

Attachment Q – General Plan Consistency Table

General Plan Land Use Element		
Policy Number	Policy Text	Explanation of Project Conformance
Guiding Principle 1	Support a reasonable share of projected regional population growth.	<i>Consistent.</i> Overall, HGVS supplies a small percentage of the County's projected regional housing need. The 2011 General Plan Update was accompanied by an EIR, which included estimates about numbers of housing units in this area of the County. These estimates included existing units, which could be counted, and assumptions about un-built, approved land development projects as well as pending land development projects, which have been subsequently approved. The estimates regarding the amount of residential units in a given area was important in the development of General Plan documents as they provided a baseline at the time for assessing impacts of future development and ensuring that service levels are adequate and housing needs would be met. The project provides a range of housing types that can aid the County in meeting its required housing needs for projected population growth, including multi-family housing options that are currently unavailable in the area.
Guiding Principle 2	Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development.	<i>Consistent.</i> A model of compact development begins with a central core, referred to as a "Village" or, in very rural communities, a "Rural Village" in which the highest intensities of development are located. Under ideal conditions for achieving sustainability, the central core would be surrounded by areas of very low density. In the unincorporated San Diego County, the ideal model has been modified with semi-rural areas surrounding the central core to reflect the existing pattern of development for most of the unincorporated County. Therefore, in the County's Community Development Model, the central core is surrounded by areas of lesser intensity including "Semi-Rural" and "Rural Lands." Consistent with this model, HGVS is a model of compact development which expands the existing HGV Village core to become part of the same compact, walkable community that will be connected by an

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		<p>integrated network of multi-use trails and pathways, continuing those that were part of the HGV Specific Plan. The project features the most intense uses within a ½ mile of the adjacent HGV Village Center where HGV's highest densities are also located. The residents of these neighborhoods will be encouraged to walk to the amenities and services that are available at the HGV Village Center and the commercial/civic zone of HGVS, located within a 10-minute walk of each other by interconnected trails and pathways. HGVS will provide a transition from the Village portion of the site and the existing surrounding residential, semi-rural, and rural uses by maintaining the perimeter of the site within the existing Semi-Rural regional category. This land surrounds the HGVS's Village area along the southwestern, southern, and eastern property boundaries. Lower intensity single-family uses (typically with larger lot sizes) are planned in this area in addition to designated open space. These designated open space areas reduce visual effects along the project's perimeter, provide views to natural areas, and contribute to a rural and open environment. HGVS has been designed to provide a wider range of housing options that are not only compatible with the housing options of HGV but also enhance the viability of the commercial uses located in the adjacent Village Center. Both HGV and HGVS when combined, create a range of housing opportunities that will result in an economically vibrant community. This compact form of development will also allow for the preservation of an increased amount of open space, natural habitat, and agriculture that will contribute to the retention of the semi-rural and rural setting and lifestyle of the adjacent communities. It may also minimize infrastructure costs. The Project will provide all of the necessary facilities and services required to meet its needs.</p>

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		<p>HGVS would be served by the Rincon del Diablo Water District with water service being extended to the site. As detailed above, HGVS also includes parks and recreational facilities, an internal private road system, storm drain facilities, underground utility lines, and water lines. A Sewer Master Plan outlines several options for providing wastewater service to the Project, including the potential for an on-site water reclamation facility with distribution system, detention basins, and wet weather storage ponds. The Project is located in the Escondido Union Elementary and High School Districts and would be required to pay the appropriate fees as required by State law. Although there are no schools located in HGV or HGVS, there are some schools presently assigned to serve the area. A new fire station is being constructed approximately 1.3 miles from the most distant structure and will provide service to this area. The Rancho Santa Fe Fire Protection District (RSFFPD) has been approved by the Local Area Formation Committee (LAFCO) to expand its services to cover this area. The County's General Plan acknowledges that "considerable growth in the region is likely to gravitate toward existing urbanized areas to facilitate access to jobs and services and reduce vehicle commutes and gasoline consumption" (County of San Diego General Plan, 2011, page 2-7). HGVS is located very close to several major employers, such as Palomar College, Cal State San Marcos, and Palomar Medical Center. California State University San Marcos is located less than three miles to the northwest, Palomar Medical Center is located approximately two miles to the north and the Escondido Energy and Technology Center (ERTC), an industrial/commercial, employment and services center, is located within a mile north-northeast of HGVS. Other nearby land uses include numerous shopping and service areas within the</p>

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		Cities of Escondido and San Marcos, such as large big box uses at Valley Parkway and I-15 and along Auto Park Way. HGVS is also located approximately three miles from the closest transit stations (Nordahl Road Sprinter Station and the Escondido Transit Center), and approximately two miles west of the I-15 and SR-78 intersection. In addition, HGVS is contiguous to the existing Harmony Grove Village and the County's General Plan favors the placement of housing in and adjacent to existing and planned villages.
Guiding Principle 3	Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.	<i>Consistent.</i> The Project will expand the existing HGV Village to become part of the same compact, walkable community. HGV and HGVS will be connected to each other by an integrated network of facilities, including parks, multi-use trails, pathways, and roadway connections. HGVS features the most intense uses within a ½ mile of the adjacent HGV Village Center where HGV's highest densities are located. The residents of these neighborhoods will be encouraged to walk to the amenities and services that are available at the HGV Village Center and the HGVS Civic/Commercial area – these uses are located within a half (½) mile, and less than 10-minute walk of each other, by interconnected trails and pathways. HGVS has been designed to provide a wider range of housing options that are not only compatible with the housing options of HGV but also enhance the viability of the commercial uses located in the adjacent Village Center and the HGV Equestrian Ranch, which require a larger market in order to be successful. Both HGV and HGVS when combined, create a range of housing opportunities that will result in an economically vibrant community. The Project will also assist in satisfying demand for housing created by large nearby employment centers such as Palomar College, Cal State San Marcos, and Palomar Medical Center. HGVS will contribute additional

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		<p>funding needed to support the cost of maintaining HGV's public facilities and services. The residential uses would provide additional revenue for the Fire Authority Having Jurisdiction and, if the Project tied into the HGV wastewater treatment facility (one of the options being considered), the cost of sewer service could decrease for HGV residents. The proximity of HGVS's higher density, residential neighborhoods to HGV and its Village Center, decreases the need for infrastructure, spreads the associated maintenance costs over a larger base, and allows services to be provided in a more efficient manner. Clustering of development on the site will preserve a balance of open space vistas, natural features, and the community character of the surrounding areas. The Specific Plan incorporates a Conservation and Open Space Plan that retains approximately 68% of the entire site as undeveloped open space (approximately 75 acres) that accommodates a biological open space preserve, naturalized open space, landscaped areas, parks, and multi-use trails. The design principles outlined in the Specific Plan will ensure that the community character will be upheld. In particular, the Project's Design Guidelines are intended to ensure overall cohesiveness between HGVS and HGV. HGVS is designed to accommodate a system of interconnected trails and pathways, continuing those that were included in the original HGV Specific Plan, to encourage pedestrian and bicycle activity and establish important links to Harmony Grove Village, the Del Dios Highlands Preserve, and the Elfin Forest Recreational Reserve. HGVS proposes to utilize consistent street trees, similar planting materials, lighting, signage, walls, fences, and architecture to provide a continuous link between HGV and HGVS, strengthening the concept that the two communities constitute one unified village. The architectural design is rural in</p>

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		<p>inspiration and is described as Western Farmhouse/Cottage; the style reflects a quaint, casual character that is compatible with the look of the surrounding character and agricultural heritage the Harmony Grove community. The Project's architectural design guidelines identify elements that should be used to reduce the apparent size, bulk, and scale of proposed buildings. The smaller lot single-family development would replicate the character and design of the existing development, which reflects rural, farmhouse styles. Multi-family housing types would be designed to appear as detached single-family homes or re-purposed rustic/agricultural buildings.</p>
Guiding Principle 4	Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.	<p><i>Consistent.</i> HGVS utilizes the compact model of sustainable village development and includes a variety of small lot sizes and residential opportunities in a compact development footprint. As discussed above, the Specific Plan incorporates a Conservation and Open Space Plan to permanently protect approximately 35 acres of the Specific Plan area within biological open space. This open space is also intended to be compatible with regional open space plans including the County's Draft North County Multiple Species Conservation Plan (NC Plan), and Resource Protection Ordinance. This will provide a significant contribution to establishing an interconnected preserve system, minimizing the habitat fragmentation that often results from attempting to save resources on a project-by-project basis.</p>
Guiding Principle 5	Ensure that development accounts for physical constraints and natural hazards of the land.	<p><i>Consistent.</i> The development footprint of HGVS took into consideration the physical constraints on the property, such as significant biological resources, including sensitive habitats, rare and sensitive plant and animal species, visual resources, flood prone areas, and steep slopes. The Project maintains a 100-foot buffer and 100-</p>

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		<p>foot limited building zone from wetlands associated with Escondido Creek, has been designed to maintain existing drainage patterns to the extent feasible, and create an opportunity to re-establish a drainage feature that was largely eliminated from the site due to early agricultural activities. In addition, HGVS has been designed to maximize open space (including preserve areas) by clustering development in areas that contain steep slopes (either found insignificant as part of the waiver process detailed in the RPO or for which encroachment is permitted as a utility/roadway exemption). The Project utilized encroachment into certain steep slope areas to avoid impacts to other areas on the project site that contained significant biological resources that were identified in the draft North County Multiple Species Conservation Program for possible future conservation. [The preservation of high-quality biological resources, located contiguous to the permanent open space area of the Del Dios Highland Preserve (DDHP), played a crucial role in the project's design; rather than the standard subdivision design that would target development of all non-RPO slope areas regardless of whether sensitive biological resources are located there.] This results in the preservation of a large swath of open space in the southern portion of the property, containing approximately 35 contiguous acres of high quality biological resources. The Fire Protection Plan analyzed the potential fire safety issues of HGVS and includes detailed fire prevention measures that will be incorporated into the project design. A multitude of measures will be implemented, such as construction of roads onsite that include an additional travel lane within 800 feet of all project structures to provide additional capacity for evacuation, enhanced ignition-resistant construction, ember resistant vents, fuel modification zones that exceed County</p>

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		standards, and additional measures as identified in the Fire Protection Plan to ensure that safety is not compromised.
Guiding Principle 6	Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.	<i>Consistent.</i> The HGVS traffic study indicates that the local street system could accommodate the Project. Based on the County of San Diego significance criteria, HGVS would result in ten significant traffic impacts. Of these ten impacts, two are direct and cumulative and eight are cumulative only. Physical mitigation is proposed for direct impacts and payment of the transportation impact fee would reduce cumulative impacts to below a level of significance in the County. Contribution to improvement costs would be provided to reduce cumulative impacts in the City of Escondido. However, simply because the County does not have control over improvements in the City of Escondido, the impacts would be considered significant under the California Environmental Quality Act (CEQA). The roadway network proposed by HGVS improves multi-modal circulation and implements the County's Community Trails Master Plan. The Project design is based on a compact form of development that includes a network of trails, sidewalks, and pathways that will encourage residents to walk or bike. A system of public and private trails and pathways would link key open space features of the Project site and provide connections to off-site areas and planned public trails. Multi-use trails and pathways accommodate pedestrians, bicyclists, and horseback riders, encouraging physical activity and reducing reliance on automobiles. These multi-modal features help to support public health objectives. Country Club Drive will be redesigned to encourage pedestrian activity. Additional landscaping, shade trees, and interpretive signage will also be provided to promote walking. HGVS also includes soft surface trails along the private

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		drives. HGVS is located approximately three miles from the closest transit stations (Nordahl Road Sprinter Station and the Escondido Transit Center), and approximately two miles west of the I-15 and SR-78 intersection.
Guiding Principle 7	Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.	<i>Consistent.</i> HGVS will be developed in accordance with the Community Development Model resulting in reduced automobile use and increased opportunities for walking and bicycling. Residents, both within the project and from the surrounding area, will be able to use the extensive trail system to move through HGVS without using their automobiles. HGVS is designed to reduce vehicle trips and emissions by providing housing opportunities near employment centers. In addition, the Greenhouse Gas Analysis outlines several mitigation measures and Project design features to reduce construction and operational greenhouse gas emissions.
Guiding Principle 8	Preserve agriculture as an integral component of the region's economy, character, and open space network.	<i>Consistent.</i> By developing this project, growth in the County will be directed to an area that is not considered an important agricultural resource. The compact form of the development will provide new housing, which will reduce the pressure on more agriculturally productive farms from being developed. Notwithstanding the fact that maintaining agriculture in the face of increasing land, water and energy costs will continue to become increasingly difficult. The Project encourages features that respect the agricultural heritage of the area, such as community gardens and edible landscaping at the Center House.
Guiding Principle 9	Minimize public costs of infrastructure and services and correlate their timing with new development.	<i>Consistent.</i> HGVS implements this principal because it is a sustainable, compact planned community located in close proximity to existing and planned infrastructure and services. Because of its' compact design, it requires a less extensive road network and infrastructure to meet its' needs. All of the internal streets within the Project

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		are proposed as private streets, but are built to ensure that emergency and safety vehicles can easily access all parts of the site. As private streets they will be maintained by the project HOA, and will not; therefore, require any public costs for their maintenance and upkeep. Services will be phased to ensure they are available when needed. The cost of services will be borne by the residents of the project. Infrastructure and public services will be funded by the developer or through a financing mechanism that is funded only by HGVS. Payment of transportation impact fees, school fees, and other similar fees will ensure that the cost to the public is minimized. Recreation facilities will be located within the community.
Guiding Principle 10	Recognize community and stakeholder interests while striving for consensus.	<i>Consistent.</i> HGVS has conducted a multi-year community outreach process including community workshops at the San Dieguito Sponsor Group, several presentations and detailed discussions with Harmony Grove/Elfin Forest Town Council members, Escondido Creek Conservancy members, and one-on-one meetings with adjacent property owners. The project was modified in response to the comments and issues raised during these meetings to provide accommodations for horses (such as the provision for an equestrian hitching post and staging areas), increase lot sizes around the perimeter of the site, and incorporation of additional fire safety features. Each of these groups may have an opportunity to review and comment on certain future implementation development proposals based on the standards and review authority of each entity.
Goal LU-1	Primacy of the Land Use Element. A land use plan and development doctrine that sustain the intent and integrity of the Community Development Model and the boundaries between Regional Categories	

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Policy LU-1.1	Assigning Land Use Designations. Assign land use designations on the Land Use Map in accordance with the Community Development Model and boundaries established by the Regional Categories Map.	<i>Consistent.</i> This Policy provides that land use designations on the Land Use Map are to be assigned in accordance with the Community Development Model and boundaries established by the Regional Categories Map. This does not prevent future amendments to the Regional Land Use Map; rather the Regional Categories Map and the Land Use Maps are graphic representations of the Land Use Framework and the related goals and policies of the General Plan. The Land Use Maps must be interpreted in conjunction with the language of the General Plan's Goals and Policies which expressly provide authority to make future amendments as may be determined appropriate by the County Board of Supervisors. (County of San Diego General Plan, adopted August 3, 2011, page 3-18, which page is incorporated herein by this reference). HGVS will expand the HGV Village pursuant to the requirements set forth in General Plan Policy LU-1.4, and will further implement the Community Development Model by concentrating the highest densities of uses closest to HGV while decreasing intensities adjacent to existing larger lot residential development and nearby open space areas.
Policy LU-1.2	Leapfrog Development. Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog Development restrictions do not apply to new villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, and that are designed to meet the LEED-Neighborhood Development	<i>Consistent.</i> HGVS will expand HGV Village and will further implement the Community Development Model by generally concentrating the highest densities of uses closest to HGV while decreasing intensities adjacent to nearby semi-rural uses and open space areas to the west, south, and east of the site. This design allows for the benefits of compact development which include increasing the amount of land that can be preserved contiguous to existing open space areas, decreasing the need for additional infrastructure, and enhancing the walkability of the communities.

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	Certification or an equivalent. For purposes of this policy, leapfrog development is defined as Village densities located away from established Villages or outside established water and sewer service boundaries.	
Policy LU-1.3	Development Patterns. Designate land use designations in patterns to create or enhance communities and preserve surrounding rural lands.	<i>Consistent.</i> By providing new housing opportunities consistent designed in accordance with the Community Development Model, the Project will implement an important organizational vision of the General Plan by concentrating the highest densities within the Village, and closest to the existing commercial uses of Harmony Grove Village, while decreasing intensities adjacent to the adjacent Equestrian Ranch and nearby open space areas. The roadway network proposed by HGVS improves multi-modal circulation and implements the County's Community Trails Master Plan. The Project design is based on a compact form of development that includes a network of trails, sidewalks, and pathways that will encourage residents to walk or bike. A system of public and private trails and pathways would link key open space features of the Project site and provide connections to off-site areas and planned public trails. Multi-use trails and pathways accommodate pedestrians, bicyclists, and horseback riders, encouraging physical activity and reducing reliance on automobiles. These multi-modal features help to support public health objectives. Country Club Drive will be redesigned to encourage pedestrian activity. Additional landscaping, shade trees, and interpretive signage will also be provided to promote walking.
Policy LU-1.4	Village Expansion. Permit new Village Regional Category designated land uses only	<i>Consistent.</i> Environmental. The design of HGVS was based on a comprehensive opportunities and constraints

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	<p>where contiguous with an existing planned Village and where all of the following criteria are met:</p> <ul style="list-style-type: none"> • Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding. • Potential Village development would be accommodated by the General Plan road network. • Public facilities and services can support the expansion without a reduction of services to other County residents. • The expansion is consistent with community character, the scale, and the orderly contiguous growth of a Village area. 	<p>analysis that included a review of environmental, topographic, and visual resources. The Project has been designed to preserve the largest block of contiguous open space, maintain existing drainage patterns to the extent feasible, create an opportunity to re-establish a drainage feature that was largely eliminated from the site due to early agricultural activities, balance Resource Protection Ordinance steep slope preservation with biological open space preservation, and maintain significant visual resources. The proposed development is concentrated mainly in areas of the site that have been previously disturbed and which contain non-native grassland. The more sensitive biological habitat is located in the southern portion of the site and consists of southern mixed chaparral, a small patch of coast live oak woodland, and jurisdictional drainages. HGVS has been designed to preserve approximately 35 acres of contiguous open space within the southern portion of the site, which will be dedicated as required by the County and remain as biological open space. This equates to approximately 31-percent of the site. The biological open space preserve is primarily possible due to the compact nature of the development. All onsite grading and improvements for HGVS are designed to avoid the existing 100-year floodplain except for a very small area allocated to a wastewater treatment facility (WWTF) that will be raised out of the floodplain. The Project's grading plan has been designed to fit into the existing topography. Rather than leveling the site, the post graded conditions would follow the natural topography, whenever feasible. The site naturally rises and falls, and the grading has been designed to reflect this pattern.</p>

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		<p>Roadway Network. The HGVS traffic study indicates that the local street system could accommodate the Project. Primary access to HGVS is provided by two Mobility Element roads north of the Harmony Grove Road and Country Club Drive intersection (Country Club Drive continues south from that intersection along the Project's western boundary). HGVS will reconfigure the intersection at Country Club Drive and Harmony Grove Road to enhance safety and access for pedestrians, bicyclists, and equestrian riders. At the intersection, Country Club Drive would be designed to include four lanes (a dedicated right turn lane, a dedicated left turn lane, and two through lanes) consistent with the configuration of Country Club Drive as it joins Harmony Grove Road from the north. Beginning at the Escondido Creek bridge, the roadway would transition to three lanes. The roadway network proposed by HGVS would improve multi-modal circulation and implement the County's Community Trails Master Plan. All of the streets within the Project site are proposed as private streets but are built to ensure that emergency and safety vehicles can easily access all parts of the site. HGVS is also located approximately three miles from the closest transit stations (Nordahl Road Sprinter Station and the Escondido Transit Center), and approximately two miles west of the I-15 and SR-78 intersection.</p> <p>Public Facilities. Compliance with General Plan Policies, County ordinances, and mitigation measures identified through the environmental review process and project approval process would ensure that public facilities and services needed to support HGVS would not result in a reduction of services to other county residents. HGVS would be required to provide the infrastructure and facilities needed to provide</p>

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		<p>services to the Project either directly or through the payment of fees. (Policy LU-12.1) A phasing plan has been provided as a part of this Specific Plan to ensure that such facilities would be available at the appropriate time. (Policy LU-12.2) Service Providers would be required to provide “will-serve” letters indicating that they can provide service to HGVS prior to the recordation of final maps and the issuance of any building permits for the Project. (Community Facility Availability Forms have been received from service providers indicating that service will be available to HGVS. County Policy I-84.)</p> <p>The RSFFPD is currently responsible for providing emergency services to the project. The RSFFPD submitted an application to the Local Area Formation Committee (LAFCO) to expand its jurisdiction to cover the project area. The application has been ratified by LAFCO and RSFFPD has received final approval from the State of California. HGVS will be required to pay development impact fees pursuant to the County’s Fire Mitigation Fee Ordinance, Sec. 810.301, et seq., to fund its fair share of the capital facilities and equipment needed to serve HGVS. The fee is collected to fund capital facilities and equipment needed to serve new development. (Section 810.308) The ongoing costs of providing services to the Project would be provided by existing property taxes and any special assessments imposed on property owners to fund such services. HGVS may annex into an existing community facility district or establish its own assessment district.</p> <p>A Sewer Master Plan has been prepared for HGVS. Several options for providing wastewater service to HGVS have been analyzed. Sewer facilities or improvements may be constructed onsite as</p>

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		<p>needed to serve the Project. HGVS would be served by the Rincon del Diablo Water District. Drainage and water quality facilities would be constructed on-site by the applicant. HGVS is located in the Escondido Union Elementary and High School Districts and would be required to pay the appropriate fees as required by State law.</p> <p>Consistent with Scale and Orderly and Contiguous Growth. HGV was designed to implement the Community Development Model by concentrating the highest densities of uses within a “Village Center” and decreasing the density progressively as development moves further away from the Village Center. HGV’s Village Center is surrounded by a variety of single-family residential uses on lots that range in size from approximately 2,500 square feet near the Village Center to 1.5 acres further away from the core. HGV is designed so that homes and lots will be smaller near the core and “more cottage-like.” Over two-thirds of all residences within HGV will be located within the Village Center, or approximately 519 homes. HGV was intended to create a community with an appropriate density that can support convenience retail and commercial uses with the net result of establishing a concentrated use pattern at the center and a less dense development pattern at the perimeter. HGVS will be expanding the HGV Village by locating its highest intensities of development contiguous to the Village Center. The proximity of the Project’s densest residential neighborhoods to HGV and its Village Center, an area described in HGV’s Specific Plan as the heart of the community, illustrates the contiguous nature of these areas and how they are part of the same compact, walkable village. Residents will be encouraged to walk to amenities and services that are within half (½) a mile (approximately 2,100</p>

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		<p>feet), and less than a 10-minute walk from both the HGV Village Center and the commercial/civic uses of HGVS. Approximately 53 acres of HGVS is designated as Village Residential. Within this core area, the Specific Plan provides for a maximum of 423 dwelling units, which equates to a density of approximately 8 dwelling units per acre (du/ac). This is consistent with the density for the Village Center (Planning Area 1) of the adjacent HGV Specific Plan of approximately 8.7 dwelling units per acre. This design allows for the benefits of compact development which include increasing the amount of land that can be preserved contiguous to existing open space areas, decreasing the need for additional infrastructure, and enhancing the walkability of the communities. Surrounding the Village Residential designation along the western, southern, and eastern perimeter, the remaining 58 acres of HGVS is designated Semi-Rural Residential with a density of 0.5 dwelling units per acre. Up to 30 dwelling units are proposed within this Semi-Rural Residential area in addition to open space. This establishes a development pattern that is less dense around the perimeter.</p> <p>Country Club Drive will be improved to enhance the Project's connection with the HGV Village Center and a multi-use pathway will provide a pedestrian linkage to both HGV and HGVS. In particular, a north-south, multi-use trail (10 feet in width), was planned as part of the County's Community Trails Master Plan and the HGV Specific Plan. The 10-foot trail runs along the west side of Country Club Drive, via the bridge over Escondido Creek to the south entry of HGVS and will connect HGV's Village Center directly to HGVS. The HGV Specific Plan intended that this decomposed granite trail establish an important walkable link between HGV's Village Center, the</p>

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		<p>Equestrian Ranch, HGVS and other multi-use trails that extend further south and connect to the Del Dios Highlands Preserve and Elfin Forest Recreational Reserve. The Project will also enhance connections to HGV by encouraging pedestrian activity along Country Club Drive by providing a five to six foot pathway along the east side of Country Club Drive and by providing landscaping, shade trees, and interpretive signage. A bridge will be constructed over Escondido Creek to replace the existing substandard "Arizona" crossing. This bridge would further enhance the connection between HGVS and HGV. The proximity of the Project's higher density, residential neighborhoods to HGV and its Village Center decreases the need for infrastructure, spreads the associated maintenance costs over a larger base, and allows services to be provided in a more efficient manner. The Project has been designed to provide a wider range of housing options that are not only compatible with the housing options of HGV but also enhance the viability of the commercial uses located in the adjacent Village Center. Both HGV and HGVS, when combined, create a range of housing opportunities that will result in an economically vibrant community. As discussed above, HGVS's lower density uses are located around the perimeter of the site and transition into the surrounding Semi-Rural uses. The project's highest densities would be located in the northern and central portions of the site to avoid impacting the combined sensitive habitats and steep slopes located in the southern part of the site.</p>
Policy LU-1.7	<p>Maximum Residential Densities. Determine the maximum number of dwelling units permitted within the boundaries of any subdivision</p>	<p><i>Consistent.</i> The proposed General Plan Amendment includes amending the General Plan Regional Category and Land Use Designation(s) through re-designating a portion of the HGVS site from a Semi Rural Regional Category to a Village</p>

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	or single lot based on the applicable land use designation(s). When the total number of dwelling units is less than one, this shall be interpreted as permitting one dwelling unit. When more than one dwelling unit is permitted, fractional dwelling units are rounded down to the nearest whole number of dwelling units.	Regional Category, and changing a portion of the site from the Semi-Rural residential designation of 2 dwelling units per acre (SR-0.5) to a Village Residential designation of 10.9 dwelling units per acre (VR-10.9). With the current General Plan Land Use designations, the maximum buildout potential for the project site is 174 lots. The proposed General Plan land use designations within the Village Regional Category portion of the project site are Village Residential 10.9 and Neighborhood Commercial. Within the VR-10.9 area, a density of approximately 8.4 dwelling units is proposed. VR-10.9 is the closest General Plan land use designation for this proposed density. The proposed density is consistent with the adopted density for the Village Center (Planning Area 1) of the adjacent Harmony Grove Village Specific Plan, which contains 519 dwelling units on 60 residential acres (or approximately 8.7 dwelling units per acre). The Neighborhood Commercial designation is implemented by the commercial/civic zone.
Policy LU-1.8	Density Allocation on Project Sites. Permit changes in density within a project site with parcels that have more than one land use designation to provide flexibility in project design only when approved by Major Use Permit or Specific Plan. The policy does not allow a project to receive more units than is established by the Land Use Maps nor to supersede Housing Element requirements related to achieving the County's Regional Housing Needs Allocation.	
Policy LU-1.9	Achievement of planned Densities. Recognizing that the General Plan was created with the concept that subdivisions will be able to achieve densities shown on the Land Use Map, planned densities are intended to be achieved through the subdivision process except in	
		<i>Consistent.</i> The Land Use Maps must be interpreted in conjunction with the language of the General Plan's Goals and Policies which expressly provide authority to make future amendments as may be determined appropriate by the County Board of Supervisors. HGVS will expand HGV Village pursuant to the requirements set forth in General Plan Policy LU-1.4, and will further implement the Community Development Model by concentrating the highest densities of

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	cases where regulations or site-specific characteristic render such densities infeasible.	uses closest to HGV while decreasing intensities adjacent to existing larger lot residential development and nearby open space areas.
Goal LU-2	Maintenance of the County's Rural Character. Conservation and enhancement of the unincorporated County's varied communities, rural setting, and character.	
Policy LU-2.1	Community Plans. Maintain updated Community Plans, as part of the General Plan to guide development to reflect the character and vision for each individual unincorporated community, consistent with the General Plan.	<i>Consistent.</i> The proposed project includes an amendment to the San Dieguito Community Plan in order to add HGVS as an independent but compatible component of the HGV Specific Plan area, revise portions of the Community Plan text for General Plan conformance, and adjust the Village boundary line. The amendment would also allow sewer services to be provided to Semi-rural designated areas beyond the HGV Village boundaries.
Policy LU-2.3	Development Densities and Lot Sizes. Assign densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community.	<i>Consistent.</i> This Project proposes to amend the General Plan Regional Land Use Map to re-designate a portion of the Project site as Village consistent with Policy LU-1.4. The Project is located contiguous to the "Village Center" located within HGV. HGVS has been designed as a mixed-use walkable development that complements the natural environment, adheres to the community character, and connects both HGVS and HGV into one village. Like HGV, HGVS is a residential village community that provides a mix of housing opportunities and commercial/civic uses that are compatible with the existing and planned character of the contiguous HGV. Land is utilized efficiently through compact development. HGVS has been designed to maximize open space (including biological open space adjacent to existing preserve areas) and enhance recreational opportunities. The development has been clustered on the site to preserve a large swath of open space in the southern portion of the property that contains high quality biological resources. In addition to maximizing open space, HGVS is designed to minimize the perception of

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		built structures. The 453 residences do not equate to 453 structures. A substantial number of the residences would be in structures built to accommodate multiple dwellings. Many HGVS lots have been designed to accommodate one to four single-family or multi-family (i.e., single-family attached) buildings on the same plot of land. It is important to note that the County encourages new developments with access to sewer to provide housing opportunities for a range of household incomes by offering both a variety of housing types (multi-family to single-family), and a variety of lot sizes. HGVS has the flexibility to support a wide range of units in varying layouts without affecting the development footprint.
Policy LU-2.4	Relationship of Land Uses to Community Character. Ensure that the land uses and densities within any Regional Category or Land Use Designation depicted on the Land Use Map reflect the unique issues, character, and development objectives for a Community Plan area, in addition to the General Plan Guiding Principles.	<i>Consistent.</i> The Project has been designed to be consistent with the character and development objectives of the surrounding communities by incorporating design polices set forth in the Harmony Grove Subarea of the San Dieguito Community Plan. HGVS is proposing to expand the HGV village to become part of the same compact, walkable community that will be connected by an integrated network of multi-use trails and pathways. HGVS features the most intense uses within a ½ mile of the adjacent HGV Village Center where HGV's highest densities are also located. The Project has been designed to provide a wider range of housing options that are not only compatible with the housing options of HGV but also enhance the viability of the commercial uses located in the adjacent Village Center. Both HGV and HGVS, when combined, create a range of housing opportunities that will result in an economically vibrant community.
Policy LU-2.5	Greenbelts to Define Communities. Identify and maintain greenbelts between communities to reinforce the	<i>Consistent.</i> The Community Plan identifies HGV as a residential village composed of four planning areas that includes a pedestrian-oriented mixed-use core that combines commercial, residential,

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	identity of individual communities.	live/work, recreational and public uses along with open space, green belt system, creek channels, and an equestrian ranch. The Community Plan emphasizes the need for HGV to preserve the unique features of a rural lifestyle while integrating the urban lifestyle of a Village. In approving HGV, the County determined that it was a logical extension of an urban designation and was considered compatible with the existing character of the community and the more urban uses of the surrounding jurisdictions. (HGV Specific Plan, Page 124.) A system of recreational multi-use trails is required to connect the most urban center with the larger homes at the periphery of the Specific Plan area with the existing residential community. Design features that are compatible with a rural equestrian theme are encouraged to be used in HGV. The Project also incorporates various design features to reduce visual effects along the Project perimeter such as using the Semi-Rural regional category to feather into existing surrounding uses such as the HGV Equestrian Ranch, existing residences, the Harmony Grove Spiritualist Association, and open space. Dedicated open space areas are also used as buffers. These open space lots will provide views to natural areas and reinforce the surrounding rural environment. Buffers will also be provided to preserve wetlands on the northern site adjacent to Escondido Creek.
Policy LU-2.6	Development near Neighboring Jurisdictions. Require that development in the proximity of neighboring jurisdictions retain the character of the unincorporated community and use buffers or other techniques where development in the	<i>Consistent.</i> A model of compact development begins with a central core, referred to as a “Village” or, in very rural communities, a “Rural Village” in which the highest intensities of development are located. Under ideal conditions for achieving sustainability, the central core would be surrounded by areas of very low density. In the unincorporated San Diego County, the ideal model has been modified with semi-rural areas surrounding the central core to reflect the existing

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	neighboring jurisdiction incompatible.	pattern of development for most of the unincorporated County. Therefore, in the County's Community Development Model, the central core is surrounded by areas of lesser intensity including "Semi-Rural" and "Rural Lands." Consistent with this model, HGVS is a model of compact development which expands the existing HGV Village core to become part of the same compact, walkable community that will be connected by an integrated network of multi-use trails and pathways, continuing those that were part of the HGV Specific Plan.
Policy LU-2.8	Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.	<p><i>Consistent.</i> An EIR was prepared for the proposed project and was circulated for public review. Significant impacts were identified for Aesthetics (Potential conflict with Important Visual Elements or Inconsistency with Applicable Design Guidelines); Transportation/Traffic (Roadway Segments; Existing Plus Cumulative Plus Project Impacts); Biological Resources (Special Status Species; Riparian Habitat and Sensitive Natural Communities; Local Policies, Ordinances, and Adopted Plans); Cultural and Tribal Resources (Archaeological Sites; Human Remains); Noise (Transportation Noise Levels; Operational Noise Levels; Construction Noise Levels) Greenhouse Gases (GHG) and Air Quality. The impacts associated with these environmental issue areas have been mitigated to impact levels less than significant.</p> <p>Significant and unmitigatable impacts were identified for Aesthetics (Potential Conflict with Important Visual Elements or Inconsistency with Applicable Design Guidelines); Transportation/Traffic (Roadway Segments; Air Quality (Conformance to RAQS; Operation); Transportation/Traffic (Existing Plus Cumulative Plus Project Impacts).</p>

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Policy LU-2.9	Maintaining Rural Character. 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.	<i>Consistent.</i> The Project does not contain any Mobility Element Roadways. Nevertheless, Country Club Drive will be designed to align properly with the configuration of Country Club Drive north of Harmony Grove Road. HGV, in implementing the approved Specific Plan, reconfigured Country Club Drive on the north side of Harmony Grove Road to include four lanes at the intersection. This results in a situation where the four lanes on the north do not align properly with the two lanes on the south side. HGVS proposes to improve the function of this intersection. Among aesthetic improvements, ingress and egress to the land area south of Harmony Grove Road will be greatly improved, particularly during emergency events. The Project is consistent with the character of HGV and the proposed cross section for Country Club Drive is very similar to that of the Town Collector in HGV.
Goal LU-3	Diversity of Residential Neighborhoods. A land use plan that accommodated a range of building and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options.	
Policy LU-3.1	Diversity of Residential Designations and Building Types. Maintain a mixture of residential land use designations and development regulations that accommodate various building types and styles.	<i>Consistent.</i> The project will include a variety of housing types and residential land uses. The Project will also consist of various lot sizes and development densities. The Specific Plan describes concepts for five different residential housing types: Cottage, Bungalow, Harmony Court, Farmhouse, and Granary. HGVS is designed with the flexibility to locate these housing types in different configurations with minimal or no change to the graded footprint. For example, a home site currently illustrated by a cluster of four single-family homes could accommodate a multi-family building. Similarly, a site that currently illustrates a multi-family building could accommodate one to four single-family homes. In other words, although the location and typical schematics for each of the residential types are generally planned; the final specific location and
Policy LU-3.2	Mix of Housing Units in Large Projects. Require new large residential developments (generally greater than 200 dwelling units) to integrate a range of housing types and lot and building sizes.	

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		design details may vary through final site design. Such site plan changes may not result in an increase over the total number of units permitted by this Specific Plan and must be done in a manner sensitive to the surrounding semi-rural and rural uses. In general, multi-family housing types are situated closer to the interior of the development area or otherwise buffered from surrounding less intense single-family residential uses.
Policy LU-3.3	Complete Neighborhoods. Require new development sufficiently large to establish a complete neighborhood (typically more than 1,000 dwelling units) to include a neighborhood center within easy walking distance of surrounding residences.	<i>Consistent.</i> The Project is an expansion of an existing Village and will not contain more than 1,000 dwelling units. The project proposes to construct 453 dwelling units, with a maximum of 5,000 sf of commercial/civic uses, of which 1,500 sf must be made open to the public. The project would preserve approximately 68-percent of the site in open space; including 71 acres of open space (34.8 acres of preserved biological open spaces (BOS), 20-acres of naturalized open space, and 16 acres of landscaped areas) and approximately 4 acres of public and private parks.
Goal LU-4	Inter-jurisdictional Coordination. Coordination with the plans and activities of other agencies and tribal governments that relate to issues such as land use, community character, transportation, energy, other infrastructure, public safety, and resource conservation and management in the unincorporated County and the region.	
Policy LU-4.1	Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements, including the provisions of SB375.	<i>Consistent.</i> The County's Community Development Model is based on the principles of SB375 whereby development is clustered within villages served by a variety of transportation options. HGVS is processing a General Plan Amendment to be included within the village. The development will contribute to the viability of HGV and provide a system of multi-use trails that provide multi-modal links to uses throughout the village. Such a development pattern allows for the preservation of the unique assets within the community such as open space habitat and hillsides. In addition, compact development such as the proposed project, supports healthy

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		communities by reducing vehicle miles traveled where commercial uses are present.
Goal LU-5	Climate Change and Land Use. A land use plan and associated development techniques and patterns that reduce emissions of local greenhouse gases in accordance with state initiatives, while promoting public health.	
Policy LU-5.1	Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.	<i>Consistent.</i> The Project has been designed to provide a range of housing types that will complement the existing uses and densities of the contiguous HGV and enhance the viability of the Village Center. The Project would encourage walkability and connectivity to the contiguous Village by providing trails to HGV and the existing and planned trail system. Bicycle parking facilities and an equestrian hitching post would be provided at the commercial/community center in HGVS adjacent to Country Club Drive to encourage alternative forms of transportation.
Policy LU-5.2	Sustainable Planning and Design. Incorporate into new development sustainable planning and design.	<i>Consistent.</i> HGVS will be designed in accordance with sustainable community principles, such as pedestrian orientation, a variety of housing types, and efficient/green building design and low impact development techniques. The Project will maintain a buffer from sensitive wetlands and develop in less biologically sensitive areas. The Project would encourage walkability and connectivity to the contiguous Village in nearby HGV, by providing trails throughout the Project that connect to HGV and the existing and planned trail system. Bicycle parking facilities and an equestrian hitching post would be provided in the destination gathering location adjacent to Country Club Drive to encourage multi-modal transportation. Additionally, opportunities to capture rainwater and recycled water for irrigation purposes and other uses would be integrated into the development.
Policy LU-5.3	Rural Land Preservation. Ensure the preservation of existing open space and rural areas (e.g., forested areas,	<i>Consistent.</i> HGVS is requesting a General Plan Amendment which would result in a change in the Project's Land Use Designation from Semi-Rural to Village and Semi-Rural. A large portion of the

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	agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) when permitting development under the Rural and Semi-Rural Land Use Designations.	land within the Semi-Rural category would be preserved in the southern portion of the property. This open space connects to the larger open space system within the Del Dios Highlands Preserve.
Policy LU-5.5	Projects that Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.	<i>Consistent.</i> The Project would not impede bicycle and pedestrian access. It would enhance it. The Project proposes to contribute to the development of a bridge over Escondido Creek, which would accommodate a 10' multi-use trail, connecting HGV to HGVS. In addition, the Project incorporates a number of trails that connect to the regional trail system and has designed roadways to allow for shared use by vehicles and bicycles.
Goal LU-6	Development-Environmental Balance. A built environment in balance with the natural environment, scarce resources, natural hazards, and the unique local character of individual communities.	
Policy LU-6.1	Environmental Sustainability. Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment.	<i>Consistent.</i> Important biological resources in the region generally include core blocks of chaparral in the Harmony Grove hills and coastal sage scrub in the Elfin Forest area, in addition to perennial waters and riparian habitat associated with Escondido Creek and San Dieguito River corridors. Oak woodlands and chaparral typify the biological character of much of the area. The region hosts core populations of sensitive plants, including Encinitas baccharis, wart-stemmed ceanothus, and summer holly, in addition to important habitat for several sensitive animals, including coastal California gnatcatcher and least Bell's vireo, among others. However, the project proposes to preserve biological open space on site. The Project has completed biology studies as required under CEQA. Development has been sited on the least sensitive areas as feasible. HGVS

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		has been designed to maximize open space preserve areas and enhance recreational opportunities. Together, natural open space, common area landscaping, and recreational areas are important framework elements within HGVS, and cumulatively, represent approximately 75 acres or 68-percent of the entire project area. Biological open space is made up of areas which will remain undisturbed and unaffected by grading or development within HGVS and contain high biological value. Biological open space also includes sage scrub restoration areas on graded slopes outside of fuel modification zones. Additionally, impacts to natural resources will be mitigated per County requirements.
Policy LU-6.2	Reducing Development Pressures. Assign lowest-density or lowest-intensity land use designations to areas with sensitive natural resources.	<p><i>Consistent.</i> The project has been designed to recognize the unique topography, ecosystems, and natural characteristics of the site. The natural beauty and biological diversity of the area contributes to a high quality of life for current and future residents. It is imperative that the development respect the existing landform and preserve and protect environmentally sensitive lands to the extent practical. Therefore, the project was designed based on a comprehensive opportunities and constraints analysis, which included review of environmental, topographic, and visual resources.</p> <p>County Resource Protection Ordinance (RPO) wetlands are associated with Escondido Creek, which is located north of the project site, generally runs parallel to Harmony Grove Road, and is crossed by Country Club Drive. The project provides a minimum 100-foot buffer from these wetlands in addition to a 100-foot limited building zone. Other biological resources on the site include Diegan Coastal Sage Scrub, Coastal Sage Chaparral Scrub, Granitic Southern Mixed Chaparral, and Non-Native Grasslands. A small</p>

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		<p>percentage of the site contains Coast Live Oak Woodland and there are a few jurisdictional drainages that are located in the southern portion of the project site.</p> <p>The north central and southwestern portions of the site are relatively flat. RPO steep slopes occur in the northeastern corner, the southeastern region, the southern tip of the site, and a couple of isolated areas in the central western portion of the site. RPO steep slopes are defined as having a natural gradient of 25-percent or greater and a minimum rise of 50 feet.</p> <p>The site has been designed to conserve the largest block of open space, maintain existing drainage patterns to the extent feasible, create an opportunity to re-establish a drainage feature that was largely eliminated from the site due to early agricultural activities, balance RPO steep slope preservation with open space preservation, and preserve significant visual resources.</p>
Policy LU-6.3	<p>Conservation-Oriented Project Design. Support conservation-oriented project design. This can be achieved with mechanisms such as, but not limited to, Specific Plans, lot area averaging, and reductions in lot size with corresponding requirements for preserved open space (Planned Residential Developments). Projects that rely on lot size reductions should incorporate specific design techniques, perimeter lot sizes, or buffers, to achieve compatibility with community character.</p>	<p><i>Consistent.</i> The Project will be implemented by a Specific Plan. The Project will be designed in a manner that supports conservation by locating development in areas with less sensitive resources. The Project also intends on preserving areas that contain sensitive biological resources. The Project will incorporate various design features, such as dedicated open space lots and buffers to reduce visual effects along the Project perimeter and to achieve compatibility with the existing community.</p>

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Policy LU-6.5	<p>Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.</p>	<p><i>Consistent.</i> On-site land would be utilized efficiently through compact development. Existing drainage patterns generally would be maintained and a remnant drainage may be restored. Unlined drainages, permeable pavement, and open space corridors that serve as water quality features are a few of the low impact development (LID) techniques proposed to treat stormwater runoff and provide opportunities to recharge the groundwater aquifer through percolation. Hardscape areas have been minimized to both reduce the urban heat island effect and to maximize pervious surfaces for stormwater infiltration. Features such as detention basins, landscaped areas and swales, permeable pavers and decomposed granite (DG) walkways have been incorporated into the project design. Drought tolerant, fire wise, and native landscaping would be planted. Opportunities to capture rainwater and recycled water for irrigation purposes and other uses would be integrated into the development. Buildings would be sited (oriented) to benefit as possible from existing passive solar energy and rely on renewable energy sources to the extent possible. An electric car charging station would be provided at the community center.</p>
Policy LU-6.6	<p>Integration of Natural Features into Project Design. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.</p>	<p><i>Consistent.</i> The Project will preserve mature oak trees and has been designed to avoid a large open space area in the southern portion of the site that contains sensitive chaparral habitat.</p> <p>A multitude of design considerations has been incorporated into the overall landscape concept plan. The primary objective of the landscape design is to provide a cohesive theme that ties HGVS to HGV. Utilizing consistent street trees and similar planting materials will provide a continuous link between HGV and HGVS,</p>

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		<p>strengthening the concept that the two projects constitute one unified village.</p> <p>The plant palette gives consideration to the natural landform, coastal sage/chaparral habitats, and mature oaks and sycamores which follow water courses through the site. The landscape design concept reflects the natural setting in and around the site, referencing the boulder-strewn steep hillsides and dense riparian corridor that edges the northern project boundary.</p>
Policy LU-6.7	<p>Open Space Network. Require projects with open space to design contiguous open space areas that protect wildlife habitat and corridors; preserve scenic vistas and areas; and connect with existing or planned recreational opportunities.</p>	<p><i>Consistent.</i> The Project has been designed to minimize impacts and preserve the largest block of contiguous open space by clustering homes in the least sensitive portion of the site. Significant steep slopes, oak woodland habitats, and chaparral within the southern portion of the site would be protected as biological open space. In addition, the Project will construct a bridge at Country Club Drive and Escondido Creek which will provide a safer wildlife crossing for animals traveling east and west along the creek.</p>
Policy LU-6.8	<p>Oversight of Open Space. Require that open space associated with future development that is intended to be preserved in perpetuity either be:</p> <ol style="list-style-type: none"> 1. Retained in private ownership of the property owner or a third party with a restrictive easement that limits use of the land as appropriate; or 2. Transferred into public ownership of an agency that manages preserved open space. 	<p><i>Consistent.</i> A Resource Management Plan will be prepared for the Project which will identify how the open space will be maintained. An open space easement will be placed over the preserve area. Approximately 75 acres, or 68 percent, of the project site area would consist of green space, including proposed Biological Open Space, park areas and HOA maintenance district areas.</p> <p>Biological open space is made up of areas which will remain undisturbed and unaffected by grading or development within HGVS and contain high biological value. Biological open space also includes sage scrub restoration areas on graded slopes outside of fuel modification zones. Within the project area, approximately 35 acres or 31-</p>

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	<p>The owner of the open space will be responsible for the maintenance and any necessary management unless those responsibilities are delegated through an adopted plan or agreement. Restrictive easements shall be dedicated to the County or a public agency (approved by the County) with responsibilities that correspond with the purpose of the open space. When transferred to a third party or public agency, a funding mechanism to support the future maintenance and management of the property should be established to the satisfaction of the County.</p>	<p>percent of HGVS will remain in biological open space.</p> <p>Naturalized Open Space is made up of areas which may be graded in the course of HGVS development, but will be revegetated or restored with native and/or drought tolerant plant materials and, often, will be indistinguishable from natural open space. Included in this category is a remnant drainage located interior to the development footprint that may be restored to a naturalized state. Naturalized Open Space also includes areas of native vegetation that will not be subject to grading, but which will require the introduction of a permanent irrigation system for fire protection purposes as well as areas that require thinning of non-irrigated native vegetation. Naturalized open space also includes areas that fall within fuel modification zones and limited building zones. Some of these areas may require road access and occasional maintenance by a homeowner's association. Naturalized open space areas represent approximately 20 acres or about 18-percent of HGVS.</p> <p>Landscaped areas play a major role in characterizing HGVS. The compact building sites are designed to allow landscape areas between buildings, providing for a sense that the homes rest in the land. Landscaped areas also include sloping areas behind homes, parkways along roadsides, and open areas adjacent to roads. Landscaped areas will be irrigated permanently and will be planted with a combination of natives and exotics. Landscaped areas are distributed</p>

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		<p>throughout the project area and make up approximately 16 acres or 14-percent of HGVS.</p> <p>In addition, the project proposes the development of 13 public and private parks, totaling approximately 4.1-acres.</p>
Policy LU-6.9	Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.	<i>Consistent.</i> The north central and southwestern portions of the site are relatively flat. RPO steep slopes occur in the northeastern corner, the southeastern region, the southern tip of the site, and a couple of isolated areas in the central western portion of the site. The Project's encroachment onto RPO steep slopes is limited to isolated and insignificant steep slopes that are not highly visible. The steep slope areas where encroachment would occur are considered insignificant because the slopes are not visually notable or interesting topographic features, not part of an identifiable peak, promontory, or ridgeline, and are not perceived as an integral element of the surrounding peaks that are a part of the Harmony Grove setting. The Project has been designed to reflect the natural topography of the site and promote the natural movement and infiltration of stormwater through low impact development techniques. Significant slopes and ridgelines are being preserved.
Policy LU-6.10	Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.	<i>Consistent.</i> The project has developed a comprehensive fire protection plan that includes a fire safety master plan to maximize protection from fires. The plan provides detailed fire protection standards for the development to protect property and residents from wildfire. The Fire Protection Plan includes a Fuel Modification Zone, which ensures that structures will be a minimum of 100 feet from wildland fuels for all lots and some lots will include nearly 200 feet of FMZ. The standard 100-foot buffer includes a minimum of 75 feet of irrigated Zone 1 (which
Policy LU-6.11	Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in extreme, very	

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	high and high fire threat areas or other unmitigable hazardous areas.	exceeds County standards) and a minimum of 25 feet of thinned Zone 2. The interior of the project will include an irrigated landscape that excludes the intermingling of native fuels. Individual lot owners will be subject to strict limitations, prohibiting owners from erecting combustible structures within these FMZs. The Fire Protection Plan also includes a Landscape Free Area which is basically a one to three-foot-wide landscape free area is required adjacent to stucco building structures' foundations to prevent flame impingement under the stucco along the weep screed and help prevent ember penetration into the structure stucco walls. Additional measures that will be implemented, include the construction of roads on site that include an additional travel lane within 800 feet of all project structures to provide additional capacity for evacuation, enhanced ignition-resistant construction, ember resistant vents, and brush management zones that exceed minimum requirements.
Goal LU-9	Distinct Villages and Community Cores. Well-defined, well-planned, and well-developed community cores, such as Villages and Town Centers that contribute to a community's identity and character.	
Policy LU-9.1	Village and Community Core Planning. Encourage the delineation of and development of more detailed planning direction for the character, design, uses, densities and amenities of Village areas, Town Center and other community cores in Community Plans to assist in the future planning of residences, infrastructure, businesses, and civic uses.	<i>Consistent.</i> The Project will be implemented by a Specific Plan that will provide detailed planning guidelines for the future development of the Project and will ensure that it will blend harmoniously with the existing HGV. The Specific Plan includes detailed design guidelines that will guide development of all aspects of the Project and ensure that build out of the Project will occur in a manner that complements and balances development within HGV.
Policy LU-9.2	Density Relationship to Environmental Setting.	<i>Consistent.</i> There are approximately 44.3 acres of slopes on the property which meet or exceed 25

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	Assign Village land use designations in a manner consistent with community character, and environmental constraints. In general, areas that contain more steep slopes or other environmental constraints should receive lower density designations.	<p>percent slope, and 26.5 acres that meet the preliminary definition of RPO steep slopes based on 25 percent slope and at least 50 feet of vertical rise. This means that approximately 24 percent of Project site is subject to analysis under the RPO. The areas in question include slopes located in the small northeast hills of the Project site, on the central slope where Project elevation begin rising above the valley floor, and in the southern third of the Project, where terrain is overall higher and more rugged. Of the approximately 7.7 acres of RPO steep slopes that would be impacted by the Project, the majority is either excepted (approximately 2.2 acres) or subject to waiver approximately (4.7). Less than 1 acre overall (0.88 acre) of protected RPO steep slope area would be permanently encroached upon, and that encroachment would fall within the allowable 10 percent per lot.</p> <p>In addition, the study area contains 1.13 acres of RPO wetlands, all of which are off site in Escondido Creek and associated with the bridge footprint study area. The off-site RPO wetlands consist of mule fat scrub, southern willow riparian forest, and coast live oak woodland that support wetland conditions. Off-site impacts would occur to 0.72-acre RPO wetlands at the Country Club Drive low-water crossing over Escondido Creek. The anticipated improvements would include construction of a new bridge that would span the flood limits of the Creek and allow for safe passage for the existing residents and future residents of the Project that rely on Country Club Drive. Impacts would be mitigated below a level of significance through off-site establishment, rehabilitation and preservation (mitigation measures M-BI-6a through M-BI-6c, M-BI-7 and M-BI-8 in the EIR). Implementation of these mitigation measures would fully mitigate</p>

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		<p>impacts to these jurisdictional areas. The typical mitigation ratio for impacts to wetlands is 3:1 (with a minimum 1:1 creation ratio thereby replacing the values of the impacted wetland). Rehabilitation and creation of wetland habitat would mitigate impacts to impacted wetlands because they would benefit both native plant species and animal species that utilize the drainage, and would not alter of the function of the wetlands. Because the Proposed Project would mitigate its impacts to wetlands at a 3:1 ratio, including a minimum 1:1 creation ratio and 2:1 rehabilitation/preservation ratio, no net loss of wetland habitat would occur. The mitigation ratio for Waters of the U.S./ streambed is 1:1, which is a ratio the resource agencies reviewed and approved. The preservation of 0.03 acre of Waters of the U.S./streambed within the on-site BOS would adequately conserve conveyance functions as it pertains to the receiving water of Escondido Creek.</p>
Policy LU-9.3	<p>Village and Community Core Guidelines and Regulations. Support the development and implementation of design guidelines, Village-specific regulations for roads, parking, and noise, and other planning and regulatory mechanisms that recognize the unique operations and character of Villages, Town Centers, and transportation nodes. Ensure that new development is compatible with the overall scale and character of established neighborhoods.</p>	<p><i>Consistent.</i> The project has been designed as a mixed-use walkable development that complements the natural environment, adheres to the community character, and connects both HGVS and HGV into one vibrant village. Like HGV, HGVS is a residential village community that provides a mix of housing opportunities and commercial/civic uses that are compatible with the existing and planned character of the contiguous HGV. Design elements within Harmony Grove Village South, such as lighting, signage, walls, fences, and architecture, strive to be as consistent as possible with those of Harmony Grove Village. While these design elements unite to link these two planning areas thematically, Harmony Grove Village South will expand and complement the overall village architectural vernacular,</p>

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		<p>reminiscent of how communities naturally evolve and integrate new development over time.</p> <p>HGVS has been designed to preserve and reflect the community character and agricultural heritage of Harmony Grove. This is reflected in the architectural style of the development, which is inspired by late 19th and early 20th century homesteads, cottages, and farms. In addition to cottage and farmhouse style residences, buildings are designed to represent granaries, barns, schoolhouses and mills reminiscent of the agricultural history of the Harmony Grove area. Multi-unit homes respect the predominant single-family character of Harmony Grove by being designed to appear as a single farmhouse or agricultural building. In addition, community gardens and edible landscaping could be featured, such as grapevines and citrus and pomegranate trees that reflect the agricultural heritage of the area and provide a recreational opportunity for HGVS residents.</p>
Policy LU-9.4	<p>Infrastructure Serving Villages and Community Cores. Prioritize infrastructure improvements and the provision of public facilities for Villages and community cores as sized for the intensity of development allowed by the Land Use Map.</p>	<p><i>Consistent.</i> The project will implement the infrastructure improvements needed to serve the development as indicated in the Specific Plan. The Proposed Project would require the extension of waste water, recycled and potable water pipelines, as well as gas, electric, and phone/cable lines throughout the development and to off-site connection points. All existing public utilities and services would be improved, and new facilities would be constructed and available concurrent with need. All new on-site utility lines would be installed underground within improved roadbeds. Roadway improvements include improvements to the segment of Country Club Drive across the Escondido Creek from its current configuration which is paved to a width of 20 feet, with two 10-foot travel lanes to two 12-foot travel lanes, a 14-</p>

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		foot travel or turn center lane, and two 8-foot shoulders.
Policy LU-9.5	Village Uses. Encourage development of distinct areas within communities offering residents places to live, work, and shop, and neighborhoods that integrate a mix of uses and housing types.	<i>Consistent.</i> The Project will offer a diverse mix of residential, limited commercial/retail, and open space/recreation, consistent with the goals of the community development model and the overall objectives of the Harmony Grove Subarea Plan. The development of the Project will enhance the commercial viability of the Village Center and HGV Equestrian Ranch, located a short distance away. The Project will locate single family and multi-family residential uses on lots of varying sizes that will be connected to the contiguous village by a network of connecting trails. Residents will be located within approximately a ten minute (1/2 mile) walk from services offered in the HGV Village Center and the community/commercial center within HGVS. The network of trails will encourage residents to walk and bike throughout the community.
Policy LU-9.6	Town Center Uses. Locate commercial, office, civic, and higher-density residential land uses in the Town Centers of Villages or Rural Villages at transportation nodes. Exceptions to this pattern may be allowed for established industrial districts and secondary commercial districts or corridors.	<i>Consistent.</i> The Project is designed to encourage residents to walk to amenities and services provided both within the HGVS commercial/civic zone and HGV's "Village Center." The HGV Village Center is described as the heart of the community with public areas, community facilities, commercial uses, residences and recreational opportunities. It contains HGV's highest densities, consisting of smaller homes with over two-thirds of all the HGV residences located there. The outer edges of HGV then feather out into the "Semi-Rural" uses of the adjacent HGV Equestrian Ranch and other existing land uses, open space areas, and the surrounding rural environment. Development of the Project will enhance the viability of the Village and the HGV Equestrian Ranch by providing additional patrons for these uses and connecting such uses to the Project by pedestrian and bicycle trails and roadways. Similarly, the center of HGVS features a compact

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		development with a mix of residential home types and commercial/civic uses. Lower-intensity residential uses are generally located around the perimeter of the site, providing transitions into the existing surrounding semi-rural uses. Primary access is provided by Harmony Grove Road (the nearest east-west connector) and Country Club Drive (a north-south connector that abuts HGVS's western boundary) — this "crossroads" intersection is the heart of Harmony Grove, and is less than 500 feet from the northern property boundary of HGVS.
Policy LU-9.7	Town Center Planning and Design. Plan and guide the development of Town Centers and transportation nodes as the major focal point and activity node for Village areas. Utilize design guidelines to be compatible with the unique character of a community. Roadways, streetscapes, building facades, landscaping, and signage within the town center should be pedestrian oriented. Wherever possible, locate public facilities, such as schools, libraries, community centers, and parks in Town Centers and Villages.	<i>Consistent.</i> Commercial, office, and civic, land uses have been established within an area identified as the Village Center and Equestrian Ranch in HGV. HGVS will enhance and help to connect these uses by including a commercial/community center that will tie in with the town center uses within HGV. In addition, the Project's Design Guidelines establish compatibility with HGV and the surrounding uses.
Policy LU-9.8	Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape	<i>Consistent.</i> The Project includes a road network, pedestrian routes, and amenities that tie into the contiguous HGV development. In addition, the Specific Plan outlines site, building, and landscape design guidelines that are consistent and compatible with those of HGV.

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	design that is compatible with surrounding areas.	
Policy LU-9.9	Residential Development Pattern. Plan and support an efficient residential development pattern that enhances established neighborhoods or creates new neighborhoods in identified growth areas.	<i>Consistent.</i> HGVS will enhance HGV by completing the Village and providing a variety of housing opportunities that are currently unavailable in HGV.
Policy LU-9.10	Internal Village Connectivity. Require that new development in Village areas are integrated with existing neighborhoods by providing connected and continuous street, pathway, and recreational open space networks, including pedestrian and bike paths.	<i>Consistent.</i> The Project will encourage walkability and connectivity to the contiguous HGV by providing trails that connect to the existing and planned trail system. Bicycle parking facilities and an equestrian hitching post would be provided at the commercial/community center adjacent to Country Club Drive to encourage alternative forms of transportation.
Policy LU-9.11	Integration of Natural Features in Villages. Require the protection and integration of natural features, such as unique topography or streambeds, into Village projects.	<i>Consistent.</i> The Project has been designed to recognize the unique topography and natural characteristics of the site. Development respects the natural landform and preserves and protects environmentally sensitive lands to the extent possible.
Policy LU-9.12	Achieving Planned Densities in Villages. In villages, encourage future residential development to achieve planned densities through multi-family, mixed use, and small-lot single-family projects that are compatible with the community character.	<i>Consistent.</i> The Project provides a variety of single family to multi-family housing types that are compatible with the character of the community and serve a variety of ages and income groups.
Goal LU-10	Function of Semi-Rural and Rural Lands. Semi-Rural and Rural Lands that buffer communities, protect natural resources, foster agriculture, and accommodate unique rural communities.	

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Policy LU-10.1	Residential Connectivity. Require residential development in Semi-Rural areas to be integrated with existing neighborhoods by providing connected and continuous street, pathway/trail, and recreational open space networks.	<i>Consistent.</i> The Project would encourage walkability and connectivity to the contiguous Village by providing trails and walkways that connect to HGV and the existing and planned regional trail system. In addition, the Project has been designed to preserve a large swath of open space in the southern portion of the property that connects to the larger Del Dios Highlands Preserve.
Policy LU-10.2	Development—Environmental Resource Relationship. Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.	<i>Consistent.</i> Development is sited in the least biologically sensitive areas of the site to the extent possible. Site design would preserve natural features and provide viewsheds and openness to surrounding natural areas.
Policy LU-10.3	Village Boundaries. Use Semi-Rural and Rural land use designations to define the boundaries of Villages and Rural Land Use designations to serve as buffers between communities.	<i>Consistent.</i> The Project incorporates a Semi-Rural regional category around the southern and eastern perimeter of the site to provide a buffer between the Village and adjacent Semi-Rural and Rural lands.
Goal LU-11	Commercial, Office, and Industrial Development. Commercial, office, and industrial development that is appropriately sited and designed to enhance the unique character of each unincorporated community and to minimize vehicle trip lengths.	
Policy LU-11.1	Location and Connectivity. Locate commercial, office, and industrial development in Village areas with high connectivity and accessibility from surrounding residential neighborhoods, whenever feasible.	<i>Consistent.</i> The Project includes a commercial use that is centrally located and easily accessed from Country Club Drive. This area is within ½ mile and an approximate 10 minute walk from the HGV village center. It is also immediately adjacent to the planned HGV Equestrian Ranch, which is approved to offer limited retail and residential uses in addition to horse boarding, training, and showing. HGVS offers a high level of connectivity

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		and accessibility between its residential uses and these commercial areas. The establishment of additional residential uses will contribute to the viability of nearby commercial uses by expanding local population of potential consumers.
Policy LU-11.2	Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.	<i>Consistent.</i> Commercial development is required to have a compatible architectural style. It is intended to be designed to appear like a repurposed agricultural use.
Policy LU-11.3	Pedestrian-Oriented Commercial Centers. Encourage the development of commercial centers in compact, walkable configurations in Village centers that locate parking in the rear or on the side of the parcel, use transparent storefronts with active retail street-fronting uses, minimize setbacks, and discourage “strip” commercial development. “Strip” commercial development consists of automobile-oriented commercial development with the buildings set back from the street to accommodate parking between the building and street.	<i>Consistent.</i> The main commercial center is located within HGV, which is adjacent to the project. However, a small scale commercial use is proposed within HGVS which will connect to HGV with multi-use trails and roadways. No strip commercial development is proposed or permitted by the Specific Plan.
Policy LU-11.4	Town Center Intensity and Vitality. Encourage revitalization of Town Center areas to strengthen neighborhoods, expand local	<i>Consistent.</i> The Project will enhance the viability of the Town Center within HGV, by increasing the amount of residents in the area that may utilize the retail services. Single family and multi-family residential uses will be connected to the

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	employment opportunities, and establish or enhance a sense of place.	contiguous village by a network of connecting trails. Residents will be located within approximately a ten minute (1/2 mile) walk from services offered in the HGV Village Center and HGV Equestrian Ranch.
Goal LU-12	Infrastructure and Services Supporting Development. Adequate and sustainable infrastructure, public facilities, and essential services that meet community needs and are provided concurrent with growth and development.	
Policy LU-12.1	Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing.	<i>Consistent.</i> The Project will implement the infrastructure improvements needed to serve the development as indicated in the Specific Plan.
Policy LU-12.2	Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.	<i>Consistent.</i> All significant impacts to public facilities required for the Project will be mitigated when feasible, and existing levels of public services to existing residents maintained as required by this policy.
Policy LU-12.3	Infrastructure and Services Compatibility. Provide public	<i>Consistent.</i> The project will provide the infrastructure and facilities necessary to provide

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	facilities and services that are sensitive to the environment with characteristics of the unincorporated communities. Encourage the collocation of infrastructure facilities, where appropriate.	services to the Project consistent with County standards and state laws. Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility. If determined to be appropriate by the Board of Supervisors, the project will collocate its sewer infrastructure.
Policy LU-12.4	Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads, an LOS D or better may not be achieved.	<i>Consistent.</i> The project will provide the infrastructure and facilities necessary to provide services to the Project consistent with County standards and state laws. Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility. If determined to be appropriate by the Board of Supervisors, the project will collocate its sewer infrastructure. If the Project does need to provide a separate treatment facility, it will be appropriately screened with walls and landscaping. No public utilities or facilities would be located within open space preserve areas. No Mobility Element roadways are located within the Project area.
Goal LU-13	Adequate Water Quality, Supply, and Protection. A balanced and regionally integrated water management approach to ensure the long-term viability of San Diego County's water quality and supply.	
Policy LU-13.1	Adequacy of Water Supply. Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both	<i>Consistent.</i> The Rincon del Diablo Water District will provide water services to the site. The Project includes a number of measures to conserve water such as utilizing reclaimed water for irrigation and encouraging the use of rain barrels or cisterns to water the community gardens and private yards.

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	indoor and outdoor water conservation measures to reduce demand.	
Policy LU-13.2	Commitment of Water Supply. Require new development to identify adequate water resources, in accordance with State law, to support the development prior to approval.	<i>Consistent.</i> The Project has obtained a Project facility availability form from the Rincon del Diablo Water District.
Goal LU-14	Adequate Wastewater Facilities. Adequate wastewater disposal that addresses potential hazards to human health and the environment.	
Policy LU-14.1	Wastewater Facility Plans. Coordinate with wastewater agencies and districts during the preparation or update of wastewater facility master plans and/or capital improvement plans to provide adequate capacity and assure consistency with the County's land use plans.	<i>Consistent.</i> A Sewer Study was been prepared for the Project. Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility.
Policy LU-14.2	Wastewater Disposal. Require that development provide for the adequate disposal of wastewater concurrent with the development and that the infrastructure is designed and sized appropriately to meet reasonably expected demands.	<i>Consistent.</i> A Sewer Study was been prepared for the Project. Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility. If determined to be appropriate by the Board of Supervisors, the project will collocate its sewer infrastructure. If the Project does need to provide a separate treatment facility, it will be appropriately sized for the project.
Policy LU-14.3	Wastewater Treatment Facilities. Require wastewater treatment facilities serving more than one private property owner to be operated and maintained by a	<i>Consistent.</i> Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility. The sewer service alternative that ultimately provides service to the

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	public agency. Coordinate the planning and design of such facilities with the appropriate agency to be consistent with applicable sewer master plans.	project will be owned and operated by either the San Diego County Sanitation District or the Rincon del Diablo Water District.
Policy LU-14.4	<p>Sewer Facilities. Prohibit sewer facilities that would induce unplanned growth. Require sewer systems to be planned, developed, and sized to serve the land use pattern and densities depicted on the Land Use Map. Sewer systems and services shall not be extended beyond either Village boundaries or extant Urban Limit Lines, whichever is more restrictive, except:</p> <ul style="list-style-type: none"> • When necessary for public health, safety, or welfare; • When within existing sewer district boundaries; • When necessary for a conservation subdivision adjacent to existing sewer facilities; or • Where specifically allowed in the community plan. 	<i>Consistent.</i> Three alternatives for sewer service were studied for the project, including a new onsite wastewater treatment facility, use of the exiting HGV Treatment Plant and a combined onsite and offsite facility. Sewer systems would not be sized to serve capacity beyond the project. Upon approval of the project, sewer services will not be extended beyond the Village boundary.
Goal LU-18	Adequate Civic Uses. Civic uses that enhance community centers and places.	
Policy LU-18.1	<p>Compatibility of Civic Uses with Community Character. Locate and design Civic uses and services to assure compatibility with the</p>	<i>Consistent.</i> The commercial/civic use proposed at the center of the site is compatible with the character of the contiguous HGV.

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	character of the community and adjoining uses, which pose limited adverse effects. Such uses may include libraries, meeting centers, and small swap meets, farmers markets, or other community gatherings.	
Policy LU-18.2	Co-Location of Civic Uses. Encourage the co-location of civic uses such as County library facilities, community centers, parks, and schools. To encourage access by all segments of the population, civic uses should be accessible by transit whenever possible.	<i>Consistent.</i> The planned commercial/civic use area will be centrally located and combined with a park use. This area can be accessed by multi-use trails.

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Goal M-1	Balanced Road Network. A safe and efficient road network that balances regional travel needs with the travel requirements and preferences of local communities.	
Policy M-1.1	Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.	<i>Consistent.</i> The Project focuses will improve the existing circulation system by including an intersection upgrades at Harmony Grove Road and Country Club Drive, improving Country Club Drive south of Harmony Grove Road, and constructing a bridge that will accommodate multi-modal travel over Escondido Creek. These improvements accommodate travel within the Harmony Grove Village. This Project is not located in an area that would receive cut through or overflow traffic.
Policy M-1.2	Interconnected Road Network. Provide an interconnected public road network with multiple	<i>Consistent.</i> The proposed design for Country Club Drive will improve the function of the existing intersection and provide for additional capacity to expedite emergency access out of or into the site. The proposed

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	connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.	uses within the Project allow for shorter routes between trip origin and destination by bringing housing closer to jobs and commercial/retail opportunities.
Goal M-2	Responding to Physical Constraints and Preservation Goals. 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. 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 specific criteria. 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.	<i>Consistent.</i> The Project, under Existing, Plus Cumulative, Plus Project conditions would contribute to cumulative effects leading to LOS E on five segments of County ME roads; including Country Club Drive between Hill Valley Drive and Kauana Loa (one segment), Harmony Grove Road between Wilgen Drive and Enterprise Street (three segments) and Harmony Grove Village Parkway between Harmony Grove Road and Citracado (one segment). Payment toward the County of San Diego TIF Program would mitigate the cumulative impact at this location to below a level of significance within the County's jurisdiction. Since the Harmony Grove Road segment between Kauana Loa and Enterprise is located within the City of Escondido's jurisdiction, the Project shall also make a fair share payment toward the future improvements along this segment proposed by the Citracado Parkway Extension Project to form a cul-de-sac on Harmony Grove Road east of the proposed Citracado Extension. This is required as a Project Condition. Implementation of these mitigation measures would mitigate this cumulative intersection impact to below a level of significance.
Policy M-2.2	Access to Mobility Element Designated Roads. Minimize	<i>Consistent.</i> The Project provides two primary entrances onto Country Club Drive. The portion of

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	direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.	Country Club Drive that would be accessed by non-through Project roads, south of the intersection with Harmony Grove Road, is not a ME Road.
Policy M-2.3	Environmentally Sensitive Road Design. Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.	<i>Consistent.</i> The Project has located public and private roads to minimize impacts to significant biological, environmental, and visual resources. In addition, the Project will construct a bridge over Escondido Creek which will enhance wildlife movement by providing a means of traveling east/west along the creek underneath the bridge and out of the way of vehicular traffic.
Policy M-2.4	Roadway Noise Buffers. Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or	<i>Consistent.</i> Traffic noise would be generated by existing and planned community traffic on public Country Club Drive (CCD) (which abuts, but is not within the boundaries of Project). This section of CCD is south of Project ingress, and would not carry Project trips. As such, Project-related speed reduction measures are not appropriate. The only operational noise reduction measure necessary is one on-site sound wall for a lot that is located within the southwestern portion of the development.

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	buffers, prior to berms and walls.	
Policy M-2.5	Minimize Excess Water Runoff. Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.	<i>Consistent.</i> Two hydromodification/water quality basins would be located on-site. In addition, several other low impact development techniques have been incorporated into the design such as disconnecting impervious surfaces, using permeable paving materials, and the re-creation of a drainage that serves as a swale through the center of development.
Goal M-3	Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.	
Policy M-3.1	Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network, Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.	<i>Consistent.</i> Roadways have been designed to meet County standards and accommodate all roadway users. For example, multi-use trails, pedestrian walkways, and sharrows have been incorporated to serve pedestrians, bicyclists, and equestrian riders.
Policy M-3.3	Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in	<i>Consistent.</i> The Project contains multiple access routes. Two primary entrances would be provided from Country Club Drive south of the Escondido Creek Crossing. The internal roadway network provides several options to access these points of

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	conformance with State law and local regulations.	ingress/egress. In addition, a service road is provided from the terminus of Private Drive J to Country Club Drive.
Goal M-4	Safe and Compatible Roads. Roads designed to be safe for all users and compatible with their context.	
Policy M-4.1	Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.	<i>Consistent.</i> Multi-modal modes of travel would be provided throughout the Project. Multi-use trails, pedestrian walkways, and sharrows have been incorporated to serve pedestrians, bicyclists, and equestrian riders.
Policy M-4.2	Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.	<i>Consistent.</i> The Project provides an interconnected roadway network that links HGVS to HGV and improves the existing Arizona Creek crossing over Escondido Creek by constructing a bridge that will facilitate better access.
Policy M-4.3	Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible,	<i>Consistent.</i> While a majority of the site will be located within the Village Regional Category, an effort has been made to design roadways consistent with the rural character. The project will construct DG pedestrian walkways rather than concrete. The only roadways located within the Semi-Rural Regional Category are 24'-30' residential cul-de-sacs.

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	utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character.	
Policy M-4.4	Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.	<i>Consistent.</i> Coordination has occurred with the Rancho Santa Fe Fire Protection District and County Fire Authority to ensure that the roadways will accommodate emergency vehicles. Country Club Drive will be designed to include three lanes to expedite emergency evacuation while still accommodating emergency vehicles to enter the development.
Policy M-4.5	Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.	<i>Consistent.</i> The roads have been designed to be consistent with the project surroundings. For example, they have been sited to conform to the topography to the extent feasible, they take on a curvilinear alignment to reflect the character of the area, and the will construct DG pedestrian walkways rather than concrete sidewalks. In addition, a bridge will be constructed over Escondido Creek which will enhance wildlife movement by providing a means of traveling east/west along the creek underneath the bridge and out of the way of vehicular traffic.
Policy M-4.6	Interjurisdictional Coordination. Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently	<i>Consistent.</i> A portion of the Harmony Grove Road segment between Kauana Loa and Enterprise is located within the City of Escondido's jurisdiction. For the County, the Project will contribute to the TIF. Within the City, the Project will make a fair share payment toward the future improvements along this segment (to form a cul-de-sac on Harmony Grove Road east of the proposed Citracado Extension as proposed by the Citracado Parkway Extension Project). This is required as a Project Condition. Both of these actions would support construction of concurrent or sequential road improvements to optimize and maintain road capacity.

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	or sequentially to optimize and maintain road capacity.	
Goal M-5	Safe and Efficient Multi-Modal Transportation System. A multi-modal transportation system that provides for the safe, accessible, convenient, and efficient movement of people and goods within the unincorporated County.	
Policy M-5.1	<p>Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:</p> <ul style="list-style-type: none"> • Sufficient capacity consistent with the County General Plan Land Use Map. • Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled. • Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands. • Maximized efficiency to enhance connectivity between different modes of travel. 	<p><i>Consistent.</i> This policy refers to the County's directive to coordinate with regional agencies and adjacent jurisdictions on the transportation system. This Project has designed its roadways to provide for multiple travel choices and to reflect the character of the contiguous HGV and surrounding rural community to the extent feasible.</p>

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Policy M-5.2	Impact Mitigation for New Roadways and Improvements. Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new State freeways or highways and to reduce impacts of road improvements and/or design modifications to State facilities on adjacent communities.	<i>Consistent.</i> This Project does not involve the expansion or construction of a new State freeway or highway.
Goal M-8	Public Transit System. A public transit system that reduces automobile dependence and serves all segments of the population.	
Policy M-8.3	Transit Stops That Facilitate Ridership. Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of Town Centers and Village Cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit-oriented development, when appropriate.	<i>Consistent.</i> The Project has been designed to be “transit ready.” A turn out for a future bus stop has been incorporated into the Center House use area.
Policy M-8.4	Transit Amenities. Require transit stops that are accessible to pedestrians and bicyclists; and provide	<i>Consistent.</i> The Project is not located in an area that currently receives transit service. The Project has been designed to be “transit ready.” A turn out for a future bus stop has been incorporated into the Center House use area.

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	amenities for these users' convenience.	
Policy M-8.5	Improved Transit Facilities. Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and attractive pedestrian connections.	<i>Consistent.</i> The Project is not located in an area that currently receives transit service. The Project has been designed to be "transit ready." A turn out for a future bus stop has been incorporated into the Center House use area. Project is not located in an area that receives transit service.
Policy M-8.8	Shuttles. Coordinate with Tribal governments, the Reservation Transportation Authority, and other large employers to provide shuttles and other means of connecting transit stops with job locations, civic, and commercial uses, where appropriate.	<i>Consistent.</i> The Project would provide residential homes within close proximity to business parks which would enhance the potential viability of a shuttle system.
Goal M-9	Effective Use of Existing Transportation Network. Reduce the need to widen or build roads through effective use of the existing transportation network and maximizing the use of alternative modes of travel throughout the County.	
Policy M-9.1	Transportation Systems Management. Explore the provision of operational improvements (i.e. adding turn lanes, acceleration lanes, intersection	<i>Consistent.</i> The Project provides operational improvements to Country Club Drive while still accommodating bicycle, equestrian, and pedestrian networks.

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Policy Number	Policy Text	Explanation of Project Conformance
	improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.	
Policy M-9.4	Park-and-Ride Facilities. Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.	<i>Consistent.</i> This policy refers to the County's directive to require developers to contribute to or provide park-and-ride facilities. The Project will not interfere with the County's achievement of this policy.
Goal M-10	Parking for Community Needs. Parking regulations that serve community needs and enhance community character.	
Policy M-10.1	Parking Capacity. Require new development to: <ul style="list-style-type: none"> • Provide sufficient parking capacity for motor vehicles consistent with the project's location, use, and intensity. • Provide parking facilities for motorcycles and bicycles. 	<i>Consistent.</i> The Project provides sufficient parking capacity and exceeds County standards in terms of the number of visitor parking spaces required. Garages are provided for resident parking. Bicycle parking will be provided at the commercial/community center.

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Policy Number	Policy Text	Explanation of Project Conformance
	<ul style="list-style-type: none"> Provide staging areas for regional and community trails. 	
Policy M-10.2	Parking for Pedestrian Activity. Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.	<i>Consistent.</i> The Project provides a comprehensive system of pedestrian walkways and trails, which are separated from vehicular areas.
Policy M-10.3	Maximize On-street Parking. Encourage the use of on-street parking in commercial and/or high density residential town center areas to calm traffic and improve pedestrian interaction. Traffic operations and pedestrian safety must not be compromised.	<i>Consistent.</i> Ample on street parking is provided without compromising traffic operations and pedestrian safety.
Policy M-10.4	Shared Parking. Support town center plans, when desired by the community, that incorporate onstreet and/or shared vehicular parking facilities to reduce on-site parking requirements.	<i>Consistent.</i> Ample on street parking is provided. The Project only proposes a limited commercial/community center, so shared parking is not needed.
Policy M-10.5	Reduced Parking. Accommodate appropriate reductions in onsite parking requirements in situations such as:	<i>Consistent.</i> The Project does not require reduced parking due to any of these situations.

General Plan Mobility Element		
Policy Number	Policy Text	Explanation of Project Conformance
	<ul style="list-style-type: none"> • Development of low-income and senior housing. • Development located near transit nodes. • Employment centers that institute Transportation Demand Management programs. • Development that integrates other parking demand reductions techniques such as parking. • Cash out, when ensured by ongoing permit conditions. 	
Policy M-10.7	Parking Area Design for Stormwater Runoff. Require that parking areas be designed to reduce pollutant discharge and stormwater runoff through site design techniques such as permeable paving, landscaped infiltration areas, and unpaved but reinforced overflow parking areas that increase infiltration. Require parking areas located within or adjacent to preserve areas to also include native landscaping and shielded lighting.	<i>Consistent.</i> Parking areas will include permeable paving to reduce stormwater runoff.
Goal M-11	Bicycle and Pedestrian Facilities. Bicycle and pedestrian networks and facilities that provide safe, efficient, and attractive mobility options as well as recreational opportunities for County residents.	

General Plan Mobility Element		
Policy Number	Policy Text	Explanation of Project Conformance
Policy M-11.1	Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.	<i>Consistent.</i> The Plan provides multi-use trails, pedestrian walkways, and sharrows throughout the development to be utilized by pedestrians and bicyclists. Bicycle parking facilities would be provided at the commercial/ community center.
Policy M-11.2	Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.	<i>Consistent.</i> Various bike routes and multi-use trails are included within the Project.
Policy M-11.3	Bicycle Facilities on Roads Designated in the Mobility Element. Maximize the provision of bicycle facilities on County Mobility Element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.	<i>Consistent.</i> Various bike routes and multi-use trails are included within the Project area and along Country Club Drive. There are no Mobility Element roadways within or adjacent to the Project site.
Policy M-11.4	Pedestrian and Bicycle Network Connectivity.	<i>Consistent.</i> The Project provides multi-use trails, pedestrian walkways, and sharrows throughout the

General Plan Mobility Element		
Policy Number	Policy Text	Explanation of Project Conformance
	Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.	development to be utilized by pedestrians and bicyclists. The trails connect to existing and planned regional trails.
Policy M-11.7	Bicycle and Pedestrian Facility Design. Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.	<i>Consistent.</i> To maintain the character of the area, a DG multi-use trail is proposed along Country Club Drive and, rather than concrete sidewalks, DG is the preferred material for internal trails and pedestrian walkways.
Policy M-11.8	Coordination with the County Trails Program. Coordinate the proposed bicycle and pedestrian network and facilities with the Community Trails Master Plan's proposed trails and pathways.	<i>Consistent.</i> The Project is cohesively tied together by a coordinated bicycle and pedestrian trail that would provide connections to adjacent neighborhoods and additional recreational trails.
Goal M-12	County Trails Program. A safe, scenic, interconnected, and enjoyable non- motorized multi-use trail system developed, managed, and maintained according to the County Trails Program, Regional Trails Plan, and the Community Trails Master Plan.	
Policy M-12.1	County Trails System. Implement a County Trails Program by developing the designated trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.	<i>Consistent.</i> The trails within the Community Trails Master Plan have been incorporated into the site design.
Policy M-12.2	Trail Variety. Provide and expand the variety of trail experiences that provide	<i>Consistent.</i> A system of multi-use trails intended to serve pedestrians, equestrians, and non-motorized vehicles is included throughout the Project site. The

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	recreational opportunities to all residents of the unincorporated County, including urban/suburban, rural, wilderness, multi-use, staging areas, and support facilities.	multi-use trail along Country Club Drive (to be constructed by HGV) would be 10 feet wide and edged by shade trees and informal landscaping. Smaller pedestrian trails, ranging four to six feet in width, would connect to the regional trail system.
Policy M-12.4	Land Dedication for Trails. Require development projects to dedicate and improve trails or pathways where the development will occur on land planned for trail or pathway segments shown on the Regional Trails Plan or Community Trails Master Plan.	<i>Consistent.</i> The Project proposes to improve trails within the development footprint and grant easements to accommodate trails that transcend the open space preserve.
Policy M-12.5	Future Trails. Explore opportunities to designate or construct future trails on County-owned lands, lands within the Multiple Species Conservation Program (MSCP), or other lands already under public ownership or proposed for public acquisition.	<i>Consistent.</i> This Project does not contain any County-owned lands or lands under public ownership. Nevertheless, it will offer trail connections to provide links to the larger regional system, such as to the Del Dios Highlands Preserve.
Policy M-12.8	Trails on Private Lands. Maximize opportunities that are fair and reasonable to secure trail routes across private property, agricultural and grazing lands, from willing property owners.	<i>Consistent.</i> The Project will improve trails within the development footprint and grant easements to accommodate trails that transcend the open space preserve.
Policy M-12.9	Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources,	<i>Consistent.</i> The proposed trails have been incorporated into the Project in a way that minimizes impacts to sensitive environmental resources. To the extent feasible, trails have been sited along existing disturbed areas.

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	ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP Plans and MSCP resource management plans.	
Policy M-12.10	Recreational and Educational Resources. Design trail routes that meet a public need and highlight the County's biological, recreational and educational resources, including natural, scenic, cultural, and historic resources.	<i>Consistent.</i> Multi-use trails weave through the site and capture the natural, scenic, and cultural value of the area.

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Policy Number	Policy Text	Explanation of Project Conformance
Goal COS-1	Inter-Connected Preserve System. A regionally managed, inter-connected preserve system that embodies the regional biological diversity of San Diego County.	
Policy COS-1.1	Coordinated Preserve System. Identify and develop a coordinated biological preserve system that includes Pre-Approved Mitigation Areas, Biological Resource Core Areas, wildlife corridors, and linkages to allow wildlife to travel throughout their habitat ranges.	<i>Consistent.</i> Steep slopes and oak woodland habitats located on the chaparral and southern portion of the site would be protected as biological open space. This is a draft North County MSCP pre-approved mitigation area that connects to the Del Dios Highlands Preserve. In addition, a bridge will be constructed at Country Club Drive and Escondido Creek which will provide a safer wildlife crossing for animals traveling east and west along the creek.
Policy COS-1.2	Minimize Impacts. Prohibit private development within established preserves. Minimize impacts within established preserves when	<i>Consistent.</i> The Project site is not an established preserve. It is however a Draft North County MSCP pre-approved mitigation area. The development has been designed to minimize impacts and preserve the largest block of contiguous open space by clustering homes in the least sensitive portion of the site.

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Policy Number	Policy Text	Explanation of Project Conformance
	the construction of public infrastructure is unavoidable.	
Policy COS-1.3	Management. Monitor, manage, and maintain the regional preserve system facilitating the survival of native species and the preservation of healthy populations of rare, threatened, or endangered species.	<i>Consistent.</i> The Project will provide a resource management plan to guide the management of the onsite open space resources.
Policy COS-1.4	Collaboration with Other Jurisdictions. Collaborate with other jurisdictions and trustee agencies to achieve well-defined common resource preservation and management goals.	<i>Consistent.</i> The proposed Project does not impede the County's achievement of this policy.
Policy COS-1.6	Assemblage of Preserve Systems. Support the proactive assemblage of biological preserve systems to protect biological resources and to facilitate development through mitigation banking opportunities.	<i>Consistent.</i> The proposed development is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources.
Policy COS-1.8	Multiple-Resource Preservation Areas. Support the acquisition of large tracts of land that have multiple resource preservation benefits, such as biology, hydrology, cultural, aesthetics, and community character. Establish funding mechanisms to serve as an alternative when mitigation requirements would not	<i>Consistent.</i> The Project will preserve a large tract of land within permanent open space.

General Plan Conservation and Open Space Element		
Policy Number	Policy Text	Explanation of Project Conformance
	result in the acquisition of large tracts of land.	
Policy COS-1.9	Invasive Species. Require new development adjacent to biological preserves to use non-invasive plants in landscaping. Encourage the removal of invasive plants within preserves.	<i>Consistent.</i> The Project uses native, drought tolerant plant species. Pepper trees are proposed along the main roadway to be consistent with the character of the contiguous HGV development and iconic rural California landscapes. As a condition of the Project, no Pepper trees would be planted within 50 feet of native habitat (Escondido Creek or biological open space).
Policy COS-1.10	Public Involvement. Ensure an open, transparent, and inclusive decision-making process by involving the public throughout the course of planning and implementation of habitat conservation plans and resource management plans.	<i>Consistent.</i> The public will be involved in this Project consistent with the requirements of CEQA and the County's process of obtaining a recommendation from the local community planning group.
Goal COS-2	Sustainability of the Natural Environment. Sustainable ecosystems with long-term viability to maintain natural processes, sensitive lands, and sensitive as well as common species, coupled with sustainable growth and development.	
Policy COS-2.1	Protection, Restoration and Enhancement. Protect and enhance natural wildlife habitat outside of preserves as development occurs according to the underlying land use designation. Limit the degradation of regionally important natural habitats within the Semi-Rural and Rural Lands regional categories, as well as within Village lands where appropriate.	<p><i>Consistent.</i> The site is currently designated for residential development. The Project includes a General Plan Amendment, Rezone, and Specific Plan to guide development of the site.</p> <p>The proposed development is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. This open space area provides a connection to the regional preserve system.</p> <p>The site has been designed to conserve the largest block of open space, maintain existing drainage patterns to the extent feasible, create an opportunity to re-establish a drainage that was largely eliminated from the site due to prior agricultural activities, fit in with the natural landform, and preserve significant biological resources. In addition, the Project will</p>

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		construct a bridge over Escondido Creek, which will enhance the health of the creek.
Policy COS-2.2	Habitat Protection through Site Design. Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.	<i>Consistent.</i> Development is sited in the least biologically sensitive areas of the site to the extent possible. Site design would preserve natural habitat and provide viewsheds and openness to surrounding natural areas.
Goal COS-3	Protection and Enhancement of Wetlands. Wetlands that are restored and enhanced and protected from adverse impacts.	
Policy COS-3.1	Wetland Protection. Require development to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.	<i>Consistent.</i> County Resource Protection Ordinance (RPO) wetlands are associated with Escondido Creek. A 50-foot buffer from these wetlands would be located along the northern portion of the site adjacent to Escondido Creek in addition to a 100-foot limited building zone.
Policy COS-3.2	Minimize Impacts of Development. Require development projects to: <ul style="list-style-type: none"> • Mitigate any unavoidable losses of wetlands, including its habitat functions and values; and • Protect wetlands, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydro modification, land and vegetation clearing, and the 	<i>Consistent.</i> The Project will maintain appropriate buffers from wetland habitat. A 1602 Streambed Alteration Agreement will be obtained for work within the creek associated with bridge construction. The proposed development will improve water quality and the function of the creek through the construction of the bridge, addition of water quality detention basins, and other low impact development techniques.

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	introduction of invasive species.	
Goal COS-4	Water Management. A balanced and regionally integrated water management approach to achieve the long-term viability of the County's water quality and supply.	
Policy COS-4.1	Water Conservation. Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.	<i>Consistent.</i> Recycled water will be used for irrigation of common area landscaping. In addition, rain barrels and cisterns may be used for watering the community gardens or private yard areas. This will substantially reduce the demand for the use of imported water.
Policy COS-4.2	Drought-Efficient Landscaping. Require efficient irrigation systems and in new development encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.	<i>Consistent.</i> The Project follows a "Modified California Native" landscape palette. This palette reflects the natural landscape and open space framework of the community. It uses drought-tolerant and native species such as oaks and sycamores, scrub species, boulder-strewn steep hillsides, and riparian plants. In addition, the Project will utilize reclaimed water for irrigation in combination with an efficient irrigation system with features such as rainfall shut off devices.
Policy COS-4.3	Stormwater Filtration. Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. This policy shall not apply in areas with high groundwater, where raising the water table could cause septic system failures, moisture damage to building slabs, and/or other problems.	<i>Consistent.</i> Two hydromodification/water quality basins would be located on the site. In addition, several other low impact development techniques have been incorporated into the design such as disconnecting impervious surfaces, using permeable paving materials, and the recreation of a remnant drainage that serves as a swale through the center of development.

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Policy COS-4.4	Groundwater Contamination. Require land uses with a high potential to contaminate groundwater to take appropriate measures to protect water supply sources.	<i>Consistent.</i> The Project does not contain any land uses with a high potential to contaminate groundwater. The wastewater treatment facility will comply with all County standards.
Policy COS-4.5	Recycled Water. Promote the use of recycled water and gray water systems where feasible.	<i>Consistent.</i> Common area landscaping will be irrigated with reclaimed water.
Goal COS-5	Protection and Maintenance of Water Resources. Protection and maintenance of local reservoirs, watersheds, aquifer-recharge areas, and natural drainage systems to maintain high-quality water resources.	
Policy COS-5.1	Impact to Floodways and Floodplains. Restrict development in floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element.	<i>Consistent.</i> Development has been restricted in the floodway and floodplain. Only a portion of the proposed wastewater treatment facility, if constructed, is located within this area. This is a non-habitable structure and would be developed pursuant to applicable Federal and County requirements.
Policy COS-5.2	Impervious Surfaces. Require development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.	<i>Consistent.</i> Two hydromodification/ water quality basins would be located on the site. In addition, several other low impact development techniques have been incorporated into the design such as disconnecting impervious surfaces, using permeable paving materials, and the recreation of a remnant drainage that serves as a swale through the center of development.
Policy COS-5.3	Downslope Protection. Require development to be appropriately sited and to incorporate measures to retain natural flow regimes, thereby protecting downslope areas from erosion, capturing runoff to adequately allow for filtration and/or infiltration,	<i>Consistent.</i> The Project includes onsite drainage improvements that mimic existing drainage patterns. The Project will construct two combination water quality/hydromodification/detention basins that will mitigate for water quality and hydromodification management impacts. They will also attenuate the 100-year storm event to match existing condition flowrates. Storm drain outlet locations discharge to unimproved channels, so energy dissipation will be provided to minimize erosion potential.

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	and protecting downstream biological resources.	
Policy COS-5.4	Invasive Species. Encourage the removal of invasive species to restore natural drainage systems, habitats, and natural hydrologic regimes of watercourses.	<i>Consistent.</i> Work will occur within Escondido Creek in order to construct a bridge. Creek restoration activities will include the removal of invasive species as part of the Project mitigation efforts.
Policy COS-5.5	Impacts of Development to Water Quality. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.	<i>Consistent.</i> The Project will construct two detention basins that will mitigate for water quality. In addition, the Project will include a number of low impact development techniques to reduce stormwater runoff and improve water quality.
Goal COS-6	Sustainable Agricultural Industry. A viable and long-term agricultural industry and sustainable agricultural land uses in the County of San Diego that serve as a beneficial resource and contributor to the County's rural character and open space network.	
Policy COS-6.1	Economic Diversity. Support the economic competitiveness of agriculture and encourage the diversification of potential sources of farm income, including value added products, agricultural tourism, roadside stands, organic farming, and farmers markets.	<i>Consistent.</i> The Project provides community gardens that celebrate the area's agricultural heritage. The Specific Plan also indicates that a farmer's market is a permitted use within the commercial/community center area.
Policy COS-6.2	Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses by doing the following: <ul style="list-style-type: none"> Limiting the ability of new development to 	<i>Consistent.</i> There are no existing agricultural operations that would experience encroachment from this Project.

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	<p>take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations.</p> <ul style="list-style-type: none"> • Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses. • Allowing for agricultural uses in agricultural areas and designing development and lots in a manner that facilitates continued agricultural use within the development. • Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to 	

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	<p>protect surrounding agriculture.</p> <ul style="list-style-type: none"> • Supporting local and State right-to-farm regulations. • Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process. 	
Policy COS-6.4	Conservation Easements. Support the acquisition or voluntary dedication of agriculture conservation easements and programs that preserve agricultural lands.	<i>Consistent.</i> The site does not contain any active agricultural lands.
Goal COS-7	Protection and Preservation of Archaeological Resources. Protection and preservation of the County's important archeological resources for their cultural importance to local communities, as well as their research and educational potential.	
Policy COS-7.1	Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.	<i>Consistent.</i> Based on record search review and survey, no known important resources are located on site. In addition, a mitigation measure identifying actions to be taken in case of discovery of currently unknown resources during Project grading is required as a Project Condition.
Policy COS-7.2	Open Space Easements. Require development to avoid archeological resources whenever possible. If complete avoidance is not possible, require development to fully	<i>Consistent.</i> Based on record search review and survey, no known important resources are located on site. In addition, a mitigation measure identifying actions to be taken in case of discovery of currently unknown resources during Project grading is required as a Project Condition.

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Policy Number	Policy Text	Explanation of Project Conformance
	mitigate impacts to archaeological resources.	
Policy COS-7.3	Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.	<i>Consistent.</i> Based on record search review and survey, no known important resources are located on site. In addition, a mitigation measure identifying actions to be taken in case of discovery of currently unknown resources during Project grading, including recordation, collection, and appropriate curation of any collections found, is required as a Project Condition.
Policy COS-7.4	Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.	<i>Consistent.</i> The County has consulted with local tribes pursuant to SB18 consultation guidelines.
Policy COS-7.5	Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State and County Regulations.	<i>Consistent.</i> Based on record search review and survey, human remains are not expected on site. Regardless, a mitigation measure identifying actions to be taken in case of unexpected discovery of human remains, including contact with the MLD as identified by the Native American Heritage Commission, will be completed in accordance with current regulations. This is required as a Project Condition.
Goal COS-8	Protection and Conservation of the Historical Built Environment. Protection, conservation, use, and enjoyment of the County's important historic resources.	
Policy COS-8.1	Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process, and	<i>Consistent.</i> No significant historic resources occur on the site. However, a remnant fireplace which is a known visual resource will be relocated and restored as a community gathering place.

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	encourage the preservation of historic structures identified during the ministerial application process.	
Policy COS-8.2	Education and Interpretation. Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.	<i>Consistent.</i> The Project will relocate and restore a remnant fireplace on the site, which may include interpretive signage.
Goal COS-9	Educational and Scientific Uses. Paleontological resources and unique geologic features conserved for educational and/or scientific purposes.	
Policy COS-9.1	Preservation. Require the salvage and preservation of unique paleontological resources when exposed to the elements during excavation or grading activities or other development processes.	<i>Consistent.</i> Surficial and underlying deposits within the Project site include historic fill; Quaternary-age topsoil, alluvium and colluvium; and Cretaceous-age granitic rocks. These deposits exhibit either low (alluvium) or no potential (all other on-site materials) for the occurrence of significant paleontological resources, and the site is not within an area requiring paleontological monitoring on the San Diego County Paleontological Resources Potential and Sensitivity Map (County 2009). No unique resources are expected.
Goal COS-11	Preservation of Scenic Resources. Preservation of scenic resources, including vistas of important natural and unique features, where visual impacts of development are minimized.	
Policy COS-11.1	Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.	<i>Consistent.</i> The development does not impact prominent ridgelines or dominant landforms. Views to those resources are preserved.

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Policy Number	Policy Text	Explanation of Project Conformance
Policy COS-11.2	<p>Scenic Resource Connections. Promote the connection of regionally significant natural features, designated historic landmarks, and points of regional historic, visual, and cultural interest via designated scenic corridors, such as scenic highways and regional trails.</p>	<p><i>Consistent.</i> The Project preserves biological open space to maintain the visual quality of the natural surroundings. In addition, the Project will be providing trail connections to the regional trail system.</p>
Policy COS-11.3	<p>Development Siting and Design. Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:</p> <ul style="list-style-type: none"> • Creative site planning. • Integration of natural features into the project. • Appropriate scale, materials, and design to complement the surrounding natural landscape. • Minimal disturbance of topography. • Clustering of development so as to preserve a balance of open space vistas, natural features, and community character. 	<p><i>Consistent.</i> The Project has been designed to reflect the natural topography of the site. Development is clustered on the site to preserve a large swath of open space in the southern portion of the property that contains high quality biological resources. Drainage features, swales, and detention basins are also designed to look natural appearing. In addition, the Project utilizes lighting, signage, walls/fencing, and architectural design elements that respect the agricultural character of the area and reference those of HGV.</p>

General Plan Conservation and Open Space Element		
Policy Number	Policy Text	Explanation of Project Conformance
	<ul style="list-style-type: none"> Creation of contiguous open space networks. 	
Policy COS-11.7	Underground Utilities. Require new development to place utilities underground and encourage “undergrounding” in existing development to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies.	<i>Consistent.</i> All new utilities will be placed underground.
Goal COS-12	Preservation of Ridgelines and Hillside. Ridgelines and steep hillsides that are preserved for their character and scenic value.	
Policy COS-12.1	Hillside and Ridgeline Development Density. Protect undeveloped ridgelines and steep hillsides by maintaining semi-rural or rural designations on these areas.	<i>Consistent.</i> The significant steep hillsides and ridgelines located in the southern portion of the property are maintained within a Semi-Rural designation.
Policy COS-12.2	Development Location on Ridges. Require development to preserve the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.	<i>Consistent.</i> The Project is located within the valley that encompasses both HGV and HGVS. The surrounding peaks and ridgelines will remain undisturbed.
Goal COS-13	Dark Skies. Preserved dark skies that contribute to rural character and are necessary for the local observatories.	
Policy COS-13.1	Restrict Light and Glare. Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain	<i>Consistent.</i> The Project will comply with the County’s Dark Sky Ordinance.

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	the quality of night skies by minimizing light pollution.	
Policy COS-13.3	Collaboration to Retain Night Skies. Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.	<i>Consistent.</i> The Project includes light elements that adhere to the County of San Diego's Dark Sky Ordinance, Division 9 of the San Diego County Light Pollution Code (LPC), and the San Dieguito Community Plan Dark Skies Policies.
Goal COS-14	Sustainable Land Development. Land use development techniques and patterns that reduce emissions of criteria pollutants and GHGs through minimized transportation and energy demands, while protecting public health and contributing to a more sustainable environment.	
Policy COS-14.1	Land Use Development Form. Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.	<i>Consistent.</i> The proposed development is consistent with the County's Community Development Model thereby compact development is concentrated at the core and feathers out into lower density development and open space. The proposed development reflects a compact, pedestrian friendly environment. Pedestrian walkways and trails provide connections to destinations within the development and to the contiguous HGV and regional trail system.
Policy COS-14.2	Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.	<i>Consistent.</i> The area is envisioned to support a human-scaled, pedestrian oriented environment supported by walkways, multi-use trails, and sharrows. The central commercial/community center will offer some convenience retail, service, or dining use. In addition, the Project provides multi-modal connections to HGV, which will also contain a commercial core/village center.
Policy COS-14.3	Sustainable Development. Require design of residential subdivisions and nonresidential development through "green" and	<i>Consistent.</i> Sustainable architectural, landscaping, and energy design concepts would be integrated into the development. Vegetated swales, detention basins, permeable pavement, "cool roofs" and open space

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	sustainable land development practices to conserve energy, water, open space, and natural resources.	corridors are a few of the low impact development techniques to be explored.
Policy COS-14.4	Sustainable Technology and Projects. Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.	<i>Consistent.</i> The Project incorporates sustainable development that conforms to the natural topography and character of the site. Homes will use passive solar energy and be equipped with solar panels or the resources necessary to install them where appropriate and feasible.
Policy COS-14.5	Building Siting and Orientation in Subdivisions. Require that buildings be located and oriented in new subdivisions and multi-structure non-residential projects to maximize passive solar heating during cool seasons, minimize heat gains during hot periods, enhance natural ventilation, and promote the effective use of daylight.	<i>Consistent.</i> Buildings will be oriented to capitalize on opportunities for passive solar energy and to provide opportunities to utilize solar power, where feasible.
Policy COS-14.6	Solar Access for Infill Development. Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.	<i>Consistent.</i> New development is located at least 75 feet from existing development. This maintains adequate solar access for the existing structures.

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Policy COS-14.7	Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.	<i>Consistent.</i> The Project will install rooftop solar PV panels (a photovoltaic solar system) on all residential units and the Center House in order to supply 100 percent of the Project's electricity needs through renewable energy.
Policy COS-14.10	Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.	<i>Consistent.</i> Tier III or higher construction equipment will be used, with the exception of concrete/industrial saws, generator sets, welders, air compressors, or construction equipment where Tier III or higher is not available. To the extent practicable and feasible, diesel equipment fleets that exceed existing emissions standards will be utilized when commercially available in the San Diego region. To the extent practicable and feasible, electric and renewable fuel powered construction equipment will be utilized when commercially available in the San Diego region.
Policy COS-14.11	Native Vegetation. Require development to minimize the vegetation management of native vegetation while ensuring sufficient clearing is provided for fire control.	<i>Consistent.</i> The Project has been designed to impact the less sensitive areas of the site and brush management zones have been developed to maximize fire protection, while also considering the sensitivity of the habitat within those areas.
Policy COS-14.12	Heat Island Effect. Require that development be located and designed to minimize the "heat island" effect as appropriate to the location and density of development, incorporating such elements as cool roofs, cool pavements, and strategically placed shade trees.	<i>Consistent.</i> Landscaping would minimize the "heat island" effect by providing trees that offer shade, utilizing cool pavements, minimizing hardscape areas, and encouraging cool roofs or green roofs.
Goal COS-15	Sustainable Architecture and Buildings. Building design and construction techniques that reduce emissions of criteria pollutants and GHGs, while protecting public health and contributing to a more sustainable environment.	
Policy COS-15.1	Design and Construction of New Buildings. Require that new buildings be designed	<i>Consistent.</i> Buildings would be sited to capitalize on existing passive solar energy and would rely on renewable energy where feasible and appropriate.

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	and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.	“Green building” techniques would be used such as utilizing recycled building materials, relying on renewable energy generation systems, and establishing ongoing sustainable operations and maintenance activities.
Policy COS-15.4	Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.	<i>Consistent.</i> The Project is required to meet or exceed current Title 24 standards.
Policy COS-15.6	Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.	<i>Consistent.</i> Based on air quality modeling, the Project would not result in any direct significant air quality impacts related to emissions exceedance. This is because of the Project Design Features, as well as construction assumptions. Examples include use of only natural gas hearths in residences, an electric car re-charge station that would be available to Project residents as well as nearby neighbors, provision of small retail on site to minimize off-site trips for a “quick cup of coffee,” and provision of community trails that would support non-vehicular visits to the larger commercial uses in the village core of the larger HGV development up Country Club Drive. Construction assumptions include dust minimization measures, commitment to use of low VOCs architectural coatings, etc.
Goal COS-16	Sustainable Mobility. Transportation and mobility systems that contribute to environmental and human sustainability and minimize GHG and other air pollutant emissions.	
Policy COS-16.1	Alternative Transportation Modes. Work with SANDAG and local transportation	<i>Consistent.</i> There are currently no opportunities for public transit in the area; however, the Project does incorporate a well connected system of trails and

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	agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies.	walkways as well as sharrows to encourage alternative transportation modes. The Project has been designed to be “transit ready.” A turn out for a future bus stop has been incorporated into the Center House use area.
Policy COS-16.2	Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.	<i>Consistent.</i> See Policy COS-16.1.
Policy COS-16.3	Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions.	<i>Consistent.</i> Project will provide electric vehicle charging stations.
Goal COS-17	Sustainable Solid Waste Management. Perform solid waste management in a manner that protects natural resources from pollutants while providing sufficient, long term capacity through vigorous reduction, reuse, recycling, and composting programs.	
Policy COS-17.1	Reduction of Solid Waste Materials. Reduce greenhouse gas emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with State law.	<i>Consistent.</i> The Specific Plan encourages lifestyle analysis to be considered as part of design maintenance decisions to minimize waste. In addition, solid waste will be diverted from landfills in accordance with State law.
Policy COS-17.2	Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.	The Project will prepare a construction and demolition debris management plan. This plan will comply with the County’s ordinance to recycle 90% of inerts and 70% of all other materials.

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Policy COS-17.4	Composting. Encourage composting throughout the County and minimize the amount of organic materials disposed at landfills.	<i>Consistent.</i> The Project includes community gardens. Composting will be encouraged for use on these gardens.
Policy COS-17.5	Methane Recapture. Promote efficient methods for methane recapture in landfills and the use of composting facilities and anaerobic digesters and other sustainable strategies to reduce the release of GHG emissions from waste disposal or management sites and to generate additional energy such as electricity.	<i>Consistent.</i> This site does not propose any waste disposal or management sites.
Policy COS-17.6	Recycling Containers. Require that all new land development projects include space for recycling containers.	<i>Consistent.</i> Space for recycling containers will be provided.
Goal COS-18	Sustainable Energy. Energy systems that reduce consumption of non-renewable resources and reduce GHG and other air pollutant emissions while minimizing impacts to natural resources and communities.	
Policy COS-18.1	Alternate Energy Systems Design. Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.	<i>Consistent.</i> The Project will install rooftop solar PV panels (a photovoltaic solar system) on all residential units and the Center House in order to supply 100 percent of the Project's electricity needs through renewable energy.
Goal COS-19	Sustainable Water Supply. Conservation of limited water supply supporting all uses including urban, rural, commercial, industrial, and agricultural uses.	
Policy COS-19.1	Sustainable Development Practices. Require land development, building	<i>Consistent.</i> Land is utilized efficiently through compact development. Drought tolerant, fire wise, and native

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	design, landscaping, and operational practices that minimize water consumption.	landscaping are carefully selected to minimize water consumption.
Policy COS-19.2	Recycled Water in New Development. Require the use of recycled water in development wherever feasible. Restrict the use of recycled water when it increases salt loading in reservoirs.	<i>Consistent.</i> Recycled water will be utilized to irrigate common landscape areas.
Goal COS-20	Governance and Administration. Reduction of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit).	
Policy COS-20.1	Climate Change Action Plan. Prepare, maintain, and implement a Climate Action Plan for the reduction of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions consistent with the California Environmental Quality Act (CEQA) Guideline Section 15183.5	<i>Consistent.</i> The Project does not conflict with the CAP. The Project would achieve no net increase in GHG emissions over existing baseline conditions (which are assumed to be zero) with the implementation of the recommended design features and mitigation measures.
Goal COS-21	Park and Recreational Facilities. Park and recreation facilities that enhance the quality of life and meet the diverse active and passive recreational needs of County residents and visitors, protect natural resources, and foster an awareness of local history, with approximately ten acres of local parks and 15 acres of regional parks provided for every 1,000 persons in the unincorporated County.	
Policy COS-21.1	Diversity of Users and Services. Provide parks and recreation facilities that create opportunities for a broad range of recreational	<i>Consistent.</i> Thirteen private and public parks will developed throughout the site. The main park will be located at the civic/commercial center and may be developed with a pool/spa, barbeque/picnic area, or similar park uses. A dog park and community garden is also planned to be developed within the community.

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	experiences to serve user interests.	Other park uses may include horseshoe pits, ball courts, lawn bowling, or seating for informal gatherings.
Policy COS-21.2	Location of Parks. Locate new local parks and recreation facilities near other community-oriented public facilities such as schools, libraries, and recreation centers where feasible, so that they may function as the “heart” of a community.	<i>Consistent.</i> An approximately one acre park has been located at the commercial/community center, which will feature a variety of recreational opportunities. This area is intended to serve as a central gathering area, functioning as the “heart of the community.”
Policy COS-21.3	Park Design. Design parks that reflect community character and identity, incorporate local natural and cultural landscapes and features, and consider the surrounding land uses and urban form and cultural and historic resources.	<i>Consistent.</i> Park sites have been sited and sized to foster flexibility and complement the local landscape and needs of the community. Parks may integrate landscaping, turf, passive recreation facilities, pools, spas, or related recreational facilities, and dog play areas. An existing remnant fireplace will be restored and relocated in one of the parks, thereby incorporating a local visual feature.
Policy COS-21.4	Regional Parks. Require new regional parks to allow for a broad range of recreational activities and preserve special or unique natural or cultural features when present.	<i>Consistent.</i> No regional parks are proposed as part of this Project. However, several private parks will be provided as part of this development and a remnant fireplace will be relocated and restored on the site as a unique feature.
Policy COS-21.5	Connections to Trails and Networks. Connect public parks to trails and pathways and other pedestrian or bicycle networks where feasible to provide linkages and connectivity between recreational uses.	<i>Consistent.</i> HGVS provides trail connections through the Project site to other existing and planned trails in the area. A wayfinding/signage program is proposed along Country Club Drive to enhance connections among the Village Center, HGV Equestrian Ranch, HGVS, and recreational trails in the area.

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Goal COS-22	Park and Recreational Services. High-quality parks and recreation programs that promote the health and well-being of County residents while meeting the needs of a diverse and growing population.	
Policy COS-22.1	Variety of Recreational Programs. Provide and promote a variety of high quality active and passive recreation programs that meet the needs of and benefit County residents.	<i>Consistent.</i> HGVS will provide a variety of parks, trails, and active and passive recreational areas throughout the Project site.
Goal COS-23	Recreational Opportunities in Preserves. Acquisition, monitoring, and management of valuable natural and cultural resources where public recreational opportunities are compatible with the preservation of those resources.	
Policy COS-23.1	Public Access. Provide public access to natural and cultural (where allowed) resources through effective planning that conserves the County's native wildlife, enhances and restores a continuous network of connected natural habitat and protects water resources.	<i>Consistent.</i> The Project has been designed to maximize open space preserve areas and enhance recreational opportunities.
Goal COS-24	Park and Recreation Funding. Adequate funding for acquisition, development, maintenance, management, and operation of parks, recreation facilities, and preserves.	
Policy COS-24.1	Park and Recreation Contributions. Require development to provide fair-share contributions toward parks and recreation facilities and trails consistent with local, state, and federal law.	<i>Consistent.</i> The proposed development will comply with the County's Parkland Dedication Ordinance through either the payment of in lieu fees, dedication of parkland, or a combination.

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Goal H-1	Housing Development and Variety. A housing stock comprising a variety of housing and tenancy types at a range of prices, which meets the varied needs of existing and future unincorporated County residents, who represent a full spectrum of age, income, and other demographic characteristics.	
Policy H 1.3	Housing near Public Services. Maximize housing in areas served by transportation networks, within close proximity to job centers, and where public services and infrastructure are available.	<i>Consistent.</i> HGVS is a high quality rural residential community that provides a diverse mix of housing opportunities that are compatible with the existing and planned character of the contiguous HGV. Compact development in and around the village core feathers out into lower density development and open space. HGVS has been designed to feather out into the planned HGV Equestrian Ranch, which is approved to offer limited retail and residential uses in addition to horse boarding, training, and showing. Although designated with a Semi-Rural regional category, this area is meant to serve as a focal point in the community. Commercial uses adjacent to the HGV Equestrian Ranch are proposed to provide opportunities for residents to work, shop, and recreate within walking and biking distance from their homes.
Policy H-1.4	Special Needs Housing near Complementary Uses. Encourage the location of housing targeted to special needs groups, in close proximity to complementary commercial and institutional uses and services.	<i>Consistent.</i> HGVS provides a variety of housing opportunities, which could serve some special needs groups, such as seniors. The Project provides a well-connected system of multi-use trails and pedestrian pathways as well as a commercial/community center.
Policy H 1.6	Land for All Housing Types Provided in Villages. Provide opportunities for small-lot single-family, duplex, triplex, and other multi-family building types in Villages.	<i>Consistent.</i> HGVS provides opportunities for a variety of housing types and sizes. The Project provides additional housing opportunities not available within HGV, such as multi-family units. These are sensitively designed, taking on the appearance of rural single-family homes or repurposed agricultural buildings. This allows residents to remain in the community and select the appropriate housing type for their stage in life.
Policy H 1.7	Mix of Residential Development Types in Villages. Support the design of large-	<i>Consistent.</i> The Project proposes to be included within the HGV boundary. As a village development, it includes a range of housing types, lot sizes, and unit sizes.

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	scale residential developments (generally greater than 200 dwelling units) in Villages that include a range of housing types, lot sizes, and building sizes.	
Policy H 1.8	Variety of Lot Sizes in Large-Scale Residential Developments. Promote large-scale residential development in Semi-Rural that include a range of lot sizes to improve housing choice.	<i>Consistent.</i> The portion of the Project that falls within the Semi-Rural Regional Category provides clustered single family residential development on smaller lots to improve housing options and maximize open space preserve areas.
Policy H-1.9	Affordable Housing through General Plan Amendments. Require developers to provide an affordable housing component when requesting a General Plan amendment for a large-scale residential project when this is legally permissible.	<i>Consistent.</i> The project does not conflict with this policy. Consistent with other General Plan Amendment projects approved by the County Board of Supervisors since the adoption of the General Plan on August 3, 2011, the project does not include an affordable housing component as the County of San Diego does not have an inclusionary housing ordinance or other legal mechanism to require affordable housing units.
Goal H-2	Neighborhoods That Respect Local Character. Well-designed residential neighborhoods that respect unique local character and the natural environment while expanding opportunities for affordable housing.	
Policy H 2.1	Development that Respects Community Character. Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element.	<i>Consistent.</i> The Project has been sensitively designed to maintain the rural residential character of the area. The architectural style is compatible with the contiguous HGV and existing surrounding residences. Design guidelines within the Specific Plan are intended to ensure that the development enhances the rural character of the area.
Policy H 2.2	Projects with Open Space Amenities in Villages. Require new multi-family projects in Villages to be well-designed and include amenities and common open space areas that enhance overall quality of life.	<i>Consistent.</i> The development has been designed to incorporate open space and recreational facilities throughout the site. These areas are intended to facilitate social interaction. The planned civic/commercial center located near the center of the development would strengthen connections between the Village and the HGV Equestrian Ranch. These areas are intended to function as primary gathering places in

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		the community. Additional private parks and community gardens are scattered throughout the site to enhance the quality of life for residents.
Goal H-3	Housing Affordability for All Economic Segments. Affordable and suitable housing for all economic segments, with emphasis on the housing needs of lower income households and households with special needs.	
Policy H-3.4	Housing for Moderate-Income Families in Villages. Facilitate the production of housing for moderate income families within Villages by permitting developments that offer affordable housing to incorporate other compatible housing types within areas zoned for single-family residential development.	<i>Consistent.</i> HGVS offers a variety of single-family and multi-family housing types that could accommodate moderate-income families.
Goal H-5	Constraints on Housing Development. Promote governmental policies or regulations that do not unnecessarily constrain the development, improvement, or conservation of market rate or affordable housing.	
Policy H-5.3	Fire Protection. Work with local fire agencies to improve fire protection for multi-story construction.	<i>Consistent.</i> A fire protection plan (FPP) will be completed for the Project and will provide measures to reduce risk from fires. In addition, the Project will comply with the Chapter 7A ignition resistant building standards. Structures will be hardened with ignition-resistant materials and will be located a minimum of 100' from wildland fuels.

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Goal S-1	Public Safety. Enhanced public safety and the protection of public and private property.	
Policy S-1.1	Minimize Exposure to Hazards. Minimize the population exposed to hazards by assigning land use designations and density	<i>Consistent.</i> HGVS has been designed based on a comprehensive opportunities and constraints analysis. The proposed land use designations and densities have been assigned to reflect site specific constraints and hazards.

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	allowances that reflect site specific constraints and hazards.	
Policy S-1.2	Public Facilities Location. Advise, and where appropriate require, new development to locate future public facilities, including new essential and sensitive facilities, with respect to the County's hazardous areas and State law.	<i>Consistent.</i> HGVS will provide the infrastructure and facilities necessary to provide services to the Project consistent with County standards and state laws. Service providers must provide "will-serve" letters verifying that they can accommodate the appropriate services. Project Facility Availability Forms must be submitted by all service providers indicating that service will be available to the Project.
Policy S-1.3	Risk Reduction Programs. Support efforts and programs that reduce the risk of natural and manmade hazards and that reduce the time for responding to these hazards.	<i>Consistent.</i> The Project has been designed in coordination with the County Fire Authority and provides a minimum 75' Zone 1 brush management area and a minimum 25' Zone 2 area with no intermingling of native fuels. This exceeds the County requirements. In addition, a fire protection plan (FPP) will be completed for the Project, which will identify the proposed measures to reduce the risk from fires. The Project also expedites response time by designing Country Club Drive to three lanes, and construction of a bridge over Escondido Creek. The bridge will also resolve an existing problem with the current Arizona Creek crossing whereby residents are "stranded" during flood events.
Goal S-3	Minimized Fire Hazards. Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards.	
Policy S-3.1	Defensible Development. Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.	<i>Consistent.</i> The Project has been designed in coordination with the Rancho Santa Fe FPD and County Fire Authority and provides a minimum 75' Zone 1 brush management area and a minimum 25' Zone 2 brush management area. This exceeds the County requirements. In addition, Country Club Drive will be designed to 3 lanes to expedite emergency evacuation. Firewise landscaping is proposed.
Policy S-3.2	Development in Hillside and Canyons. Require development located near ridgelines, top of slopes, saddles, or other areas where	<i>Consistent.</i> A fire protection plan (FPP) has been completed for the Project and has been approved by the Rancho Santa Fe FPD and County Fire Authority. The FPP provides measures to reduce the increased risk from fires. In addition, the Project will comply with the

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	the terrain or topography affect its susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk from fires.	Chapter 7A ignition resistant building standards. Structures will be hardened with ignition-resistant materials and will be located a minimum of 100' from wildland fuels.
Policy S-3.3	Minimize Flammable Vegetation. Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation within a development.	<i>Consistent.</i> The development minimizes pockets or islands of flammable/native vegetation. The Project will exceed County standards with irrigated Zone 1 Fuel Modification landscaping with no extension or intermingling of naturalized vegetation/fuels within the community.
Policy S-3.4	Service Availability. Plan for development where fire and emergency services are available or planned.	<i>Consistent.</i> Fire services for the project are provided by the Rancho Santa Fe FPD. The building of a new fire station is planned 1.3 miles north of the Project's property line.
Policy S-3.5	Access Roads. Require development to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.	<i>Consistent.</i> The Project will provide three separate access ways to the project from Country Club Drive. The FPP found that the Proposed Project complies with all applicable fire regulations, with the exception of provision of secondary access. Secondary access to the east, west or south of HGV South has been explored and continues to be explored, but initial analysis indicates that potential routes are constrained by extreme terrain, fuels, significant biological habitat/environmental concerns, and/or easement issues. Consequently, the Project has developed an approach for secondary access that meets the intent of the code through the implementation of a list of specifically developed measures and features including clustering of the residential footprint to minimize placement of homes adjacent to wildland fuels and shorten emergency response time. The widening of Country Club Drive will provide additional emergency evacuation through the provision of a 3-lane, improved accessway that connects to a looped interior road system that ensures that the northern roadway can be

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		accessible by all residents. The FPP concludes that the Project meets the intent of the code through a layered and redundant fire protection and evacuation system.
Policy S-3.6	Fire Protection Measures. Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire.	<i>Consistent.</i> The Project has been designed in coordination with the County Fire Authority Consolidated Codes to ensure that adequate measures are implemented to reduce the risk of structural and human loss due to wildfire. In addition, a Fire Protection Plan has been prepared that outlines the fire protection features of the Project.
Policy S-3.7	Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire threat areas.	<i>Consistent.</i> The Project will meet current resistance construction codes as outlined in the Fire Protection Plan.
Goal S-4	Managed Fuel Loads. Managed fuel loads, including ornamental and combustible vegetation.	
Policy S-4.1	Fuel Management Programs. Support programs consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the	<i>Consistent.</i> The designated common area open spaces would encompass fuel modification zones, or the limited building zone (LBZ).

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	preservation of native vegetation and sensitive habitats.	
Policy S-4.2	Coordination to Minimize Fuel Management Impacts. Consider comments from CAL FIRE, U.S. Forest Service, local fire districts, and wildlife agencies for recommendations regarding mitigation for impacts to habitat and species into fuel management projects.	<i>Consistent.</i> Comments from these agencies have been considered.
Policy S-4.3	Forest Health. Encourage the protection of woodlands, forests, and tree resources and limit fire threat through appropriate fuel management such as removal of dead, dying, and diseased trees.	<i>Consistent.</i> Coast live oak trees will be preserved. The Project also incorporates appropriate brush management zones, which will be maintained by an HOA.
Goal S-6	Adequate Fire and Medical Services. Adequate levels of fire and emergency medical services (EMS) in the unincorporated County.	
Policy S-6.1	Water Supply. Ensure that water supply systems for development are adequate to combat structural and wildland fires.	<i>Consistent.</i> The Project has been designed to meet the 5000 gpm fire flow requirement of the Rincon del Diablo Water District.
Policy S-6.2	Fire Protection for Multi-Story Development. Coordinate with fire services providers to improve fire protection services for multi-story construction.	<i>Consistent.</i> The multi-story buildings have been considered in the FPP which was approved by the Rancho Santa Fe FPD and County Fire Authority.
Policy S-6.3	Funding Fire Protection Services. Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined	<i>Consistent.</i> Pursuant to the County's Fire Mitigation Fee Ordinance, HGVS will pay development impact fees to contribute its fair share towards capital facilities and equipment needed to serve the new development. Existing property taxes and any special assessments imposed on property owners would be additively used to fund services.

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	necessary to adequately serve the project.	
Policy S-6.4	Fire Protection Services for Development. Require that new development demonstrate that fire services can be provided that meets the minimum travel times identified in Table S-1 (Travel Time Standards from Closest Fire Station), which is 5 minutes for Village development.	<i>Consistent.</i> The Project site is located less than one mile from the Harmony Grove Fire Station, which will be constructed southwest of the intersection of Village Road and Harmony Grove Road and can be provided emergency response within the Travel Time standards set forth in Table S-1.
Policy S-6.5	Concurrency of Fire Protection Services. Ensure that fire protection staffing, facilities and equipment required to serve development are operating prior to, or in conjunction with, the development. Allow incremental growth to occur until a new facility can be supported by development.	<i>Consistent.</i> The Project is required to obtain a project facility availability form from the Rancho Santa Fe FPD to ensure that fire protection staffing, facilities, and equipment are available to serve the development.
Goal S-7	Reduced Seismic Hazards. Minimized personal injury and property damage resulting from seismic hazards.	
Policy S-7.1	Development Location. Locate development in areas where the risk to people or resources is minimized. In accordance with the California Department of Conservation Special Publication 42, require development be located a minimum of 50 feet from active or potentially active faults, unless an alternative setback distance is approved based on geologic analysis and feasible engineering design	<i>Consistent.</i> The site is not located close to an active or potentially active fault.

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	measures adequate to demonstrate that the fault rupture hazard would be avoided.	
Policy S-7.2	Engineering Measures to Reduce Risk. Require all development to include engineering measures to reduce risk in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or other geologic hazards.	<i>Consistent.</i> A geotechnical report has been prepared for this Project to ensure that the development is designed and constructed in accordance with the geotechnical engineering recommendations.
Policy S-7.3	Land Use Location. Prohibit high occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special studies zones.	<i>Consistent.</i> The site is not located within an Alquist-Priolo or County special study zone.
Policy S-7.4	Unreinforced Masonry Structures. Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.	<i>Consistent.</i> There are no existing buildings on the site.
Policy S-7.5	Retrofitting of Essential Facilities. Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.	<i>Consistent.</i> There are no existing essential facilities on the site.

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
Goal S-8	Reduced Landslide, Mudslide, and Rock Fall Hazards. Minimized personal injury and property damage caused by mudslides, landslides, or rock falls.	
Policy S-8.1	Landslide Risks. Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.	<i>Consistent.</i> According to the geotechnical study, there is no evidence of previous landslides and the risk is considered very low. No geologic conditions exist at the site which would preclude the development as proposed.
Policy S-8.2	Risk of Slope Instability. Prohibit development from causing or contributing to slope instability.	<i>Consistent.</i> The development will be designed so as not to contribute or cause slope instability.
Goal S-9	Protection of Life and Property. Minimized personal injury and property damage losses resulting from flood events.	
Policy S-9.1	Floodplain Maps. Manage development based on federal floodplain maps. County maps shall also be referred to and in case of conflict(s) between the County floodplain maps and the federal floodplain maps, the more stringent of restrictions shall apply.	<i>Consistent.</i> The Project site is partially located within the Escondido Creek floodplain however, the project does not propose habitable structures within a mapped 500- or 100-year floodplain area as depicted on the associated FEMA FIRM panel, a County Floodplain Map or a County Alluvial Plain Map.
Policy S-9.2	Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.	<i>Consistent.</i> All onsite grading and improvements for HGVS would avoid the existing 100-year floodplain except for a portion of the wastewater treatment facility, which will be raised out of the floodplain.
Policy S-9.3	Development in Flood Hazard Areas. Require development	<i>Consistent.</i> The Project will construct a bridge over Escondido Creek to convey the flow of water and

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
	within mapped flood hazard areas be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.	eliminate existing roadway flooding hazards. All onsite grading and improvements for HGVS would avoid the existing 100-year floodplain except for a portion of the wastewater treatment facility, which will be raised out of the floodplain.
Policy S-9.4	Development in Villages. Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in community plans.	<i>Consistent.</i> All onsite grading and improvements for HGVS would avoid the existing 100-year floodplain except for a portion of the wastewater treatment facility, which will be raised out of the floodplain. The wastewater treatment facility needs to be located in this area because it is at the lowest elevation of the site. All environmental impacts and hazards will be mitigated and no channelization of the floodplain is proposed.
Policy S-9.5	Development in the Floodplain Fringe. Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, unless specifically allowed in a community plan. For parcels located entirely within a floodplain or without sufficient space for a building	<i>Consistent.</i> The Project is proposing a General Plan Amendment to apply a Village designation to a portion of the site. No development within semi-rural or rural lands would occur within the floodplain fringe. Nevertheless, all onsite grading and improvements for HGVS would avoid the existing 100-year floodplain except for a portion of the wastewater treatment facility, which will be raised out of the floodplain. The wastewater treatment facility needs to be located in this area because it is at the lowest elevation of the site. All environmental impacts and hazards will be

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
	pad outside the floodplain, development is limited to a single family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.	mitigated and no channelization of the floodplain is proposed.
Policy S-9.6	Development in Dam Inundation Areas. Prohibit development in dam inundation areas that may interfere with the County's emergency response and evacuation plans.	<i>Consistent.</i> This site is not located within a dam inundation area.
Goal S-10	Floodway and Floodplain Capacity. Floodways and floodplains that have acceptable capacity to accommodate flood events.	
Policy S-10.1	Land Uses within Floodways. Limit new or expanded uses in floodways to agricultural, recreational, and other such low-intensity uses and those that do not result in any increase in flood levels during the occurrence of the base flood discharge, do not include habitable structures, and do not substantially harm, and fully offset, the environmental values of the floodway area. This policy does not apply to minor renovation projects, improvements required to remedy an existing flooding problem, legal sand or gravel mining activities, or public infrastructure.	<i>Consistent.</i> All onsite grading and improvements for HGVS would avoid the existing 100-year floodplain except for a portion of the wastewater treatment facility (if constructed), which will be raised out of the floodplain. The wastewater treatment facility needs to be located in this area because it is at the lowest elevation of the site. This is a low intensity use that does not include any habitable structures. All environmental impacts and hazards will be mitigated.
Policy S-10.2	Use of Natural Channels. Require the use of natural channels for County flood	<i>Consistent.</i> The Project will construct a bridge over Escondido Creek to convey the flow of water and

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
	control facilities except where necessary to protect existing structures from a current flooding problem and where natural channel use is deemed infeasible. The alternative must achieve the same level of biological and other environmental protection, such as water quality, hydrology, and public safety.	eliminate existing roadway flooding hazards. The creek will remain a natural channel.
Policy S-10.3	Flood Control Facilities. Require flood control facilities to be adequately sized, constructed, and maintained to operate effectively.	<i>Consistent.</i> The Project will construct a bridge over Escondido Creek to convey the flow of water and eliminate existing roadway flooding hazards. The bridge will be adequately sized, constructed, and maintained.
Policy S-10.4	Stormwater Management. Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.	<i>Consistent.</i> Two hydromodification/water quality basins would be located on the site. In addition, several other low impact development techniques have been incorporated into the design such as disconnecting impervious surfaces, using permeable paving materials where feasible, and recreating a remnant drainage that serves as a swale through the center of development.
Policy S-10.5	Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.	<i>Consistent.</i> Drainage facilities would be constructed on-site by the Project applicant.
Policy S-10.6	Stormwater Hydrology. Ensure development avoids diverting drainages, increasing velocities, and altering flow rates to off-site areas to minimize adverse impacts to the area's existing hydrology.	<i>Consistent.</i> The Project includes onsite drainage improvements that mimic existing drainage patterns. The Project will construct two detention basins that will mitigate for water quality and hydromodification management impacts. They will also attenuate the 100-year storm event to match existing condition flowrates. Storm drain outlet locations discharge to unimproved channels, so energy dissipation will be provided to minimize erosion potential.

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
Goal S-12	Adequate Law Enforcement Facilities. Timely development of law enforcement facilities in locations that serve the unincorporated areas of the County.	
Policy S-12.1	New Law Enforcement Facilities. Coordinate new law enforcement facilities and services with new development in ways that sustain the provision of comprehensive services at levels consistent with substantially similar areas of the County.	<i>Consistent.</i> The Sheriff's department has reviewed the Project and determined that there will be no need for additional sworn personnel or new or expanded facilities.
Goal S-13	Safe Communities. Law enforcement facilities and services that help maintain safe communities.	
Policy S-13.1	Sheriff Facility Locations. Locate Sheriff facilities to best serve existing and planned development and the corresponding demand for services.	<i>Consistent.</i> The Sheriff's department has reviewed the Project and determined that there will be no need for additional sworn personnel or new or expanded facilities.
Policy S-13.2	Sheriff Facilities in Non-Residential Areas. Locate future Sheriff facilities in commercial, industrial, or mixed-use areas; they may also be located within residential areas when other sites are unavailable or unsuitable based on circulation, geography, proximity to demand, and other factors that impact the practical provision of services.	<i>Consistent.</i> The Sheriff's department has reviewed the Project and determined that there will be no need for additional sworn personnel or new or expanded facilities. No law enforcement facilities are proposed on the site.
Goal S-14	Crime Prevention. Crime prevention through building and site design.	
Policy S-14.1	Vehicular Access to Development. Require development to provide vehicular connections that reduce response times and	<i>Consistent.</i> The Project has been designed to reduce response time and expedite access by incorporating three lane roadways where appropriate.

General Plan Safety Element		
Policy Number	Policy Text	Explanation of Project Conformance
	facilitate access for law enforcement personnel, whenever feasible.	
Policy S-14.2	Development Safety Techniques. Require development within Village areas to utilize planning and design techniques, as appropriate, that deter crime.	<i>Consistent.</i> The Project incorporates Crime Prevention Through Environmental Design (CPTED) concepts through clustered product types and open fence types. This design encourages more eyes on the street. The Project is also designed to increase pedestrian and bicycle activity, and other techniques to enhance natural surveillance opportunities.

General Plan Noise Element		
Policy Number	Policy Text	Explanation of Project Conformance
Goal N-1	Land Use Compatibility. A noise environment throughout the unincorporated County that is compatible with the land uses.	
Policy N-1.1	Noise Compatibility Guidelines. Use the Noise Compatibility Guidelines (Table N-1) and the Noise Standards (Table N-2) as a guide in determining the acceptability of exterior and interior noise for proposed land uses.	<i>Consistent.</i> These guidelines were used in preparation of the Project Acoustical Site Assessment Report.
Policy N-1.2	Noise Management Strategies. Require the following strategies as higher priorities than construction of conventional noise barriers where noise abatement is necessary: <ul style="list-style-type: none"> • Avoid placement of noise sensitive uses within noisy areas. • Increase setbacks between noise 	<i>Consistent.</i> One lot within the project will require a five-foot sound wall. Adequate setbacks will exist between the homes and the WTWRF, and between the homes and major roads.

General Plan Noise Element		
Policy Number	Policy Text	Explanation of Project Conformance
	<p>generators and noise sensitive uses.</p> <ul style="list-style-type: none"> • Orient buildings such that the noise sensitive portions of a project are shielded from noise sources. • Use sound-attenuating architectural design and building features. • Employ technologies when appropriate that reduce noise generation (i.e. alternative pavement materials on roadways). 	
Policy N-1.3	<p>Sound Walls. Discourage the use of noise walls. In areas where the use of noise walls cannot be avoided, evaluate and require where feasible, a combination of walls and earthen berms and require the use of vegetation or other visual screening methods to soften the visual appearance of the wall.</p>	<p><i>Consistent.</i> Please see N-1.2. The recommended sound wall would be only five feet in height, which would visually read as a standard privacy wall. No adverse visual effect would occur. Also, based on the Landscape Zone Plan, the wall would be partially or wholly shielded by Riparian Landscape Zone installed along the Project perimeter.</p>
Goal N-2	<p>Protection of Noise Sensitive Uses. A noise environment that minimizes exposure of noise sensitive land uses to excessive, unsafe, or otherwise disruptive noise levels.</p>	
Policy N-2.1	<p>Development Impacts to Noise Sensitive Land Uses. Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation</p>	<p><i>Consistent.</i> The noise standards from Table N-2 were used in preparation of the Project Acoustical Site Assessment Report.</p>

General Plan Noise Element		
Policy Number	Policy Text	Explanation of Project Conformance
	for sensitive uses in compliance with the noise standards listed in Table N-2.	
Policy N-2.2	Balconies and Patios. Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.	<i>Consistent.</i> The potential patio areas closest to Country Club Drive (CCD) were modeled as outdoor use areas and no impacts would occur to any residences except for a single lot at the southwestern extent of the development residential footprint. A five-foot high sound wall would adequately attenuate noise at that location and is proposed as Project mitigation. Most of the Project residences would not have balconies. Balconies would be included in Granary buildings. The distance of these structures from CCD results in no exceedance of noise standards relative to their use.
Goal N-4	Transportation-Related Noise Generators. A noise environment that reduces noise generated from traffic, railroads, and airports to the extent feasible.	
Policy N-4.1	Traffic Noise. Require that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.	<i>Consistent.</i> The Project does propose a GPA that would increase ADT beyond what is anticipated in the 2011 General Plan. Project noise modeling, however, did not identify any significant cumulative impacts.
Goal N-5	Non-transportation-Related Noise Sources. A noise environment that provides minimal noise spillovers from industrial, commercial, agricultural, extractive, and similar facilities to adjacent residential neighborhoods.	
Policy N-5.1	Truck Access. Design development so that automobile and truck access to industrial and commercial properties abutting residential properties is located at the	<i>Consistent.</i> The Project includes a very limited commercial use area; however, the use is adjacent to Country Club Drive and any trucks that would need to access the commercial area could do so without traveling through the residential areas.

General Plan Noise Element		
Policy Number	Policy Text	Explanation of Project Conformance
	maximum practical distance from residential zones.	
Goal N-6	Temporary and/or Nuisance Noise. Minimal effects of intermittent, short-term, or other nuisance noise sources to noise sensitive land uses.	
Policy N-6.4	Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.	<i>Consistent.</i> The Project would follow County guidelines for construction (Monday through Saturday, 7:00 a.m. to 7:00 p.m.) for non-emergency construction, as well as Project-related maintenance, and parking lot sweeper activity (as necessary) completed by the Project Applicant or HOA. Trash collection would be completed by others, and it is assumed that hours of operation would also comply with County ordinance.

Elfin Forest and Harmony Grove Community Plan Land Use		
Policy Number	Policy Text	Explanation of Project Conformance
Goal LU-1.5	Preservation of the rural small town feeling of Harmony Grove.	
Policy LU-1.5.1	Require minimum lot sizes of two acres outside the Village Boundary as the standard, unless significant preservation of resources is achieved and specific findings are met for the preservation of community character with the utilization of lot area averaging, planned residential developments or specific plans.	<i>Consistent.</i> This Project is processing a General Plan amendment to be included within the Village Boundary. Once it is within the village, the two acre requirement no longer applies. However, this Project is also processing a Specific Plan and preserving significant open space by clustering the development while still maintaining community character. Furthermore, the existing General Plan and zoning designations on the site permit 0.5 acre lots, suggesting that 2 acre rural residences were not anticipated on this property.
Policy LU-1.5.2	Require developers to obtain community review and input of their plans prior to permit approval.	<i>Consistent.</i> The Project has received community review through the San Dieguito Community Planning Group.

Elfin Forest and Harmony Grove Community Plan Land Use		
Policy Number	Policy Text	Explanation of Project Conformance
Policy LU-1.5.4	Restrict land use primarily to single-family residences outside of the Village.	<i>Consistent.</i> This Project is processing a General Plan amendment to be included within the Village Boundary. Once it is within the village, this policy will not apply.
Goal LU-1.6	Open access community design that fosters a feeling of “one neighborhood” despite multiple developments.	
Policy LU-1.6.1	Require large developments to retain connectivity with visual or physical pedestrian/equestrian access to community features.	<i>Consistent.</i> The Project will provide a series of trails throughout the development, which provide links to the multi-use trail along Country Club Drive. It provides connectivity to the HGV Equestrian Ranch and the Village Center within the HGV Specific Plan area. In addition, a hitching post will be provided at the commercial/community center.
Policy LU-1.6.2	Promote design of development with a rural, country theme.	<i>Consistent.</i> The Specific Plan includes design guidelines that enforce a rural/country theme. For example, multi-family units are disguised within structures that appear to be single family homes or other historic farm buildings, the architectural style is “Western Farm Village,” and community gardens are included within the development to celebrate the agricultural heritage of the area.
Goal LU-1.7	Continued preservation of mature native trees.	
Policy LU-1.7.1	Require development designed that avoids the removal of mature trees and encourages shady parking areas with trees.	<i>Consistent.</i> The Project has been designed to avoid mature oak trees.
Goal LU-1.8	Dedicated open space.	
Policy LU-1.8.1	Require mitigation land for development within the community to be purchased within the community to create open space and trails.	<i>Consistent.</i> The Project has been designed to preserve a large open space area within the southern portion of the Project site. Trails are also incorporated throughout the development. A biological resources report has been developed for this Project, which identifies the mitigation requirements.
Goal LU-1.9	An attractive equestrian community that encourages environmentally sensitive, responsible horse keeping.	
Policy LU-1.9.1	Require disclosure of Harmony Grove’s rural nature to potential home buyers in order	<i>Consistent.</i> Potential home buyers will be informed of the proximity of the site to rural uses such as the future

Elfin Forest and Harmony Grove Community Plan Land Use		
Policy Number	Policy Text	Explanation of Project Conformance
	for new residents to accept the consequences and benefits of living in a rural environment (i.e., proximity of large animals and small farms and ranches).	HGV Equestrian Ranch and rural residential uses where horses are kept.
Policy LU-1.9.3	Encourage proper maintenance of fences and animal enclosures.	<i>Consistent.</i> Fences will be properly maintained. No animal enclosures are proposed; however, a hitching post will be provided at the commercial/community center.
Policy LU-1.9.7	Strictly enforce manure and odor control.	<i>Consistent.</i> The only place where there may be a potential for manure is where it is used for compost. Odor will be controlled.
Policy LU-1.9.8	Promote the use of a non-motorized trail system for the enjoyment of both horses and their riders, as well as hikers and bicyclists.	<i>Consistent.</i> Country Club Drive has been designed by HGV to accommodate a 10' multi-use trail that accommodates equestrian, pedestrian, and bicycle use.
Goal LU-1.11	Becoming a green community by recycling animal wastes, using reclaimed water for irrigation, and supporting local organic agriculture.	
Policy LU-1.11.1	Encourage local distribution of composted animal wastes.	<i>Consistent.</i> The Project plans to irrigate with reclaimed water purchased from Rincon del Diablo MWD, and would support local organic agriculture through provision of community garden plots accessible to Project residents. These gardens would require use of organic fertilizers and organic pest control methods, as spelled out in an agreement between the HOA and resident applicant.
Goal LU-2.1	Preservation of the rural unincorporated community of Elfin Forest and its cohesiveness with its neighbor, the rural unincorporated community of Harmony Grove.	
Policy LU-2.1.4	Maintain open-space buffer between urban areas and rural community to preserve character of unincorporated community.	<i>Consistent.</i> The Project has been designed in accordance with the Community Development Model and maintains buffers between the Village and Semi-Rural and Rural areas.
Goal LU-2.2	Preservation of the lifestyle of the rural resident while accommodating growth.	
Policy LU-2.2.1	Ensure that the number of urban residences does not greatly exceed that of the rural residences in the greater	<i>Consistent.</i> The General Plan Amendment for the Project will modify this policy as follows:

Elfin Forest and Harmony Grove Community Plan Land Use		
Policy Number	Policy Text	Explanation of Project Conformance
	unincorporated communities of Harmony Grove and Eden Valley.	<p>Policy LU-2.2.1 Ensure that the number of urban residences does not greatly exceed that of the rural residences residential and equestrian character of in the greater unincorporated communities of Harmony Grove and Eden Valley <u>are maintained by adherence to the Community Development Model and the Community Plan Policies set forth in Section 1.1 "Community Character."</u></p> <p>The amendment to Policy LU-2.2.1 is intended to remove any confusion with respect to its meaning and to ensure consistency with the General Plan. Upon approval of the project, including the GPA, the project would be consistent with this policy.</p>
Policy LU-2.2.2	Allow, within the village boundary, as part of a thoughtful comprehensive community plan, the keeping of livestock on a limited basis on residential lots greater than 1/3 acre that have become necessary in heretofore rural areas to comply with increased population projections.	<i>Consistent.</i> Although livestock is not anticipated to be kept within HGVS, it is permitted within the HGV portion of the village. In addition, HGVS will be providing a hitching post at the commercial/community center to accommodate patrons arriving by horseback.
Goal LU-3.1	The continued preservation of Elfin Forest and Harmony Grove's sensitive and endangered habitats.	
Policy LU-3.1.1	Encourage the restoration and maintain the watershed, creeks and riparian areas.	<i>Consistent.</i> The Project includes buffers from Escondido Creek. The proposed development will improve water quality and the function of the creek through the construction of the bridge, the addition of water quality detention basins, and low impact development techniques.
Policy LU-3.1.2	Seek a means to prevent motorized vehicles; i.e. dirt bikes, off road vehicles, etc. in these areas and effectively enforce the restriction.	<i>Consistent.</i> The Project will be designed to restrict access into the onsite open space preserve through fencing, signage, and other means as appropriate and required by the County.

Elfin Forest and Harmony Grove Community Plan Land Use		
Policy Number	Policy Text	Explanation of Project Conformance
Policy LU-3.1.3	Encourage developers and public agencies in the County to acquire Elfin Forest's sensitive environmental habitat as mitigation.	<i>Consistent.</i> The biological impacts will be mitigated and if mitigation land within Elfin Forest is available, it will be considered for purchase.
Policy LU-3.1.4	Ensure that connectivity of open space is made a priority in targeting areas to be used as mitigation properties or otherwise conserved open space, so as to preserve and increase linkages between wildlife corridors and avoid fragmentation of habitat.	<i>Consistent.</i> The proposed Project is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. This area connects to the larger Del Dios Highlands Preserve to the south helping to provide a continuous wildlife corridor.
Goal LU-3.3	A community where significant prehistoric and historic cultural resources will be preserved.	
Policy LU-3.3.1	Require development to incorporate the prehistoric and historic rural theme of this community.	<i>Consistent.</i> HGVS has been designed with the theme of the community in mind. Design guidelines within the Specific Plan are intended to ensure that the development is compatible with the character of HGV and reflect the Western Farm Village theme.
Goal LU-6.1	Small-town feeling for limited commercial developments; land use and business to be compatible with community character and general goals.	
Policy LU-6.1.1	Restrict use of land for commercial development to limited community serving facilities, without large aggregations of commercial businesses, and encouraging locally owned businesses serving the community.	<i>Consistent.</i> The project includes a small commercial/community center use, which is intended to be community serving.
Policy LU-6.1.2	Restrict signage and lighting in commercial developments to the minimum required for operation and safety.	<i>Consistent.</i> Design guidelines have been incorporated into the Specific Plan to limit signage and lighting.

Elfin Forest and Harmony Grove Community Plan Circulation and Mobility		
Policy Number	Policy Text	Consistency Analysis
Goal CM-2.3	Quiet residential streets safe for pedestrian, bicycle, and equestrian use and adequately identified for emergency response service providers. Low traffic volume and low traffic speeds and commercial weight limits; traffic calming areas; scenic highways.	
Policy CM-2.3.1	Restrict local public roads to two-lane, undivided, curving streets; with established speed and weight limits commensurate with residential equestrian neighborhoods.	<i>Consistent.</i> Most internal roadways within HGVS are two lane curvilinear streets. However, HGV in implementing the approved Specific Plan, reconfigured Country Club Drive on the north side of Harmony Grove Road to include four lanes. To improve the function of the intersection at Harmony Grove Road and Country Club Drive, the Project will realign Country Club Drive with the intersection on the opposite side. It was determined that the south side of the intersection should incorporate four lanes, and transition to three lanes adjacent and through the project site. This ingress/egress plan significantly improves emergency service access and meets the intent of the County Fire Code.
Policy CM-2.3.2	Encourage a study for traffic calming strategies where necessary, and the restriction of truck traffic to local deliveries.	<i>Consistent.</i> Internal private roadways are designed as sharrows to encourage bicyclists to share the road with vehicles. In addition, truck traffic will be limited to local deliveries at the commercial/community center.
Goal CM-3.1	All private roads are named or identified so that all emergency vehicles know where they are located.	
Policy CM-3.1.1	<p>Create, in conjunction with the Elfin Forest – Harmony Grove Town Council, a naming system consistent with existing community street names, and a list of potential names for each unnamed street.</p> <p>Implementation Program CM-3.1.1 The EFHGTC will establish a timeframe by which all unnamed streets in Elfin Forest will be correctly named and signed for emergency responders to locate.</p>	<i>Consistent.</i> All private roads will be named and addressing signage will be located appropriately to ensure that emergency vehicles will be able to navigate the community.

Elfin Forest and Harmony Grove Community Plan Circulation and Mobility		
Policy Number	Policy Text	Consistency Analysis
	<p>Implementation Program CM-3.1.2 The EFHGTC will develop a process associated with the timeline through which the Town Council Board will have the authority to choose a name should the street residents are unable to come up with a consensus in the time allocated.</p>	
Goal CM-3.2	Fire access roads that provide for emergency evacuation without interference from trailers and incoming traffic.	
Policy CM-3.2.2	<p>Consider emergency evacuation and local road conditions when granting new building permits along those constricted egress routes.</p> <p>Implementation Program CM-3.2.2 A committee comprised of members of the Elfin Forest/Harmony Grove Town Council and the Elfin Forest/Harmony Grove Fire Department to study this problem and recommend possible solutions such as vegetation management and turn outs at certain points along the roads and possible amendments to the County Private Road Standards</p>	<p><i>Consistent.</i> Emergency evacuation was evaluated. The Project entry roads were developed in close coordination with the County Fire Authority. Three lanes along Country Club Drive will ensure that trailers and incoming traffic will not interfere with one another.</p>
Goal CM-5.1	Safe passage for pedestrians throughout the Harmony Grove community.	
Policy CM-5.1.1	Require construction of pedestrian trails linking each and every house as a condition of development for subdivisions with 5 or more homes.	<p><i>Consistent.</i> HGVS includes an extensive pedestrian trail and walkway system that provides links between all homes and connections to the HGV center, HGV Equestrian Ranch, and surrounding regional trail system.</p>
Goal CM-6.2	A multi-use trail system linking the Harmony Grove community to major recreational areas such as Lake Hodges, Elfin Forest Preserve, and Jack's Pond.	
Policy CM-6.2.1	Seek funds to better provide crossing for pedestrians on trails.	<p><i>Consistent.</i> The project will construct a bridge over Escondido Creek to provide a better and safer crossing</p>

Elfin Forest and Harmony Grove Community Plan Circulation and Mobility		
Policy Number	Policy Text	Consistency Analysis
		for pedestrians. This will resolve the existing problems associated with the current Arizona creek crossing.
Goal CM-8.1	Safe roadways for vehicle, pedestrian, equestrian, and bicycle passage.	
Policy CM-8.1.1	Encourage road designs that support low speeds appropriate for a rural neighborhood, and the use of curves, stop signs as appropriate for traffic control.	<i>Consistent.</i> The roads have been designed to be curvilinear and have stop signs for traffic control. They also permit shared use by bicyclists as a traffic calming measure.
Goal CM-10.1	Elfin Forest and Harmony Grove will wisely use its valuable water resources, as well as educational resources.	
Policy CM-10.1.1	Encourage native, drought-tolerant and fire-wise landscaping for existing development through the continued maintenance and development of the Fire Wise Garden.	<i>Consistent.</i> The Specific Plan includes a landscape palette that emphasizes native, drought-tolerant and fire wise landscaping.

Elfin Forest and Harmony Grove Community Plan Conservation and Open Space		
Policy Number	Policy Text	Consistency Analysis
Goal COS-1.1	Agricultural resources that enhance the environment and contribute to the rural community vision.	
Policy COS-1.1.1	Encourage the establishment of “green” small family owned farms and vineyards.	<i>Consistent.</i> The Project includes community gardens that celebrate the area’s agricultural heritage.
Policy COS-1.1.2	Encourage the use of recycled water for organic farms.	<i>Consistent.</i> Recycled water would be utilized for all common area landscaping. It may not be utilized on the community gardens, however. Instead, the Project encourages the use of rain barrels and cisterns to water the gardens.
Policy COS-1.1.3	Provide for farmer’s markets to allow sale of local produce in the future Village.	<i>Consistent.</i> A Farmer’s Market is included as a permitted use within the commercial area of the Specific Plan.
Goal COS-1.2	Native soil and topography moderately interspersed with low impact residential and agricultural uses.	
Policy COS-1.2.1	Require development to minimize impact on soil resources. Topography is to be maintained wherever possible.	<i>Consistent.</i> The Project has been designed with the topography in mind and conforms to the landform to the extent feasible.
Goal COS-1.3	The preservation of natural creeks and riparian areas.	

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Policy COS-1.3.1	Promote the preservation of Escondido Creek in its natural state and ensure that any new development such as (homes, animal enclosures, driving ranges, etc.) are adequately separated and buffered from the creek to prevent erosion, runoff or pollution of the creek.	<i>Consistent.</i> The Project includes buffers from Escondido Creek. The proposed development will improve water quality and the function of the creek through the construction of the bridge, the addition of water quality detention basins, and low impact development techniques.
Policy COS-1.3.2	Integrate development plans with the native habitat in such a way as to permanently preserve vast amounts of open space and continuous wildlife corridors.	<i>Consistent.</i> The proposed Project is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. This area connects to the larger Del Dios Highlands Preserve to the south helping to provide a continuous wildlife corridor.
Goal COS-1.6	The Escondido Creek, smaller and seasonal creeks that are free of pollution.	
Policy COS-1.6.1	<p>Establish education programs to protect surface and groundwater in the community from runoff of pollutants.</p> <p>Implementation Program COS-1.6.1 Educating residents on proper use of chemicals, encouraging organic gardening, and Best Management Practices for Large animal keeping; including French drains for washing areas, containment of manure, and composting manure.</p>	<i>Consistent.</i> Organic community gardens are proposed to be located within the Specific Plan area and the HOA may provide educational materials regarding organic gardening practices.
Goal CM-1.7	A rural residential community which will work to conserve energy so that there is enough power to meet the needs of its residents and agricultural businesses.	
Policy CM-1.7.1	Encourage new and existing residents to explore alternative sources of energy.	<i>Consistent.</i> The Project will install rooftop solar PV panels (a photovoltaic solar system) on all residential units and the Center House in order to supply 100 percent of the Project's electricity needs through renewable energy.
Goal COS-2.1	A small neighborhood park, preferably on floodplain near creek, that is accessible by trail system.	
Policy COS-2.1.1	Make it a priority to acquire open space for small parks along	<i>Consistent.</i> The Project provides a number of private parks throughout the development area, the largest of

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	trail route, which has mature native landscaping, picnic tables and minimal playground equipment. Restrict active recreational facilities and minimize lights and paved areas.	which are positioned along Country Club Drive across from the multi-use trail. Paved areas are minimized and permeable paving materials will be used to the extent feasible. Minimal lighting will be used and the Project will comply with the County's Dark Sky Ordinance.
Goal COS-3.1	Open space preserves of coast live oak riparian forests, oak woodland chaparral, native grasslands and coastal sage scrub.	
Policy COS-3.1.1	Preservation of open space banks of native habitat is a key element of this plan. Developers are required to mitigate for damages by purchasing open space in the area in conjunction with local preservation groups.	<i>Consistent.</i> The proposed Project is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. A biological resources report has been prepared for this Project which outlines the mitigation measures that will be required. All impacts to sensitive biological resources and habitats will be mitigated according to County requirements.
Goal COS-3.2	A community where all living things including humans, invertebrates, fishes, amphibians and reptiles, birds, mammals and native vegetation live together in harmony.	
Policy COS-3.2.1	Require developments to preserve, to the extent feasible, large banks of open space, including ridgelines, in their natural habitat.	<i>Consistent.</i> The proposed Project is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. In addition, the development is sited to preserve significant ridgelines.
Policy COS-3.2.2	The riparian continuous corridor is preserved and protected. Any possible runoff into the stream is to be abated.	<i>Consistent.</i> The Project includes buffers from the wetland habitat. The proposed development will improve water quality and the function of the creek through the construction of a bridge, addition of water quality detention basins, and low impact development techniques.
Policy COS-3.2.3	Require developers to mitigate loss of habitat and impact to a critical population of sensitive species by purchasing mitigation land to be enjoyed as open space for all in conjunction with local public land trusts.	<i>Consistent.</i> A biological resources report has been prepared for this Project which outlines the mitigation measures that will be required. All impacts to sensitive biological resources and habitats will be mitigated according to County requirements.
Policy COS-3.2.4	Require sensitive habitat be preserved through designation as open space and through dedication of open space	<i>Consistent.</i> The proposed Project is clustered on the site to preserve a large swath of open space in the southern portion of the planning area that includes high quality biological resources. This open space area

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	easements prior to development.	will be preserved through the dedication of an open space easement.

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Goal S-1.1	Safe ingress/egress to the community during heavy rains.	
Policy S-1.1.1	Require new construction to have County approved bridges appropriate for use and weight as access/egress.	<i>Consistent.</i> The Project will construct a bridge over Escondido Creek that will improve access/egress.