a 15.48-acre property with access via a private easement road from Mountain Meadows Road. The subject property is designated (2) Residential by the North County Metropolitan Subregional Plan	05-0055339	15.48	10264 Circle P Lane; 27446 Mountain Meadow Road
132	Dabbs TM	This is a request for a tentative map on 38.4 acres (gross acres). The subdivision proposes 9 lots. Each proposed lot will be 4 acres in size (net acres).	04-11658	38.4	32006 Aquaduct Road
133	Foxenwood PRD TM 4836 & STP 89-041	Tentative Map to subdivide 45.2 acres into 17 dwelling units.	04-20362	45.2	Mirar De Valle
134	Golf Green Estates/S/Site Plan	116 Lot subdivisions of 6,000 square foot parcels.	06-0061925		Old River Road and Camino Del Rey
135	Kawano Subdivision	Tentative Map to subdivide 10.51 into 8 residential lots.	04-0029730	10.51	1050 Ora Avo Drive
136	Mcintyre Subdivision TM 5014	Lilac Mtn Rch: 22-lot/108-ac	05-0060917		11278 Lilac Vista Drive

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
137	Oak Glen	The project proposes major subdivision of 20.01 acres. The subdivision proposes nine single-family residences on 2 acre minimum lots. 9 Single-Family Residential.	05-0046937	20.01	14099 West Oak Glen Road
138	Orchard Vista, TM, REZ	Withdrawn	06-0064848		13278 Orchard Vista Road
139	Pauma Ranches	The project is a Tentative Map to subdivide 100 acres into 22 residential lots, with each lot no less than 4 acres in size.	06-0064845	100	30434 Montrachet Street
140	Rabbit Run, Tm, 10 lots	The project is a major subdivision of 17.70 gross acres into 7 lots ranging in size from 2.03 to 4.02 gross acres.	06-0057789	17.7	29222, 29270 Duffwood Lane
141	West Lilac Farms I & Ii	Approved Tentative Map for 28 single-family lots on 92.8 acres.	04-14957	92.8	31817 Via Ararat Drive; 32542 Aquaduct Road
142	Boyer TPM 20794	Approved Tentative Parcel Map for 3 lots on 3 acres.	04-11552	3	
143	Cunningham , TPM, 2 lots	The project proposes to create two legal lots from Assessor Parcel Numbers 172-140-62 and 64. Parcel 1 is 7.40 net acres and Parcel 2 is 17.6 net acres.	05-0060144	25	1221 Tarek Trail
144	Fitzpatrick TPM	The project is a minor subdivision of a 10.8-acre parcel currently being used for agriculture (avocado grove). The project proposes to develop four residential lots ranging in size from 2.3 to 3.1 acre.	04-0023583	10.8	Tomsyl Road
145	Gangavalli, TPM, 2 lots	The project proposes to divide 5.05 net acres into 2 parcels measuring 2.51 acres gross (2.29 acres net), and 2.51 acres gross (2.45 acres net).	07-0086629	5.05	10418 King Sanday Lane
146	Goodnight ranchos, TPM, 2 lots	The project proposes to divide 5.0 acres into 2 parcels measuring 2.45 acres net each. The proposed parcels will have frontage upon Circle R Lane.	06-0058961	5.0	30359 Circle R Lane
147	Harlow minor subdivision (3 lots); TPM	3 Lot Subdivision	08-0096323		12542 Betsworth Road
148	Hefner/brown 4 lot and remainder TPM: TP	Subdivide a +/-57.9 acre parcel into four lots plus a remainder (lots range from 7.4 to 13.1 net acres).	09-0108702	57.9	31460 Aquaduct Road

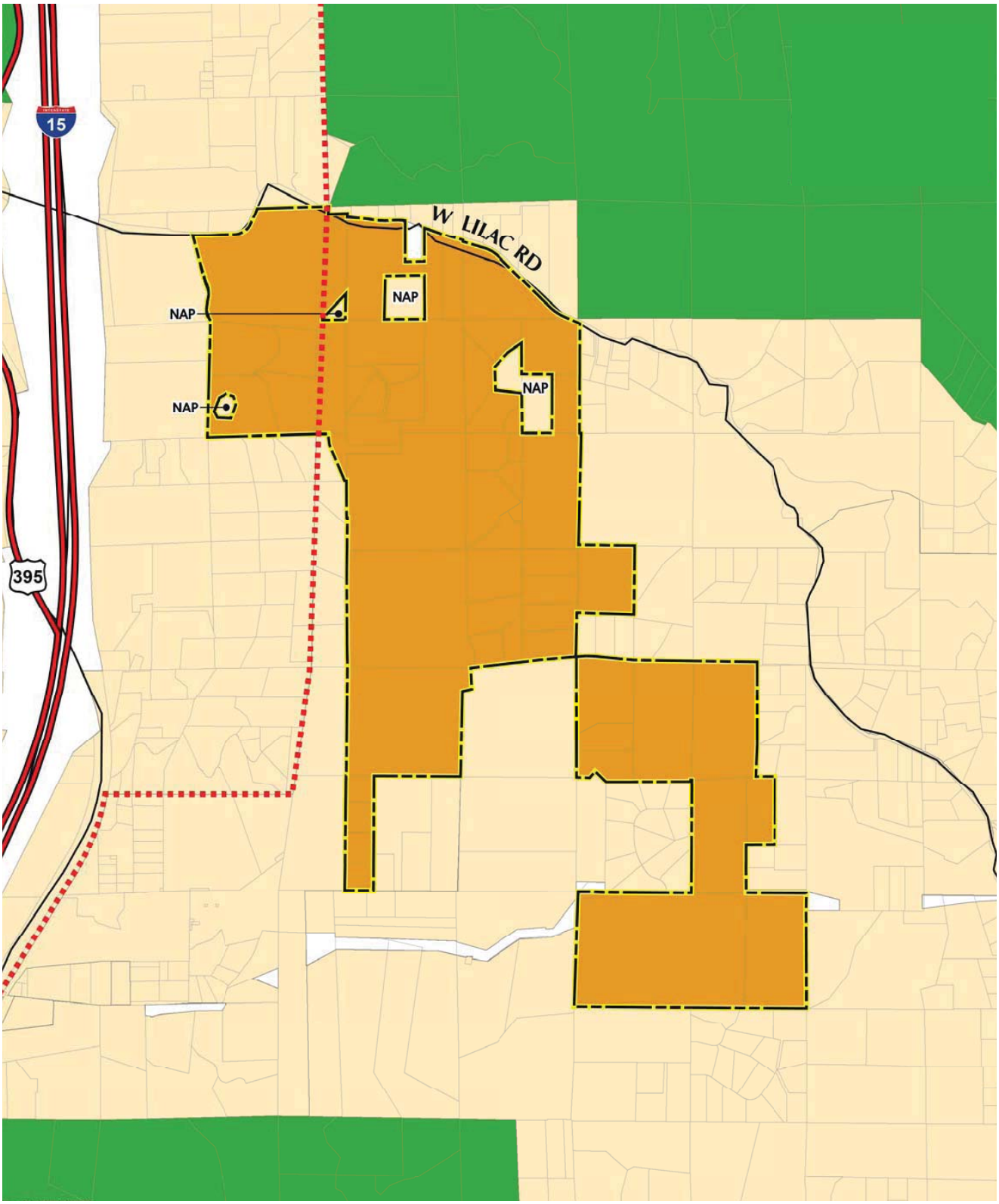
TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
149	Kim ,TPM	4 lots TPM w/ Remainder Parcel The project is a tentative parcel map application to subdivide a 46.72 acre parcel into 4 lots plus a remainder lot, ranging in area from 7.4 acres to 12.2 acres, for residential land use.	10-0135167	46.72	29640 Pamoosa Lane
150	Kirkorowicz, TPM	The project proposes a two lot subdivision for the creation of two single-family residences and associated driveways and septic.	05-0054874	8.58	Fairview Road
151	Matheson, 2 lot TPM; TPM 21173	12.83 acres into 2 residential lots of 4.013 and 8.259 net acres.	10-0122579	12.83	1202 Rancho Luiseno Road
152	McBride, TPM, 2 lots	2-lot residential subdivision	07-0086911		29945 Spearhead Trail
153	McNally rd parcel map	The project proposes to divide 78.3 acres into 4 parcels and a remainder measuring 8.3 acres net, 4.2 acres net, 4.0 acres net, 4.0 acres net and 57.8 acres net, respectively.	06-0059622	78.3	McNally Road; Lilac Road
154	Moddelmoa TPM	Tentative Parcel Map to subdivide 21.1 acres into 4 parcels and a remainder.	04-13025	21.1	30455 and 30463 Roadrunner Ridge South
155	Mustafa TPM	Tentative Parcel Map to subdivide 16.4 acres into 4 parcels and a remainder.	04-11418	16.4	9770 Circle R Road
156	Nichols Whitman, TPM, 4 lots	TPM 4 Lots	05-0045920		10015 W Lilac Road
157	Rimsa TPM 2 lots	2 Single-Family Residential lots	06-0058024		235 West Camino Calafia
158	Rios; TPM 21143	The project is a minor subdivision to create 2 parcels	08-0103568		12902 Mirar de Valle Road
159	Robinson, TPM, 4 lots	4 Single-Family Residential lots	07-0087850		10127 Circle R Drive
160	Sage meadow TPM	2 Single-Family Residential lots	06-0070181		13510 Sage Meadow Lane
161	Sanders, TPM, BC, 4 lots +	Tentative Parcel Map: Standard 4 lots plus a reminder lot	04-0022522		6993 W Lilac Road
162	Souris, TPM, 4 lots	Divide 38.8 net acres into 4 parcels ranging in size from 4.01 to 21.47 net acres. One existing single-family residence and guesthouse resides on Parcel 3 and will remain	05-0060924	38.8	14174 Sun Rocks Drive

TABLE 1-6
CUMULATIVE PROJECTS
(continued)

Map Key #	Project	Project Description	Project Reference Numbers	Area (acres)	Location
163	Tran tentative parcel map	4 Single-Family Residential lots	04-0021712		29623 Valley of the King Road
164	Turner, TPM	4 Single-Family Residential lots	08-0090536		29133 Sandy Hill Drive
165	Weber, 4 lot TPM, TPM 21128	4 Single-Family Residential lots	08-0097087	4.67	3458 Royal Road
166	Wild, tentative parcel map; TPM 21170	4 Single-Family Residential lots	09-0117871		1560 Wild Acres Road
167	Yuan, minor subdivision + remainder, TPM	The project is a Tentative Map to subdivide 89.88 acres into four parcels plus a remainder parcel.	07-0082675	89.88	Old River Road and Dentro de Lomas
168	Pfaff, TPM, 3 lots	Tentative parcel map to divide a 7.79 acre parcel into three residential lots of 2.5, 2.1 and 2.7 net acres (Parcels 1, 2 and 3 respectively). The site contains an existing single-family residence on proposed Parcel 1 that would be retained.	06-0061790	7.79	32010 Caminito Quieto
169	Kohne residence, REZ	Withdrawn	05-0045714		Calle Oro Verde
170	Castle Creek Condominiums, GPA, SPA, REZ	The project is a General Plan Amendment, Specific Plan Amendment, and Tentative Map to change the existing Land Use Designations to (21) Specific Plan Area in order to increase the density from 1.29 to 1.37 to allow a Tentative Map to subdivide the site into 63 dwelling units.	05-0061049		8790 Old Castle Road
171	Sukup	The project is an Expired Map for a major subdivision, TM 5184, that was approved on June 10, 2004 and expired on June 10, 2007. The project now proposes to subdivide 24.62 gross acres into 9 single-family residential lots ranging in size from 2.02 to 2.90 net acres.	TM 5184	24.62	East side of Rodriguez Road

Map Source: Vance and Associates, 2012



PROPOSED REGIONAL CATEGORIES
- RURAL
- SEMI-RURAL
- VILLAGE
- NO JURISDICTION

0 Feet 100

FIGURE 1-1
Proposed Regional Categories

RECON

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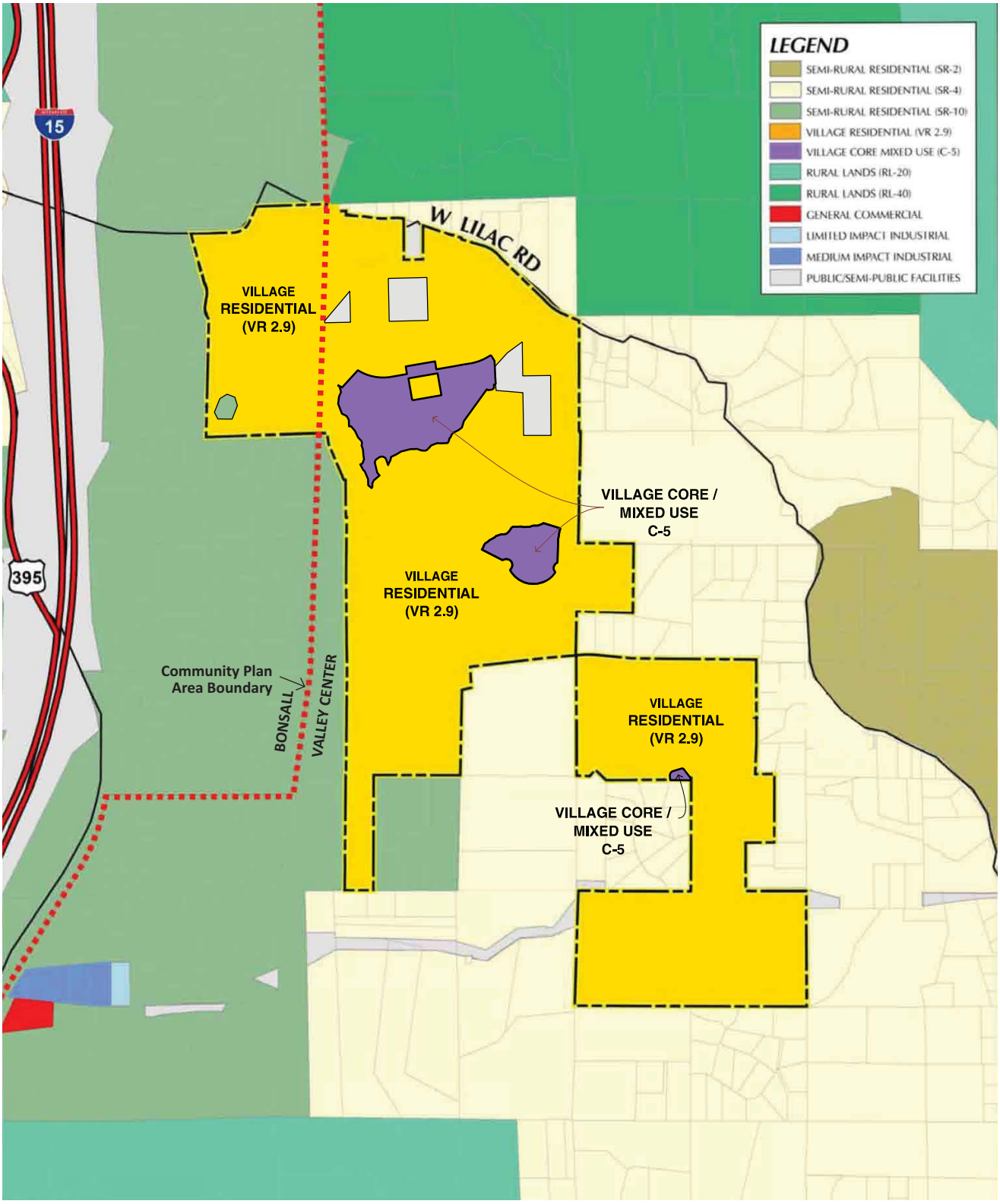
Map Source: Vance and Associates, 2013



No Scale

FIGURE 1-2

Proposed Valley Center and Bonsall Community Plan Land Use Designations

RECON

Map Source: Vance and Associates, 2014

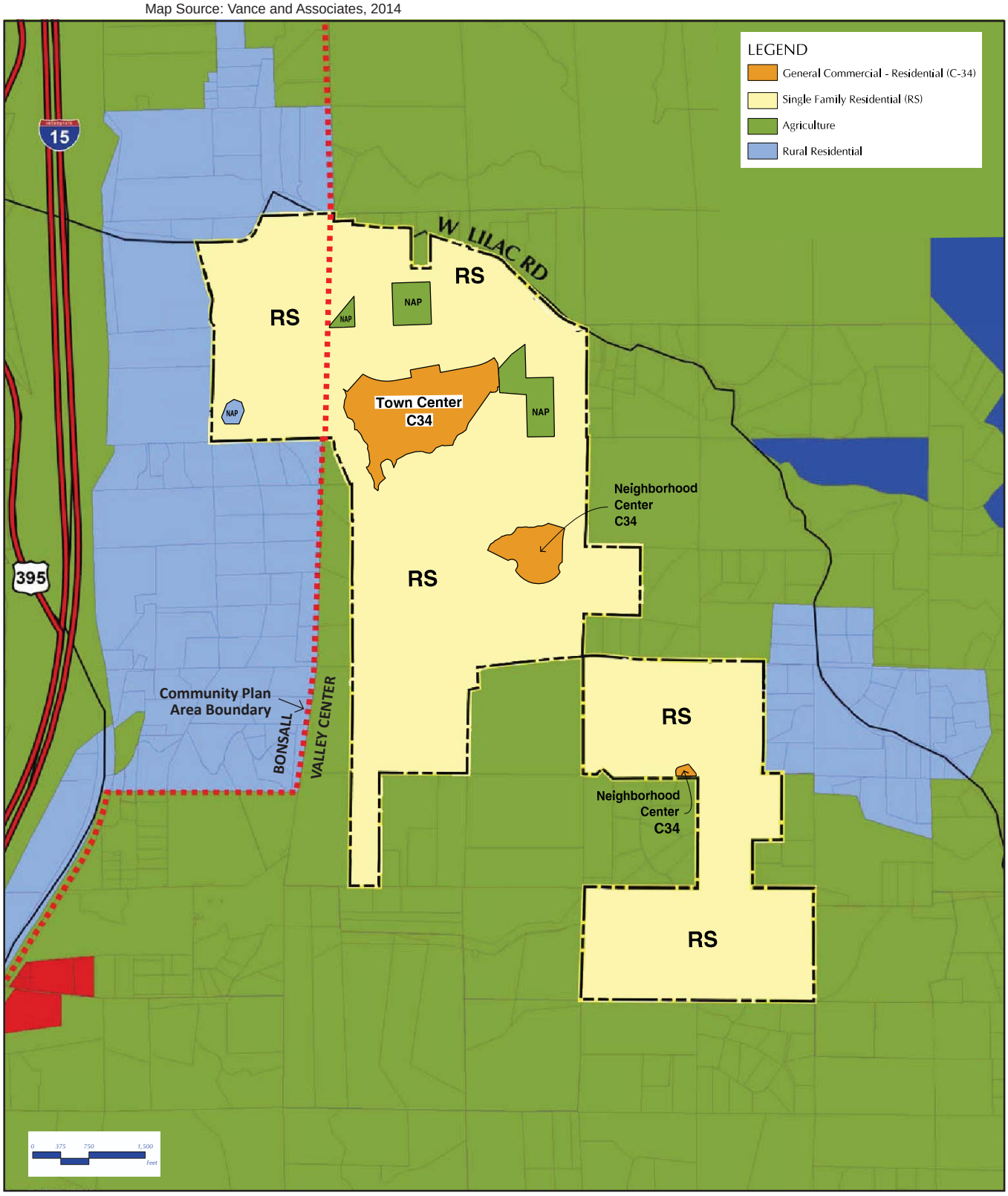


FIGURE 1-3
Proposed Zoning

RECON

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Map Source: Vance and Associates, 2015

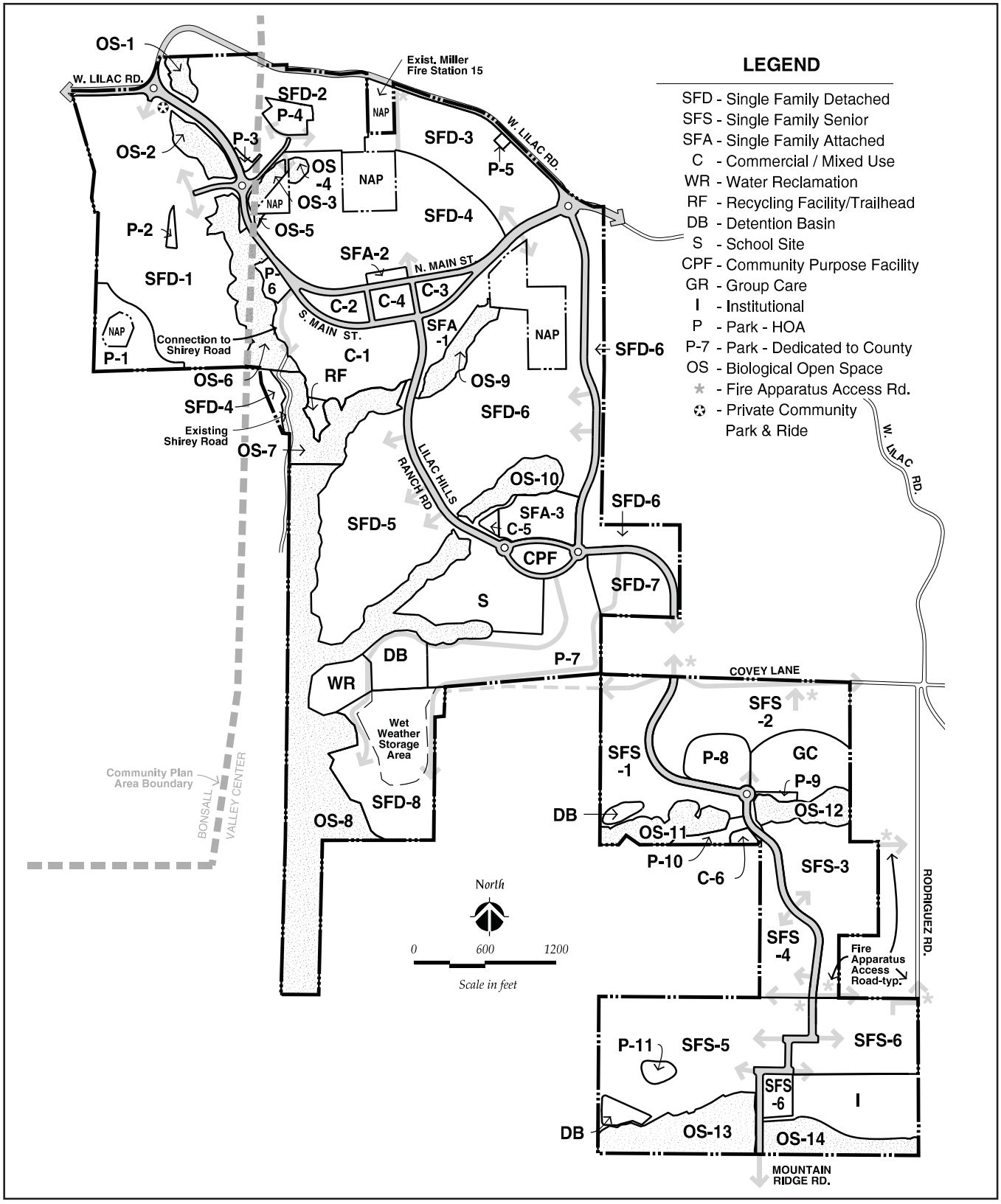
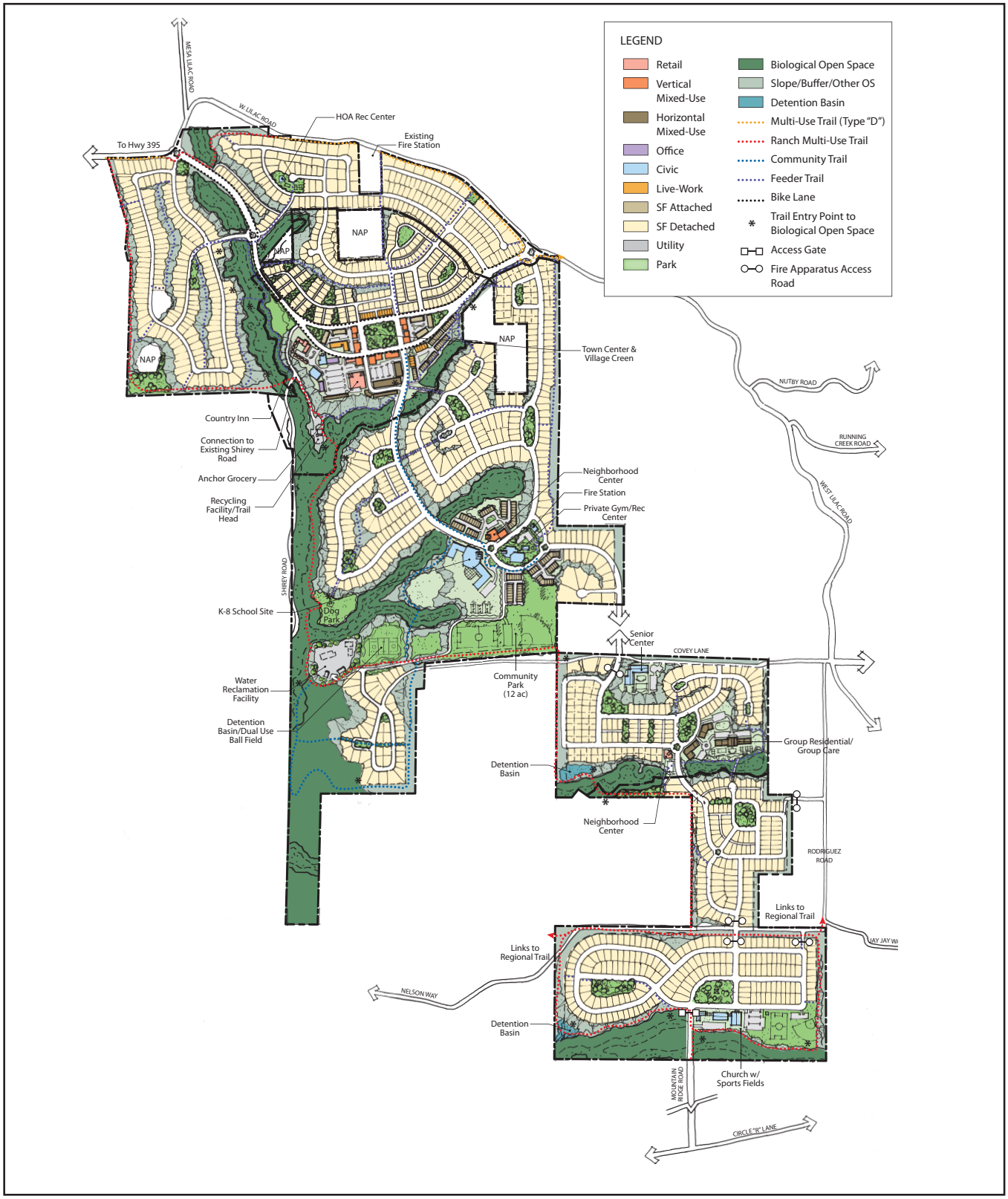


FIGURE 1-4

Specific Plan Map

RECON

Map Source: Vance and Associates, 2013



No Scale

FIGURE 1-4a

Conceptual Lotting of Lilac Hills Ranch Specific Plan

RECON

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Map Source: Vance and Associates, 2015

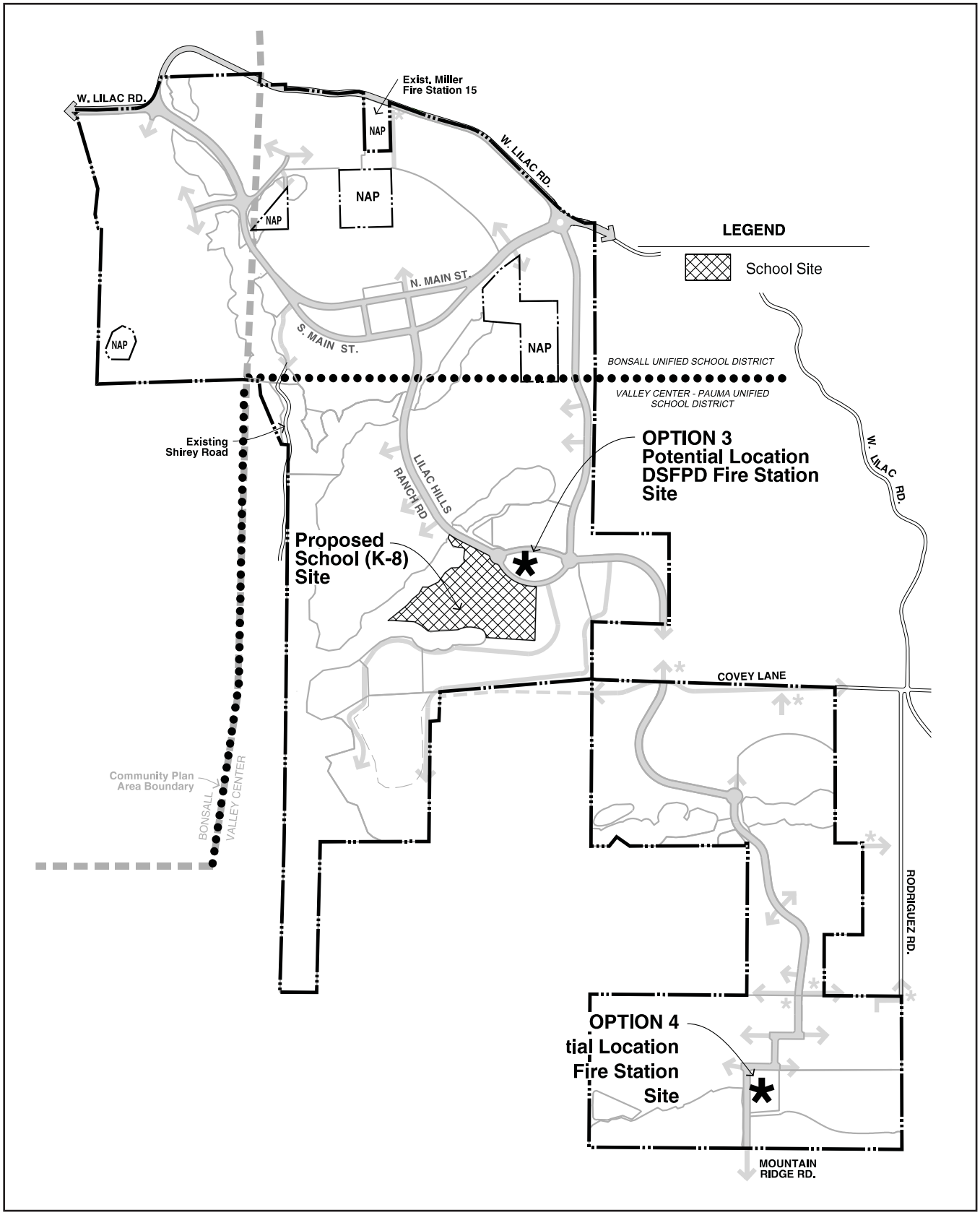

FIGURE 1-5

Civic Uses/Community Purpose Facility

RECON

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Image Source: Landmark Engineering, 2014

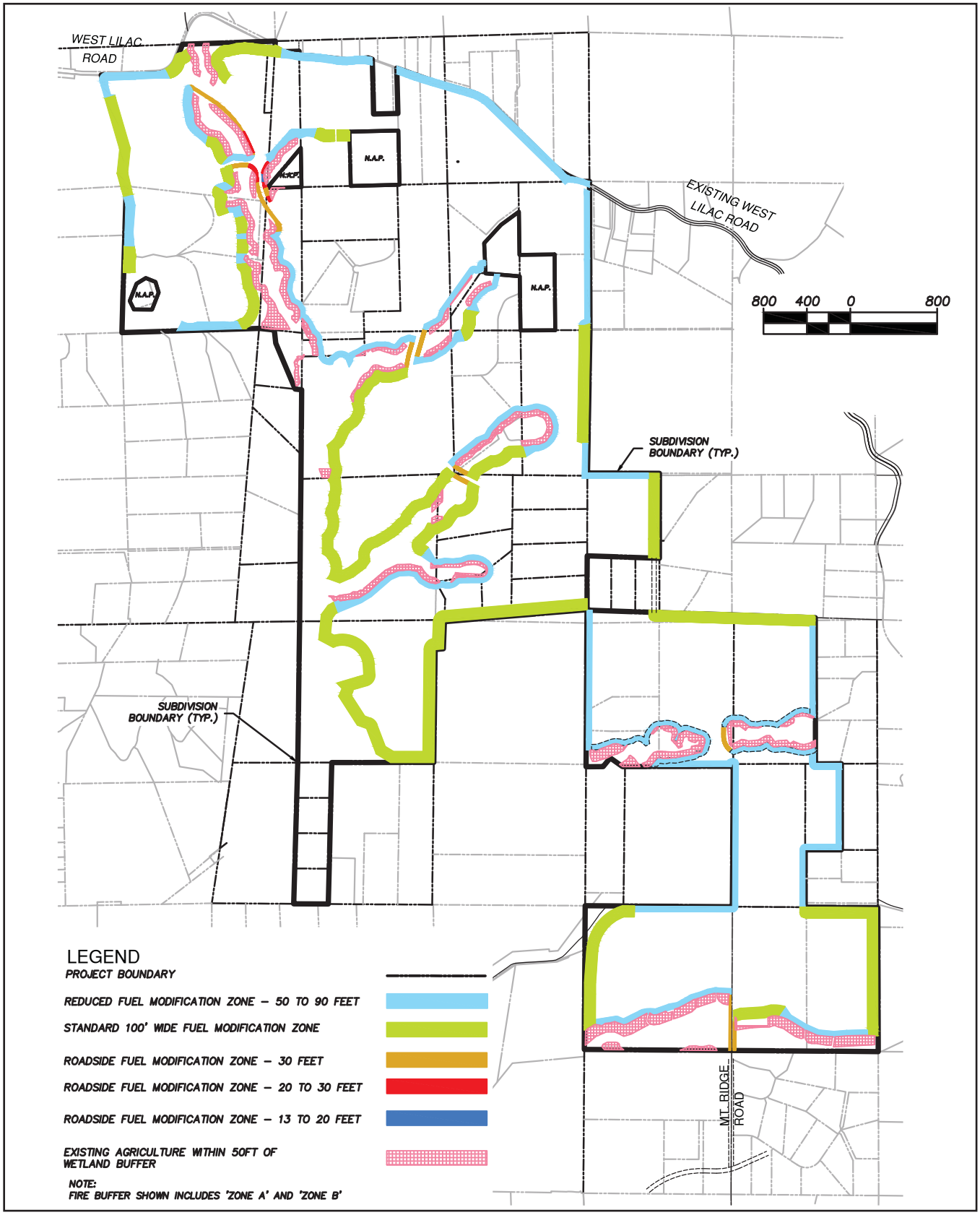

FIGURE 1-6
Fire Protection Plan

RECON

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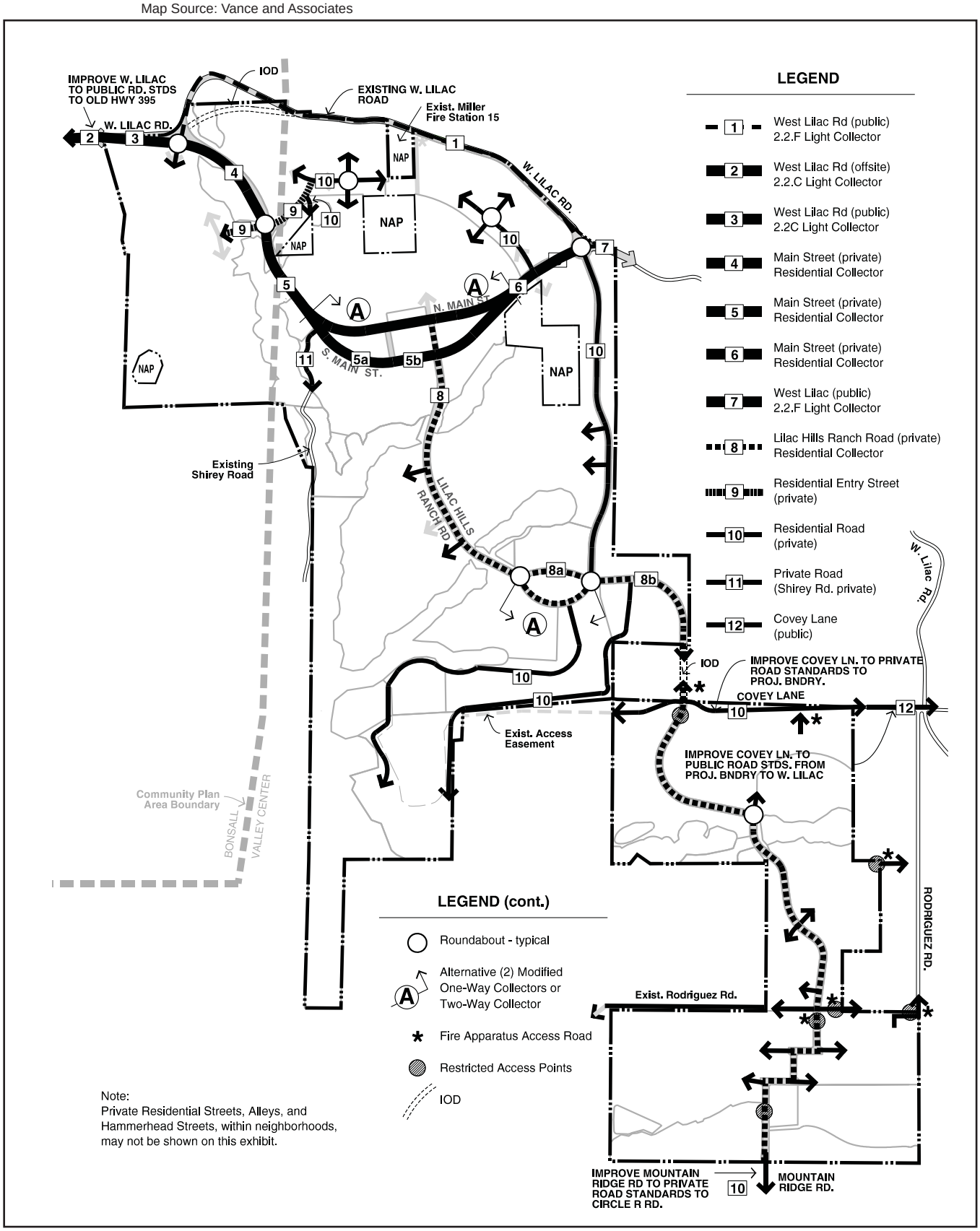
Map Source: Vance and Associates



Not to Scale

FIGURE 1-7

Project Internal Circulation

RECON

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Map Source: Vance and Associates, 2015

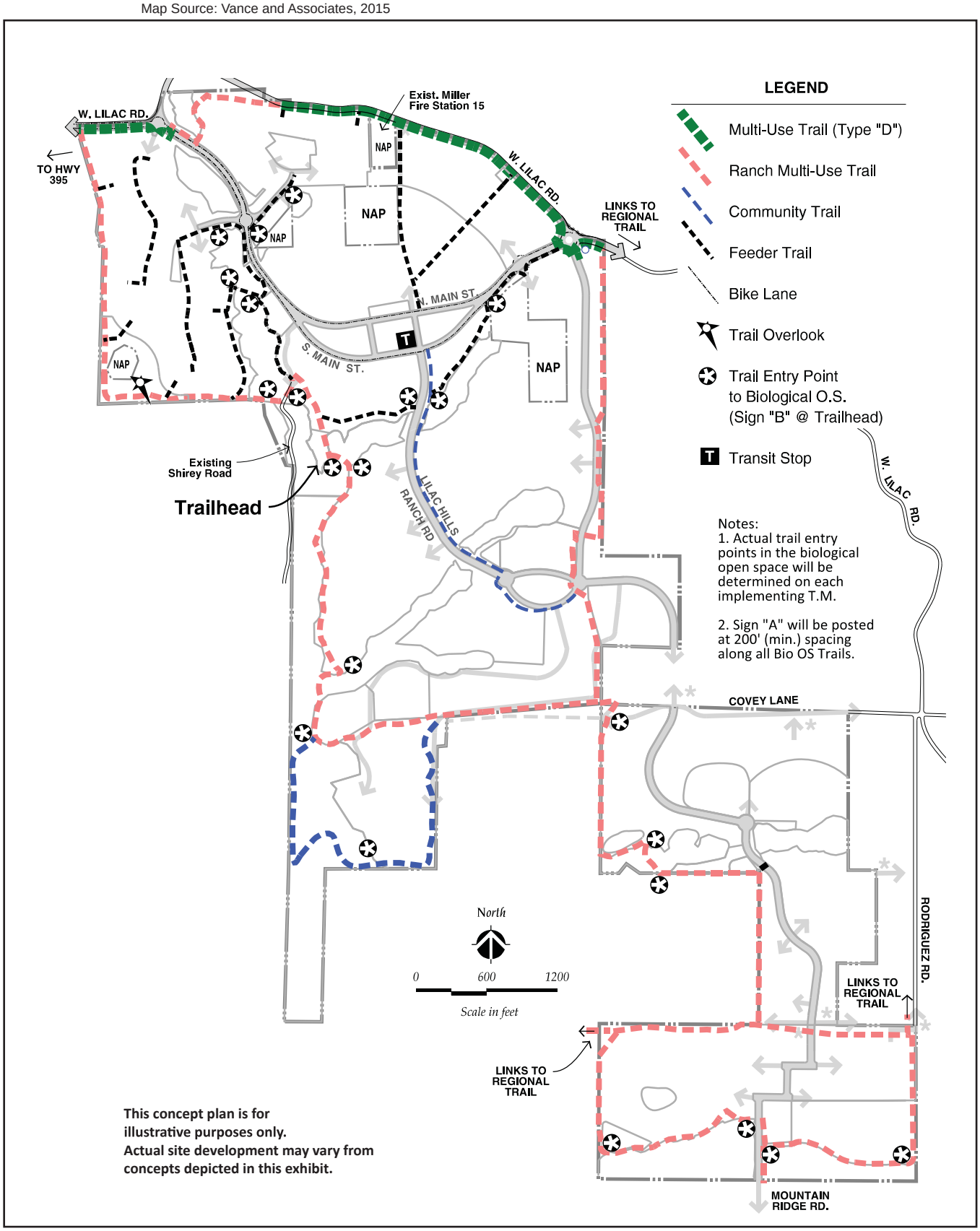

FIGURE 1-8
Trails Plan

RECON

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Map Source: Vance and Associates, 2015

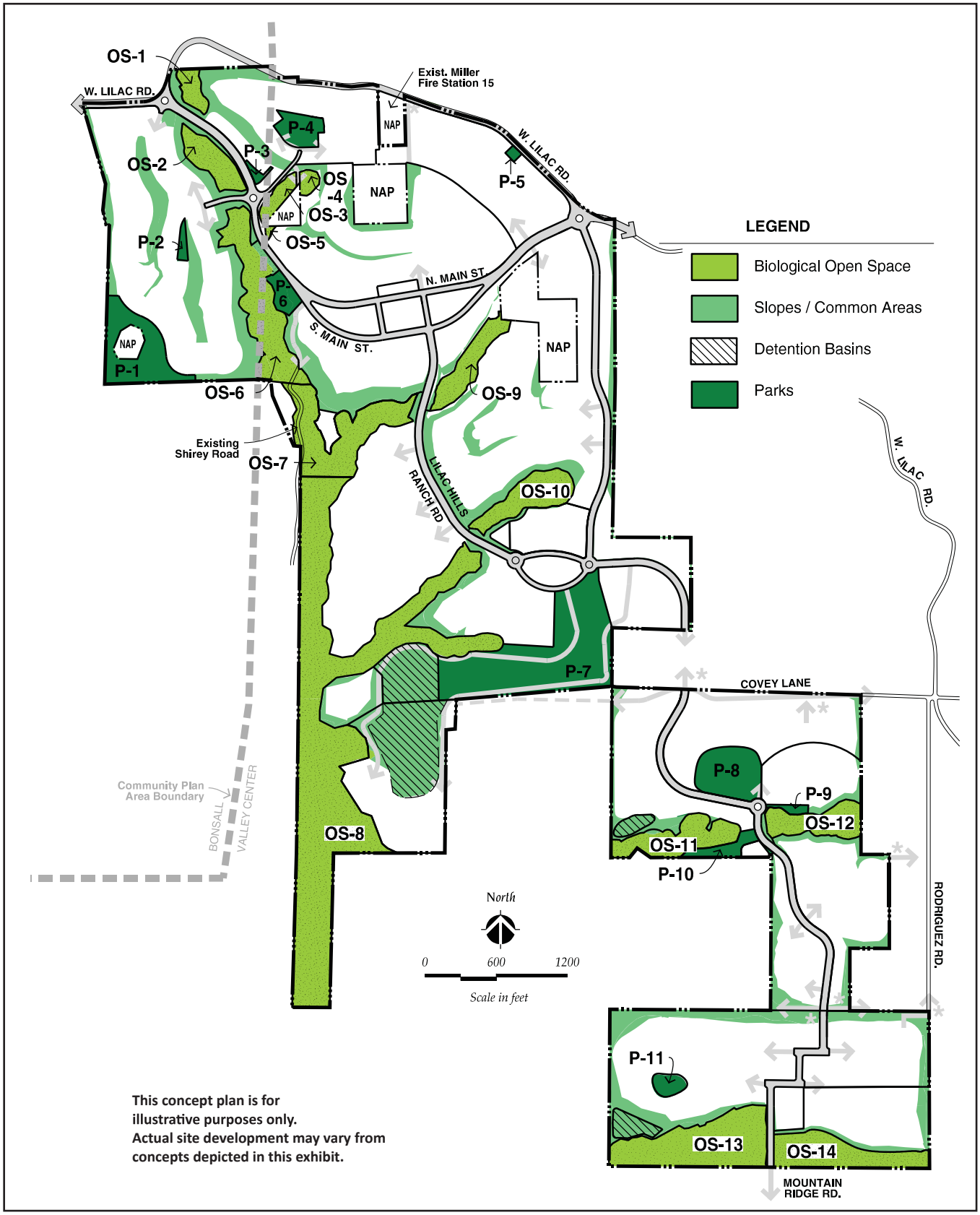

FIGURE 1-9

Open Space and Parks

RECON

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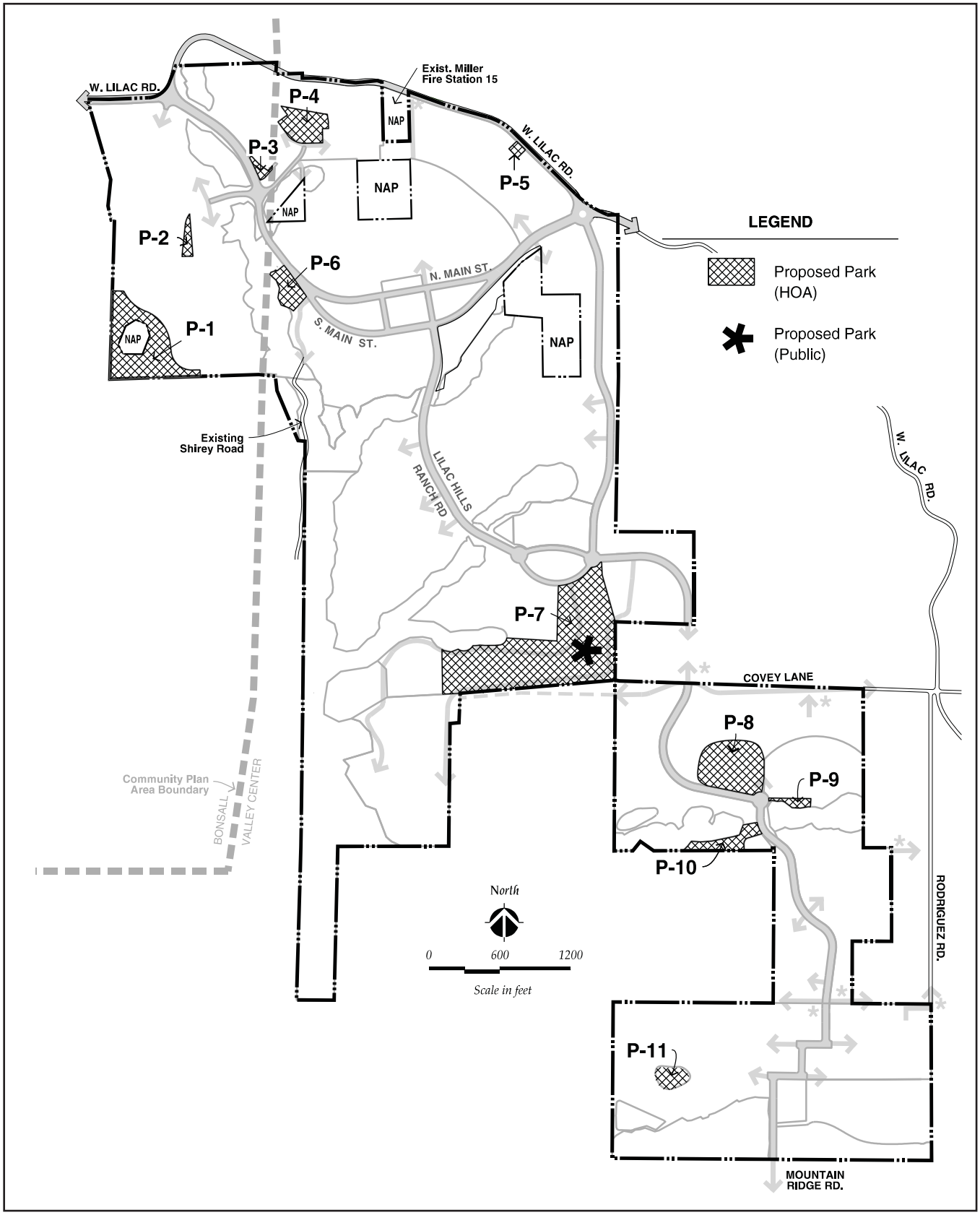

FIGURE 1-10

Park Plan

RECON

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Map Source: Vance and Associates, 2015

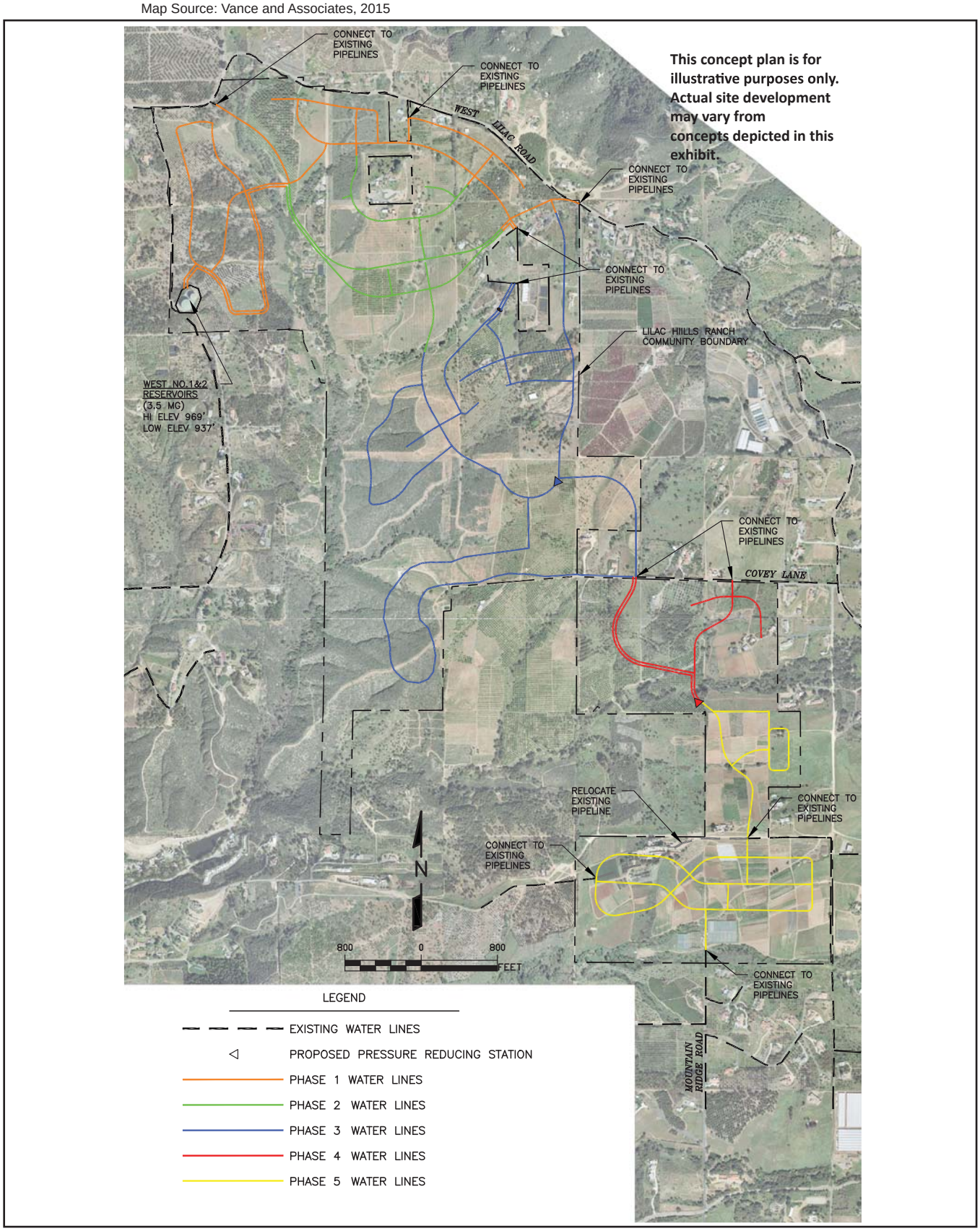

FIGURE 1-11
On-site Water System

RECON

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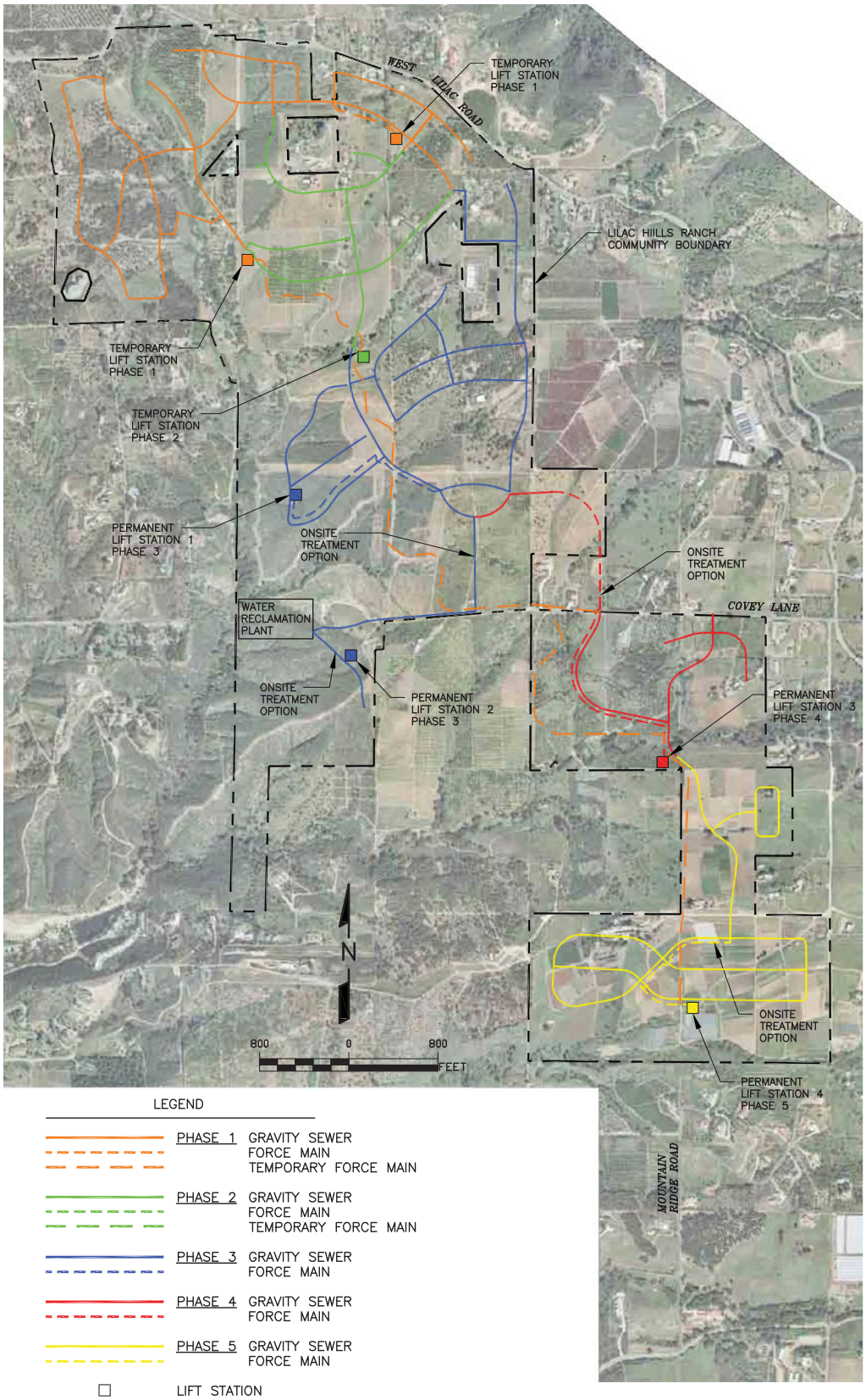
Map Source: Vance and Associates, 2013



Not to Scale

FIGURE 1-12

On-site Sewer Collection System

RECON

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Map Source: Vance and Associates, 2015

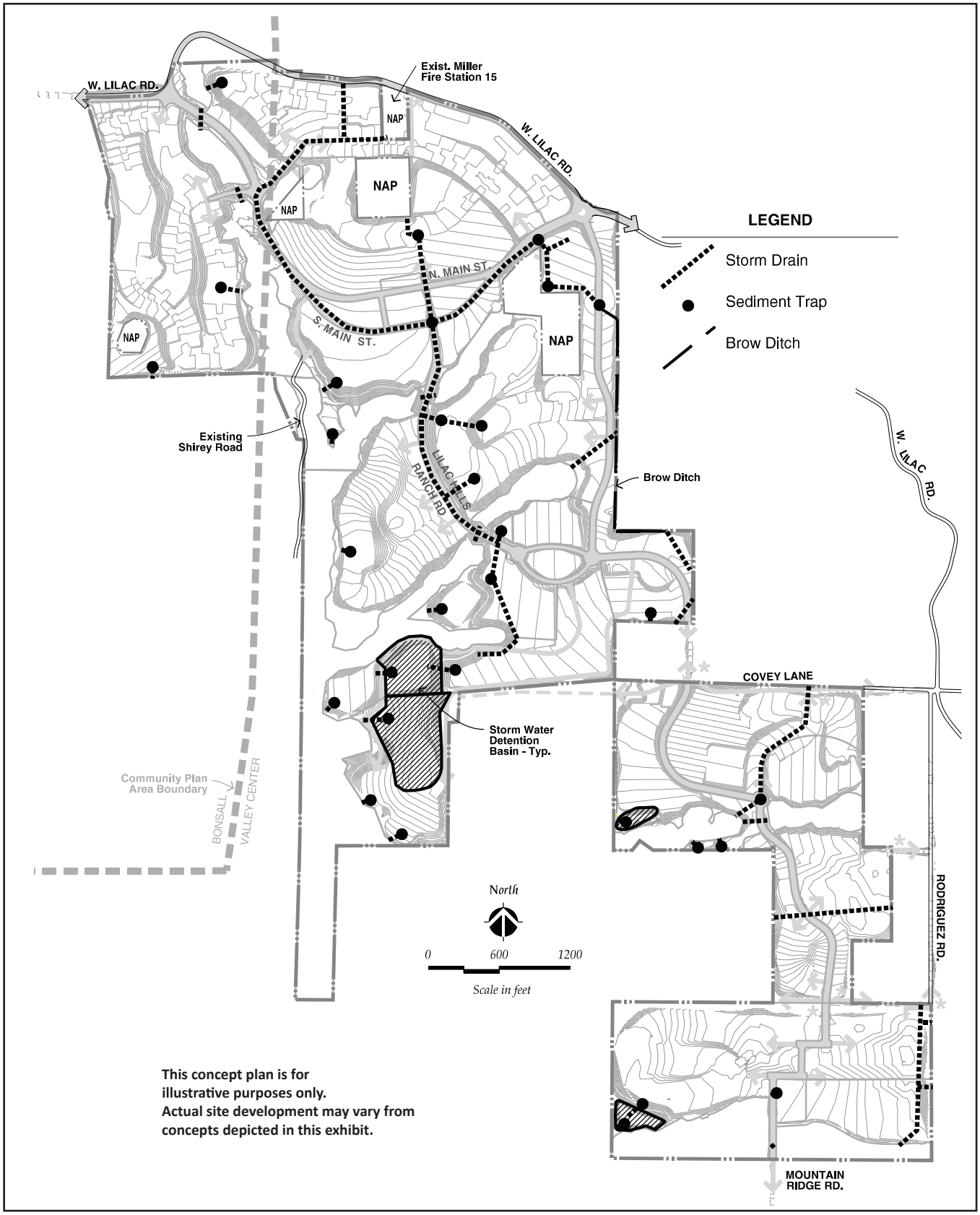

FIGURE 1-13
Proposed Storm Drains

RECON

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Map Source: Vance and Associates, 2015

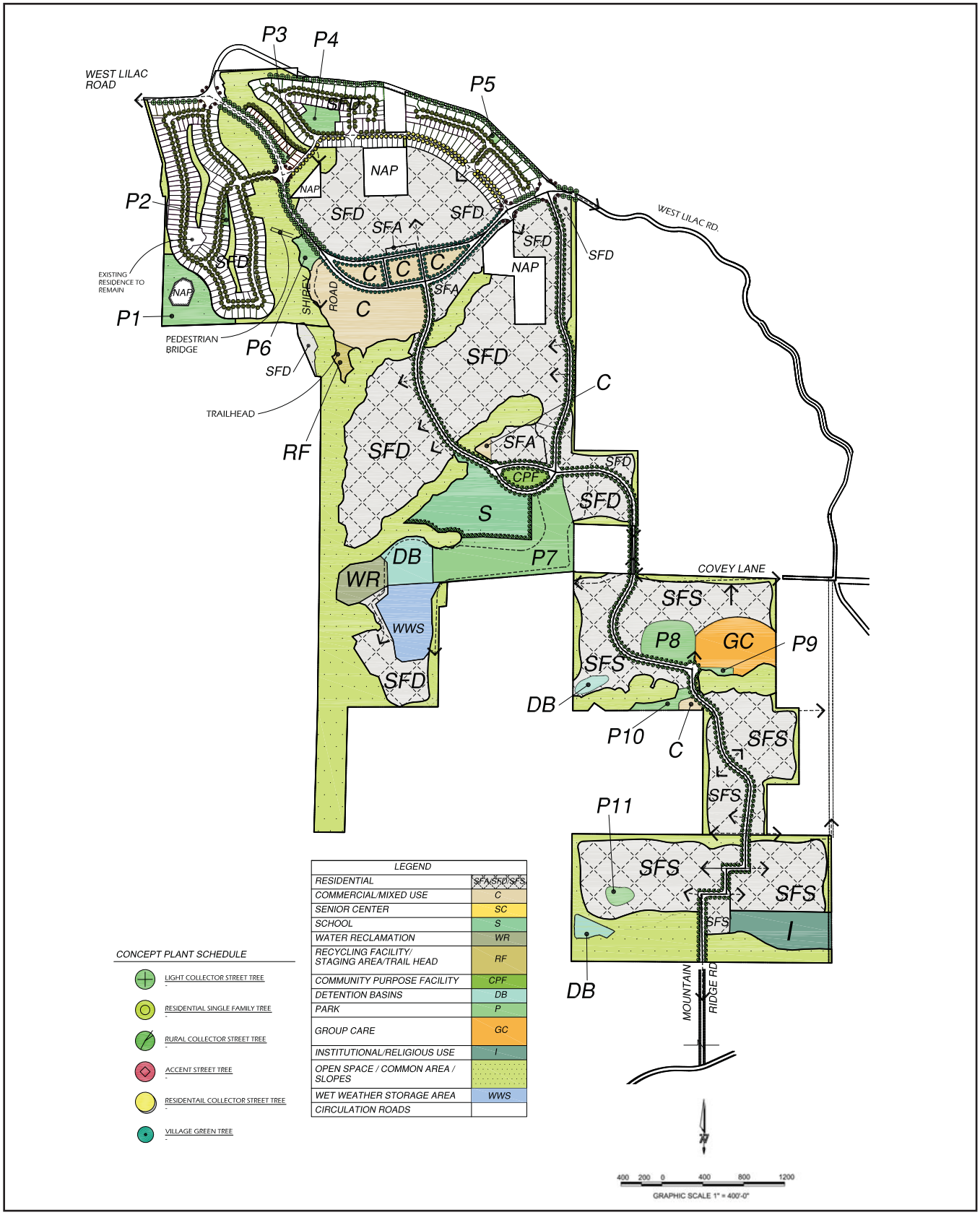
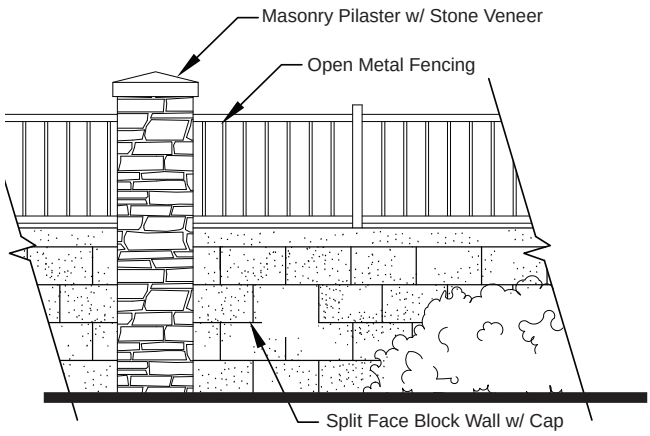


FIGURE 1-14
Landscape Plan

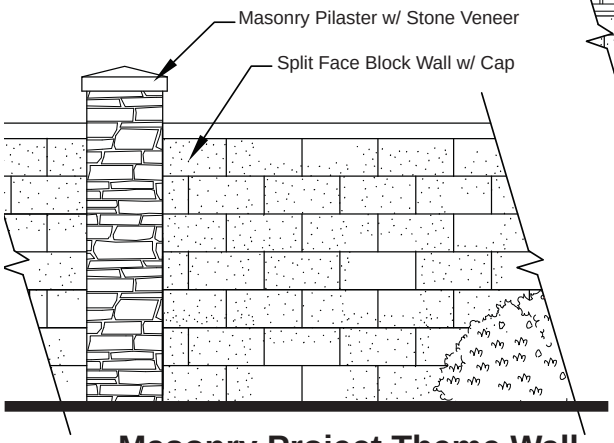
RECON

Image Source: Wimmer, Yamada, and Caughey, 2012



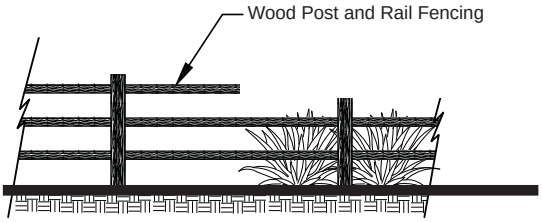
Masonry Wall w/ Open Metal Fencing Above

no scale



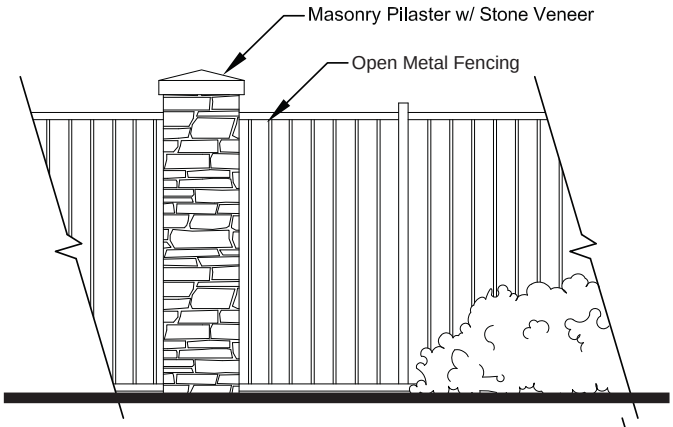
Masonry Project Theme Wall

no scale



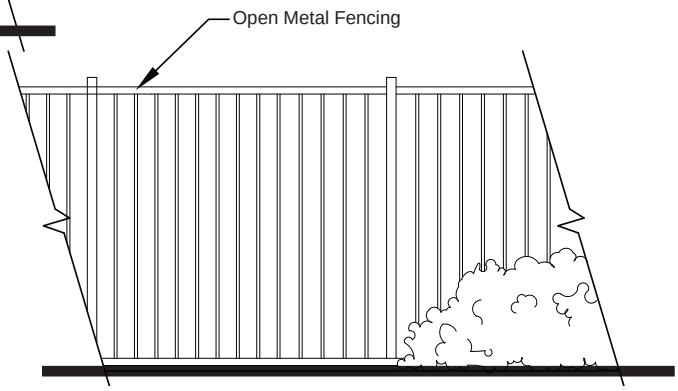
Wood Post & Rail Fencing

no scale



Open View Fence

no scale



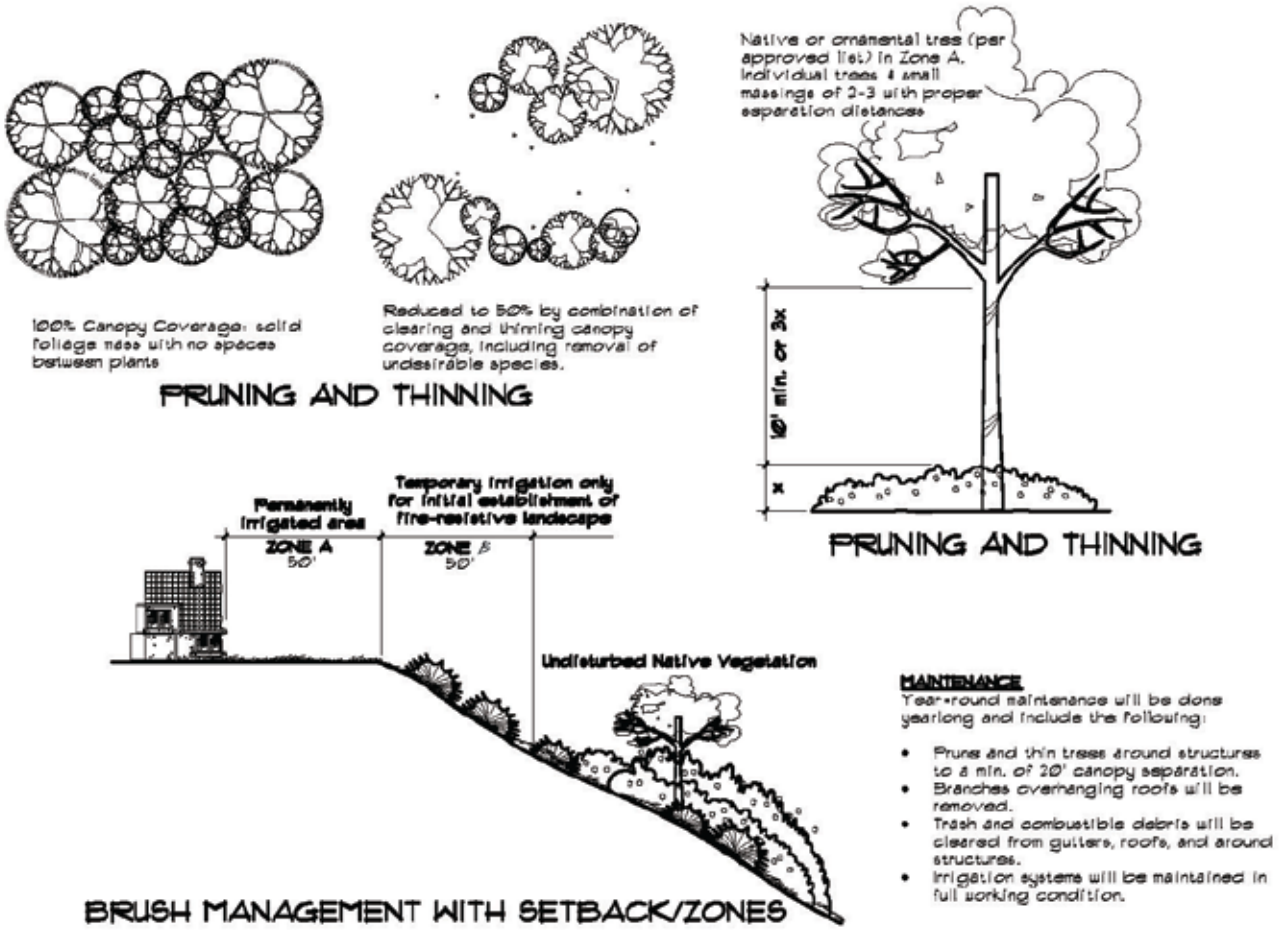
Open View Fencing

no scale

FIGURE 1-15

Fence and Wall Concepts

RECON



Not to Scale

FIGURE 1-16

Fuel Management Setback Zones

RECON

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Image Source: Vance and Associates, 2015

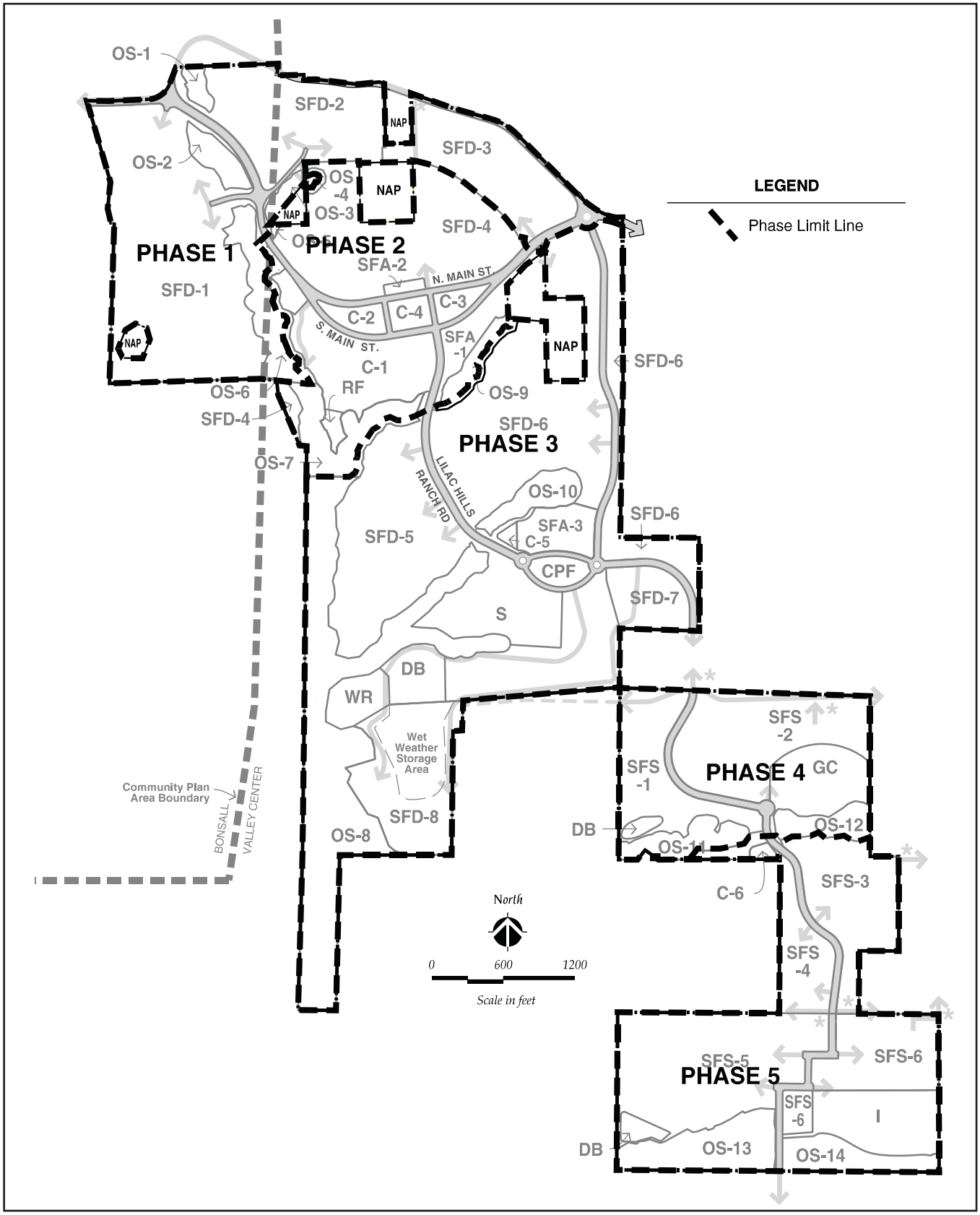

FIGURE 1-17
Phasing Plan

RECON

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Image Source: Landmark and Associates, 2015

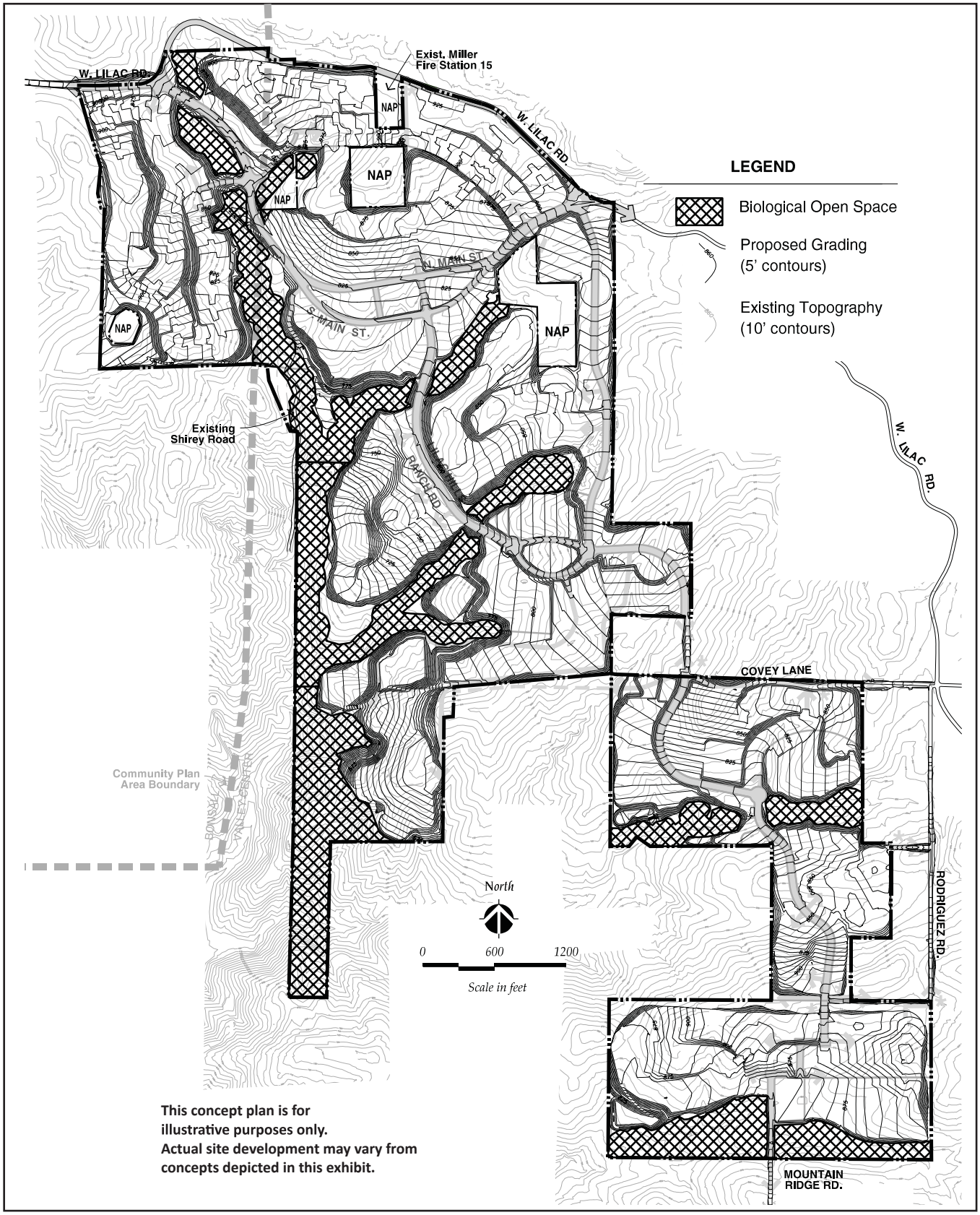

FIGURE 1-18
Conceptual Grading Plan

RECON

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