

5 GENERAL PLAN CONFORMANCE

5.1 San Diego County General Plan

The San Diego County General Plan contains six elements, each with a series of Goals, each one of which is supported by a number of Policies which addresses how the Goal is to be accomplished. The Goals and Policies all flow from the Guiding Principles which are stated in Chapter 2 of the General Plan. A summary of how the project complies with the Guiding Principles and with each element of the General Plan is provided below.

5.1.1 Guiding Principles

5.1.1.1 Support a reasonable share of projected regional population growth.

The Project would provide a range of housing types that would aid the County in meeting required regional housing needs for projected population growth. The amount and type of housing would be assessed in the context of the County's Regional Housing Needs Assessment, housing sites inventory, and other housing projects within the County's jurisdiction.

5.1.1.2 Promote health and sustainability by locating new growth near existing and planned infrastructure, services and jobs in a compact pattern of development.

The County of San Diego's adopted General Plan emphasizes sustainable community design principles within its Goals and Policies. By locating the Project near existing and planned infrastructure, services, and jobs in a compact pattern of development, while at the same time promoting health and sustainability among its residents, the project has been designed around the guiding principles of the General Plan. Consistent with the County's Community Development Model, the densest neighborhoods on the Site, the Town Center and Terraces, consist of a range of commercial uses that are supported by a dense network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, a proposed school, and public areas. Spanning out from the Town Center and Terraces planning areas that are within the area designated as a Village Regional Category, the Project's Semi-Rural areas would contain lower-density residential neighborhoods. Further out, the neighborhoods would be surrounded by Rural Lands characterized by open space, habitat conservation, recreation, and other uses associated with rural areas. Developing the Project in this manner meets the critical objectives for compliance with the mandates of California Global Warming Solutions Act of 2006, Assembly Bill 32 (AB 32) as well as Senate Bill 375 (SB 375), and is key to meeting the County's land use goals.

5.1.1.3 Reinforce the vitality, local economy and individual character of existing communities when planning new housing, employment and recreational opportunities.

The Project is located within the unincorporated portion of the County of San Diego within the North County Metropolitan Subregional Plan area. The majority of the Site is located in the community of Twin Oaks Valley. The Town Center creates a town square, in Twin Oaks Valley. The Town Center is located closest to Deer Springs Road. A neighborhood grocery store is anticipated at the Town Center which will serve both the Twin Oaks Valley and the Community. On the north end of the Town Center, a K-8 charter school is planned which may include a joint-use field open to the public during weekends and after school hours during weekdays. The Town Center would provide employment opportunities for future residents as well as for the surrounding area. The Town Center would be compact and walkable, as well as visually appealing and compatible with surrounding development. The Town Center would be accessible by those in the surrounding community due to its location reinforcing the local vitality and economy of the Twin Oaks Valley community. The natural character and protected biological open space will be promoted as an amenity of the community. A community-wide linear park and trail network acts as the connective thread that unites the various neighborhood parks and community trails, creating a link to open space trails as well as a sense of walkability throughout the community. Spanning out from the Town Center and Terraces planning areas that are within the area designated as Village, the Project's Semi-Rural areas would contain lower-density residential neighborhoods. Further out, the neighborhoods would be surrounded by Rural Lands characterized by open space, habitat conservation, recreation, and other uses associated with rural areas.

5.1.1.4 Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.

The location and design of the Project strategically preserve natural areas and provide for wildlife movement and connectivity throughout the Site. The proposed open space design consists of two large continuous blocks of key biological resources situated within the northern half, and along the eastern boundary of the Site, as well as a large third block of open space in the center of the proposed development which connects the abovementioned blocks of open space to open space located east and south of the project area. In total, the project would preserve approximately 1,202 acres of biological open space. The proposed open space design includes a diverse array of environmental features including ridgetops, hilltops, and rocky outcrops. Although the majority of this area consists of dense chaparral, this area also incorporates a diverse representation of the vegetation communities that occur on site and in the vicinity including, riparian forest and scrub, coastal sage scrub, non-native grassland, and oak woodland.

The two largest riparian areas located within the Site will be included in the open space: the South Fork of Gopher Canyon and the South Fork of Moosa Canyon.

5.1.1.5 *Ensure that development accounts for physical constraints and natural hazards of the land.*

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5.1.1.6 *Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development that supports public transportation.*

The Project has been designed to promote community and land stewardship health by focusing on a compact pattern of development. This compact pattern of development in turn allows for and supports a multi-modal transportation network that enhances connectivity and supports community development patterns. An electric bike share program is planned for the development to further link the neighborhoods to one another and to reduce vehicle trips. Additionally, the project includes bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and multiuse trails. With incorporation of these internal circulation features, the project will provide residents the opportunity to access employment, education, recreational, and commercial uses via multiple modes of transportation.

5.1.1.7 *Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.*

The compact pattern of development and multi-modal transportation support would aid in the sustainable development of residential, park, commercial, and public facilities land uses. The

General Plan emphasizes sustainable community design principles within its Goals and Policies. By locating the Project near existing and planned infrastructure, services, and jobs in a compact pattern of development, while at the same time promoting health and sustainability among its residents, the project has been designed around the guiding principles of the General Plan. Consistent with the County's Community Development Model, the most dense neighborhoods on the Site, the Town Center and Terraces, consist of a range of commercial uses that are supported by a network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, a proposed school, and public areas. Spanning out from the Town Center and Terraces planning areas that are within the area designated as Village, the Project's Semi-Rural areas would contain lower-density residential neighborhoods. Further out, the neighborhoods would be surrounded by Rural Lands characterized by open space, habitat conservation, recreation, and other uses associated with rural areas. Developing the Project in this manner meets the critical objectives for compliance with the mandates of AB 32 as well as SB 375, and is key to meeting the County's land use goals.

5.1.1.8 Preserve agriculture as an integral component of the region's economy, character and open space network.

Community agriculture will be promoted through the creation of community gardens. Garden plots will be rented or reserved by the public, with first priority given to Community residents. This will promote locally grown organic food sources for Community residents and provide a link to the region's agricultural heritage. Additionally, vineyards will be planted and maintained throughout the Site, primarily on high-visibility slopes. These productive landscapes will be professionally maintained and will add to the aesthetic appeal of the community. Vineyards are expected to produce three to four tons of grapes per acre to be used for wine making. Goals of the vineyard plantings include creating agricultural lands within the Community that are consistent with the agricultural history of the region, and providing highly effective Zone 1 brush management species that are low fuel volume.

5.1.1.9 Minimize public costs of infrastructure and services and correlate their timing with new development.

The project applicant will work closely with public service providers and the County to ensure that adequate facilities would serve the project while also maintaining adequate service ratios, and would be constructed concurrent with need. All required fees would be privately funded.

5.1.1.10 Recognize community and stakeholder interests while striving for consensus.

Privately, the applicant has held four community workshops as well as numerous meetings with interested stakeholders. Publicly, the applicant has met with the three appropriate sponsor groups to solicit their input, and the applicant will also hold a public scoping meeting to determine the scope of the environmental document. A 45-day review period will also be open to solicit public input on the environmental document.

5.2 Chapter 3 – Land Use Element

The Project has been designed to promote health and sustainability by focusing on a compact pattern of development. The project integrates a range of housing types and densities while at the same time conserving open space and natural resources.

The Project would include a General Plan Amendment that would allow a greater intensity of clustered development beyond current planned land uses. The site lies within the North County Metropolitan Plan area and the Bonsall Community Planning area. The General Plan Land Use Element Regional Category for the Project is Rural Lands in the Bonsall Community Planning area and Village, Semi-Rural and Rural Lands in North County Metropolitan Plan area. The General Plan Amendment proposes to amend the Regional Land Use Element Map to change the Regional Category Designation from Rural to Semi-Rural for a portion of the project site in the North County Metropolitan Plan area. The boundary of the Village area in North County Metropolitan Plan area will be modified slightly to accommodate the Project; however, the acreage designated as Village will remain unchanged. No changes in Regional Category are proposed for the Bonsall Community Planning area.

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manner meets the critical objectives for compliance with the mandates of AB 32 as well as SB 375, and is key to meeting the County's land use goals.

The Project was designed to be consistent with both the Guiding Principles and the individual Goals and Policies of the General Plan.

5.3 Chapter 4 – Mobility Element

As mentioned above, the Project has been designed to promote health and sustainability by focusing on a compact pattern of development. This compact pattern of development in turn allows for and supports a multi-modal transportation network that enhances connectivity and supports community development patterns.

The project site would have two main access roads along Deer Springs Road at Mesa Rock Road and Sarver Lane, with an additional access point at Camino Mayor off of Twin Oaks Valley Road to the north. The main access road at Mesa Rock Road would be a four lane entry road with median that transitions into a four lane undivided road further into the project site. On-site roadways would be constructed within and between the different planning areas where development would occur. These roadways would primarily consist of main roads with a pavement width of 34 feet that mostly travel between the developed planning areas, residential streets that are approximately 36 to 40 feet wide and generally traverse within a planning area, and private paseo roads that typically end at smaller clusters of residential units within a planning area. As mentioned previously, an electric bike share program is planned for the development to further link the neighborhoods to one another and to reduce motorized vehicle trips. Additionally, the project includes bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and multiuse trails. With incorporation of these internal circulation features, the project will provide residents the opportunity to access employment, education, recreational, and commercial uses via multiple modes of transportation.

5.4 Chapter 5 – Conservation and Open Space Element

The location and design of the planning areas strategically preserve natural areas and provide for wildlife movement and connectivity throughout the Site. The proposed open space design consists of two large continuous blocks of key biological resources situated within the northern half, and along the eastern boundary of the project site, as well as a large third block of open space in the center of the proposed development which connects the abovementioned blocks of open space to open space located east and south of the project area. In total, the project would preserve approximately 1,202 acres of open space.

The majority of the proposed open space design will be located within the northern half of the project site. The northern half of the Site has previously been described as having the greatest

potential to support wildlife due to the east–west connection with the San Marcos Mountains. In addition, the northern half of the project site is positioned to take maximum advantage of interconnected blocks of habitat. The northern portion of the proposed open space design provides a diverse representation of the natural and environmental conditions that occur within the larger project area. Open space will also be designated along the eastern boundary of the project site adjacent to I-15 which serves as important habitat for California gnatcatcher and many other wildlife species, as well as internal to the project site which would enhance connectivity to the south.

The proposed open space design includes a diverse array of environmental features including ridgetops, hill tops, and rocky outcrops. Although the majority of this area consists of dense chaparral, this area also incorporates a diverse representation of the vegetation communities that occur on site and in the vicinity including, riparian forest and scrub, coastal sage scrub, non-native grassland, and oak woodland. The two largest riparian areas located within the project site will be included in the open space: the South Fork of Gopher Canyon and the South Fork of Moosa Canyon. The South Fork of Gopher Canyon, which is located along Twin Oaks Valley Road, holds water part of the year. The topography in this area of the open space is highly diverse and includes elevations from approximately 700 feet AMSL to 1,750 feet AMSL.

Overall, the entire open space area contains a diversity of environmental characteristics including representative populations of special-status plant and animal species observed on site; existing dirt trails and canyon bottoms currently used by wildlife for movement across the Site; and the north–south-trending tributary to Gopher Canyon along Twin Oaks Valley Road, which provides linkage opportunities to the San Marcos Mountains.

The Project’s open space design is in direct application with the basic preserve design principles.

5.5 Chapter 6 – Housing Element

The project site includes seven planning areas, each representing a unique neighborhood consisting of a variety of housing types, lot sizes and suitable amenities in order to provide housing for a broad range of age groups, family formations and income levels.

A consumer survey completed by the applicant vetted buyer preferences and demand by consumer life stage in order to inform the mix of residential product proposed in each neighborhood. An average of 80% of consumers surveyed in each life stage indicated a preference for a traditional detached single-family home. However, there was a wide range of home sizes preferred, dependent on family make-up and income levels, as well as a wide range of lot sizes preferred depending on preferences related to yard sizes, outdoor space and price range. Although a traditional detached single-family home appealed to most consumers, 37% of

those surveyed indicated that they would consider an attached home, preferring multi-story townhomes to traditional condominiums.

In addition, there was a strong demand for age-qualified living, especially for those buyers over the age of 50, who indicated that, given the choice, they would prefer to live in an age-restricted community with dedicated amenities as well as access to community recreation and programs. Being close to everyday services like grocery stores was important to these buyers, as well as living in a community with ample amounts of natural open space and walking, hiking and biking trails, and other recreational opportunities.

These results from the buyer survey informed the project applicant's land planning for the neighborhoods, resulting in a mix of housing types. The broad range of lot sizes and housing types will provide significant options for North County buyers. Additionally, the project is conveniently located at the Deer Springs Road interchange with direct access to I-15, providing excellent regional access to existing job centers in Rancho Bernardo, Escondido, and Poway. Lastly, the Site is located in close proximity to Cal State San Marcos and Palomar College. Commuting options for residents of the project are enhanced with proximity to three Sprinter stations within six miles of the project site – the San Marcos Civic Center Sprinter Station, the Buena Creek Station, and the Palomar College Station.

5.6 Chapter 7 – Safety Element

The Project was located, designed, and will be constructed in a manner that provides wildfire defensibility and minimizes the risk of structural loss. Due to the terrain and topography on the project site, special attention was paid to locate neighborhoods and structures such that the likelihood of wildfire spread and encroachment would be minimized. An additional access road (Camino Mayor) is proposed in order to provide both residents and emergency access vehicles with sufficient access to the project site. Fire response travel times on the Project site meet the County General Plan standard of 5 minutes or less for all structures. Lastly, fuel modification zones have been conservatively sized (250 feet on either side of development – almost 4 times the modeled flame length).

A Fire Protection Plan (FPP) has been prepared for the Project. The FPP evaluates and identifies the potential fire risk associated with the Project's land uses and identifies requirements for water supply, fuel modification and defensible space, emergency access, building ignition and fire resistance, fire protection systems, and wildfire emergency pre-planning, among other pertinent fire protection criteria. The purpose of the FPP is to generate and memorialize the fire safety requirements of the Deer Springs Fire Protection District (DSFPD) and the San Diego County Fire Authority (SDCFA) along with project-specific measures based on the Site, its intended use, and its fire environment.

The Project will meet or exceed all applicable Code requirements with the exception of a minor fuel modification area adjacent to three lots that will be modified. Here, an alternative form of protection that provides the same protection level as fuel modification will be provided. The recommendations and conditions provided in the FPP are also consistent with the lessons learned from After Fire Action Reports from numerous fires occurring over the last 20 years, including the 2003 and 2007 San Diego County fires.

As determined during the analysis of this Site and its fire environment, the Site in its current condition is considered to include characteristics that, under certain conditions, have the potential to facilitate fire spread. Under extreme conditions, wildfires on the Site could burn erratically and aggressively and result in significant ember production. Once the project is built, the on-site fire potential will be lower than its current condition due to conversion of wildland fuels to managed landscapes, extensive fuel modification areas, improved accessibility to fire personnel, and structures built to the latest ignition-resistant codes.

It is important to note that the fire safety requirements that will be implemented on this Site were integrated into the code requirements based on the results of post-fire assessments, similar to the After Action Reports that are now prepared after large fire events. These include ignition resistant construction standards, along with requirements for water supply, fire apparatus access, fuel modification and defensible space, interior fire sprinklers and 5 minute or less fire response travel times. When it became clear that specifics of how homes were built, how fire and embers ignited homes, what effects fuel modification had on structure ignition, how fast firefighters could respond, and how much (and how reliable) water was available, were all critically important to structure survivability, the Fire and Building codes were revised appropriately. DSFPD and San Diego County now boast some of the most restrictive codes for building within Wildland Urban Interface (WUI) areas that focus on preventing structure ignition from heat, flame, and burning embers.

The entire project site has been designed with fire protection as a key objective. The site improvements are designed to facilitate emergency apparatus and personnel access throughout the Site. Driveway and road improvements with fire engine turnouts and turnarounds provide access to within 150 feet of all sides of every building. Water availability and flow will be consistent with DSFPD requirements including fire flow and hydrant distribution. These features along with the ignition resistance of all buildings, the interior sprinklers, and the pre-planning, training and awareness will assist responding firefighters through prevention, protection and suppression capabilities.

Early evacuation for any type of wildfire emergency on the project site is the preferred method of providing for resident safety, consistent with the DSFPD's current approach for other communities and neighborhoods within the District. As such, the project's Homeowner's

Association will formally adopt, practice, and implement a “Ready, Set, Go!” approach to site evacuation. The “Ready, Set, Go!” concept is widely known and encouraged by the state of California and most fire agencies. Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining the Site’s fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes. In addition, an evacuation plan that includes a regional approach rather than a project-specific approach will be prepared. The evacuation planners will coordinate with the DSFPD and will dovetail the plan with existing County evacuation plans, such that potential evacuation impacts from the project are mitigated and existing resident evacuation planning is enhanced.

5.7 Chapter 8 – Noise Element

The Project has been designed to ensure that noise considerations are incorporated into the land use decision-making process. The quality of life for residents of the Project as well as nearby residents is of utmost importance to the project applicant, and a significant consideration in protecting that quality of life is ensuring that noise-generating uses such as traffic and construction are considered in project design. Construction of the Project would be conducted in such a way that disturbance to adjacent sensitive receptors is minimized. Land uses associated with the Project have been located in such a way that noise from adjacent roadways is minimized, and where appropriate sound-attenuating architectural design and building features have been incorporated.