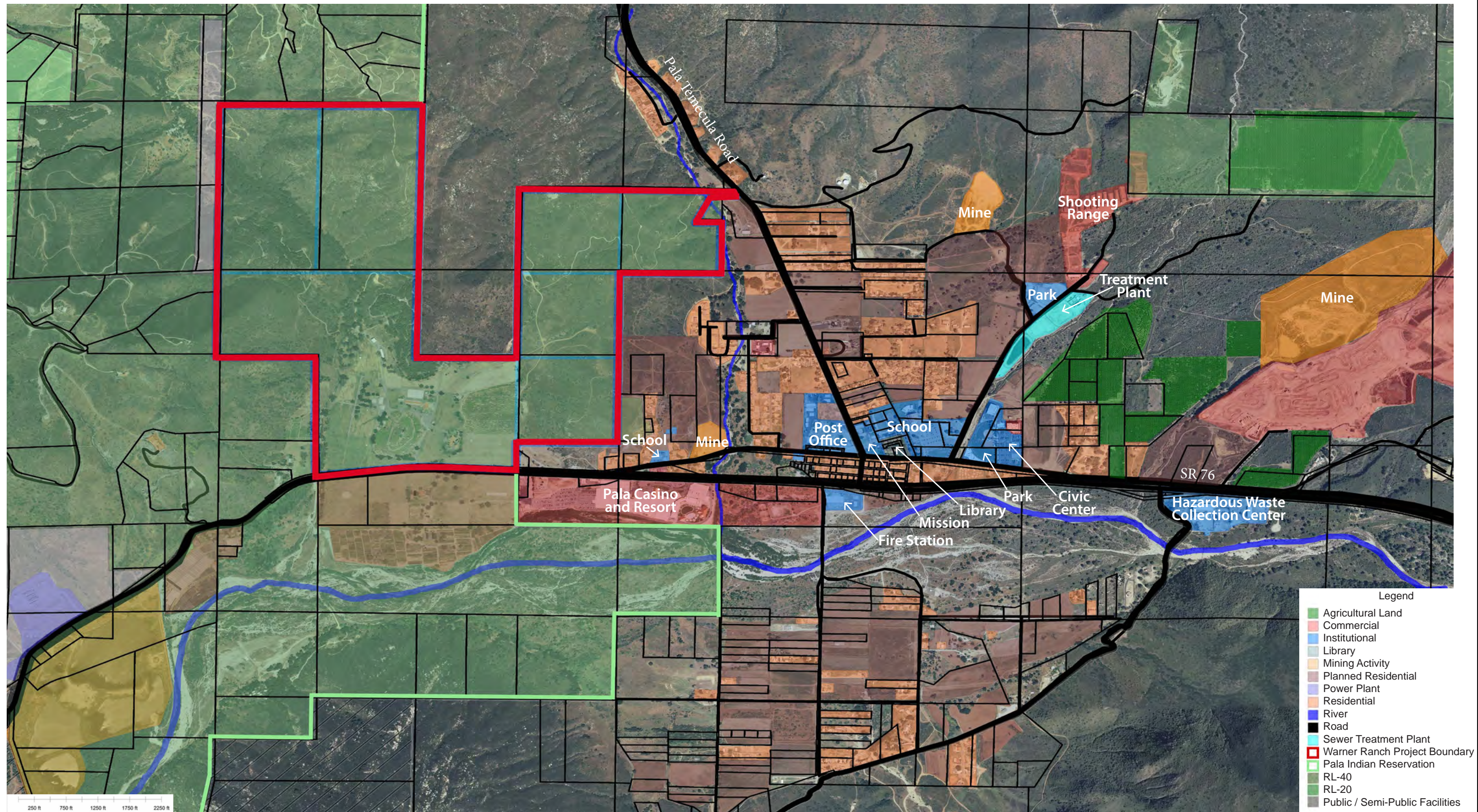
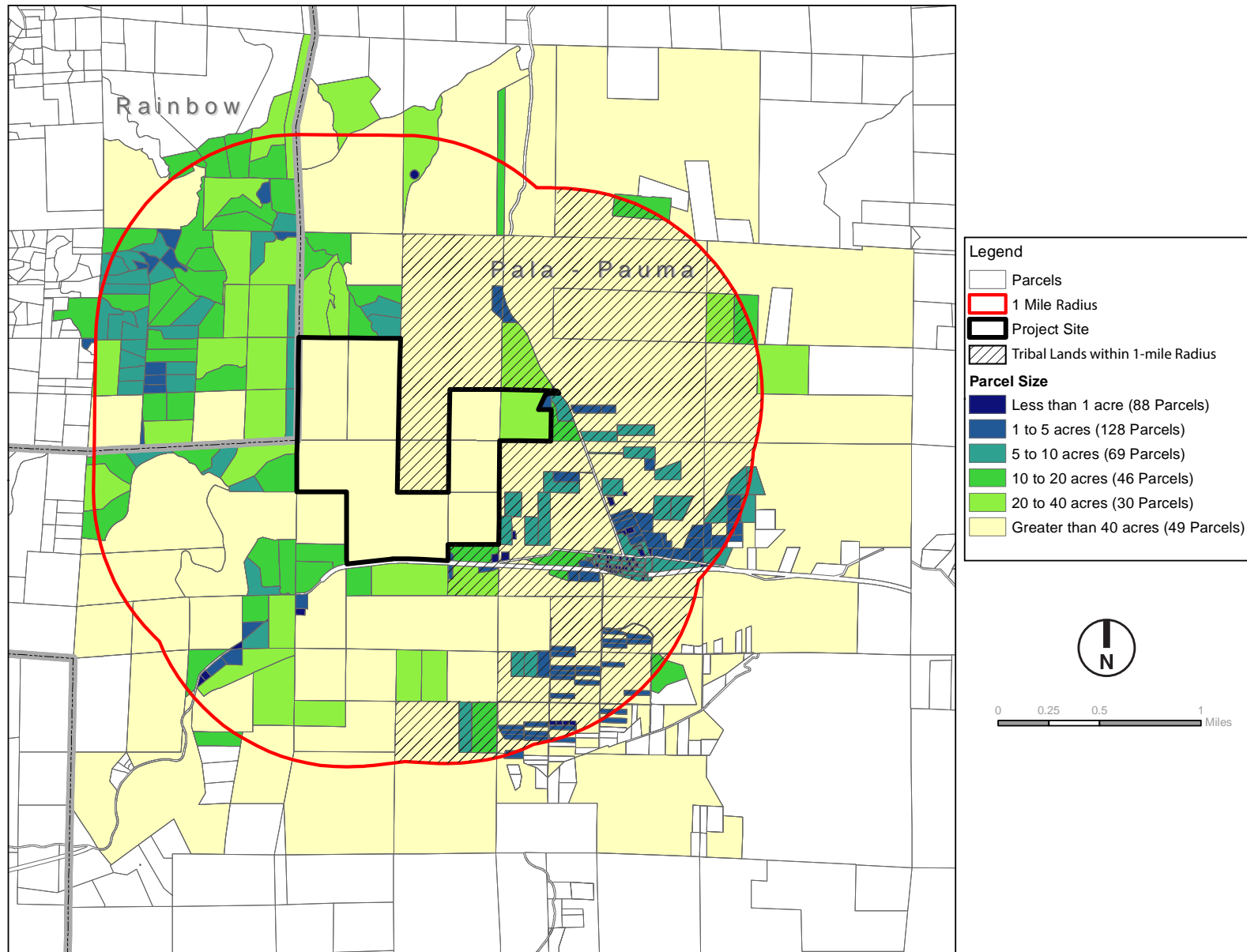


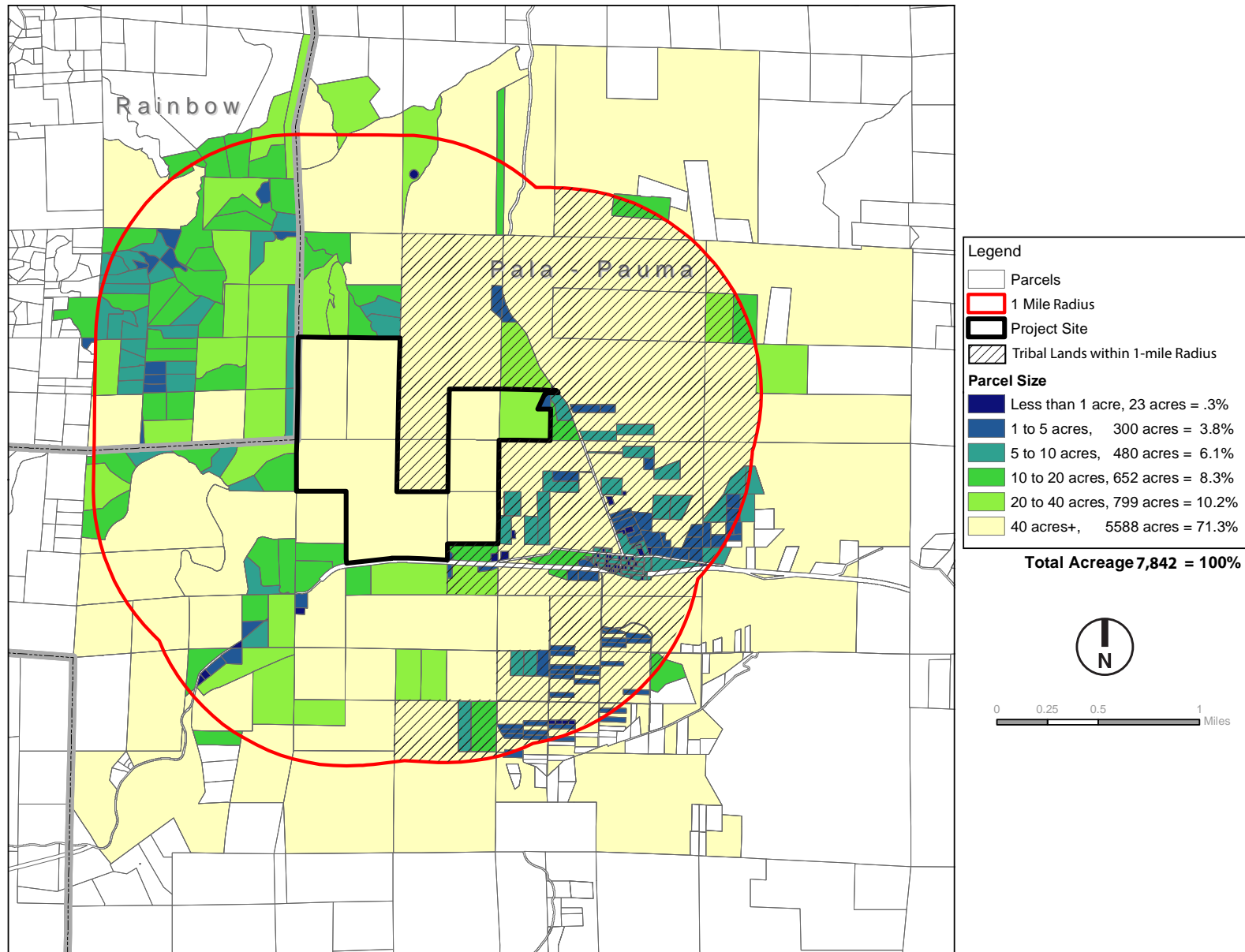
- Project Parcel Boundary
- Boundary of Pala Indian Reservation

- Legend**
- 1938 Building Areas
 - 1946 Building Areas
 - 1953 Building Areas
 - 1964 Building Areas
 - 1981 Building Areas
 - 1989 Building Areas
 - 2005 Building Areas
 - 2006 Building Areas
 - 2008 Building Areas
 - 2009 Building Areas
 - 2012 Building Areas
 - Buildings from 1911 USGS Topo Map



Sources: Shapouri & Associates, 2012
 ArcGIS/ESRI, <http://www.arcgis.com/home/>, 2012.





Michael Baker

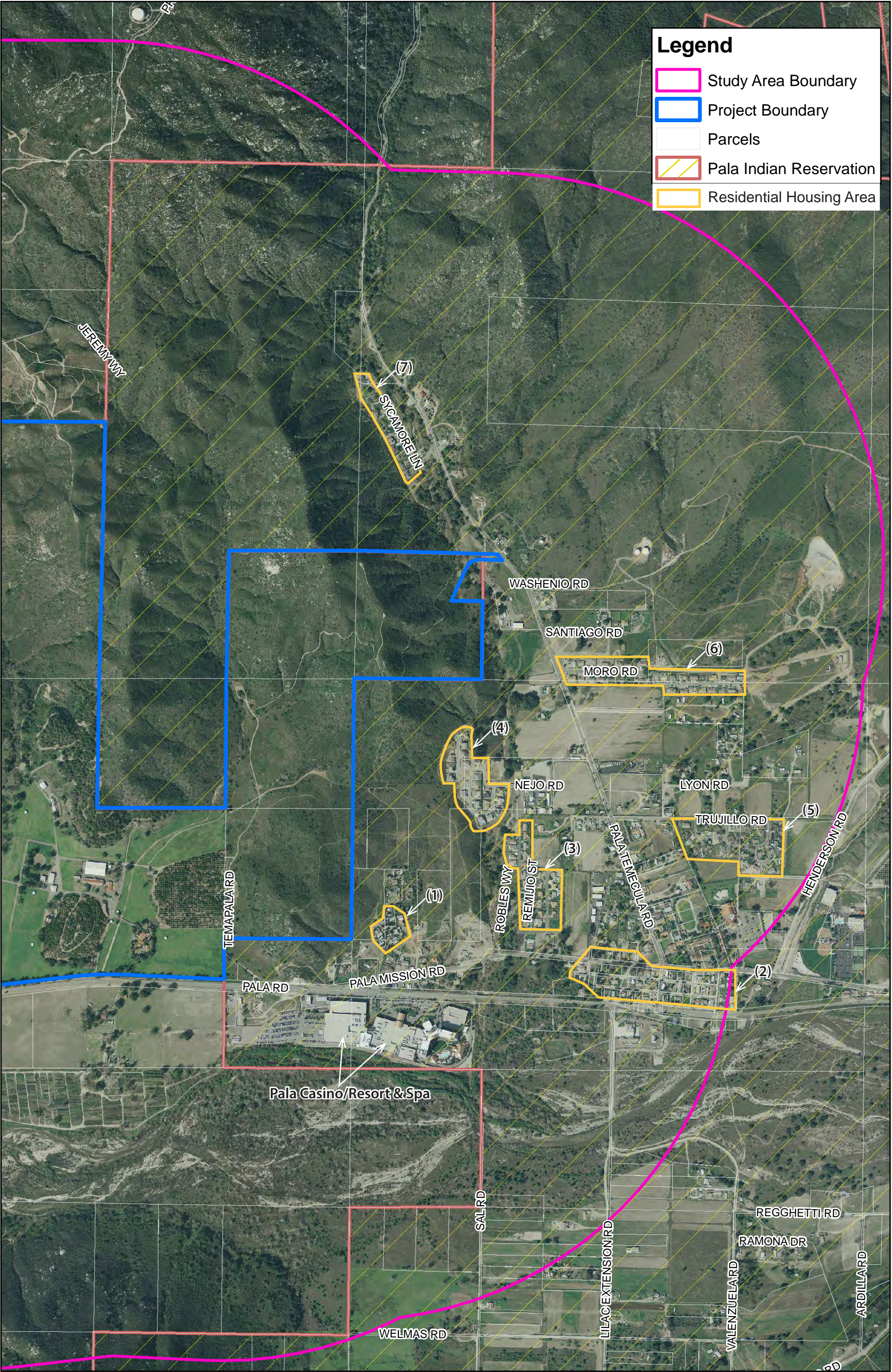
INTERNATIONAL

Source: County of San Diego / SANGIS, April 2012
4312_LotAnalysis_Fig2-3.indd

Warner Ranch

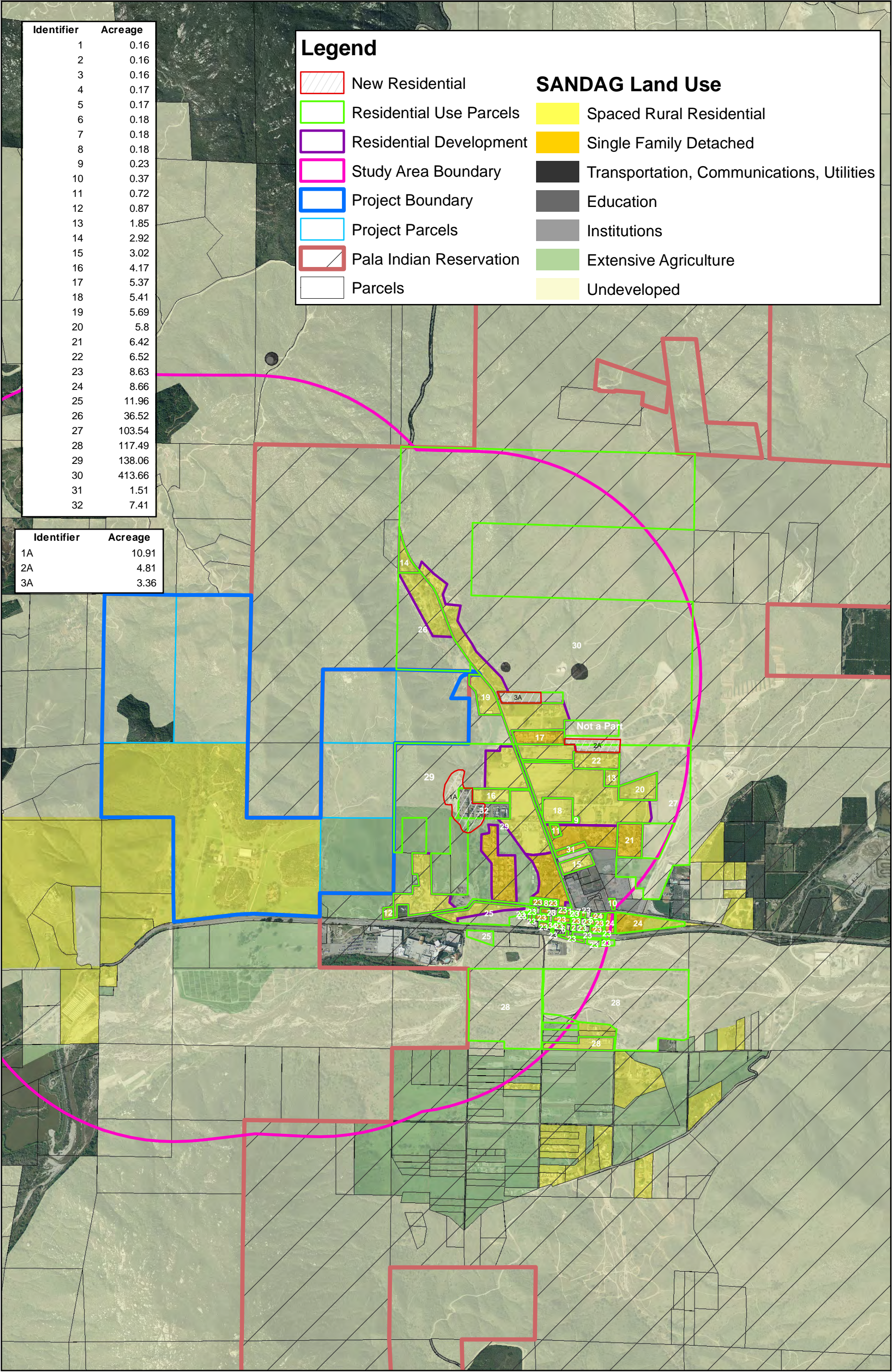
TOTAL PARCEL ACREAGE (ONE-MILE RADIUS)

Figure 2-3B



11/13/2012 J:\N\MapData\25104312\GIS\4312Density fig 5A.mxd ZPekin





Identifier	Acreage
1	0.16
2	0.16
3	0.16
4	0.17
5	0.17
6	0.18
7	0.18
8	0.18
9	0.23
10	0.37
11	0.72
12	0.87
13	1.85
14	2.92
15	3.02
16	4.17
17	5.37
18	5.41
19	5.69
20	5.8
21	6.42
22	6.52
23	8.63
24	8.66
25	11.96
26	36.52
27	103.54
28	117.49
29	138.06
30	413.66
31	1.51
32	7.41

Identifier	Acreage
1A	10.91
2A	4.81
3A	3.36

Legend

New Residential

Residential Use Parcels

Residential Development

Study Area Boundary

Project Boundary

Project Parcels

Pala Indian Reservation

Parcels

SANDAG Land Use

Spaced Rural Residential

Single Family Detached

Transportation, Communications, Utilities

Education

Institutions

Extensive Agriculture

Undeveloped

12/4/2012 JN M:\Data\25104312GIS\4312Density fig 5AUpdate.mxd ZPekin

0 250 500 1,000

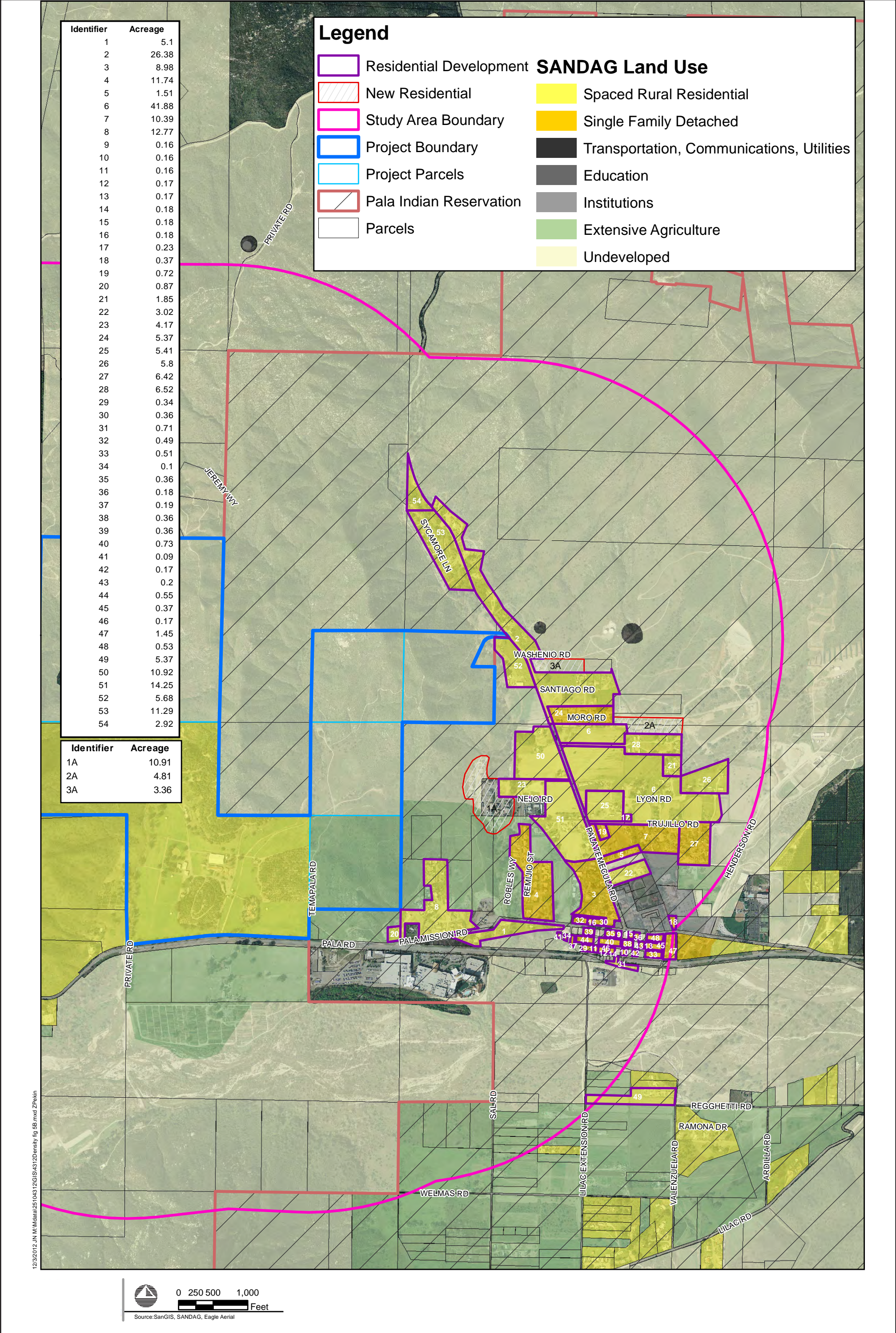
Feet

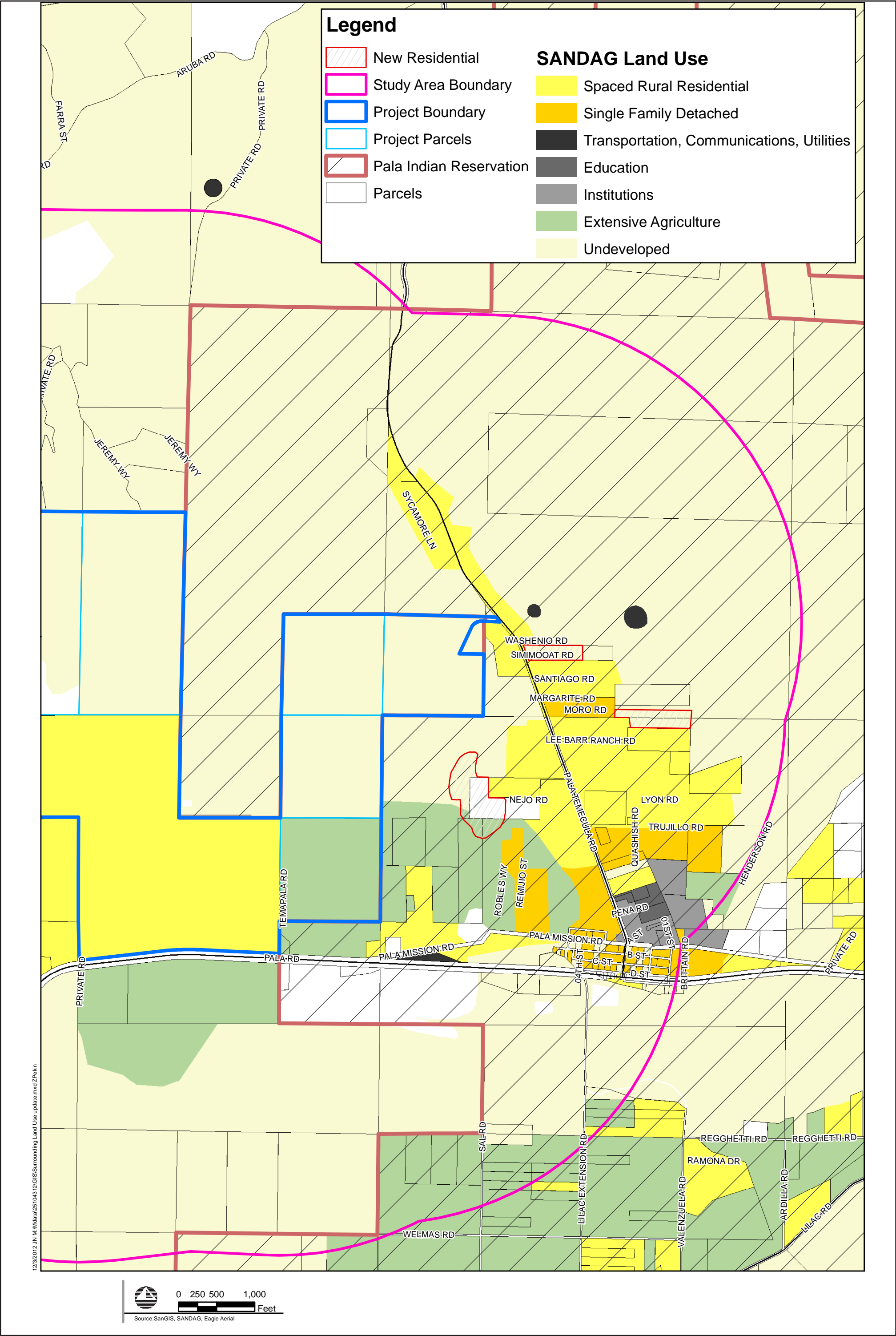
Source: SanGIS, SANDAG, Eagle Aerial

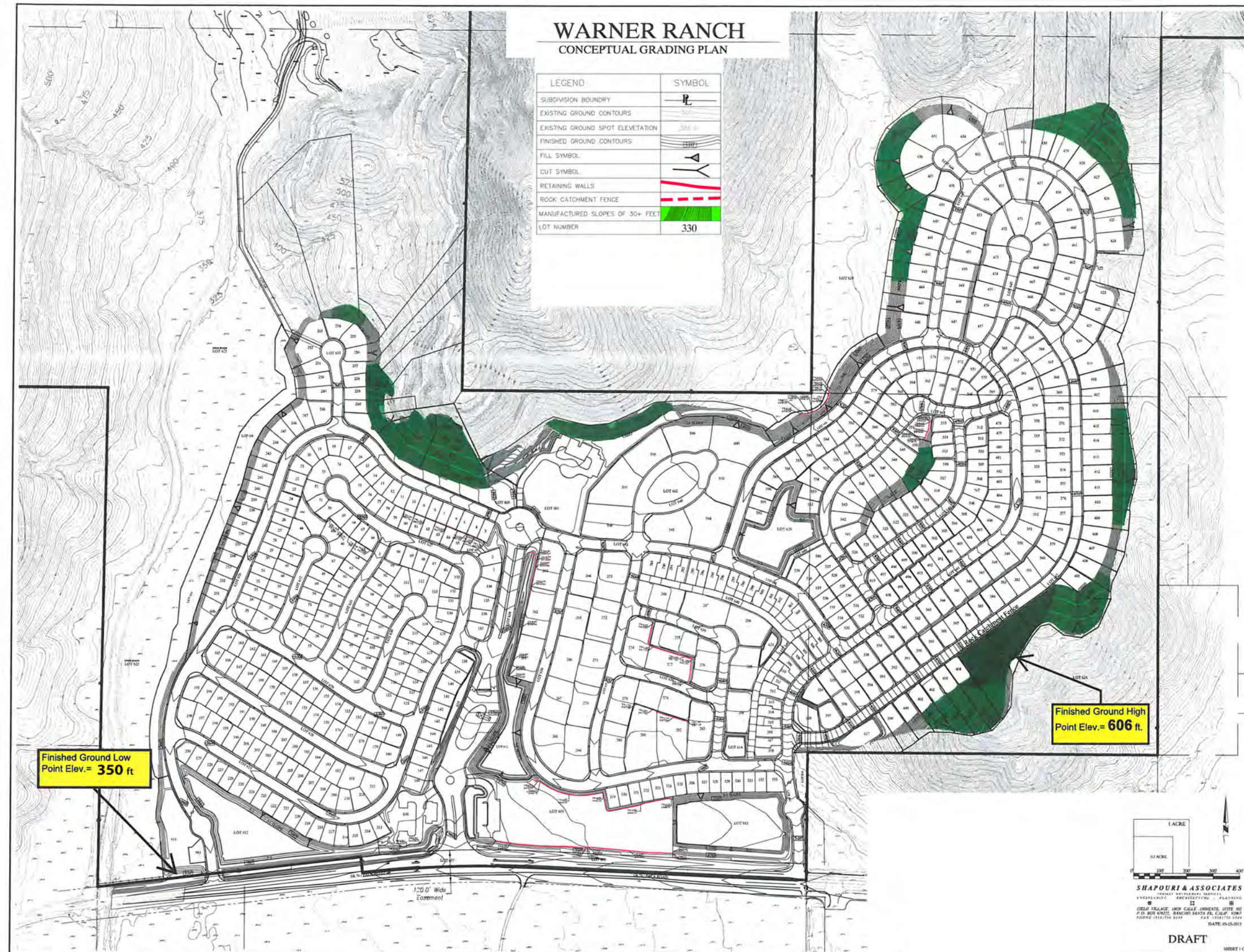
Michael Baker
INTERNATIONAL

4312 Figures 2-5A-C IN FRAME.indd

Warner Ranch
RESIDENTIAL DENSITY / LOT SIZE STUDY
Figure 2-5A







CHAPTER 3: GROWTH INDUCTION ANALYSIS

3.1 PURPOSE

The purpose of the Growth Induction Analysis is to evaluate the Project's potential to contribute to unplanned growth within the Pala community. The Growth Induction Analysis is intended to identify elements of the proposed Project that could directly or indirectly remove obstacles to growth, and to evaluate if such growth would impact existing community services, affect the environment on an individual or cumulative basis, or induce other General Plan Amendments (GPAs) within a defined study area. The Project proposes an amendment to the General Plan Land Use Element and Pala/Puma Subregional Plan to allow for increased residential density and to the Mobility Element for allowance of an increased length of deficiency along SR 76.

Portions of the site not already within the Rainbow Municipal Water District (RWMD) will be annexed into the District and the San Diego County Water Authority (SDCWA) for provision of both water and sewer service, thereby potentially increasing demand on existing RWMD water and wastewater systems. The Project also proposes annexation into the North County Fire Protection District's (NCFPD) service boundary, along with construction of a new onsite fire station to be deeded over to NCFPD for operation and maintenance, thereby enabling improved fire protection services within the District's boundary.

In addition, the proposed construction of 780 new residential units would have the potential to place increased demands on public services such as fire and police protection, schools, libraries, parks and recreational facilities, and other such services. This expansion could potentially result in a population increase above that anticipated by the existing General Plan and zoning designations. Additionally, improvements proposed by the Project, including for water and wastewater service, as well as construction of the proposed onsite fire station, may have the potential for others to benefit from such services, thereby allowing additional growth that may not have otherwise occurred. Improvements to SR 76 proposed with the Project may also have the potential to indirectly induce growth within the Pala community or to contribute to growth on a regional level by accommodating additional volumes of traffic.

3.2 PROJECT STUDY AREA

The study area for the Growth Induction Analysis was selected with consideration for several key factors. The site is bordered to the west and north by steep hillsides that restrict the

amount of land available for development and the density at which development could occur. To the east of the onsite easterly ridge is Pala Temecula Road which forms a physical and visual boundary; to the northeast, east, and southeast is the Pala Mission Band of Indians Reservation, which is not subject to the County's land use regulations and the future division of any such lands would therefore occur as allowed by applicable laws governing uses on the Reservation.

The Project Study Area was defined based on existing physical and regulatory features that may contribute to or restrict additional growth in the area as a result of the proposed Project. The Project proposes construction of an onsite fire station to serve the site and for the provision of fire protection services within the North County Fire Protection District (NCFPD). As such, the study area considers potential growth resulting from other lands in the surrounding area that would benefit from the provision of adequate fire protection services and the ability to meet the County's established emergency response (travel) times. Also considered were land use constraints of surrounding lands, such as the acreage of private land ownerships and the existing General Plan land use designations that would restrict the number of potential residential units per acre that could be constructed if such lands were to be subdivided. With these considerations, a study area boundary was determined to allow for evaluation of potential growth inducing impacts resulting from implementation of the Warner Ranch Project.

The following provides a brief explanation of each of these factors and their relative effect on consideration in determining the study area boundary:

Fire Service Protection Travel Times

The Project site is located within County Service Area (CSA) 135. The CSA serves unincorporated areas of the County and allows for the provision of fire protection and emergency medical services within its limits. Fire protection services within CSA 135 have been identified as deficient and the need for new fire protection service facilities indicated. Fire service protection within the Pala area is therefore considered to be deficient, and required fire travel times cannot be met within all locations of the service area.

On a smaller scale, portions of the site are located within the sphere of influence (SOI) boundaries of the NCFPD; refer to Figure 3-3. The NCFPD serves approximately 92 square miles, including the communities of Fallbrook, Bonsall, and Rainbow in northern San Diego County. The NCFPD does not currently have facilities within close proximity to the Project site, and County-designated travel times may therefore not be met in certain portions within this portion of the County.

This potential constraint was considered because with construction of the onsite fire station proposed with the Project, fire service protection services would be improved within CSA 135, allowing service travel times for a greater number of properties in the area to be met. As

such, additional properties within the CSA (and the NCFPD) that could demonstrate that required fire service travel times can be adequately met would have the potential to allow for future subdivision of property and/or development.

Acceptable emergency travel times designated in the County General Plan Safety Element were therefore considered to define the appropriate study area. The General Plan established a travel time of five minutes for village land uses; ten minutes for estate land uses; and, 20 minutes for rural land uses; refer to Figures 3-4 to 3-6. These travel times, with consideration for construction of the proposed onsite fire station, were used to in determining the appropriate study area for the Project with regard to potential growth induction. This constraint was considered because it would potentially limit the service radius within which fire protection services operating out of the proposed onsite fire station could be provided. Lands where adequate service travel times could not be met would be restricted from further subdivision in the future.

Land Use Considerations

General Plan Land Use

Current General Plan land use designations for properties within the area surrounding the Project were also considered. Land use designations (e.g. Rural Lands) that would allow for future construction of residential units were identified. Those land uses that would not allow for residential development and lands within the Pala Band of Mission Indians Reservation were eliminated from the study area.

The Pala Reservation provides its own fire protection services via an existing fire station located on the reservation, and therefore, does not require assistance with fire protection from the NCFPD. This analysis assumes no future cooperation agreements for emergency fire protection services between the County and the Pala Band of Mission Indians.

Resource Protection Ordinance - Steep Slopes

The County of San Diego Resource Protection Ordinance (RPO) provides detailed development standards and thresholds for the protection of sensitive environmental resources including floodplains, wetlands, and biologically/visually significant areas. The RPO requires certain discretionary projects to undergo review to ensure that such resources are protected for the long-term through dedication of open space land.

Steep slopes are defined by the County of San Diego's Resource Protection Ordinance as slopes having a natural gradient of 25% or greater and minimum rise of 50 feet. The RPO implements restrictions per Section 86.604(e)(2) as to the maximum percentage of encroachment into steep slope areas that can occur on a particular lot.

Due to the varied topography of the Pala community, RPO steep slopes are present on many of the hillsides in the area, contributing to the community character. Development on land

supporting RPO steep slopes would be restricted in these areas, thereby reducing the potential overall developable area on a property, and therefore, the number of potential lots if the subdivision of land is proposed. This constraint was considered as it would limit the development potential and future subdivision of lands. Lands where steep slopes of 25 percent or greater occur were therefore considered in the analysis as a development constraint.

3.3 LAND USE POLICY CONSIDERATIONS

3.3.1 SURROUNDING LAND USE

The Project site is located in the community of Pala, within northwestern San Diego County. To the north of Pala lies the community of Rainbow; to the east is the Pauma Indian Reservation; to the southeast lie Pauma Valley and Rincon; to the southwest lies Pala Mesa Village; and, to the west lie the communities of San Luis Rey Heights, Winterwarm, and Live Oak Park. Approximately three miles to the southeast across SR 76 lies the County of San Diego Wilderness Gardens Preserve. Further to the north and east are portions of the Cleveland National Forest and the Agua Tibia Wilderness Area, and approximately 11 miles to the east is Palomar Mountain State Park.

Surrounding land uses in the Project vicinity vary and include single-family and multi-family residential uses, retail commercial uses, utility-type uses, agricultural uses, and undeveloped lands. Land adjacent to the north and northeast of the Project site is currently undeveloped. Agricultural uses are present to the west and south. The Pala Band of Mission Indians Reservation lies directly to the north, east, and southeast. This area also supports several schools, a sand mining operation, a wastewater treatment plant, a shooting range, a motocross raceway, and other facilities and services that are open to the public, such as a convenience store, gas station, Pala Learning Center, and Cupa Cultural Center; refer to Figures 1-15A and 1-15B, Surrounding Land Uses, and Figure 1-17, Community Context Map, of Chapter 1.0, Visual Resources Analysis.

The Pala Casino Resort and Spa supports a number of amenities in addition to the casino, such as retail stores, a spa, golf, dining and entertainment venues, and a small commercial center. The resort includes roughly 600 guest rooms ranging from approximately 500 to 1,000 square feet in size. The Casino's facilities and parking areas have recently been renovated and expanded. The main level of the casino was extended along the north and west sides, increasing the structure by approximately 68,300 square feet. The spa was also remodeled to increase the number of available treatment rooms, locker rooms, and lounge spaces, and the pool area was expanded. The parking expansion accommodated approximately 1,930 new spaces, located in new parking structures to the north and west of

existing structures. In addition, approximately 30,000 square feet of administrative office and storage space were constructed; refer to Figures 1-15A and 1-15B, Surrounding Land Uses and to Figure 1-16, Offsite Views, of Chapter 1.0, Visual Resources Analysis.

Other notable land uses in the surrounding area include the Pala Wastewater Treatment Plant, located on approximately 1.8 acres to the east of the Project site, and the Pala Raceway and associated facilities, which is planned approximately 1.5 miles to the east. The Pala Shooting Range lies approximately five miles east of I-15 along SR 76. Other planned developments within the Project area include the Gregory Canyon Landfill, Sand Diego Gas & Electric's (SDG&E) Substation expansion, Rosemary's Quarry, and offsite road improvements along SR 76, in association with the planned expansion of the Pala Casino.

An in-depth evaluation of the existing land use patterns within the Pala Village is provided in Section 2.4.3, Determination of Significance, in Chapter 2.0, Community Character Analysis, of this document. Section 2.4.3 provides a discussion of the existing land uses, lot sizes, and development densities to further describe the character of surrounding lands relative to the proposed Project. Refer to Section 2.4.3 for additional discussion.

3.4 EXISTING CONDITIONS

3.4.1 UTILITIES AND PUBLIC SERVICES

Water Service

The Pala/Pauma Subregional Plan Area is currently serviced by several independent water districts, including: Mootamai Municipal Water District; Pauma Municipal Water District; Rainbow Municipal Water District; San Luis Rey Municipal Water District; Valley Center Municipal Water District; and, Yuima Municipal Water District. Portions of the Project site are currently located within the service area boundary of the Rainbow Municipal Water District (RMWD). The RMWD currently provides water service to unincorporated areas within northwestern San Diego County, including Rainbow and Bonsall, as well as portions of Pala and Fallbrook.

Presently, sources for potable water for the subject property are limited to groundwater from five existing onsite wells that adequately serve the residential and agricultural uses. These wells would be retained with implementation of the Project.

A portion of Warner Ranch is located within the SOI of the RMWD. The RMWD is a member agency of the SDCWA, and water for the Project would be provided to Warner Ranch by the RMWD. The areas of the Project site that are not within the District would require annexation into the RMWD and SDCWA as part of the Project approvals. The

RMWD has provided a Project Facility Availability Letter Stating the District's ability to provide water service for the Project site.

Additionally, California Senate Bill (SB) 610 requires the preparation of a Water Supply Assessment (WSA) for projects within cities and counties that propose to develop 500 or more dwelling units. SB 221, approved at the same time as SB 610, requires verification of water supplies as a condition of tentative map approval for such projects. California State Water Code section 10635 requires that every urban water supplier assess the reliability of its water services during normal, dry, and multiple dry water years. A WSA has been prepared for the proposed Project (Shapouri & Associates, 2013) which has been reviewed and approved by the RMWD.

Wastewater Service

The RMWD provides wastewater service to the unincorporated areas situated within northwestern San Diego County, which includes the communities of Rainbow, Bonsall, as well as portions of Fallbrook and Pala. Currently, the provision of sewer service is largely provided to properties along the eastern side of SR 76 and northeast of I-15. The remaining areas utilize septic systems for wastewater disposal.

For the areas where public sewer service is provided, the RMWD collects and transmits wastewater to the San Luis Rey Wastewater Treatment plant which is located in the City of Oceanside. The wastewater collected is transported via a gravity flow system of collection pipes, six pumping stations, and a large transmission main. Through contract arrangements, the RMWD has the capacity to treat one million gallons per day (gpd) of sewage at the Oceanside plant. The plant is currently being rehabilitated and expanded, and the RMWD is required to fund a proportionate share of such costs. The RMWD has also contracted for an additional 500,000 gpd of treatment capacity in the expansion portion of the project. All pipe pipelines and pumping equipment from the RMWD areas to the Oceanside plant are maintained by the District.

No existing wastewater facilities are currently available within the Project site. As stated above, portions of the Project site are located within the SOI of the RMWD; however, to ensure adequate wastewater treatment services, the areas of the Project site not located within the District boundaries would require annexation into the RMWD. The RMWD would provide wastewater service for the Project upon annexation into the District. The RMWD has provided a Project Facility Availability Letter stating the District's ability to provide wastewater service for the Project site.

Natural Gas Service

San Diego Gas and Electric (SDG&E) would provide gas service to the Project site. To provide natural gas to the site, gas lines within SR 76 west of the Project site would be extended approximately 1.2 miles to the intersection of SR 76 and Pala del Norte, to the west of the Project boundary.

Law Enforcement

The San Diego County Sheriff's Department (SDCSD) provides law enforcement services to the unincorporated areas of the County including the proposed Project. The SDCSD has approximately 4,000 employees, 800 vehicles, and a fleet of helicopters. The SDCSD operates eight major detention facilities, and provides security for 171 courtrooms and 10 courthouses throughout the County.

The SDCSD service area covers approximately 4,200 square miles. The SDCSD provides service to the Project site from their Valley Center Substation, located approximately 15 miles to the southeast of the subject property. The Valley Center Substation provides law enforcement services to over 25,000 residents. The substation's service area encompasses 330 square miles, which includes the communities of Pala, Pauma and Rincon Valleys, Palomar Mountain, and the Rancho Guejito Ranch, as well as the La Jolla Pala, Pauma, Rincon, and San Pasqual Indian reservations (<http://www.sdsheiff.net>). SDCSD facilities located in unincorporated areas provide general law enforcement patrol, crime investigation, and crime prevention services. The SDCSD Law Enforcement Services Bureau operations are organized under a system of Command stations, substations, offices and storefronts. The proposed Project is located in the service area of the Valley Center substation, located approximately 15 miles to the southeast of the Project site.

Calls are assigned a priority based on the nature of the incident and the level of urgency. Priority 1 is considered the highest priority and includes officer assistance and/or vehicular pursuit calls. Priority 2 calls include injured persons, robbery in progress, bomb threats and stolen vehicles. Priority 3 calls include assaults, prowlers, disturbances, tampering with vehicles, and burglary alarms. Priority 4 calls are the lowest priority calls and include security checks, animal noise disturbances, traffic stops, harassing phone calls, illegal dumping, and abandoned vehicles. Travel times are used as guidelines to measure adequate levels of service. In calendar year 2007, the average adjusted travel time for the Valley Center Substation was 19 minutes for priority calls and 33 minutes for non-priority calls (San Diego County General Plan Update FEIR, August 2011).

Law enforcement for the Pala Reservation is provided by the Pala Band's own security force and the SDCSD. The Pala Band contracts with the SDCSD to provide two Special Purpose Deputies five days per week, eight hours per day. The Special Purpose Deputy has an office

in the Pala townsite on the reservation. The closest sheriff's substation is the Valley Center Substation located in Valley Center at 28205 North Lake Wolford Road, approximately 15 miles from the Project site.

Fire Protection

Within the unincorporated region's emergency services system, fire and emergency medical services are provided by Fire Protection Districts, County Service Areas (CSA), and the California Department of Forestry and Fire Protection (CAL FIRE). Collectively, there are over 2,800 firefighters responsible for protecting the San Diego region from fire. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility; however, mutual and automatic aid agreements enable non-lead fire agencies to respond to fire emergencies outside of their district boundaries (County of San Diego, 2011).

The Project site is located within the San Diego County Fire Authority service boundaries County Service Area (CSA) 135. The CSA provides two separate systems: a District-wide regional communications system; and, fire protection and emergency medical services within a limited portion of the CSA. CSA has eight volunteer stations and three CAL FIRE stations.

In July 2008, the San Diego County Regional Fire Authority (SDCFA) was established to manage approximately 1.5 million acres of land situated within the unincorporated areas of San Diego County. In October of 2008, CSA 135 was authorized to provide fire protection services as a latent power within a limited area of the CSA, or approximately 60 percent of the SDCFA. This activation of the latent powers is in support of the County's intent to extend fire protection services throughout the SDCFA. It is anticipated that expansion of the latent powers area and authorization of fire protection service within the remaining 40 percent of the SDCFA will occur within the future. Fire protection services in the latent powers area are provided through contractual agreements with CAL FIRE and other volunteer fire departments, with financial support from the County's Fire Enhancement Program.

The North County Fire Protection District (NCFPD) service area affects approximately 92 square miles, including the communities of Fallbrook, Bonsall, and Rainbow in northern San Diego County. The NCFPD operates from six stations and provides structural and wildland fire protection (in coordination with CAL FIRE), as well as paramedic first responder and ambulance transport emergency medical services, rescue, and fire prevention. The District also provides administrative support to the Rainbow Volunteer Fire Department (CSA). The Project site is located within the Sphere of Influence (SOI) of the NCFPD and will require annexation to the District for fire protection service.

The Pala Band of Mission Indians maintains its own fire department located near the intersection of Pala Mission Road and Pala Temecula Road. The Pala Fire Department covers

an area of 20.5 square miles, consisting of 13,315 acres and a population of 650 people. The average call volume is around 600 to 700 calls per year. The fire department has established mutual and automatic aid agreements with the surrounding fire departments such as CAL FIRE, NCFPD, Rincon Reservation Fire Department, Pechanga Fire Department, and Valley Center Fire Protection District (Pala Band, 2013).

As stated previously, the Project would provide funding for construction of a fire station in the southwestern portion of the site, just to the west of the main entry into the Warner Ranch development. Final design and layout of the fire station would be developed in consultation with the NCFPD. The fire station would ensure that adequate fire protection services are provided for the Project and that required travel times can be met. The fire station would be deeded over to the NCFPD following construction for long-term operation and maintenance. The NCFPD has provided a Project Facility Availability Letter stating the District's ability to provide fire protection services to the Project site.

Schools

The Project site is located within the Bonsall Unified School District (K-12). Proposition BB, approved in the fall of 2012, created a new K-12 Bonsall Unified School District from the existing K-8 Bonsall Union Elementary School District and a portion of the Fallbrook Unified High School District. As such, instead of sending students to Fallbrook High School, high school aged students in the Project area would attend the newly-created Bonsall High School, located at Norman Sullivan Middle School. Therefore, schools serving the Project site would include Bonsall Elementary (K-8), Normal Sullivan Middle School (6-8), and Bonsall High School (9-12); however, as the high school is newly created (opened fall 2014) and currently only serves students in grade 9, students in grades 10-12 continue to attend high school within the Fallbrook High School District until additional facilities are available.

Based on discussions with the school districts and evaluation of current school enrollment and capacities, Normal Sullivan Middle School is currently experiencing capacity issues. Bonsall Elementary is located at 31555 Old River Road, approximately 12 miles west of the proposed Project. Enrollment published for 2012-2013 indicates that enrollment was 935;¹ the estimated capacity is 1,020. Normal Sullivan Middle School is located at 7350 West Lilac Road, approximately 10 miles west of the proposed Project. Enrollment published for 2012-

¹ Bonsall Unified School District. *Bonsall Elementary School – School Accountability Report Card. Reported Using Data from the 2011-2012 School Year. Published During 2012-2013.* Available at: http://www.bonsallusd.com/ourpages/auto/2013/10/4/52333474/2012_School_Accountability_Report_Card_K-6_Bonsall_West_Elementary_School_20130123.pdf. Accessed September 21, 2014.

2013 indicates that enrollment was 523 students;² the estimated capacity in 2013 was approximately 590.

The Bonsall Unified School District serves approximately 2,260 students through five schools: one high school (Bonsall High School), one middle school (Sullivan Middle School), two elementary schools (Bonsall Elementary (TK-5) and Bonsall West Elementary (TK-6), and Vivian Banks Charter School (K-5).³ The Bonsall High School is the County's first technical ("New Tech") school. Estimated current enrollment is approximately 100 students (ninth graders).⁴ Students in grades 10-12 will be phased in to planned facilities over the next four to five years. It is anticipated that a new school will be constructed to accommodate 500 students with the ability to expand to 1,000.⁵

Additionally, Fallbrook Union High School District operates one comprehensive high school (Fallbrook High School), one independent study high school (Oasis High), one continuation high school (Ivy High), and a satellite campus on the Pala Indian Reservation (<http://www.fuhisd.net/location.jsp>). Fallbrook High School is located at 2234 South Stage Coach Lane, approximately 14 miles from northwest of the proposed Project. District-wide enrollment for the 2013-2014 school year was 2,634. Fallbrook High School enrollment was 2,378; Ivy High School had 144 students; and, Oasis High School had 112 students.⁶ The District sets capacity on a district-wide basis rather than a school-level basis. The capacity for Fallbrook High School alone was therefore unavailable.

Libraries

The Pala Public Library, located at 12196 Pala Mission Road, located approximately 1.4 miles east of the Project site, would provide library services for the proposed Project. The Library offers public access to literary and audio/visual resources. Other public libraries in the area include the Temecula Public Library in Temecula, approximately 10 miles to the

² Bonsall Unified School District. *Norman L. Sullivan Middle School – School Accountability Report Card. Reported Using Data from the 2011-2012 School Year. Published During 2012-2013.* Available at: http://www.bonsallusd.com/ourpages/auto/2013/10/4/52333474/2012_School_Accountability_Report_Card_6-8_Norman_Sullivan_Middle_School_20130123.pdf. Accessed September 21, 2014.

³ Bonsall Unified School District. http://www.bonsallusd.com/apps/pages/index.jsp?uREC_ID=231187&type=d&pREC_ID=528119. Accessed September 22, 2014.

⁴ San Diego Union Tribune. "Bonsall High to be County's First New Tech School." <http://www.utsandiego.com/news/2014/apr/27/bonsall-high-new-tech/>. Article dated April 27, 2014. Accessed September 22, 2014.

⁵ Ibid.

⁶ Fallbrook Union High School District. Available at: <http://www.fuhisd.net/District/Department/24-Superintendent-s-Office>. Accessed September 21, 2014.

northwest of the Project site, and the Valley Center Public Library in Valley Center, approximately nine miles to the southeast of the Project site.

Parks and Recreation Facilities

The County General Plan Conservation and Open Space Element, Pala/Pauma Subregional Plan, and County of San Diego's Park Lands Dedication Ordinance (PLDO) set standards for local parks and recreation facilities intended to serve the existing and future residents of the County. The PDLO is administered by the County of San Diego Department of Parks and Recreation.

General Plan Conservation and Open Space Element

The amount, type, and location of existing parks and other recreational facilities in the surrounding area influences the determination of the ability of such facilities to accommodate the recreational demands generated by the proposed Project. The County General Plan Conservation and Open Space Element includes standards for park amenities and location, including the required acreage of such facilities per 1,000 population, effective service radii in time and distance, and population within the service area.

The Conservation and Open Space Element recommends the provision of 10 acres of local parks and fifteen acres of regional parks per each 1,000 population in the unincorporated County. A variety of public and private usable open space that provides active recreational uses can be used to satisfy this requirement. Local parks are those parks providing recreational uses in proximity to the homes of County residents, in contrast to regional facilities, which serve the needs of the larger County. The service radius standard for neighborhood parks is one-quarter mile; the service radius standard for community parks is three miles.

The Project proposes an approximately 4.2-acre public park that would be available for use by community members. Additionally, the Project would provide approximately 7.7 acres of private park land for use by residents of Warner Ranch.

Pala Pauma Subregional Plan

The Pala Pauma Subregional Plan promotes the establishment of a system of regional and/or local parks within the Plan area that satisfy the need for local recreational activities and recreational needs of neighboring communities in the San Diego County, therefore encouraging provision of acreage for local and/or regional parks at the level set forth in the General Plan Conservation and Open Space Element. As stated above, the Project proposes a 4.2-acre public park that would be available for use by community members. Additionally,

the Project would provide approximately 7.7 acres of private neighborhood parks (park land, clubhouse, and pool) for use by residents of Warner Ranch.

Park Lands Dedication Ordinance (PLDO)

The PLDO identifies policies and standards for the provision of parklands in compliance with the State's Quimby Act. The PLDO divides the County into Local Park Planning Areas (LPPAs) to facilitate park planning by communities. The PLDO establishes park dedication and in-lieu fee requirements and is intended to provide land for local active parks only. No operational or maintenance funding requirements are covered by the PLDO.

The PLDO allows project applicants the option of dedicating parkland, paying in-lieu fees (which the County would use to acquire and/or improve parkland), or some combination thereof. Dedicated parkland must be usable for active recreational uses and must be level or gently sloping land (maximum slope of ten percent) designed for facilities such as sports fields, court games, swimming pools, children's play areas, picnic areas, or other similar uses. Active recreational areas do not include natural open space, buffer areas, steep slopes, golf courses, riding and hiking trails, or water bodies.

Per the Conservation Element of the General Plan, the County's goal for regional park facilities is 15 acres per 1,000 residents. The PLDO requires that new subdivisions may be required to dedicate land or pay a fee in-lieu of dedication for local parks at a level of three acres per 1,000 population; however, up to five acres per population may be required if the current local park acreage exceeds the three-acre level.

Per the County's PLDO, Warner Ranch is required to provide 7.6 acres of public park facilities, or approximately 460 square feet of park land per residential dwelling unit (DU). A 4.2-acre public park is proposed along the Project's frontage with SR 76. The Project would also include 7.7 acres of private parks and a clubhouse/pool. If these facilities qualify, they can be counted as a 50% contribution to park land per the PLDO. Combined with the private park area, the total park land dedication for the Project would be approximately 8.1 acres, which would meet and exceed the County's PLDO requirements.

The Project also includes a network of pathways and trails that meander along streets and within the onsite open space areas. A public multi-use trail (approximately 0.5-mile in length) would run along the Project frontage, in addition to private trails (approximately 2.2 miles) that are proposed internally and along portions of the Project's perimeter. The public trail is proposed along the southern boundary of the Project, adjacent to SR 76 and would be a multi-use trail. The internal trails are proposed along eastern edge of the main entrance road as well as near the western edge of the Project site. The western trail would connect with the existing agricultural road/trail located near the northern edge of the Project site and connects to the existing avocado grove roads. The road/trail would be a multi-use trail.

3.4.2 TRANSPORTATION AND CIRCULATION

SR 76 is a two-lane highway with many segments currently operate above capacity and therefore subject to heavy traffic congestion and travel delays. SR 76 to the east of I-15 is presently constructed as a two-lane conventional highway which traverses hilly terrain and exhibits a number of curves and a lack of passing opportunities. This area has experienced increasing traffic partly as the result of construction of several tribal gaming facilities on Native American reservations located along the SR 76 corridor in addition to other development in this area of the County.

Consistent with the 2030 San Diego Regional Transportation Plan (RTP) 2007 update approved by the SANDAG Board of Directors on November 30, 2007, Caltrans, in coordination with the Federal Highway Administration (FHWA), proposes to widen and realign portions of SR 76 in northern San Diego County. With approval of the County General Plan in August 2011, SR 76 was downgraded from a planned four-lane road to a two-lane 2.1D Community Collector. Based on buildout of the County's General Plan land use map, traffic modeling indicated that the segment of SR 76 from Pala del Norte to 6th Street would operate at a Level of Service (LOS) "F" as a two-lane road. Although the General Plan's road network is intended to eliminate deficiencies by upgrading roadways to achieve LOS D or better, the Mobility Element identifies certain situations where the addition of travel lanes to accommodate traffic levels is not justified, as such construction would result in potentially adverse impacts. With regard to improving SR 76, the County Board of Supervisors (BOS) instead classified SR 76 as a two-lane road, as it was determined that widening the road to four lanes would result in adverse environmental impacts and degradation of the physical environment.

Primary access to the Project site would be from SR 76. The Project proposes an all-way traffic signal at the intersection of the main entrance and SR 76. The Project would also construct frontage improvements within the existing 120-foot wide Pala Road/SR 76 right-of-way. These improvements would include widening the existing 24-foot wide pavement to 52 feet, two 12-foot wide drive lanes, a 12-foot wide painted center median, and 8-foot wide shoulders that would also include a painted bike lane in each direction along the length of the Project frontage. Additionally, a 350-foot long and 12-foot wide acceleration/deceleration lane is proposed adjacent to the Project's main entry. The proposed improvements would be in support Caltrans' plans to widen and improve safety along the roadway and would ensure safe ingress/egress from the site for residents and those utilizing the public park and employees of the fire station.

3.4.3 POPULATION AND HOUSING

Because projected growth patterns should influence the location and sizing of public facilities and vice versa, population and development forecasts must be integrated into the planning process.

The San Diego Association of Governments (SANDAG) is the State-designated Regional Census Data Center for the San Diego region. SANDAG has produced short-range and long-range forecasts of growth in the region since 1971. Forecasts are updated every two years to examine the impacts of changes in public policies and economic conditions affecting population growth and distribution (reference SANDAG, 2020 Cities/County Forecast). Each forecast is certified to be the source of population data for regional studies by the County's 18 municipalities, the County of San Diego, and the SANDAG Board of Directors. Special districts are not member agencies of SANDAG and, therefore, do not participate in the review and certification of the bi-annual forecasts.

The County of San Diego has the ability to adopt land use policies that will influence growth patterns around the proposed Project site. For the unincorporated area, the forecast is based on the most recent version of the County's General Plan.

The SANDAG forecast shows the projected distribution of population and new housing by jurisdiction. It has been determined that 54% of the growth population and 55% of the growth in new housing will be within the unincorporated areas. As such, the County General Plan and Pala/Pauma Subregional Plan planned development pattern follows that of the population forecast. It is significant to note that the unincorporated areas are expected to experience a higher percentage increase in population and housing than the incorporated areas of San Diego County.

3.4.4 COMMERCIAL/RECREATIONAL SERVICES

Commercial services within the Pala community include those offered by the Pala Casino Resort and Spa which supports a number of amenities in addition to the casino such as retail stores, a spa, golf, dining and entertainment venues, and a small commercial center. The resort includes roughly 600 guest rooms ranging from approximately 500 to 1,000 square feet in size. The area also offers a shooting range, a motocross raceway, and other facilities and services that are open to the public, such as a convenience store, gas station, several restaurants, Pala Learning Center, and Cupa Cultural Center. Other commercial services within the community include small-scale retail uses focused along the SR 76 corridor, such as a tattoo parlor, hair salon, community grocery store, restaurant, and other similar commercial uses.

Approximately eight miles to the southeast along SR 76 is the community of Pauma Valley. The community supports the Pauma Valley Casino, which offers several restaurants, a lounge, a concert venue, and other uses. The community also offers a local grocery store, several dining establishments, a country club and golf course, and other commercial uses providing retail goods and services and recreational opportunities.

The community of Fallbrook is located approximately 16 miles to the northwest of the Project site. To support a population of approximately 30,500 residents, the community offers an expanded range of commercial uses that include restaurants, office space, retail stores, and other goods and services. Additionally, the City of Temecula is located approximately 18 miles from the Project site in southwestern Riverside County and has a population of approximately 100,000 residents. Commercial services include big-box retail, restaurants, fast-food establishments, and other retail businesses and services typically found in a larger urban setting. Recreational opportunities such as golf, wineries, sports venues, and the Pechanga Resort and Casino are also available in the area.

Several large-scale mixed- use projects are planned or have been approved in the SR 76/I-15 corridor area. These include Campus Park which includes a town center commercial area totaling approximately 61,200 square feet. Further to the north and just west of the I-15 is the Merriam Mountains development which would offer approximately 110,000 s.f. of commercial space.

3.5 SIGNIFICANCE CRITERIA

In accordance with Section 15126.2(d) of the California Environmental Quality Act Guidelines, the analysis of growth-inducing impacts must address two key issues:

- 1) Does the project have the potential to foster substantial economic or population growth, or the substantial amount of construction of additional housing, either directly or indirectly, in the surrounding environment, including the potential to remove an obstacle to substantial population growth?
- 2) Does the project have the potential to require the construction of a substantial amount of new community service facilities, or to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

The first issue addresses the potential for the proposed Project to create pressure for additional development in the area, for example by adding housing that would in turn support commercial development. It also addresses the potential for the Project to foster additional development by removing an obstacle to growth, such as through the extension of new or higher capacity roads or utilities that could serve currently undeveloped areas.

The latter issue involves the potential for the proposed Project to exceed the capacity of the existing service systems and require the construction of new public facilities within the community, such as new parks, schools, fire or police stations, or water/wastewater treatment plants. Construction of these new facilities could then result in additional environmental impacts.

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” (Section 15126.2(d)). A significant adverse growth inducing impact is assessed only if the growth would cause a significant adverse environmental impact. If growth patterns resulting from a project are determined to be speculative, rather than reasonably foreseeable, further discussion is not warranted.⁷

3.6 ANALYSIS OF PROJECT EFFECTS AND DETERMINATION OF SIGNIFICANCE

3.6.1 UTILITIES AND PUBLIC SERVICES

Water Service

To ensure that adequate water supplies are provided for the proposed development, the portions of the Project site not currently within the service area boundary of the RMWD would annex into the RMWD and an amendment to the RMWD’s SOI would be required. The Project applicant has met with the SDCWA, RMWD, and others to discuss the annexation. The Project would be required to comply with all rules and regulations that are in effect when the proposed annexation is formally requested. Prior to approval of the Specific Plan, Tentative Map, and/or Site Plan, issuance of grading permits or improvement plans in lieu of grading permits, and any other implementing permit for the Project, the Project site shall be annexed into the RMWD (and SDCWA), subject to the approval of the Local Agency Formation Agency (LAFCO) and RMWD. Although the Project would require annexation of portions of the site into the RMWD for water service, the proposed expansion of the service area boundary would not result in the inclusion of any other parcels not already located within the boundary, which could therefore contribute to (or enable) additional growth on such lands.

The RMWD has provided the Project applicant with a Project Facility Availability Letter that states the RMWD’s ability to meet the water service demands of the Project. RMWD has

⁷ *Practice Under the California Environmental Quality Act*. Stephen L. Kostka and Michael H. Zischke. 2008.

stated that it has sufficient water supply and pressure in the affected portion of its existing system to serve the proposed Project (Plonka, 2012).

All associated facilities, including water pipelines mains, would be constructed in accordance with RMWD and County design standards. Additionally, a WSA (Shapouri & Associates, 2013; available under separate cover) has been prepared for the Project which has been approved and adopted by RMWD. The WSA determined that water supplies are adequate to serve the Project as proposed. It is estimated that the Project would generate a total average daily water demand of approximately 0.464 million gallons per day (mgd), or 519 acre-feet per year (AF/yr).

Water service for the Project would be achieved through connection to an existing water transmission line located within Jeremy Way to the north of the site that is currently operated and maintained by RMWD. Water would be provided via a new 8-inch diameter water line connecting to an existing line in Jeremy Way to a four-million gallon reservoir (water tank) to be constructed in the northwestern portion of the Project site and dedicated in fee title to RMWD. The connection would require an offsite extension of the 8-inch water line for approximately 3,000 linear feet within an existing 30-foot wide easement that would ultimately be dedicated to RMWD; refer to Figure 3-1. The water would be provided from the existing Gomez and McGee Reservoirs, through an existing conveyance system that is currently serving the properties adjacent to Jeremy Way; refer to Figure 3-1. The Warner Ranch site currently has access to the water line in Jeremy Way through an existing private road and utility easement. An onsite easement would also be dedicated to allow RMWD access to the reservoir. From the onsite reservoir, a 12-inch diameter line would then carry the water to the development area within proposed Lot 654 which would also be dedicated to the District.

The proposed onsite water tank would provide adequate water storage capacity at the water storage criterion of the RMWD for average daily demand plus fire flow. The location of the tank has been determined based on the site's topography and in coordination with the RMWD. All associated facilities for the provision of water service, including water pipelines, booster pumps, and wells would be designed in accordance with RMWD and County standards.

The Project's proposed connection to the pipeline and annexation of portions of the property into the RMWD (and SDCWA) for service would not create opportunities for other adjacent properties to receive water service that do not currently exist or remove any barriers to growth with regard to water supply for properties in the surrounding area. Adjacent properties would not be able to connect to the extended water line constructed with the Project, as the proposed transmission mains would be sized to convey water for buildout of the Project as designed. As stated above, water would be provided from the existing Gomez

and McGee Reservoirs, through an existing conveyance system that is currently serving the properties adjacent to Jeremy Way. All development outside of the Project area would not be able to connect to the proposed transmission line, and would instead require new transmission mains to convey water as needed, specific to the type and extent of any development proposed. Additionally, the RMWD has provided a letter to the Project applicant stating that the proposed improvements for water service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD water...facility plans.”⁸ Therefore, other area users within the RMWD would be restricted from connecting to the water line for the provision of water service. Further, and development outside of the Project area would be required to construct adequate storage facilities for the development proposed to ensure that system-wide storage deficits are not experienced. Any future development proposed within the Pala community would be subject to review by the County and the appropriate water district and LAFCO for an assessment of water availability and provision of service.

As such, the proposed improvements would not create or contribute to the potential for future water connections that would generate or allow for additional offsite development or growth. With regard to water service, the Project would not have potential to foster substantial economic or population growth, or the substantial amount of construction of additional housing, either directly or indirectly, in the surrounding environment, including the potential to remove an obstacle to substantial population growth. Therefore, the Project would not result in growth-inducing impacts with regard to water service, and as such, would not result in growth that would cause a significant adverse environmental impact. Impacts would be less than significant, and no mitigation is required.

Wastewater Service

Annexation to the RMWD would be required for provision of wastewater service for the proposed Project. The RMWD has provided the applicant with a Project Service Availability Letter, stating the ability to provide sanitary sewer service to the proposed Project upon annexation into the District, with the provision of required facilities and infrastructure improvements.

Although the Project would require annexation of portions of the site into the RMWD for wastewater service, the proposed expansion of the service area boundary would not result in the inclusion of any other parcels not already located within the boundary, which could therefore contribute to (or enable) additional growth on such lands. To provide sewer service

⁸ Rainbow Municipal Water District. Letter from Kristen Plonka, District Engineer. November 21, 2013.

to the proposed Project, a 6-inch diameter PVC (C-900) pipeline would be constructed within the right-of-way (ROW) of SR 76; refer to Figure 3-2. Collection of wastewater would occur via a proposed 8-inch onsite sewer line, an onsite private pump station, and a proposed 6-inch onsite force main line that would connect to a proposed 6-inch pipeline in the SR 76 ROW. The forced main pipeline would carry sanitary sewer flow from the proposed onsite private pump station (located at the northwesterly edge of the development area) and would continue westerly for approximately five miles to a pump station located near Pankey Road. The maximum peak flow generated by the Project is estimated to be approximately 200,000 gpd.

The Project proponent would be responsible for the funding of all costs for the provision of sewer service to the site. Development of the proposed infrastructure improvements for wastewater service would not create new opportunities for development in the surrounding area by removing barriers to growth relative to wastewater treatment. Surrounding properties currently without access to sewer services would not be able to connect to the Project sewer system because it would be sized and restricted to only serve the onsite development associated with the proposed Project. No additional treatment capacity would be provided for any other offsite uses than those proposed with the Project, and no plans for the connection of offsite uses for purposes of wastewater treatment are anticipated or proposed. Additionally, the RMWD has provided a letter to the Project applicant stating that the proposed improvements for sewer service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD sewer...facility plans.”⁹ Therefore, other area users within the RMWD would be restricted from connecting to the water line for the provision of sewer service.

Prior to approval of the Specific Plan, Tentative Map, and Site Plan, issuance of grading permits or improvement plans in lieu of grading permits and any other implementing permits for the Project, the Project site shall be annexed into the RMWD, subject to the approval of LAFCO and RMWD. The RMWD would be responsible for the long-term operation of the offsite facilities, once constructed. With these measures, adequate wastewater treatment service would be provided to the Project site. Therefore, the Project would not result in growth-inducing impacts with regard to wastewater, and as such, would not result in growth that would cause a significant adverse environmental impact. Impacts would be less than significant, and no mitigation is required.

⁹ Rainbow Municipal Water District. Letter from Kristen Plonka, District Engineer. November 21, 2013.

Natural Gas Service

As stated above, SDG&E would provide gas service to the Project site. An existing gas line within SR 76 west of the Project site would be extended approximately 1.2 miles eastward to the intersection of SR 76 and Pala del Norte to serve the proposed development.

The ability to develop land is generally not dependent upon the availability of natural gas services. If natural gas is not available, electricity can be otherwise used to provide heating and enable cooking or operation of appliances, lighting, and/or other equipment. Additionally, in unincorporated areas of the County where natural gas service is unavailable, the installation of propane tanks (whether for individual households or a larger tank at a central location to serve a number of households) for the provision of natural gas can provide adequate natural gas reserves in support of residential, commercial, and/or other types of development, as needed. Therefore, the proposed extension of the existing SDG&E gas line to serve the Project site is not considered to be growth inducing or to enable growth that could not have otherwise occurred, as such resources can presently be provided to residential and other use types within the Campo area. Therefore, the Project would not result in growth-inducing impacts with regard to the provision of natural gas service, and as such, would not result in growth that would cause a significant adverse environmental impact. Impacts would be less than significant, and no mitigation measures are required.

Law Enforcement

The Project proposes development of 780 residential units and associated public and private facilities and services. The Project would therefore increase the demand for police services in the area. The Project applicant has received correspondence from Lieutenant Michael D. McClain of the San Diego Sheriff's Department indicating the need for two additional sworn personnel to meet law enforcement demands generated by the Project. It is anticipated that tax revenues generated by buildout of the Project would offset the cost of the two additional sworn personnel.

In addition, design recommendations have been provided by the Sheriff's Department that would further assist in reducing policing concerns. These recommendations have been incorporated into the Project design and include the following:

- ∞ Defensible space
- ∞ Adequate lighting in public areas;
- ∞ Gated entry;
- ∞ House orientation to provide private park visibility;
- ∞ Fencing for public and private trails;

- ∞ Internal recreation facilities; and,
- ∞ Cameras at the Project entry.

The development of new police facilities is not planned as a result of the Project. The General Plan Land Use Maps identify where future development will occur, which can then be used by the Sheriff in conjunction with forecasts from contract cities to prepare facility and service plans. Higher-density residential and commercial areas typically produce more calls for police services. These areas are identified as preferred locations of future Sheriff Facilities in the unincorporated County. If it is determined in the future that new police facilities are required, the SDSD would be responsible for the construction of new facilities and would be subject to a separate CEQA process. The San Diego Sheriff's Crime Prevention Unit aims to reduce crime in the communities that are served by the SDSD. Crime Prevention Specialists work as member of the County's patrol stations to develop and encourage the use of prevention and safety programs. Crime Prevention Through Environmental Design (CPTED) is utilized as a planning tool to help minimize and/or deter criminal activity in communities. CPTED consists of four complementary strategies including natural surveillance, access control, maintenance and territorial reinforcement (encouraging owners of private spaces to exercise control over their area by challenging intruders).

Goal S-14 of the County's General Plan includes policies which address crime prevention through building and site design. These include the following:

Vehicular Access to Development

Require development to provide vehicular connections that reduce travel times and facilitate access for law enforcement personnel, whenever feasible.

The Project includes two emergency access roads on the eastern and western site boundaries, also accessible from SR 76. These roads would be gated for security purposes and utilized in the event of an emergency. Onsite roadways have been designed to meet County design standards, as appropriate to the type of roads proposed, to ensure that onsite circulation is adequate to accommodate the movement of emergency vehicles all allow access to all areas within the proposed development footprint. Vehicular access to the proposed Project has therefore been designed in a manner sufficient to reduce travel times and facilitate access for law enforcement.

Development Safety Techniques

Require development within Village areas to utilize planning and design techniques, as appropriate, that deter crime. Examples of design features include centrally locating open spaces and recreational uses so that they are visible from nearby homes and streets,

installing walkways that are in locations safe for pedestrians, designing lots, streets and homes that encourage interaction between neighbors, etc.

The Warner Ranch Project is designed as a gated community; restricting access to homeowners and guests. Streetscape elements, including pedestrian walkways and street safety lighting, would be integrated into the design of all Primary Theme Roads onsite. Development safety techniques have therefore been incorporated into the Project design.

Crime Prevention

Coordinate with appropriate agencies and the community to reduce crime in all neighborhoods by improving communication and relationships with communities and through educational programs that address important safety issues.

Crime Prevention Specialists encourage and support Neighborhood Watch programs throughout the communities that are served by the SDSO. The Project's Homeowners Association (HOA) would be able to decide if they would elect to participate in this program and have a Neighborhood Watch sign with the Sheriff's star on it posted on the streets within the community.

Goals and policies outlined within the County of San Diego's Safety Element would be implemented to the extent feasible by the Project. In addition, the Project would be subject to the payment of developer fees to offset potential impacts associated with the increased demand for police services. Project impacts would be less than significant with the addition of two sworn personnel, increased tax revenues generated by the Project, and Project design features, as described above.

Fire Protection

The Project proposes construction of a fire station in the southern portion of the site adjacent to the Project main entry and SR 76, prior to the issuance of building permits, to ensure that fire protection services for the Project are adequate. Final design and layout of the fire station would be subject to the review and approval of the SDCFA; however, it is anticipated that the station would be approximately 10,000 square feet in size. Upon completion of the fire station, fire protection services would be adequate to serve the proposed Project, and required travel times would be met.

Specific fire protection requirements, such as the provision of a fuel modification zone (combustible vegetation clearance) around all onsite structures and roadways, in addition to secondary fire access roads, have also been incorporated into the Project design to further reduce the potential for damage from fire events to occur. Sensitive fire suppression (fuel modification) landscape design is also proposed as part of the Project design to provide necessary protection while striving to maintain the visual and biological integrity of the

onsite native plant communities. Buffer areas 100' in width would be provided as part of the Project design to reduce the potential for wildfire to spread onsite.

In addition, a Fire Management Plan has been prepared for the Project by FIREWISE 2000, Inc. (available under separate cover). The Plan requires approval from the SDCFA and the Director of the County Planning and Development Services Department (DPS). The Fire Management Plan identifies a fuel management program and building construction standards for fire protection. All measures contained in the Fire Protection Plan would be incorporated into the proposed Project. The Plan addresses defensible space for fire suppression resources through fuel management zones and provides a specific plant palette with restrictions on highly flammable plant material. The plan also addresses infrastructure and structural fire protection; access; secondary access/egress (fire and evacuation only); and, water supply. The requirements in the Fire Protection Plan would meet or exceed current fire code requirements, including requirements for residential fire sprinklers and enhanced fire-resistive construction. The measures discussed above are intended to reduce the potential demand on fire protection services (e.g. the proposed fire station) generated by the Project as proposed.

As stated above, fire protection services within CSA 135 have been identified as deficient and the need for new fire protection service facilities indicated. Fire service protection within the Pala area is therefore considered to be deficient, and required fire travel times cannot generally be met.

The Project site is located within the SOI of the NCFPD. With construction of the onsite fire station proposed with the Project, fire service protection services would be improved within CSA 135, and more specifically the NCFPD, allowing service travel times for a greater number of properties in the area to be met. As such, additional properties within the NCFPD that could demonstrate that required fire service travel times can be adequately met would have the potential to allow for future subdivision of property and/or development; however, existing single-family residential legal lots presently have the right to develop a single-family home under the existing General Plan land use designation without County approval of a discretionary action. It is assumed that these single-family residential lots would receive fire protection services under the current conditions. As such, these parcels were eliminated from further consideration in this analysis, as development would not be affected by construction of the fire station and the ability to meet service travel times.

To determine the growth-inducing potential of the Project as a result of construction of the fire station, the 5-, 10-, and 20-minute travel times required for residential land uses (per the General Plan Safety Element) and the boundary of the NCFPD and NCFPD SOI were mapped; refer to Figures 3-3 to 3-6. Only those lands located within the SOI of the NCFPD within these boundaries not currently served by other existing area fire stations were

considered. The travel time constraint was considered because it would potentially limit the service radius within which fire protection services operating out of the proposed onsite fire station could be provided. Lands where adequate service travel times could not be met would be restricted from further subdivision and/or development in the future. Lands within the Indian Reservation, properties designated as RL-80 or large-acre parcels, and lands not designated with a residential land use designation within the study areas were also eliminated from consideration. Lands with RPO steep slopes were also evaluated for their potential to restrict development. The remaining parcels were then evaluated for their potential to be developed, thereby contributing to residential growth in the area with regard to meeting the County's service travel times with construction of the proposed fire station. The assumption that a landowner would request County approval of a discretionary action (e.g. General Plan Amendment, Tentative Map) to allow for future subdivision of a property and therefore, additional growth above that planned for under the existing land use regulations, would be speculative. As the number of landowners that would request an amendment and what the amendment would involve cannot otherwise be determined at this time, the following analysis is based on the maximum allowable growth under the existing General Plan designations.

Construction of the fire station as proposed with the Project would be growth-inducing, as it would allow for additional properties to achieve adequate fire service travel times, thereby allowing for potential future land development to occur within the areas considered herein with regard to growth induction; however, as stated above, the CEQA Guidelines state that "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment" (Section 15126.2(d)). A significant adverse growth inducing impact is assessed only if the growth would cause a significant adverse environmental impact. If growth patterns resulting from a project are determined to be speculative, rather than reasonably foreseeable, further discussion is not warranted.

As shown in Tables A-1 to A-3 in Appendix A of this document, the fire station would not remove a barrier to growth within the study area that would allow for substantial growth, either directly or indirectly. As shown in Tables A-1 to A-3, it appears that with construction of the fire station, an estimated 67 residential dwelling units (14 DUs within the 5-minute travel time; 25 DUs within the 10-minute travel time; and, 28 DUs within the 20-minute travel time) could be built under the existing General Plan land use designations with County approval of a discretionary action; however, a number of these parcels are repeated between the Tables A-1 to A-3, totaling 21 DUs; refer to Table A-4, which identifies these parcels. Therefore, to avoid repetition in estimating the potential number of DUs that could be built, this number (21 DUs) was subtracted from the overall total of Tables A-1 to A-3 (67 DUs), resulting in a total of 46 DUs that could potentially be constructed could be built under the existing General Plan land use designations and zoning with County approval of a

discretionary action. The fire station, while it is the growth-inducement vehicle, would reduce the risks of impacts from wildfires in the area. Due to land use and zoning designations in the surrounding areas, additional subdivision development would be limited. Any future proposed development would require additional and separate environmental analysis to determine potential impacts. It should also be noted that buildout of the 46 units is assumed in the current General Plan, and therefore they are not considered to represent unplanned growth within the County. Additionally, it is unlikely that all parcels within the 5-, 10-, and 20-minute travel time boundaries that could be further subdivided with construction of the fire station (and would meet required travel times) would be built out to their maximum allowed densities.

The addition of 46 new homes in the area would not place a significant strain on existing public services or utilities, or generate a substantial amount of new traffic, such that new or expanded community service facilities would be required. With consideration for the quantity of vacant land in the Pala area and the existing area population, the potential addition of 46 new homes would not be considered significant growth. Therefore, although construction of the proposed fire station would reduce a barrier to area growth, it would not be considered to significantly contribute to or induce substantial growth within the Pala area. Impacts would be less than significant, and no mitigation measures are required.

Schools

As stated above, the Project site is located within the Bonsall Unified School District (K-12); however, as the Bonsall High School is newly created (opened fall 2014) and currently only serves students in grade 9. Students in grades 10-12 continue to attend high school within the Fallbrook High School District until additional facilities are available.

Based on discussions with the school districts and evaluation of current school enrollment and capacities, Normal Sullivan Middle School is currently experiencing capacity issues. Enrollment published for 2012-2013 indicates that enrollment was 935;¹⁰ the estimated capacity is 1,020. Normal Sullivan Middle School is located at 7350 West Lilac Road, approximately 10 miles west of the proposed Project. Enrollment published for 2012-2013 indicates that enrollment was 523 students;¹¹ the estimated capacity in 2013 was

¹⁰ Bonsall Unified School District. *Bonsall Elementary School – School Accountability Report Card. Reported Using Data from the 2011-2012 School Year. Published During 2012-2013.* Available at: http://www.bonsallusd.com/ourpages/auto/2013/10/4/52333474/2012_School_Accountability_Report_Card_K-6_Bonsall_West_Elementary_School_20130123.pdf. Accessed September 21, 2014.

¹¹ Bonsall Unified School District. *Norman L. Sullivan Middle School – School Accountability Report Card. Reported Using Data from the 2011-2012 School Year. Published During 2012-2013.* Available at: http://www.bonsallusd.com/ourpages/auto/2013/10/4/52333474/2012_School_Accountability_Report_Card_6-8_Norman_Sullivan_Middle_School_20130123.pdf. Accessed September 21, 2014.

approximately 590. Although Bonsall Elementary and Normal Sullivan Middle School are currently operating below estimated student capacity, recent activity regarding new development in the area indicates that this may change over time.

Estimated current enrollment at Bonsall High School is approximately 100 students (ninth graders).¹² It is anticipated that a new school will be constructed to accommodate 500 students with the ability to expand to 1,000.¹³

The Fallbrook Union High School District has indicated that they are currently declining enrollment. The Justification Report prepared for the Fallbrook Union High School District determined that commercial, industrial, and residential development is projected to occur within the district's boundaries, and enrollment would subsequently increase (Justification Report for the Fallbrook Union High School District, 2008). The District's schools are currently overcrowded or are projected to become more overcrowded as a result of enrollment of additional students from new development, causing a need for additional school facilities.

The development of new school facilities is not planned as a result of the proposed Project; however, the school districts may decide to construct new facilities to accommodate students. The school districts would be responsible for construction of new facilities if required and would be subject to a separate CEQA process. Prior to approval of building permits, the Project applicant would be required to pay appropriate school fees to the Bonsall Unified School District for the maintenance and provision of adequate school facilities and levels of service, in accordance with California Education Code 17620. The payment of these fees would avoid potential growth inducing impacts with regard to the construction or expansion of new school facilities. Impacts to school services would therefore be less than significant.

Libraries

As stated previously, the Pala Public Library, located at 12196 Pala Mission Road, approximately 1.4 miles east of the Project site, would provide library services for the proposed Project. The Library offers public access to literary and audio/visual resources, as well as public use internet workstations, wireless internet access, summer reading programs, and other arts- and computer-related programs and activities.

The facilities and services currently offered by the Pala Library are adequate to serve the needs of the residents of Pala. It is not anticipated that the number of new residents

12 San Diego Union Tribune. "Bonsall High to be County's First New Tech School."

<http://www.utsandiego.com/news/2014/apr/27/bonsall-high-new-tech/>. Article dated April 27, 2014. Accessed September 22, 2014.

¹³ Ibid.

potentially generated by implementation of the proposed Project would have a substantial adverse effect on operation of the Library, or require new facilities or the expansion of existing library facilities in the area is not anticipated as the result of the proposed Project. Therefore, impacts with regard to growth induction are considered to be less than significant.

Parks and Recreation Facilities

Based on the 780 dwelling units proposed, the Project applicant is required to dedicate parkland, per requirements of the San Diego County Department of Parks and Recreation.

As stated previously, per the County's Park Lands Dedication Ordinance, Warner Ranch is required to provide approximately 7.6 acres of public park facilities. A 4.2-acre public park is proposed along the Project's frontage on SR 76. The Project would also include approximately 7.7 acres of private parks, as well as a clubhouse/pool. If these facilities qualify, they can be counted as a 50% contribution to park land per the PLDO. Combined with the private park area, the total park land dedication for the Project would be approximately 8.1 acres, which would meet and exceed the County's PDLO requirements. Additionally, the Project design includes approximately 2.7 miles of public and private trails. A public trail would be located along the southern boundary of the Project area, adjacent to SR 76. The internal trails are proposed on the eastern edge of the main entrance road as well as near the western edge of the Project. The western trail would connect with the existing agricultural road/trail that traverses to the northern edge of the Project site and connects to the existing avocado grove roads.

As the Project would satisfy the requirements of the PLDO, it would not have the potential to require the construction of new community service facilities (e.g. parks) or to encourage or facilitate other activities that could significantly affect the environment in this regard. Impacts with regard to growth induction would be less than significant, and no mitigation is required.

3.6.2 TRANSPORTATION AND CIRCULATION

As stated above, primary access to the Project site would be from SR 76. The Project proposes an all-way traffic signal at the intersection of the main entrance and SR 76. The Project would also construct frontage improvements within the existing SR 76 right-of-way to widen the existing 24-foot wide pavement to 52 feet and construct two additional drive lanes, a center median, and shoulders with a bike lane in each direction along the length of the Project frontage. Additionally, an acceleration/deceleration lane is proposed adjacent to the Project's main entry.

The proposed Project would result in an increase in the number of vehicle trips along SR 76 with construction of the 780 residential units and other supporting land uses. The General Plan contains a number of goals and policies that pertain to reducing potential effects of a development on the County's roadway system. For example, Policy LU-2.9 Maintaining Rural Character, of the General Plan Land Use Element states the requirement to *"Consider level of service criteria, in accordance with Policy M-2.1, to determine whether adding lanes to a Mobility Element road would adversely impact the rural character of a community or cause significant environmental impacts. In those instances, consider other options to mitigate LOS where appropriate."* Additionally, Goal M-2, Responding to Physical Constraints and Preservation Goals, of the Mobility Element identifies the goal of achieving *"A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character."* Policy M-2.1, Level of Service Criteria, identifies the need to *"Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network."*

The Traffic Impact Analysis prepared by KOA Corporation in May 2013 (available under separate cover) for the proposed Project fully analyzes the Project's impact on SR 76 and includes a detailed discussion of the required mitigation to reduce the overall Project impacts on this roadway, as well as other affected County and State road segments and intersections. The proposed frontage improvements and contribution of needed funds to complete the I-15 interchange improvements would reduce Project impacts to a less than significant level, as described below.

The proposed Project was evaluated for potential direct and cumulative impacts as well as conformance with the adopted County General Plan. The traffic study indicates that the Project would cause direct impacts to SR 76 west of I-15, as well as cumulative impacts. To mitigate for the direct impacts, the Project is dependent on the implementation of the SR 76 Project west of Interstate 15. The SR 76 East Project is a Transnet-funded Caltrans improvement project that runs from South Mission Road to I-15. The current proposal is to improve SR 76 to a four-lane conventional highway with six lanes plus turn pockets at the interchange. The project is scheduled for completion in 2015.

Cumulative impacts are proposed to be addressed by implementation of the County's General Plan Circulation Element, which involves further improvements to SR 76 to the west of

Interstate 15 as a six-lane Expressway and Prime Arterial. To the east of I-15, the adopted Circulation Element proposes to continue the improvements that already exist between I-15 and a point approximately 0.7 miles east of Pankey Road (identified as a four-lane major roadway eastward, within the study area used for the Project traffic analysis, to Cole Grade Road).

The Project Applicant would initiate and contribute to a Project Study Report/Project Design Study with Caltrans. This is the required initial step in developing an approach to mitigation for cumulative traffic impacts on SR 76. Offsite improvements would be made or contributed to at two intersections to mitigate Project traffic impacts, as described below. Precise improvements are currently being developed with Caltrans and may include additional turn lanes, traffic signals, and/or roundabouts.

- ∞ **Intersection of SR76/East Pala Mission Road:** This 4-way signalized intersection would be constructed once the Project has been issued 600 building permits. Proposed improvements may include a traffic signal, power pole relocation, road widening for additional turn lanes, striping, signage, and traffic control.
- ∞ **Intersection of SR76/Lilac Road:** This 3-stop intersection would be improved when the Project reaches 400 building permits. Proposed improvements may include road widening for additional turn lanes, striping and new signage, drainage improvements, and traffic control.

With approval of the County General Plan in August 2011, SR 76 was downgraded from a planned four-lane road to a two-lane 2.1D Community Collector. Based on buildout of the County's General Plan land use map, traffic modeling indicated that the segment of SR 76 from Pala del Norte to 6th Street would operate at a Level of Service (LOS) F as a two-lane road. Although the General Plan's road network is intended to eliminate deficiencies by upgrading roadways to achieve LOS D or better, the Mobility Element identifies certain situations where the addition of travel lanes to accommodate traffic levels is not justified, as such construction would result in potentially adverse impacts. With regard to improving SR 76, the County Board of Supervisors (BOS) instead classified SR 76 as a two-lane road, as it was determined that widening the road to four lanes would result in adverse environmental impacts and degradation of the physical environment.

The Warner Ranch Project site is adjacent to SR 76 along the southern boundary. The road is classified as a two-lane Mobility Element road and has been accepted as a LOS E/F in the County's Mobility Element from Pala del Norte Road to 6th Street (includes the segment affected by Warner Ranch) to protect the existing community character. The proposed Project would increase the stretch of SR 76 operating at LOS E/F from the current 2.3 miles to 8.2 miles (increase of approximately 5.9 miles). As such, the Project would not be in conformance with the Mobility Element (Policy M.2.1, Level of Service Criteria), due to the

increased distance of LOS E/F on SR 76. The Project would therefore require an amendment to the Mobility Element to allow the Project to be in conformance with the General Plan with regard to this issue. The amendment would amend the Mobility Element road classification of SR 76 to LOS E/F for a 5.9-mile stretch between Pala del Norte and a point just east of Pankey Road, bring the total length of the roadway where LOS would be affected to 8.2 miles. The amendment would also include amending Table M-4 of the Mobility Element to add the additional stretch of roadway affected by the proposed Project. It should however be noted that the proposed Project is intended to reduce miles traveled by existing employees in the Pala Valley by providing additional housing opportunities for the existing employment population. The Project Applicant also continues to work with both the County Department of Public Works and Caltrans to develop appropriate measures that would contribute to the mitigation of cumulative traffic impacts on SR 76.

The proposed improvements to SR 76 are consistent with Caltrans' plans to accommodate current and future traffic volumes and improve safety along the roadway, and would ensure safe ingress/egress from the Project site for residents and those utilizing the public park and employees of the fire station; however, such improvements would not, in themselves, enable or create substantial future growth in the Pala community or surrounding region. The roadway is heavily traveled and serves as a major travel corridor to and from communities to the east of I-15 in northern San Diego County. The improvements proposed with the Project would be limited to the Project frontage and at two intersections to ensure adequate public circulation and safety and would not remove a barrier to substantial population growth or create new access to lands that were not previously accessible. Access to the Pala community and points eastward is currently provided with SR 76 in its present condition, and the improvements proposed with the Project would not increase enable a greater number of people to access such areas or spur additional development that could not presently occur if such improvements did not occur. Future development in areas to the east of I-15 along the SR 76 corridor would occur with or without the proposed widening or realignment of the roadway as planned by Caltrans. As a result, the improvements to SR 76 proposed with the Project are not considered to be growth inducing, and therefore, would not result in growth that would cause a significant adverse environmental impact. Impacts would be less than significant, and no mitigation measures with regard to growth inducement are required.

3.6.3 DEMAND FOR COMMERCIAL/RECREATIONAL SERVICES

As stated above, a variety of commercial goods and services are available locally within the community of Pala. If such goods and services do not meet specific needs or desires of Project residents, they may be required to commute elsewhere to obtain them, similar to that currently experienced by other residents of Pala and surrounding communities in this area of

the County. Average shopping distance would vary based on the type of goods or services required.

Commercial services within the Pala community include those offered by the Pala Casino Resort and Spa which supports a number of amenities in addition to the casino such as retail stores, a spa, golf, dining and entertainment venues, and a small commercial center. The resort includes roughly 600 guest rooms ranging from approximately 500 to 1,000 square feet in size. The area also offers a shooting range, a motocross raceway, and other facilities and services that are open to the public, such as a convenience store, gas station, several restaurants, Pala Learning Center, and Cupa Cultural Center. Other commercial services within the community include small-scale retail uses focused along the SR 76 corridor, such as a tattoo parlor, hair salon, community grocery store, restaurant, and other similar commercial uses.

Approximately eight miles to the southeast along SR 76 is the community of Pauma Valley. The community supports the Pauma Valley Casino, which offers several restaurants, a lounge, a concert venue, and other uses. The community also offers a local grocery store, several dining establishments, a country club and golf course, and other commercial uses providing retail goods and services and recreational opportunities.

The community of Fallbrook is located approximately 16 miles to the northwest of the Project site. The community offers an expanded range of commercial uses that include restaurants, office space, retail stores, and other goods and services. Additionally, the City of Temecula is located approximately 18 miles to the north of the Project site. Commercial services include big-box retail, restaurants, fast-food establishments, and other retail businesses and services typically found in a larger urban setting. Recreational opportunities such as golf, wineries, sports venues, and the Pechanga Resort and Casino are also available in the area.

Several large-scale mixed-use projects are planned or have been approved in the SR 76/I-15 corridor area. These include Campus Park which includes a town center commercial area totaling 61,200 square feet. Further to the north along I-15 is the Merriam Mountains development which would offer approximately 110,000 s.f. of commercial space. Other large-scale and mixed-use or commercial development projects constructed or planned within the area would also be available to serve the Project.

It is anticipated that the existing business and services within the surrounding region would be adequate to serve the Project. The Project would add an additional 780 housing units to the region and would not generate a significant increase in the area's population that would result in demand for new commercial retail businesses or services, due to an inadequate supply of or access to available goods and services.

Economic stimulus may occur in the area as a result of landowners experiencing other growth within the area, spurring them to develop their own lands. A lack of or demand for a specific good or service in the area is identified, commercial-type development may be proposed in the Pala community in the future as an attempt to meet such needs; however, it should be noted that although the Pala Resort and Spa is located in the community and visitors and employees of the Casino represent a large number of potential customers that could create demand for new commercial uses or businesses to be established within the area, such uses still remain limited. Therefore, with consideration for available goods and services in the surrounding region as described above, the Project is not anticipated to result in significant economic stimulus in the form of new commercial development in the area. Additionally, any future commercial-type uses proposed on the Indian Reservation would be subject to consideration by the Pala Band of Indians. Similarly, any future commercial development on land within the County would be required to be consistent with applicable land use regulations and zoning, and subject to County review and approval for appropriateness.

3.6.4 LOSS OF AGRICULTURAL LANDS

The proposed Project would change the land use of the site from the existing ranch lands and agricultural uses to developed residential uses (and supporting recreational and civic land uses), combined with onsite open space. With development of the Project as designed, no agricultural uses would continue onsite within the boundaries of the proposed development footprint following Project construction.

Approximately 10 percent of the subject property is currently used for agricultural purposes, which consists of avocados and citrus in the southwestern portion of the site. The nearest offsite agricultural uses are located to the south across SR 76, to the east in the northern portion of the Pala Village, and an additional area of avocados to the north. The Agricultural Analysis prepared for the Project (James Chagala and Associates, October 2013 - available under separate cover) determined that, using the County Department of Planning and Development Services' Local Agricultural Resource Assessment (LARA) Model, the property is not an important agricultural resource. Further, in conjunction with the distances and type of separation and the nearest agricultural uses, it was determined that no significant impacts to either onsite or offsite agricultural resources would occur with implementation of the Project, and no mitigation measures are required. Therefore, the Project would not result in the loss of important agricultural resources within the County. Further, although portions of the site would be developed with the proposed land uses, thereby resulting in a change in overall land use; however, this change in land use would not result in growth-inducing impacts relative to the loss of agricultural lands, and the majority of the Project site would remain in its current natural state. Impacts in this regard would be less than significant.

3.7 CUMULATIVE IMPACTS

All proposed utility improvements (e.g. water, wastewater) would be limited to serving the Project site and would not create new development opportunities for other properties in the surrounding area. Although the Project would require annexation of portions of the site into the RMWD (and SDCWA) for water and wastewater treatment services, the proposed expansion of the service area boundary would not result in the inclusion of any other parcels not already located within the boundary, which could therefore contribute to (or enable) additional growth on such lands. Any proposed annexation of other properties into the District for service would need to be evaluated and analyzed by the RMWD and LAFCO for their growth-inducing potential. As stated above, improvements to provide water and sewer for the proposed development would be sized to meet Project needs and would not be adequate or available to serve other development projects within the area, potentially allowing for future growth to occur.

As shown in Figure 1-22, Discretionary Projects, four planned or approved projects are located within the Project vicinity. The Prominence at Pala project site is located at Pala del Norte Road, approximately 0.33 mile north of SR 76 and approximately two miles west of the Pala Indian Reservation. The project proposes the subdivision of approximately 346 acres into 30 single-family residential lots and two open space lots, ranging from approximately four to 96 acres in size. The project would benefit from improved fire service with construction of the fire station on the Warner Ranch site; however, the applicant would be responsible for independently demonstrating that fire protection services are adequate to serve the development, whether or not the Warner Ranch Project is constructed. Residents of this project would also benefit from use of the proposed public park. Infrastructure improvements proposed for the Warner Ranch Project would not benefit the Prominence at Pala project, as stated previously, as the project would not be able to connect to the pipelines proposed for water or sewer service, as they would be sized specifically to serve the Warner Ranch Project. As stated above, the RMWD has provided a letter to the Project applicant stating that the proposed improvements for water and sewer service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD water and sewer facility plans.”¹⁴ Therefore, other area users within the RMWD would be restricted from connecting to the water and/or sewer lines for the provision of service. The Prominence at Pala project would be required to demonstrate to the satisfaction of the affected service districts and the County that adequate water and sewer services could be provided to serve its proposed development.

¹⁴ Rainbow Municipal Water District. Letter from Kristen Plonka, District Engineer. November 21, 2013.

Further, with construction of the onsite fire station proposed with the Project, fire protection services would be improved within CSA 135, allowing service travel times for a number of properties within the fire service areas considered (5-, 10-, and 20-minute service boundaries) to meet the County's required service travel times. As such, additional properties within the NCFPD service area that could demonstrate that required fire service travel times can be adequately met would have the potential to allow for future subdivision and/or development to occur; however, existing single-family residential legal lots presently have the right to develop to the allowable density under the existing General Plan land use designation, and it is assumed that these single-family residential lots would receive fire protection services under the current conditions.

The Gregory Canyon Landfill project is located approximately 3.5 miles east of I-15 off of SR 76. The northern reaches of the site are approximately 0.65 miles to the southwest of the Project site. The landfill is designed as a Class III municipal solid waste (MSW) landfill which could accept municipal solid waste, inert waste, and dewatered sewage sludge. Although the facility would accommodate waste disposal needs for the surrounding region, the landfill does not propose development that would result in significant area growth or that would benefit from any improvements proposed with the Warner Ranch Project. Two other projects are located approximately 2.5 miles to the north of the Project site; however, these projects are telecommunications facilities that would not result in or enable new significant growth in the area that could not otherwise occur.

All past, present, and future projects in the surrounding area would be required to contribute fees as applicable to reduce potential impacts on public services and/or facilities. Therefore, the proposed Project would not contribute to cumulative impacts relative to the provision of public services or utilities in the Pala community.

As stated above, the proposed Project would require the payment of fees or dedication of land for local parks to the County, pursuant to the PLDO. The proposed Project would not result in substantial physical deterioration of parks or other recreational facilities due to increased demand and would provide onsite recreational trails, a public park, a private park, a clubhouse, pool, and other useable recreational areas for public and private use. Similarly, all past, present, and future residential projects in the surrounding area would be required to comply with the requirements of the PLDO, thereby reducing potential impacts to less than significant.

Therefore, the proposed Project would not have the potential to require the construction of a substantial amount of new community service facilities, or to encourage and facilitate other activities that would significantly affect the environment, either individually or cumulatively. Therefore, the Project would not contribute to a significant growth-inducing impact in this regard.

As discussed previously, the Project proposes improvements to SR 76 along the Project frontage as part of construction planned by Caltrans to increase the safety of travelers along the corridor. Other future development projects located along the SR 76 corridor would be required to construct similar improvements, as appropriate, to reduce potential impacts on the roadway system and to conform to Caltrans requirements for improvement of SR 76; however, such improvements would not, in themselves, enable or create substantial future growth in the Pala community or surrounding region. The roadway is heavily traveled and serves as a major travel corridor to and from communities to the east of I-15 in northern San Diego County. The improvements proposed with the Project, and other future projects, may allow the roadway to accommodate additional traffic volumes in the future; however, as access to these areas is currently provided with SR 76 in its present condition, and would continue to occur if no future improvements were constructed, such improvements would not induce growth through construction of a new access route to lands that were previously inaccessible. Future development in areas to the east of I-15 along the SR 76 corridor would occur with or without the proposed widening or realignment of the roadway. As such, the improvements to SR 76 proposed with the Project are not considered to contribute to a significant cumulative impact with regard to growth induction; refer also to Section 3.6.2, Transportation and Circulation, above.

3.7.1 POPULATION AND HOUSING

The Project would result in the construction of 780 new residential units within the community. According to the 2000 U.S. Census, the community of Pala has a population of approximately 1,820 residents, and a total of 501 housing units.¹⁵ The proposed Project would increase the number of housing units by 780 single-family and multi-family homes, or by approximately 64 percent.

The Project is anticipated to capture residents currently living in the area, employees of the Pala Casino Resort and Spa and other area casinos, as well as residents presently living in other surrounding communities in this portion of the County. Although the Project would increase the number of housing units available in the area, the Project would also provide a number of amenities for public benefit, such as the approximately 4.2-acre (gross) public park, recreational facilities, improved safety and circulation along SR 76, and expanded fire protection services. In addition, proposed onsite open space would contribute to efforts aimed at regional preservation of a system of open space and wildlife corridors.

The Project would require annexation into the RMWD for sewer service. The Project would construct a sewer line within the SR 76 ROW sized specifically to serve the Project, with no

¹⁵ http://factfinder.census.gov/home/saff/main.html?_lang=en

service to any other offsite lands. No offsite properties would be able to connect to the proposed sewer line. The RMWD has provided a letter to the Project applicant stating that the proposed improvements for sewer service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD water...facility plans.”¹⁶ Therefore, other area users within the RMWD would be restricted from connecting to the sewer line for the provision of sewer service. As such, the Project would not extend sewer service to offsite lands, allowing them to potentially subdivide and increase population or housing at a greater density than anticipated by the General Plan or Subregional Plan.

The Project site would also annex into the RMWD (and SDCWA) for water service, subject to the approval of LAFCO and RMWD. Although the Project would require annexation of portions of the site into the RMWD (and SDCWA) for water service, the proposed expansion of the service area boundary would not result in the inclusion of any other parcels not already located within the boundary, which could therefore contribute to (or enable) additional growth on such lands. Water service for the Project would be achieved through connection to an existing water transmission line located within Jeremy Way to the north of the site that is maintained by RMWD, and the water would be provided from the existing Gomez and McGee Reservoirs through an existing conveyance system that is currently serving the properties adjacent to Jeremy Way; refer to Figure 3-1. The Warner Ranch site currently has access to this water line through an existing private road and utility easement. The RMWD has provided a letter to the Project applicant stating that the proposed improvements for water service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD water...facility plans.”¹⁷ Therefore, other area users within the RMWD would be restricted from connecting to the water line for the provision of water service. Therefore, the line would be sized to serve only the proposed Project. No other offsite properties would be allowed to connect to the line, thereby eliminating the potential for such lands to be developed and associated population growth due to access to public water service enabled by the proposed Project.

The Project also proposes construction of an onsite fire station to provide fire protection services to the Project site and within the Pala community, as needed. All other community services (schools, parks, libraries, etc.) would be adequate to serve the Project site with uses proposed for construction with the Project or through the payment of fees, and therefore, the Project would not create a substantial demand for construction of new community service facilities.

¹⁶ Rainbow Municipal Water District. Letter from Kristen Plonka, District Engineer. November 21, 2013.

¹⁷ Ibid.

The Project would generate short-term employment opportunities in the housing construction industry during the construction phase; however, this level of development and type of use (limited to 780 new residential units and supporting recreational amenities and infrastructure) is not expected to directly or indirectly result in a significant increase in population in the area, nor a significant increase in demand for housing because construction labor is readily available in the region. Additionally, construction would be phased, and therefore, the demand for construction workers would be dispersed over the total construction period required to achieve Project buildout. The Project is not of a significant size or scope for which labor and/or housing in the community would need to be expanded in order to construct the Project. Therefore, impacts to area population growth as the result of Project construction would be minor in nature.

For the reasons above, the Project is not considered to potential to foster substantial economic or population growth, or the substantial amount of construction of additional housing, either directly or indirectly, in the surrounding environment, including the potential to remove an obstacle to substantial population growth.

With development of the Project as proposed, all public services would be adequate to serve the Project site, and the Project would not require the construction of a substantial amount of new community service facilities or encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively. No new or additional impacts to the environment other than those identified and analyzed for the proposed Project have been identified; refer also to the Warner Ranch EIR (September 2014), available under separate cover. Therefore, impacts would be less than significant, and no mitigation is required.

3.8 CONCLUSION

The Project would not displace a substantial number of existing housing or people because the site currently supports agricultural activities, with the exception of several onsite caretaker residences that would be demolished with Project implementation. The addition of 780 new dwelling units would yield a net gain of available housing within the Pala community. The Project would not necessitate the construction of housing elsewhere due to displacement of homes or people, and impacts in this regard would be less than significant.

The Project would not significantly alter existing land use patterns or substantially alter existing population patterns that would result in secondary effects, such as increased traffic that could not be mitigated for or increased demand for the provision of public utilities or services, as the Project proposes to construct improvements and/or make payment of appropriate fees that would ensure that utility and public service demands of the Project are

adequately met, without placing the need on the affected public agencies to construct or expand existing service facilities.

Although the Project would require a change to the County's General Plan, Subregional Plan, and Zoning Ordinance to allow the proposed development to occur, such changes are intended to allow for preparation of a Specific Plan that would provide specific guidance measures to ensure that development proposed does not substantially conflict with or impact the existing community with regard to growth inducement. The Special Study Area (SSA) designation that currently applies to the Project site allows for the focused land use planning analysis to determine the most compatible and consistent land uses for the property. The studies conducted that the Project would be feasible and would be able to supply the necessary infrastructure to support the proposed development. Although the Project would allow for some potential growth as the result of construction of the onsite fire station, such growth is not considered to be substantial or to significantly increase existing population numbers within the Pala/Pauma Subregional Area. As a result, the Project would not result in substantial population growth, directly or indirectly, that would cause a significant adverse environmental impact. Impacts would be less than significant, and no mitigation measures are required.

Project Benefits to Surrounding Uses

The proposed Project is intended to contribute to the jobs/housing balance within the Pala community by providing single-family and multi-family dwelling units for a variety of age groups, family sizes, and income ranges, while promoting a safe and pleasant living environment. In addition, the Project would create public and private active recreational facilities to encourage social gatherings, a healthy living environment, and a sense of community both within the proposed Specific Plan Area and the surrounding area. The Project Applicant has coordinated with regional open space planning efforts to implement regional open space goals and objectives by preserving areas of sensitive habitat and critical corridor linkages onsite, along with providing equestrian and hiking trails within the Project boundaries.

The Project would also enable the provision of adequate regional fire service and enhance the public safety of residents living in the surrounding area by constructing a new fire station on the Project site for operation by CSA 135 and NCFPD. Although the fire station would enhance fire protection services and allow a number of land ownerships to demonstrate adequate fire service travel times (a County requirement if future land development is proposed), a limited number of private ownerships would ultimately benefit from this with regard to development potential, due to land use development constraints (e.g. allowable DUs/acre under existing land use designations) combined with physical constraints (e.g.

steep slopes). Although future requests could be made for subdivision of these properties, resulting in unplanned growth under the County's General Plan, such requests are unknown at this time and are considered to be speculative. Additionally, the Project site currently supports agricultural lands consisting of avocado and citrus groves, and designated as Prime Farmland; however, since 2001, the operating expenses of the agricultural uses at Warner Ranch Groves have been considerably higher than the total sales, resulting in a significant loss of revenue. Development of the Project site as proposed is intended to provide land uses (e.g. housing, fire station, recreational amenities) that are consistent with need and aimed to benefit the surrounding community. The proposed residential land uses would offer a variety of housing types to members of the Pala Band of Mission Indians Tribe, non-tribal employees of the Pala Casino Resort and Spa, and others around the County.

The approximately 4.2-acre public park would also provide a benefit to the Pala community, as there are no other public parks located in the area. In addition, the various housing types proposed would allow for area employees to live closer to their place of work, thus reducing potential vehicle trips along SR 76. As such, the proposed Project would provide benefits to the public that exceed the benefits of the site as it currently operates. The proposed Project would also generate short-term employment opportunities in housing construction during the construction phase; however, this level of development and type of use is not expected to directly or indirectly result in a significant increase in population in the area, nor cause a significant increase in demand for new housing.

The Project also proposes improvements to SR 76 along the Project frontage and at two area intersections. Such improvements are part of construction planned by Caltrans to improve the roadway and increase safety of travelers along the corridor. The Project would install an all-way traffic signal at the intersection of the main entrance and SR 76 and would widen the existing 24-foot wide pavement to 52 feet (two 12-foot wide drive lanes), a painted center median, and shoulders with bike lanes along the length of the Project frontage. Additionally, an acceleration/deceleration lane is proposed adjacent to the Project's main entry, creating safe ingress/egress for both residents and those utilizing the public park and employees of the fire station. Additional improvements would also be constructed, as directed by Caltrans, at the intersections of SR76/East Pala Mission Road and SR 76/Lilac Road to reduce potential cumulative traffic effects of the Project on SR 76. As previously discussed, although such improvements would ultimately facilitate improved circulation, the proposed improvements are not considered, in themselves, to enable or create substantial future growth in the Pala community or surrounding region.

Project Constraints to Surrounding Uses

Although the Project would require annexation of portions of the site into the RMWD (and SDCWA) for water service, the proposed expansion of the service area boundary would not result in the inclusion of any other parcels not already located within the boundary, which could therefore contribute to (or enable) additional growth on such lands. Water service for the Project would be achieved through connection to an existing water transmission line located within Jeremy Way to the north of the site that is maintained by RMWD. The water would be provided from the existing Gomez and McGee Reservoirs, through an existing conveyance system that is currently serving the properties adjacent to Jeremy Way; refer to Figure 3-1. The Warner Ranch site currently has access to this water line through an existing private road and utility easement. As such, the Project would not construct a water line in an area where public water service was previously unavailable that would allow for connection for water service, and therefore, would not affect any additional properties that are currently unable to develop due to a lack of public water facilities. As stated previously, the RMWD has provided a letter to the Project applicant stating that the proposed improvements for water service are “planned for use only by the Warner Ranch development, based on current conditions/pending applications, as well as current RMWD water...facility plans.”¹⁸ Therefore, other area users within the RMWD would be restricted from connecting to the water line for the provision of water service. Any future development proposed by area landowners would be constrained by the requirement to demonstrate on a project-specific level that adequate water supplies are available to serve the property.

No extension of a sewer line is required to provide wastewater treatment service for the Project that would affect a substantial number of properties that are currently unable to develop, due to a lack of public wastewater treatment facilities. The RMWD provides wastewater service to portions of Pala. Currently, the provision of sewer service is largely provided to properties along the eastern side of SR 76 and northeast of I-15. The remaining areas utilize septic systems for wastewater disposal. The Project would construct a 6-inch diameter PVC (C-900) pipeline within the ROW of SR 76; refer to Figure 3-2. The forced main pipeline would carry sanitary sewer flow from the site westerly to a pump station located near Pankey Road. The pipeline would be adequate to handle all water treatment needs generated solely by the proposed development (approximately 200,000 gpd peak flow). Use of the pipeline to serve wastewater treatment needs for other offsite uses in the community is not intended or proposed. As stated previously, the RMWD has provided a letter to the Project applicant stating that the proposed improvements for water service are “planned for use only by the Warner Ranch development, based on current

¹⁸ Rainbow Municipal Water District. Letter from Kristen Plonka, District Engineer. November 21, 2013.

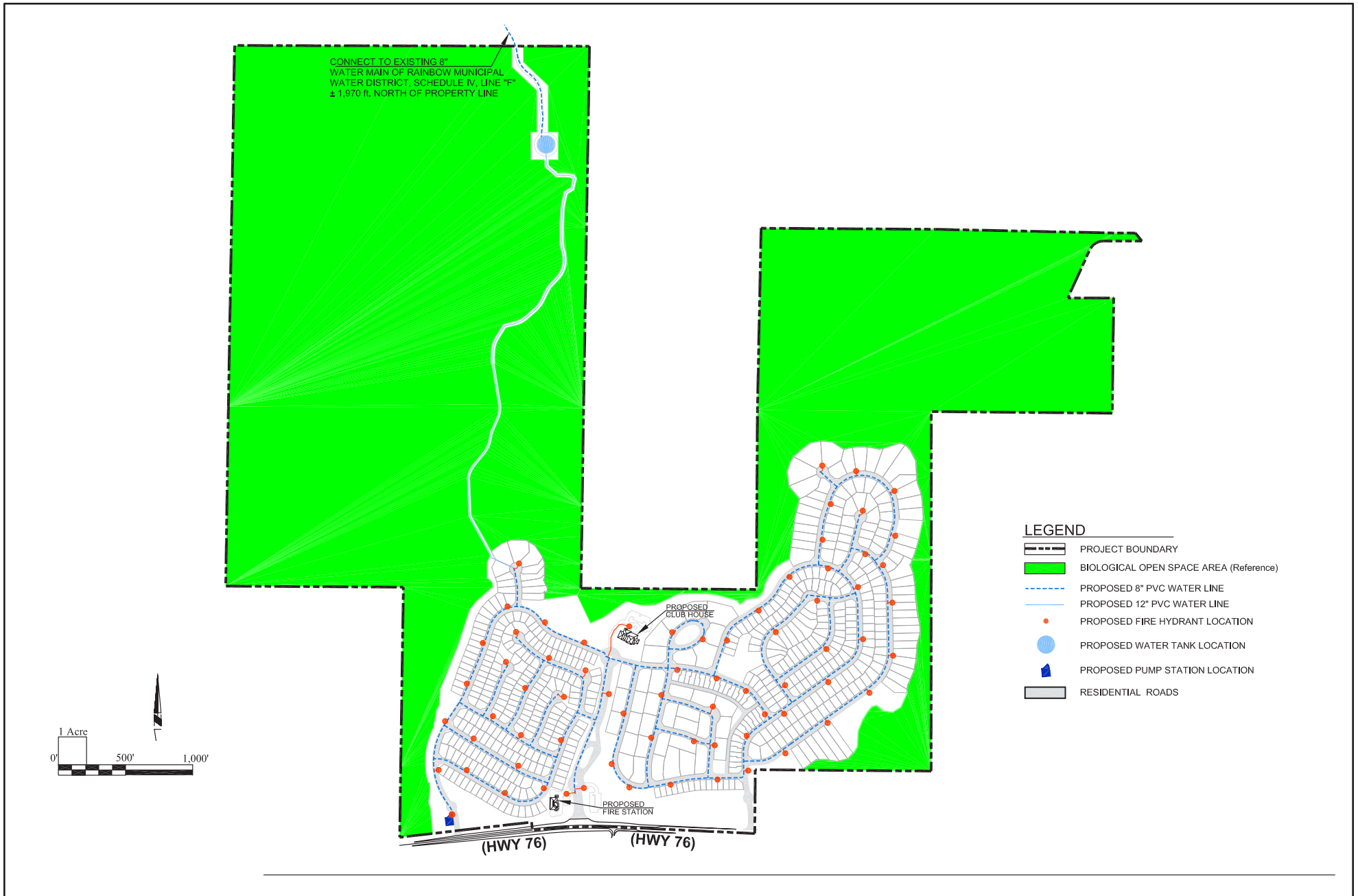
conditions/pending applications, as well as current RMWD water...facility plans.”¹⁹ Therefore, other area users within the RMWD would be restricted from connecting to the water line for the provision of water service. Future land development projects in the Pala area would be constrained by the requirement demonstrate the adequacy of available or proposed wastewater treatment facilities and services on a project-specific basis. All properties in the Project Study Area not eligible to receive water or sewer service from RWMD would require a separate annexation request through LAFCO. Any applications to LAFCO to extend water or sewer service boundaries would require a separate growth induction analysis to evaluate potential growth inducing impacts associated with extending service boundaries. Therefore, the Project would not remove a barrier to growth by extending water or sewer lines into an existing service area that has been previously unable to develop due to a lack of water or sewer infrastructure.

In summary, the Project would result in growth inducement from construction of the fire station by enabling a number of landowners in the area to potentially subdivide their properties in the future, due to their ability to meet established fire service travel times; however, the resulting growth is not considered to be significant, due to the number of additional housing units that could potentially be built as a result; refer also to Appendix A. Further, the Project would result in construction of a fire station that would address current deficiencies in CSA 135 (and the NCFPD) for the adequate provision of fire protection services within this area of the County. Therefore, although additional future growth may occur in the area as a result of the proposed fire station, a community benefit would be provided, and overall public safety increased within the service area would be achieved.

No other growth-inducing effects were identified for the Project. For the above reasons, although the Project would be growth-inducing, the Project would not remove an obstacle to substantial population growth in the area, or require the construction of a substantial amount of new community service facilities or encourage other activities or growth that could significantly affect the environment, either individually or cumulatively. Potential impacts with regard to growth inducement would be less than significant, and no mitigation measures are required.

¹⁹ Ibid.

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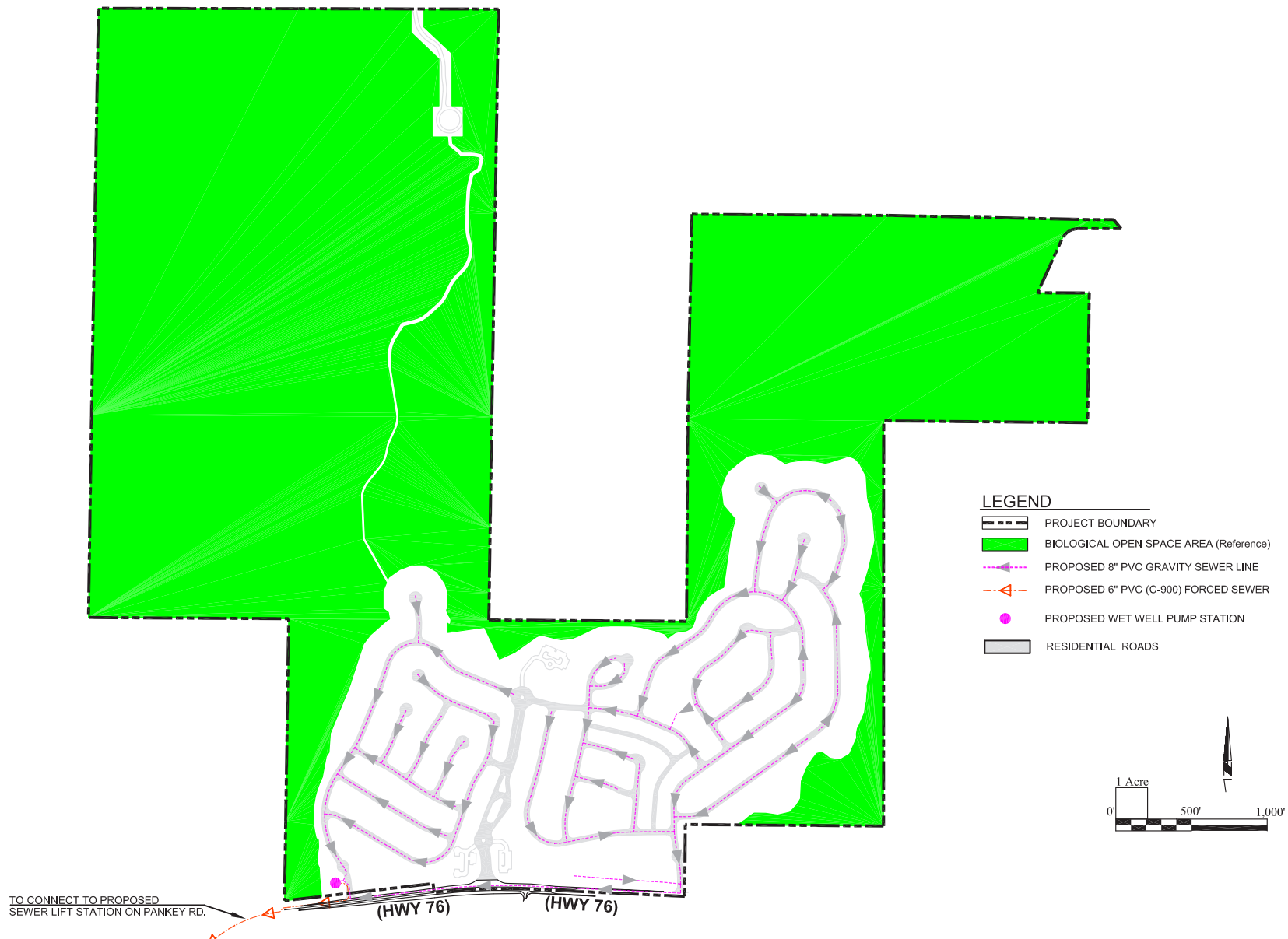
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Source: Shapouri & Associates, September 2014.
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Warner Ranch

WATER CONVEYANCE SYSTEM

Figure 3-1



Michael Baker

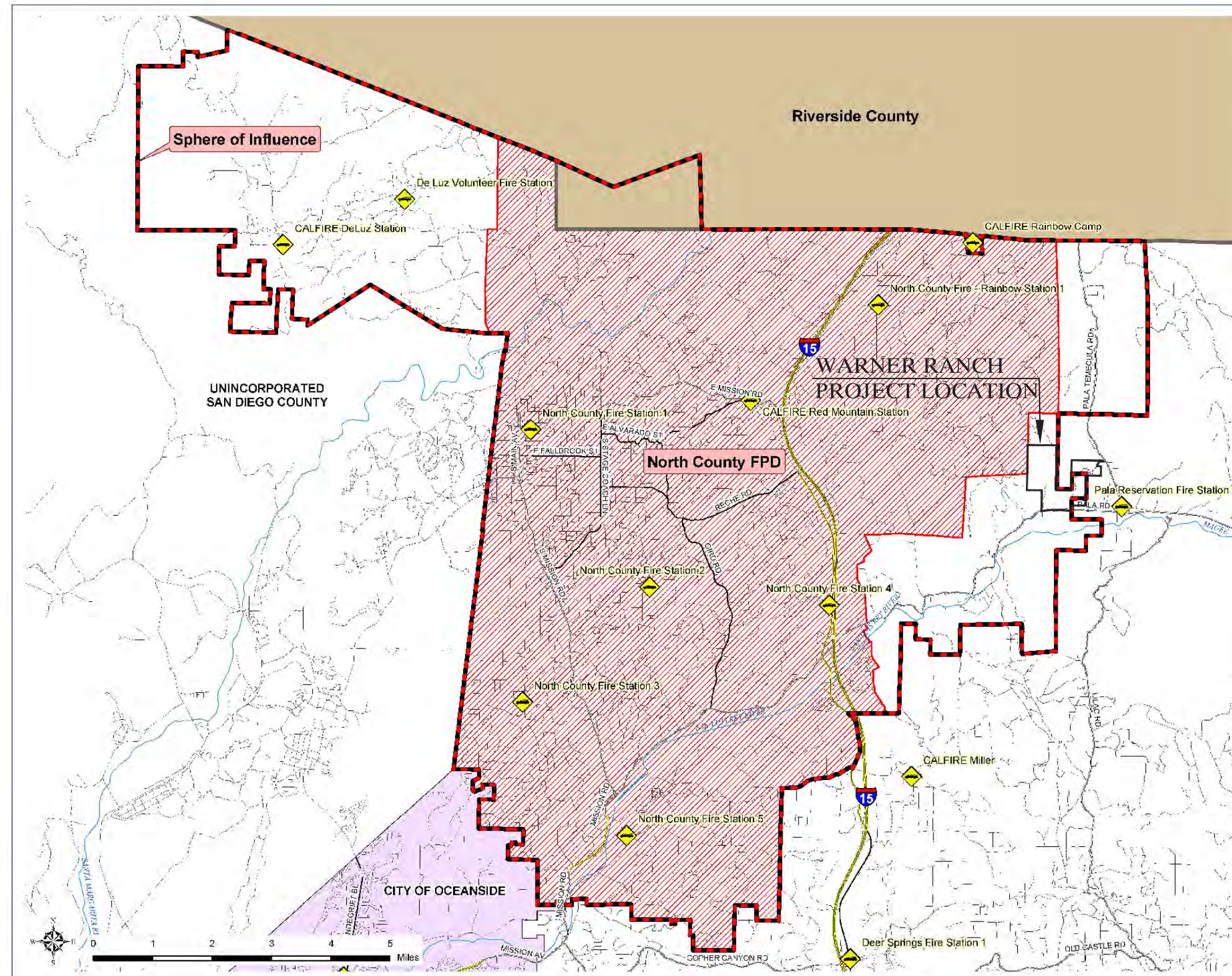
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Source: Shapouri & Associates, September 2014
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Warner Ranch

SEWER CONVEYANCE SYSTEM

Figure 3-2

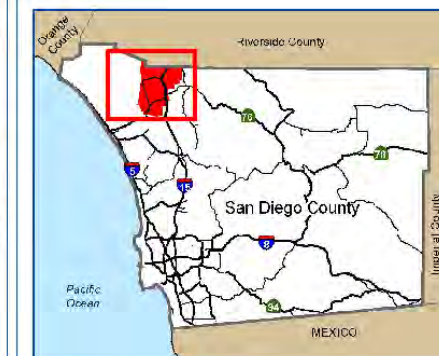


North County FPD

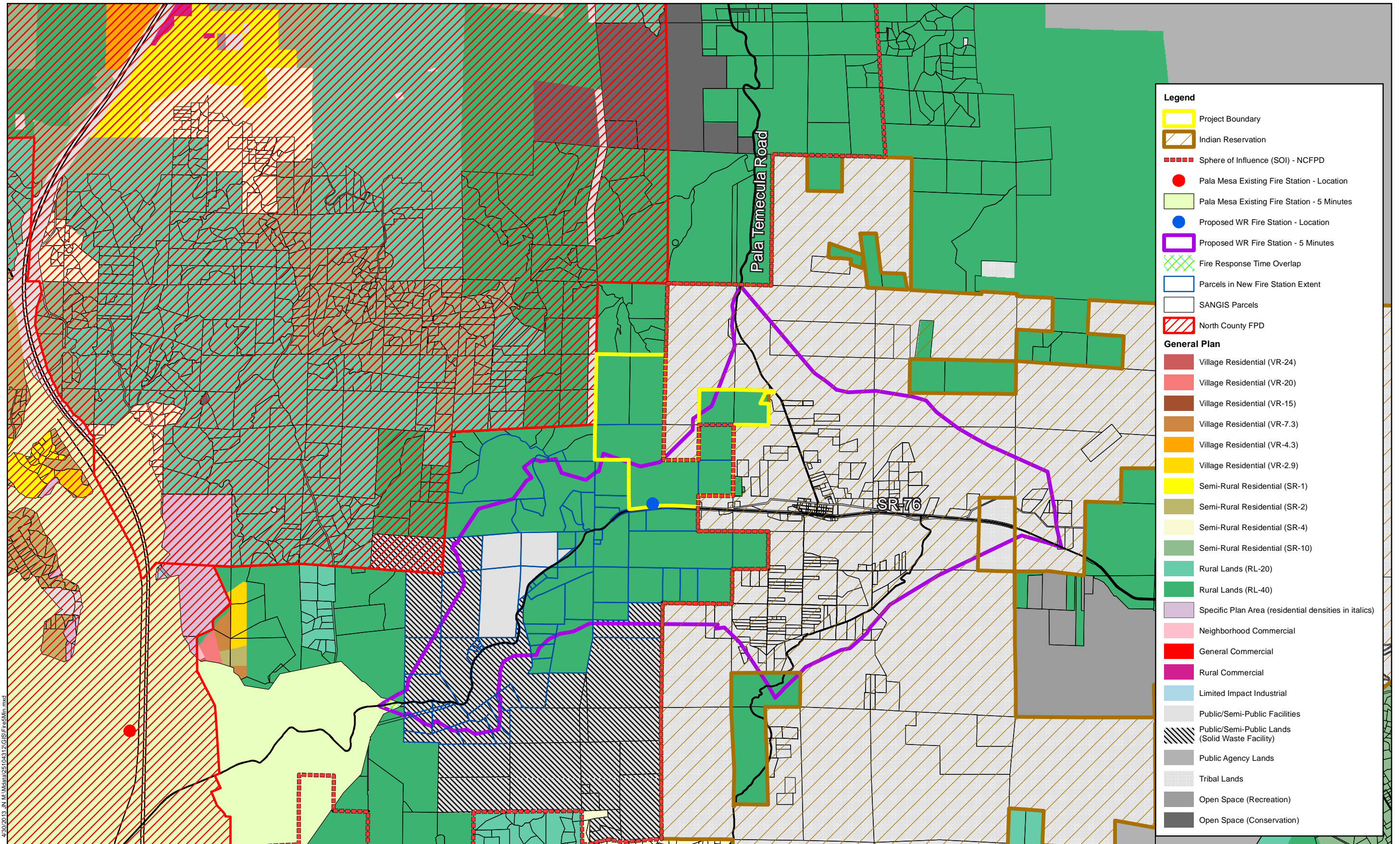
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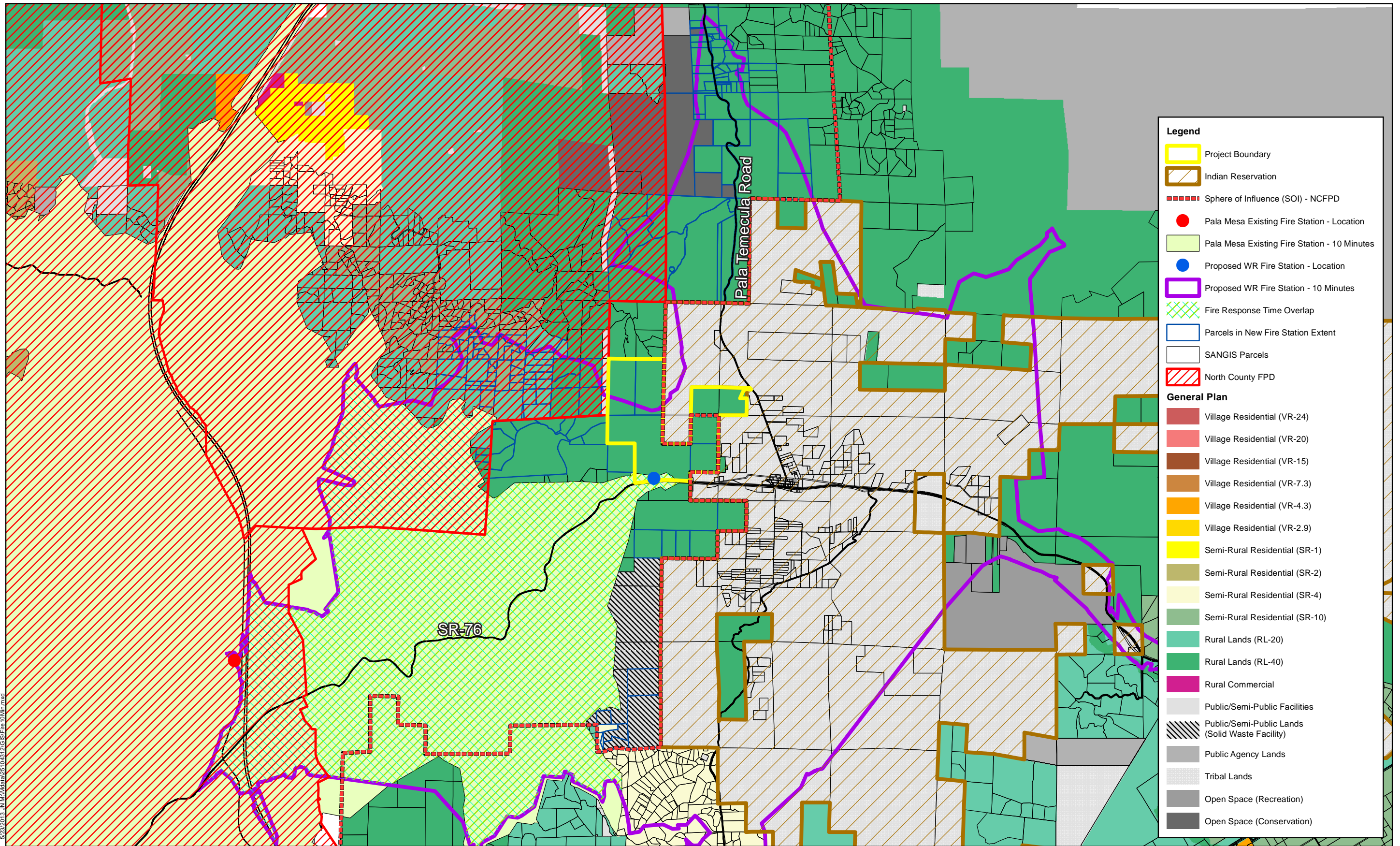
- North County FPD
- Sphere of Influence (SOI)
- Fire Stations

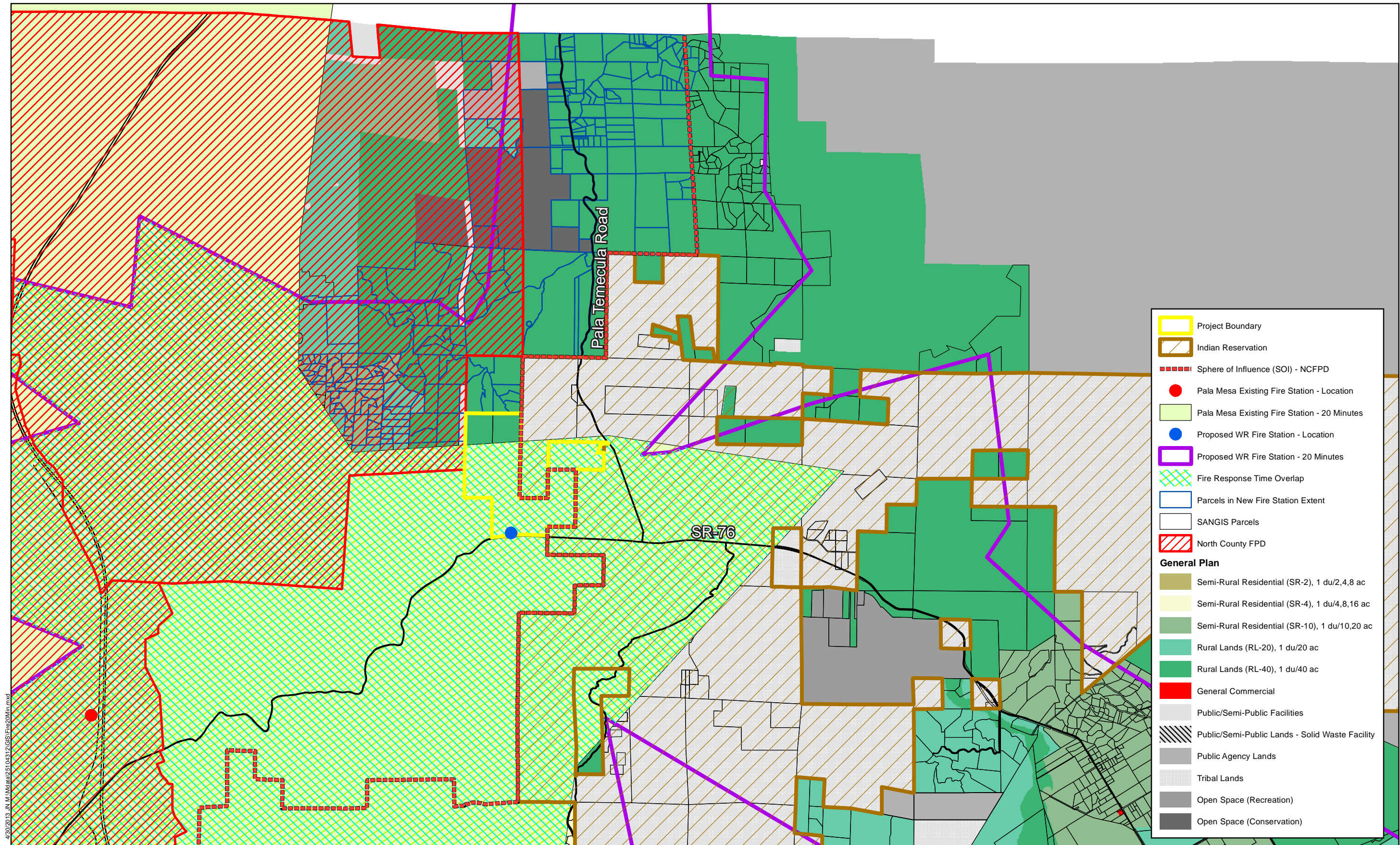
SOI Adopted: 11 / 17 / 86
 SOI Affirmed: 5 / 7 / 07
 SOI Affirmed: 8 / 6 / 07



SOURCE: SAN DIEGO LAFCO







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APPENDIX A

PROPERTIES WITHIN 5-, 10-, and 20-MINUTE TRAVEL TIMES FROM PROPOSED FIRE STATION

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TABLE A-1: PROPERTIES WITHIN 5-MINUTE TRAVEL TIME

Assessor Parcel Number	Parcel Acreage	Existing General Plan Land Use	Required Travel Time in Minutes¹	Travel Time Met	Potential Dwelling Unit (DU) Yield
1101601600	20	RURAL LANDS (RL-40)	20	Yes	1
1103700300	0.88	RURAL LANDS (RL-40)	20	Yes	1
1100902000	9.62	RURAL LANDS (RL-40)	20	Yes	1
1101502500	187.3	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101601200	40	RURAL LANDS (RL-40)	20	Yes	1
1101600800	40	RURAL LANDS (RL-40)	20	Yes	1
1284702000	24.26	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1103700600	24.76	RURAL LANDS (RL-40)	20	Yes	1
1284700900	26.95	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100722200	21.64	RURAL LANDS (RL-40)	20	Yes	1
1100722600	41.15	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1284700800	27.56	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100721300	135.93	RURAL LANDS (RL-40)	20	Yes	3
1103701400	42.61	RURAL LANDS (RL-40)	20	Yes	1
1103700700	39.89	RURAL LANDS (RL-40)	20	Yes	1
1100720500	92.26	RURAL LANDS (RL-40)	20	Yes	2
1100721700	109.66	RURAL LANDS (RL-40)	20	Yes	2
1100720400	44.76	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100722900	5.55	RURAL LANDS (RL-40)	N/A	N/A	N/A
1100722000	11.1	RURAL LANDS (RL-40)	20	Yes	1
1100901100	47.89	RURAL LANDS (RL-40)	20	Yes	1
1100723000	3.67	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1100720200	4.45	RURAL LANDS (RL-40)	20	Yes	1

TABLE A-1, CONTINUED

Assessor Parcel Number	Parcel Acreage	Existing General Plan Land Use	Required Travel Time in Minutes¹	Travel Time Met	Potential Dwelling Unit (DU) Yield
1101601500	40	RURAL LANDS (RL-40)	20	Yes	1
1100901800	40.25	RURAL LANDS (RL-40)	20	Yes	1
1103700800	64.35	RURAL LANDS (RL-40)	20	Yes	1
1100723100	7	RURAL LANDS (RL-40)	20	Yes	1
1100721900	12.91	RURAL LANDS (RL-40)	20	Yes	1
1103700100	14.07	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1103620800	43.33	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1284701500	13.46	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100900900	1	RURAL LANDS (RL-40)	20	Yes	1
1103700200	0.66	RURAL LANDS (RL-40)	20	Yes	1
1101500100	82.42	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101500200	88.88	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1103620900	40.91	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100720600	43.49	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1103700400	2.35	RURAL LANDS (RL-40)	20	Yes	1
1101600500	60	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1103611600	75.74	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100901000	120	RURAL LANDS (RL-40)	20	Yes	3
1100721800	15.91	RURAL LANDS (RL-40)	20	Yes	1
1284701800	21.74	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1100900800	2.24	RURAL LANDS (RL-40)	20	Yes	1
1101600600	20	RURAL LANDS (RL-40)	20	Yes	1
1100901700	39.97	RURAL LANDS (RL-40)	20	Yes	1
1100722800	10.74	RURAL LANDS (RL-40)	20	Yes	1
1100900200	40	RURAL LANDS (RL-40)	20	Yes	1
1100900100	183.35	RURAL LANDS (RL-40)	20	Yes	4

TABLE A-1, CONTINUED

Assessor Parcel Number	Parcel Acreage	Existing General Plan Land Use	Required Travel Time in Minutes ¹	Travel Time Met	Potential Dwelling Unit (DU) Yield
1102400100	40	RURAL LANDS (RL-40)	20	Yes	1
1100900500	12.36	RURAL LANDS (RL-40)	20	Yes	1
1100901900	39.85	RURAL LANDS (RL-40)	20	Yes	1
1101601400	20	RURAL LANDS (RL-40)	20	Yes	1
1103700500	4.19	RURAL LANDS (RL-40)	20	Yes	1
1100900400	12.99	RURAL LANDS (RL-40)	20	Yes	1
1101502500	187.3	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1284702000	24.26	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101504400	1.46	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1284700900	26.95	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1103701100	10.06	RURAL LANDS (RL-40)	20	Yes	1
1284701900	22.72	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101504500	0.52	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1103701300	10.1	RURAL LANDS (RL-40)	20	Yes	1
1103701200	9.81	RURAL LANDS (RL-40)	20	Yes	1
1284701600	13.33	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101502400	3.19	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101504300	1.45	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101504600	0.39	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
TOTAL NUMBER OF DWELLING UNITS					14²

1 Travel time based upon Table S-1, Travel Time Standards from the Closest Fire Station, given in the County General Plan Safety Element. Travel time for RL-40 lands is not identified; however, a time of 20 minutes is assumed herein.

2 Total dwelling unit yield reflects only that achieved through the County's discretionary approval process (e.g. GPA, Tentative Map, etc.), as represented by those rows that are shaded in the table. Those units that could be otherwise constructed without discretionary approval are not included in the total.

Table A-2: Properties within 10-Minute Travel Time

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1092801000	14.77	RURAL LANDS (RL-40)	20	Yes	1
1091600500	137.06	RURAL LANDS (RL-40)	20	Yes	3
1102201800	1	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100210900	80	RURAL LANDS (RL-40)	20	Yes	2
1091410700	1	RURAL LANDS (RL-40)	20	Yes	1
1090810600	37.97	RURAL LANDS (RL-40)	20	Yes	1
1102202500	19.95	RURAL LANDS (RL-20)	20	Yes	1
1102800100	13.41	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1102703800	1.91	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1103100700	11.04	RURAL LANDS (RL-20)	20	Yes	1
1102802000	2.71	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093720300	36.74	RURAL LANDS (RL-40)	20	Yes	1
1093711000	21.97	RURAL LANDS (RL-40)	20	Yes	1
1091401900	135.88	RURAL LANDS (RL-40)	20	Yes	3
1093921600	2.62	RURAL LANDS (RL-40)	20	Yes	1
1102801600	5.24	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1092802800	1.04	RURAL LANDS (RL-40)	20	Yes	1
1093922000	3.77	RURAL LANDS (RL-40)	20	Yes	1
1093924100	3.22	RURAL LANDS (RL-40)	20	Yes	1
1102800500	6.11	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100214200	2.76	RURAL LANDS (RL-20)	20	Yes	1
1093710700	32.77	RURAL LANDS (RL-40)	20	Yes	1
1093921800	3.22	RURAL LANDS (RL-40)	20	Yes	1

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1092801900	2.4	RURAL LANDS (RL-40)	20	Yes	1
1100721300	135.93	RURAL LANDS (RL-40)	20	Yes	3
1102201900	1.45	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093926000	9.62	RURAL LANDS (RL-40)	20	Yes	1
1090810500	2.98	RURAL LANDS (RL-40)	20	Yes	1
1091410600	37.19	RURAL LANDS (RL-40)	20	Yes	1
1100211300	26.21	RURAL LANDS (RL-40)	20	Yes	1
1093921300	3.21	RURAL LANDS (RL-40)	20	Yes	1
1102200500	3.52	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093925100	2	RURAL LANDS (RL-40)	20	Yes	1
1102202400	25.98	RURAL LANDS (RL-20)	20	Yes	1
1102801000	1.81	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100215000	5.38	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1090810200	13.96	RURAL LANDS (RL-40)	20	Yes	1
1092802400	1.84	RURAL LANDS (RL-40)	20	Yes	1
1102200600	3.22	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1102901800	8.17	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1102802100	2.47	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100214900	5.54	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093711300	27.13	RURAL LANDS (RL-40)	20	Yes	1
1093924000	4.94	RURAL LANDS (RL-40)	20	Yes	1
1093925200	1.42	RURAL LANDS (RL-40)	20	Yes	1
1092801800	4.64	RURAL LANDS (RL-40)	20	Yes	1
1100211800	22.32	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	2

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1100721600	27.48	RURAL LANDS (RL-40)	20	Yes	1
1093925400	4.09	RURAL LANDS (RL-40)	20	Yes	1
1102901500	8.68	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1091410100	92.68	RURAL LANDS (RL-40)	20	Yes	2
1102200800	3.22	RURAL LANDS (RL-20)	20	Yes	1
1100711300	5.27	RURAL LANDS (RL-40)	20	Yes	1
1100721200	8.39	RURAL LANDS (RL-40)	20	Yes	1
1092801600	8	RURAL LANDS (RL-40)	20	Yes	1
1092800900	4.43	RURAL LANDS (RL-40)	20	Yes	1
1102802200	2.96	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1102200700	3.25	RURAL LANDS (RL-20)	20	Yes	1
1093921200	3.43	RURAL LANDS (RL-40)	20	Yes	1
1093921700	5.24	RURAL LANDS (RL-40)	20	Yes	1
1091402300	48.04	RURAL LANDS (RL-40)	20	Yes	1
1093925300	7.33	RURAL LANDS (RL-40)	20	Yes	1
1100720200	4.45	RURAL LANDS (RL-40)	20	Yes	1
1100901800	40.25	RURAL LANDS (RL-40)	20	Yes	1
1092801500	17.91	RURAL LANDS (RL-40)	20	Yes	1
1100212900	43.6	RURAL LANDS (RL-40)	20	Yes	1
1092802000	2.25	RURAL LANDS (RL-40)	20	Yes	1
1093923200	11.6	RURAL LANDS (RL-40)	20	Yes	1
1093923900	4.95	RURAL LANDS (RL-40)	20	Yes	1
1102702500	3.26	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093710800	38.33	RURAL LANDS (RL-40)	20	Yes	1

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1100211000	80	RURAL LANDS (RL-40)	20	Yes	2
1100212700	10	RURAL LANDS (RL-20)	20	Yes	1
1090810400	28.35	RURAL LANDS (RL-40)	20	Yes	1
1093925000	15.96	RURAL LANDS (RL-40)	20	Yes	1
1100211200	32.27	RURAL LANDS (RL-40)	20	Yes	1
1102901700	9.97	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1091410300	17.01	RURAL LANDS (RL-40)	20	Yes	1
1091402100	43.03	RURAL LANDS (RL-40)	20	Yes	1
1100721100	13.26	RURAL LANDS (RL-40)	20	Yes	1
1102800800	3.38	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093720400	76.26	RURAL LANDS (RL-40)	20	Yes	1
1102201500	4.11	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1092802900	5.33	RURAL LANDS (RL-40)	20	Yes	1
1102201000	12.09	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1102801700	5.74	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1093920100	5.5	RURAL LANDS (RL-40)	20	Yes	1
1100212100	16.18	RURAL LANDS (RL-40)	20	Yes	1
1102901600	8.6	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1092801700	13.99	RURAL LANDS (RL-40)	20	Yes	1
1100711200	5.27	RURAL LANDS (RL-40)	20	Yes	1
1100213000	33.5	RURAL LANDS (RL-40)	20	Yes	1
1100211400	10.34	RURAL LANDS (RL-20)	20	Yes	1
1093922300	2	RURAL LANDS (RL-40)	20	Yes	1
1103001300	10.17	RURAL LANDS (RL-20)	20	Yes	1

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1090810300	0.92	RURAL LANDS (RL-40)	20	Yes	1
1102800700	17.83	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1092802200	1.16	RURAL LANDS (RL-40)	20	Yes	1
1100211900	4.17	RURAL LANDS (RL-20)	20	Yes	1
1102701900	4.26	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100720900	20.65	RURAL LANDS (RL-40)	20	Yes	1
1102200200	24.15	RURAL LANDS (RL-20)	20	Yes	1
1100901700	39.97	RURAL LANDS (RL-40)	20	Yes	1
1100212200	7.49	RURAL LANDS (RL-20)	20	Yes	1
1092804100	5.15	RURAL LANDS (RL-40)	20	Yes	1
1100720800	18.82	RURAL LANDS (RL-40)	20	Yes	1
1100212600	20.18	RURAL LANDS (RL-20)	20	Yes	1
1100214600	5.55	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100211500	8.62	RURAL LANDS (RL-20)	20	Yes	1
1100212500	2.13	RURAL LANDS (RL-20)	20	Yes	1
1092801400	5.07	RURAL LANDS (RL-40)	20	Yes	1
1093710400	176.15	RURAL LANDS (RL-40)	20	Yes	4
1100213100	9.4	PUBLIC/SEMI-PUBLIC FACILITIES	N/A	N/A	N/A
1100212000	5.86	RURAL LANDS (RL-20)	20	Yes	1
1093922800	3.36	RURAL LANDS (RL-40)	20	Yes	1
1102801500	4.42	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1100214300	3.17	RURAL LANDS (RL-20)	20	Yes	1
1100211600	10.36	RURAL LANDS (RL-20)	20	Yes	1
1100721400	12.07	RURAL LANDS (RL-40)	20	Yes	1

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1092804200	4.55	OPEN SPACE (CONSERVATION)	N/A	N/A	N/A
1100215200	5.55	SEMI-RURAL RESIDENTIAL (SR-10)	N/A	N/A	N/A
1100900200	40	RURAL LANDS (RL-40)	20	Yes	1
1100720100	22.51	RURAL LANDS (RL-40)	20	Yes	1
1093710300	8.38	OPEN SPACE (CONSERVATION)	N/A	N/A	N/A
1091402000	44.77	RURAL LANDS (RL-40)	20	Yes	1
1102802300	3.93	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1090810700	37.97	OPEN SPACE (CONSERVATION)	N/A	N/A	N/A
1102201600	3.5	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1091410500	188.47	RURAL LANDS (RL-40)	20	Yes	4
1100212800	11.84	RURAL LANDS (RL-20)	20	Yes	1
1102800200	6.08	SEMI-RURAL RESIDENTIAL (SR-10)	20	Yes	1
1090810800	178.06	OPEN SPACE (CONSERVATION)	N/A	N/A	N/A
1100721500	9.57	RURAL LANDS (RL-40)	20	Yes	1
1101601600	20	RURAL LANDS (RL-40)	20	Yes	1
1283402500	4.93	SEMI-RURAL RESIDENTIAL (SR-4)	10	Yes	1
1283402600	7.05	SEMI-RURAL RESIDENTIAL (SR-4)	10	Yes	1
1101601200	40	RURAL LANDS (RL-40)	20	Yes	1
1280202400	40	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1283403100	14.48	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1101601500	40	RURAL LANDS (RL-40)	20	Yes	1
1283403200	13.7	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A

TABLE A-2, CONTINUED

Assessor Parcel Number	Acreage of Parcel	Existing General Plan Land Use	Required Travel Time in Minutes	Travel Time Met¹	Potential Dwelling Unit (DU) Yield
1280204100	10	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1280202200	80	PUBLIC/SEMI-PUBLIC LANDS (SOLID WASTE FACILITY)	N/A	N/A	N/A
1283403000	1.59	SEMI-RURAL RESIDENTIAL (SR-4)	10	Yes	1
1102400100	40	RURAL LANDS (RL-40)	20	Yes	1
1101601400	20	RURAL LANDS (RL-40)	20	Yes	1
TOTAL NUMBER OF DWELLING UNITS					25²

1 Travel time based upon Table S-1, Travel Time Standards from the Closest Fire Station, given in the County General Plan Safety Element. A travel time for RL-40 lands is not identified; however, a time of 20 minutes is assumed herein.

2 Total dwelling unit yield reflects that achieved through the County's discretionary approval process (e.g. GPA, Tentative Map, etc.), as represented by those rows that are shaded in the table. Those units that could be otherwise constructed without discretionary approval are not included in the total.