

CONSENT ITEM

**LOCAL AGENCY FORMATION COMMISSION
EXECUTIVE OFFICER'S REPORT**

FOR MEETING OF: FEBRUARY 2, 2015

Proposal

"Campus Park West Reorganization" (Rainbow Municipal Water District)
(RO14-08)

Proponent

District, by resolution

Description/Justification

The Campus Park West reorganization totals 241.3± acres and involves annexation to the Rainbow Municipal Water District (MWD), the San Diego County Water Authority (CWA), and the Metropolitan Water District of Southern California (MET) with concurrent detachment of approximately 100 acres from the San Luis Rey MWD. The area that is to be developed consists of five parcels that total approximately 117 acres. Of that area, three parcels contain about 17 acres and already are in the Rainbow MWD; the remaining two parcels that encompass 100± acres are located in the San Luis Rey MWD. However, since San Luis Rey MWD does not provide municipal water and sewer services, the 100-acre area must be annexed to San Diego CWA, MET, and Rainbow MWD respectively, to obtain water and sewer service for the proposed development. To prevent an overlap of territory, the property needs to be detached from the San Luis Rey MWD. MET and San Diego CWA requested that 141.3± acres of freeway right-of-way and roadway that is adjacent to the development site also be included in the reorganization, and subject to the associated jurisdictional changes.

The 117-acre development area is uninhabited and undeveloped except for fences and storage structures, as well as an open field where an airstrip utilized for radio-controlled model aircraft is located. In the past, part of the subject territory was used for dry farming or has been fallow; remnants of old citrus groves are located on the northern portion of the property. As mentioned, the remaining 141± acres consist of adjacent freeway right-of-way and roadway.

Overall development plans include a maximum of 283 multiple-family dwelling units, 52.4 acres of Commercial/Mixed Use, 12.6 acres of Light Industrial/Office Use, open space, and circulation. The reorganization area permits a maximum of 248 dwelling units, 46 acres of Mixed Use (including an additional 35 multiple dwelling units), 12.6 acres of Light

Industrial/Office Use, open space, and circulation.

Campus Park West is a component of the mutual goal of the County and SANDAG to promote more dense development in and adjacent to transportation corridors and transit nodes such as the intersection of Interstate 15 with State Route 76. This strategy is supported by the General Plan Update approved in 2011. The County approved the project's development plans under the condition that all of the territory be in Rainbow MWD for water and sewer service provision. The entire reorganization site is located in the North County Fire Protection District for provision of fire services.

The Municipal Service Review and Sphere of Influence Update conducted for the Bonsall and Pala Hydrologic Subareas of the San Luis Rey River Watershed was approved by your Commission in April of 2014. That report included sphere changes, which placed the western non-contiguous portion of the San Luis Rey MWD in Rainbow MWD's sphere with concurrent exclusion from San Luis Rey MWD's sphere. Both the project site and the adjacent roadway are located in the sphere amendment area, thus making the reorganization consistent with existing adopted spheres. The Board of Supervisors has adopted a Master Enterprise District Resolution stating that no property tax transfer would be required as a result of these jurisdictional changes.

General Plan/Zoning

The reorganization area is classified with the Regional Category of "Village," which is applied to areas where higher intensity and a wide range of land uses are planned. The land uses and intensity associated with that category typically require both water and sewer services.

The property is in the Fallbrook Community Plan with the following County General Plan designations: Village Residential (VR-20); General Commercial; Limited Impact Industrial; and Rural Lands (RL-40). County zoning is S-88 (Specific Plan). The Specific Plan designates the developable portion of the two subject parcels as Limited Impact Industrial, Village Residential, General Commercial, and Rural Lands.

Location

North of Pala Road, east of Interstate 15, south of Pala Mesa Heights Drive, and west of Horse Ranch Creek Road (Thos. Bros. pgs. 1028/7H&J and 1048/1H&J).

Executive Officer Recommendation

- (1) Certify, pursuant to Section 15091 of the State CEQA Guidelines, that the Commission has reviewed and considered the attached EIR. The mitigation measures approved by the County of San Diego for the impacts identified in the

attached EIR have been adopted by the County, and that the mitigation is under the jurisdiction of the County and not LAFCO because the affected resources and the extension of public services will be within the boundary of the District upon annexation and will continue to be the responsibility of the County and special districts since the subject territory will remain unincorporated.

- (2) Adopt, pursuant to Section 15096(h) of the State CEQA Guidelines, the Findings of Fact and Statement of Overriding Considerations previously adopted by the County of San Diego as lead agency, as shown in Exhibit A.
- (3) Approve the form of resolution approving the reorganization for the reasons set forth in the Executive Officer's Report, waiving the Conducting Authority proceedings according to Government Code Section 56663(c), and ordering the reorganization subject to the following terms and conditions:

Rainbow MWD:

- a. The reorganization is subject to the requirements of the pre-annexation agreement between the Rainbow Municipal Water District and the JPSD 100, LLC dated May 22, 2012.

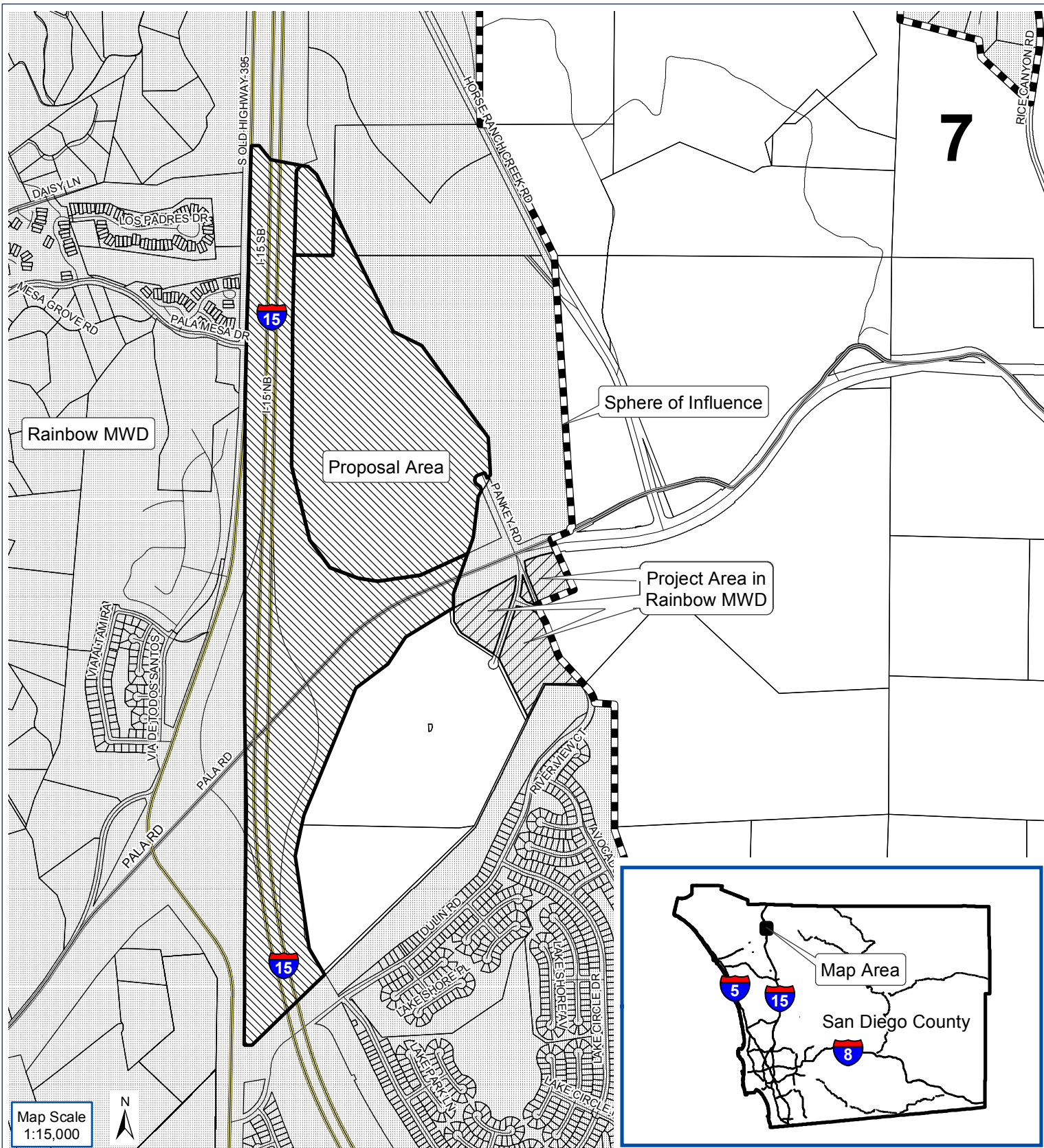
San Diego County Water Authority and Metropolitan Water District

- a. Annexation to the Metropolitan Water District of Southern California (MET) and the San Diego County Water Authority (CWA) subject to the terms and conditions of the MET and CWA.

Attachments

Vicinity Map
Exhibit A: Statement of Overriding Considerations
Electronic/Compact Disk – EIR

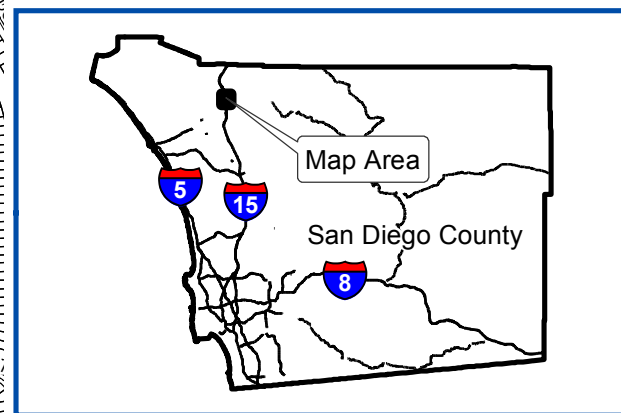
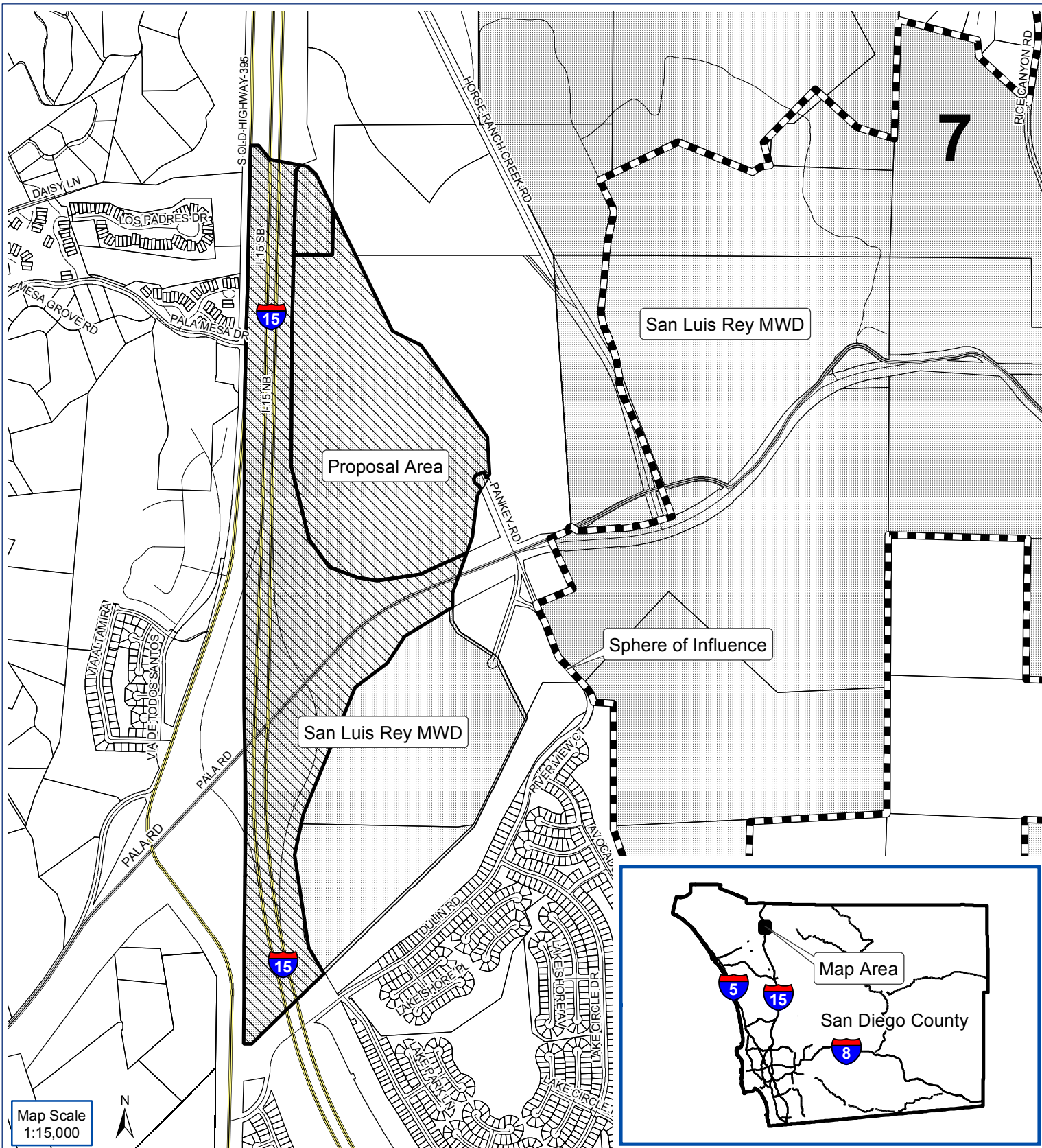
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MAP 1 OF 2

PROPOSED "CAMPUS PARK WEST REORGANIZATION"
RO14-08 (RAINBOW MUNICIPAL WATER DISTRICT):
ANNEXATION TO RAINBOW MWD; SAN DIEGO CWA; MET

- Proposal Area
- Project Area in Rainbow MWD
- Rainbow MWD
- Sphere of Influence



MAP 2 OF 2

PROPOSED "CAMPUS PARK WEST REORGANIZATION"
RO14-08 (RAINBOW MUNICIPAL WATER DISTRICT):
DETACHMENT FROM SAN LUIS REY MWD

- Proposal Area
- San Luis Rey MWD
- Sphere of Influence

**STATEMENT OF OVERRIDING CONSIDERATIONS
CAMPUS PARK WEST PROJECT
PDS2005-3818-05-001(SPA), PDS2005-3800-05-003(GPA), PDS2005-3600-05-005(REZ),
PDS2005-3100-5424(TM), Log No. PDS2005-3910-05-02-009(ER),
SCH No. 2009061043
April 11, 2014**

Background

The California Environmental Quality Act (CEQA) requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (CEQA Guidelines Section 15093, subd. [a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093, subd. [b]).

In accordance with the requirements of CEQA and the CEQA Guidelines, the Board of Supervisors finds that the mitigation measures identified in the Final Subsequent EIR (FSEIR) and the Mitigation Monitoring Plan, when implemented, will avoid or substantially lessen virtually all of the significant effects identified in the FSEIR for the Campus Park West Project. However, certain significant impacts of the Project are unavoidable even after incorporation of all feasible mitigation measures. Pursuant to Section 21081 of CEQA and Section 15091 of the State CEQA Guidelines, the Board of Supervisors finds that mitigation is not feasible to reduce the following impacts to less than significant levels, with these impacts considered significant and unavoidable: (1) direct, short-term aesthetic (visual) impacts from Project grading and ongoing development; (2) cumulative visual impacts related to overall long-term changes in view composition from development of the Proposed Project and surrounding areas; (3) cumulative visual impacts from development of the Proposed Project and surrounding areas related to long-term conversion of the existing rural/open space viewshed to a more developed character, including development on westerly facing slopes; (4) direct, near-term air quality impacts during Project operation in Planning Area (PA) 2; (5) direct, near-term air quality impacts from emissions generated during combined Project construction and operational phases; (6) direct, long-term (operational) air quality impacts from Project-related traffic emissions; (7) cumulative air quality impacts from construction of the Proposed Project and neighboring sites; (8) cumulative air quality impacts during the near-term from combined Project construction and operational emissions; (9) near-term cumulative air quality impacts from combined Project construction and operational phase emissions, along with emissions from other nearby projects; (10) long-term cumulative air quality impacts from traffic-related operational emissions generated by the Proposed Project and other nearby development; and (11) direct, short-term traffic impacts along State Route (SR) 76 between South Mission Road and Old Highway 395.

For all of the identified significant and unavoidable impacts related to aesthetics (AE-1 through AE-3) and air quality (AQ-1 through AQ-7), specific economic, technological, or other considerations make mitigation infeasible, with additional information provided below for individual impacts. For identified significant and unavoidable impacts related to transportation/traffic (TR-1), the associated mitigation measures required to reduce impacts below a level of significance are both under construction and within the responsibility and jurisdiction of another government agency (Caltrans), and are outside the jurisdiction of the County to approve (Public Resources Code Section 21081). Additional discussion of the significant and unavoidable impacts associated with the Proposed Project is provided below, followed

by a Statement of Overriding Considerations (SOC) and the related Overriding Benefits of Project implementation.

Significant and Unavoidable Impacts

Aesthetics Impacts (AE-1 through AE-3)

Significant, short-term visual impacts would occur due to proposed construction, which would cause the site character to temporarily conflict with the surrounding characteristics (Impact AE-1, as discussed in FSEIR Sections 2.1.2.1 and 2.1.6, and Section 5.4.7 of the Visual Impact Analysis [VIA]). For construction-period effects, with the exception of mass grading (hydroseeded to minimize erosion as well as visibility of the graded area), phasing of the construction activities would restrict the amount of the site under active build at any one time. Landscaping, installed subsequent to each construction phase, also would help minimize visual effects of grading activities and building construction. Nonetheless, incompatible changes to the existing visual character due to construction-period vegetation removal and the introduction of built elements into a rural setting, as well as night-lighting, would degrade the quality of views from the surrounding areas in the short term. Viewers looking into the site from abutting and higher elevations would have partially obstructed to unobstructed views into the Project. Screening of construction-period views from locations adjacent to the site would be largely ineffective due to the elevation of the affected viewers (above the Project site from the north or west) or possible long sight-lines for viewers travelling north-south along I-15. Potential screening of stationary views through placement of screening closer to off-site residential or recreational viewers would require fencing on off-site private property or within public open space reserves, which would impede current views to the larger eastern slopes and mountains, as well as the expansive valley floor (far larger than the Project). No mitigation beyond Project design features already incorporated into the Project is available for these impacts, which would remain significant and unmitigated in the short-term but would diminish as construction is completed and Project vegetation matures.

Implementation of the Proposed Project, in combination with other cumulative projects, would result in significant cumulative impacts related to overall changes in view composition from surrounding areas, as well as conversion of the existing rural/open space viewshed to a more developed character, including development on westerly facing slopes (Impacts AE-2 and AE-3, as discussed in FSEIR Sections 2.1.3 and 2.1.6, and Section 5.5 of the VIA). The Proposed Project has been designed to include a number of important elements to avoid a majority of the potential significant impacts to visual resources. Project design features such as landscaping, building setbacks, and architectural details all would help to reduce the visual impacts created by the Proposed Project through screening of parking lots, buildings, and lighting at Project buildout. The extensive streetscapes also play a primary role in reducing the potential for views to Project elements from viewers located east and west of the Project. These features would not affect the dominance of the cumulative projects due to their scale, however, and therefore would not reduce the Project contribution to cumulative visual impacts to less than significant levels. As noted in EIR Section 2.1.3, these cumulative effects are the result of: (1) some development that is already in place, (2) some development that is under the purview of a jurisdiction other than the County, as well as (3) already approved adjacent projects. Given the scope of new development in the area and the existing open space and agricultural character of the area, there are no measures that can mitigate the cumulative visual effects. Similarly, because the Project would replace undeveloped acreage with a largely built environment that is visible from adjacent major roadways (including I-15) and higher elevations in the vicinity, there are no mitigation measures to screen the Project's contribution to the cumulative effect. These effects remain significant, unmitigated, and long-term for Impacts AE-2 and AE-3.

Air Quality Impacts (AQ-1 through AQ-7)

Near-term operational emissions of volatile organic compounds (VOCs), carbon monoxide (CO), and respirable particulate matter (PM₁₀) for Planning Area (PA) 2 would exceed the associated significance thresholds (Impact AQ-1, as discussed in FSEIR Sections 2.2.2.2 and 2.2.6, and Section 4.2.2 of the Air Quality Analysis Report [AQAR]). Mitigation measure M-AQ-1 is included in the FSEIR, and requires the provision of educational materials regarding the proper use of VOCs. The noted operational emissions from vehicles and the use of aerosols and paints (over which the Project has no control) would constitute a temporary but significant and unmitigable impact after initial occupation of PA 2. Over the long-term, impacts related to operational emissions from vehicles would reduce due to the phase-out of older vehicles and increasingly stringent vehicle emission standards. Nonetheless, these effects would remain significant and unmitigable in the near-term for Impact AQ-1 in PA 2 because no other mitigation is available and because personal use of low-VOC products cannot be enforced. These effects would remain significant and unmitigated in the near-term for Impact AQ-1.

Near-term Project emissions of VOCs, CO, and PM₁₀ for the combined construction and operational phases would exceed the associated significance thresholds (Impact AQ-2, as discussed in FSEIR Sections 2.2.2.2 and 2.2.6, and Sections 4.2.1 and 4.2.2 of the AQAR). The noted operational emissions would constitute a temporary but significant and unmitigable impact after initial occupation of PA 2 related to a combination of construction activities and early operations. Following completion of construction activities, daily operational emissions would reduce over time due to the phase-out of older vehicles and increasingly stringent vehicle emission standards. Even with implementation of Project design features and Mitigation Measures AQ-1 and AQ-4a through AQ-4d (as referenced below), combined construction and operational effects would remain significant and unmitigated in the near-term.

Long-term Project operational emissions of non-attainment criteria pollutant VOCs, CO and PM₁₀ from traffic would exceed the associated significance thresholds in 2025 (Impact AQ-3, as discussed in FSEIR Sections 2.2.2.2 and 2.2.6, and Section 4.2.2 of the AQAR). While these traffic-related emission levels would decrease over time with phase-out of older vehicles and implementation of increasingly stringent emission controls, long-term operational impacts for VOCs, CO, and PM₁₀ would remain significant and unmitigated even with implementation of the mitigation (M-AQ-1) and Project design features already incorporated into the Project.

Ongoing and concurrent construction activities at the Project site, as well as the neighboring Campus Park and Meadowood properties, would result in significant near-term cumulative air quality impacts from emission of non-attainment criteria pollutants VOCs, oxides of nitrogen (NO_x), fine particulate matter (PM_{2.5}), and PM₁₀ (Impact AQ-4, as discussed in FSEIR Sections 2.2.2.3 and 2.2.6, and Section 4.3.1 of the AQAR). A number of mitigation measures are identified in the FSEIR to address these concerns, including requirements to reduce construction-related dust and vehicle/equipment emissions (M-AQ-4a through M-AQ-4d). Even with implementation of these measures and the Project design features already incorporated into the Project, however, the described cumulative construction impacts would remain significant and unmitigated in the near-term.

Cumulatively considerable net increases in the non-attainment criteria pollutants (VOCs and PM₁₀) would result in the near-term, when Proposed Project construction and operational phase emissions are assumed to be combined. Cumulatively considerable emissions of criteria pollutants also would exceed the significance thresholds for Project operations at full buildout in 2025 (Impact AQ-5, as discussed in FSEIR Sections 2.2.3 and 2.2.6, and Sections 4.3.1 and 4.3.2 of the AQAR). A number of mitigation measures are identified in the FSEIR to address these concerns, including M-AQ-1 and M-AQ-4a through M-AQ-4d as previously described. Even with implementation of these measures and the Project design features already incorporated into the Project, however, the described cumulative combined impacts

would remain significant and unmitigated in the near-term. This is because the emissions are primarily related to vehicle use. Project-related vehicle volumes are primarily determined by the limited industrial and commercial uses proposed for the site, which has been specifically identified for these uses in the County General Plan. Consistent with smart growth principles, the location of these uses adjacent to the I-15 and SR-76 interchange and these busy travelways support consolidation of work and commercial opportunities next to primary roadways and existing population rather than allowing for continued expansion of such services into undeveloped portions of the County. It has also allowed the Project to assume a 30 percent on-site capture rate (i.e., 30 percent of trips associated with the Project are anticipated to stay within the quadrant rather than flowing to off-site destinations to the north, west and south). Although the Project-specific analyses focus on trips associated with proposed uses (number of trips drawn to Project uses) rather than modification of existing travel patterns (number of trips rendered shorter or unnecessary by provision of Project uses at this interchange); it is anticipated that the Project would provide limited impact industrial and general commercial uses to the community as a whole. Location of these uses at this interchange may eliminate need to work or shop at further distances from area residences. The Project would therefore be expected to shorten existing trips made by off-site users that currently travel to Escondido, Temecula, and other points north, south and west for similar work opportunities or services. This would constitute an improvement relative to reductions in vehicle-related emissions associated with those longer trips.

Significant near-term emissions of the non-attainment criteria pollutants VOCs, NO_x, PM₁₀ and PM_{2.5} would result from combined Project construction and operational phases, added cumulatively to emissions from other projects (Impact AQ-6, as discussed in FSEIR Sections 2.2.3 and 2.2.6, and Sections 4.3.1 and 4.3.2 of the AQAR). A number of mitigation measures are identified in the FSEIR to address these concerns, including M-AQ-1 and M-AQ-4a through M-AQ-4d as previously described. Even with implementation of these measures and the Project design features already incorporated into the Project, however, the described cumulative combined impacts would remain significant and unmitigated in the near-term.

Significant long-term Project operations emissions of non-attainment criteria pollutants VOCs, NO_x, PM₁₀ and PM_{2.5} from Project-related traffic in 2025, added cumulatively to emissions from other projects (Impact AQ-7, as discussed in FSEIR Sections 2.2.3 and 2.2.6, and Section 4.3.2 of the AQAR) would exceed significance thresholds. While these traffic-related emission levels would decrease over time with phase-out of older vehicles and implementation of increasingly stringent emission controls, long-term cumulative operational impacts for criteria pollutants would remain significant and unmitigated, even with implementation of the mitigation (M-AQ-1) and Project design features already incorporated into the Project. Because the Project would result in a direct impact associated with VOC and PM₁₀ emissions, the Project's contribution to impacts associated with these pollutants would be cumulatively considerable.

Transportation/Traffic Impacts (TR-1)

Project-related traffic would result in significant, direct, short-term impacts to four segments of SR-76 between South Mission Road and Old Highway 395 (Impact TR-1, as discussed in FSEIR Sections 2.3.2.4 and 2.3.6, and Section 8.0 of the Project Revised Traffic Impact Analysis [TIA]). If the Proposed Project were to be occupied prior to completion of these improvements, a short-term, unmitigated impact would occur until Caltrans completes the SR-76 East Project. The changes or alterations (mitigation) required to address these impacts are within the responsibility and jurisdiction of another government agency (Caltrans), and have been adopted by that other agency. Specifically, Caltrans is currently constructing the SR-76 East Project (TransNet SR-76 Widening), which will improve these segments to four lanes by 2017 and mitigate the Project's direct impacts. In addition, the Applicant has agreed to pay Caltrans \$2.28 million toward the SR-76 East Project. The Applicant will pay this amount over build out of the Project. Although already underway, in order to address the direct Project impacts, the Project

Applicant would make a “fair share” (i.e., proportionate share) contribution to the I-15/SR-76 interchange improvements as part of the greater SR-76 East improvements. Given the magnitude and ongoing nature of the SR-76 Widening project, including SR-76 East in the Proposed Project area, however, detailed engineering and construction efforts are required that are beyond the capability of a single private applicant (including extensive conversion of existing land uses beyond their purview/ability). These improvements would require regional highway modifications of a magnitude and scope disproportionate to the current development project, and are outside the jurisdiction of the County to approve. With regard to cumulative impacts to segments, the Project Applicant would be required to make a contribution to the Traffic Impact Fee (TIF) Program, and would also implement mitigation to improve the SR-76/Pankey Road intersection (e.g., through signalization and lane addition/widening), which would help to partially mitigate impacts along the noted SR-76 segments. Despite these mitigation efforts, however, and because the Proposed Project could potentially be occupied prior to completion of the SR-76 East Project improvements, the described Project direct and cumulative impacts along SR-76 are identified as remaining significant and unmitigated in the short-term.

Statement of Overriding Considerations

Pursuant to Section 15093 of the State CEQA Guidelines, when the lead agency approves a project that may result in the occurrence of significant effects that are identified in the Final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.

The Board of Supervisors declares that it has adopted all feasible mitigation measures with respect to the above-remaining unavoidable significant effects, and finds that they are acceptable due to each of the specific economic, legal, social, technological, or other Overriding Benefits that will result from approval and implementation of the Project, as listed below. All of these benefits are based on the facts set forth in the CEQA Findings Regarding Significant Effects, the FSEIR, and the record of the proceedings for the Proposed Project. Each of these benefits is a separate and independent basis that justifies approval of the Project, so that if a court were to set aside the determination that any particular benefit will occur and justifies Project approval, the County finds that it would stand by its determination that the remaining benefit(s) are sufficient to warrant Project approval.

Overriding Benefits

The Board of Supervisors finds that the Proposed Project would have the following substantial Overriding Benefits:

1. The Project land use plan includes between approximately 32.4 (**Scenario 1**) and 32.1 (**Scenario 2**) acres of open space, which represents approximately 28 (**Scenario 1**) and 27 (**Scenario 2**) percent of the Project site. The described on-site open space includes 31 acres of biological open space (under both scenarios) along portions of Horse Ranch Creek and the San Luis Rey River, with these areas encompassing several sensitive wetland and upland habitats. Retention of the described portions of the Project site in open space and passive recreational uses will contribute to natural view elements visible from the I-15 scenic corridor and Fallbrook Conservancy properties, as well as the Fallbrook community as a whole.
2. The Project will place in dedicated open space over 50 percent (12.16 acres) of the on-site wetland habitats (southern riparian forest and southern riparian scrub). These habitats are some of the most sensitive resources in the County and have suffered some of the greatest loss and degradation. The wetland areas to be preserved on site are adjacent to more extensive habitat areas along Horse Ranch Creek and the San Luis Rey River, and will help to support the continued existence of sensitive species in the County threatened by loss and degradation of valuable wetland habitat.

3. The Project will improve the intersection of SR-76/Pankey Road (including signalization and lane addition/widening), and will pay a “fair share” fee for improvements to SR-76 (between South Mission Road and Old Highway 395) currently being implemented or planned for implementation by 2017 by Caltrans under the SR-76 East Project, as well as the I-15/SR-76 interchange ramps. The Project Applicant will also contribute TIF fees to support improvements to a number of other roadways (additional segments of SR-76, Old Highway 395, Reche Road, and Pala Mesa Drive) and intersections (including numerous intersections along SR-76). These regional transportation improvements would benefit all users of the associated roadways.
4. The Project design includes a mix of commercial, industrial/office, and residential land uses within close proximity to each other, which would provide opportunities for residents (and/or faculty and students at adjacent Palomar College and Campus Park) to live and work in the same community and utilize alternative modes of transportation (e.g., walking or cycling) for commuting, shopping and other activities. Specific related elements in the Project design include providing comfortable walking distances by placing residential and commercial uses within the same development bubble in the mixed-use core area, and placing multi-family residential uses directly across the street from general commercial and light industrial office uses. With this design, the furthest in-site walking distance would be approximately 0.6 mile (i.e., from the southern-most residential use to the northernmost light industrial use). Additional related Project design elements include: (1) incorporating entry plazas, courtyards, outdoor dining spaces, other gateway areas, and shaded sidewalks; (2) linking sidewalks to walkways within the separate land uses and trails/pathways where possible; and (3) providing bicycle lanes and parking facilities to encourage alternative transit, particularly for employees, shoppers, and residents. This design would provide opportunities to reduce vehicle miles traveled and improve local and/or regional air quality (through emissions reductions) and transportation-related noise conditions.
5. In addition to the alternative transportation facilities described above, a number of non-motorized circulation facilities would be provided throughout the Project site. Specifically, these would include: (1) a non-contiguous Type D Special Pathway along Pankey Road that provides multi-modal circulation opportunities and connects to pathways in adjacent projects; (2) a 20-foot easement in PA 6 to accommodate the San Luis Rey River Park Trail; and (3) connections to the San Luis Rey River Park Trail from Project sidewalks and bike lanes. This system of recreational trails and connections would benefit all associated users, including on-site residents and the larger community.
6. The Project facilities described in items 4 and 5, combined with the opportunities to walk to work and complete errands on foot or bicycle, would in turn provide exercise opportunities and support a healthy lifestyle for on-site residents and workers.
7. The Project would provide the third part of the trio of projects (Campus Park, Campus Park West and Meadowood) planned for this quadrant by the County. It would complete the “village” envisioned through combination of the residential, commercial, limited impact industrial and recreational uses. In addition, the approved Palomar College facility is being implemented by the College District to the north, and will provide both educational and recreational opportunities. Although each is able to stand alone, together they implement SANDAG’s smart growth concept map and provide the best and highest mix of uses in this quadrant as they provide a balanced mix of uses. In addition to multi-family residential uses, Campus Park West would provide additional work opportunities for residents of adjacent projects as well as other North County residents, and would also provide the general commercial uses currently lacking in this area. These commercial uses would provide employment opportunities, goods and services to support adjacent projects as well as other North County residents

and users of I-15 and would be expected to reduce area trips in numbers and/or length through placement of these goods and services closer to area residents.

8. The Project would reserve land for a County Sheriff's station within PA 1 for potential purchase by the County, and would participate with others in the vicinity to fund such construction. Need for this station was identified in the San Diego County Sheriff's Department Facilities Master Plan (October 2005). As such, provision of a parcel for purchase to allow construction, and payment of proportionate fair share would address an existing identified need.

Attachments:

“Campus Park West Reorganization”
(Rainbow MWD)
RO14-08

Link to download the zip file containing the EIR:
The file is large (700MB).

http://www.sdlafco.org/Agendas/Feb2015/CD_CampusParkWest_EIR.zip