

3.1.5 Land Use

This section addresses the potential land use impacts associated with implementation of The Villages – Escondido Country Club Project (Project). The section describes the existing land use and planning setting; identifies associated relevant policy and regulatory requirements; evaluates the existing community character, surrounding land uses, and compatibility of the Project with neighboring areas; addresses change to or displacement of existing uses and potential land use impacts; and analyzes consistency of the Project with relevant adopted local land use policies (Appendix 3.1.5-1, Consistency Analysis Table). This section uses information provided by the *City of Escondido General Plan* (General Plan) and *Escondido Zoning Ordinance*.

3.1.5.1 Environmental Setting

The Project site is located in the northwest portion of the City of Escondido (City), along both sides of West Country Club Lane west of Nutmeg Street. The approximately 109-acre Project site was a former 18-hole golf course and currently has an address of 1800 West Country Club Lane; see Figure 1-2, Vicinity Map, in Chapter 1, Project Description. The Project site is currently designated in the City's General Plan as Residential Urban I, and allows for up to 5.5 dwelling units per acre, as seen in Figure 3.1.5-1, Existing General Plan Land Use (City of Escondido 2012, Figure II-1). The Project site is zoned R-1-7, which requires a minimum residential lot size of 7,000 square feet (see Figure 3.1.5-2, Existing Zoning).

Currently, the Project site is a non-operational golf course. The former golf course in its current state has resulted in code enforcement issues for the City. The blighted condition of the abandoned former clubhouse facility has created ongoing public health and safety hazards for existing, surrounding residents.

3.1.5.1.1 Surrounding Land Uses

The surrounding land uses consist of single-family residential development that includes detached residences on a variety of lot sizes, attached residences (duplexes) of several different densities, and several common-interest developments; see Figure 1-9, Surrounding Land Uses, in Chapter 1.

Planned development projects to the northwest of the Project site resulted in residential development of detached single-family homes on lots approximately 4,000 square feet to 6,000 square feet. Further north are detached single-family homes on approximately 5,000-square-foot lots that typically average from 40 to 45 feet in width. A smaller residential development that abuts the Project site to the north consists of duplex residential units on 2,000-square-foot lots ranging. Located central to and north of the Project site are detached single-family homes on approximately 7,000-square-foot-lots, flanking Villages 1 and 2.

As the topography rises to the north of the Project site, another residential development project adjacent to the former golf course is composed of duplex dwelling units on lots that are approximately 4,000 square feet. Another smaller residential development that protrudes into the Project site has duplex dwelling units on 2,000-square-foot lots.

To the south of the Project site, several residential developments were constructed with duplex units on 2,000-square-foot lots and detached single-family homes on lots ranging from 2,000 square feet to 7,000 square feet, which average about 40 feet in width (Figure 1-9).

A large mobile-home park is located to the south on El Norte Parkway within the City of San Marcos. The City of San Marcos boundary is approximately 0.2 miles to the southwest of the Project site.

The location, density, and intensity of suburban-style development within the surrounding communities have mainly developed through planned residential development, and are generally characterized by low-density single-family neighborhoods with pockets of medium density single-family development (duplex units and small detached homes).

3.1.5.1.2 *Historical Context*

In 1963, the Royart Corporation bought two large tracts of land from local landowners and built a nine-hole golf course that was to be part of a senior citizens' development. The development was named Golden Circle, homes were built on residential lots, and the public course was opened in 1964. Later in the 1960s the second nine holes of the course were added and additional residential development was approved. In 1967, Royart entered bankruptcy and the course was acquired by the lender, Prudential Savings & Loan. Prudential obtained permission from the City to turn the public course into a private members-only country club. In 1971, Prudential conveyed the country club and undeveloped residential lots to Unger Pacific, but Prudential foreclosed on the properties 2 years later. In 1973, Prudential deeded the country club and the undeveloped residential lots to Escondido Golf & Land Company, which in turn conveyed the Project site to David Price, a principal of American Golf, in 1985. During this period, numerous housing projects were approved and built around the golf course.

After years of financial difficulties experienced by the operator of the country club, a private residential developer acquired the Project site in 2012. The golf course stopped operating in April 2013. The closure and proposed residential development prompted the Escondido Country Club Community to submit an initiative to the Escondido City Council seeking to amend the General Plan to change the Escondido Country Club's land use designation from "Urban I" to "Open Space-Park." The City Council unanimously adopted the initiative on August 14, 2013. In

turn, the private residential developer filed a lawsuit against the City challenging the adopted initiative as invalid and a regulatory “taking.”

While the lawsuit was pending in the trial court, the private residential developer submitted a ballot initiative titled Proposition H, which would authorize a specific plan (called the *Lakes Specific Plan*) for the development of the Escondido Country Club. The *Lakes Specific Plan* proposed to develop the property into 430 dwelling units, a community center with an Olympic-sized pool, and 27 acres of open space. The *Lakes Specific Plan* would have required amending the General Plan’s land use designation from “Open Space-Park” to “Specific Plan Area #14.” The City’s electorate rejected Proposition H in November 2014.

In March 2015, the trial court overturned the City Council’s August 2013 adoption of the previous initiative that designated the property as Open Space-Park. In October 2015, the trial court entered a final judgment in the lawsuit, incorporating its invalidation of the August 2013 initiative and restoring the Project site’s Urban I: up to 5.5 dwelling unit/acre, residential land use designation.

3.1.5.1.3 *Regulatory Setting*

State

California Environmental Quality Act

Primary environmental legislation in California is found in the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines), which require that projects with potential adverse effects (or impacts) on the environment undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations.

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law (Government Code Sections 65000–66499.58). Under state planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

The process of adopting or amending a general plan requires public participation. Cities and counties must hold public hearings for such proposals. Advance notice of the place and time of the hearing must be published in the newspaper (when there is no paper, notice must be posted in the vicinity of the project site) and also mailed directly to the involved property owners.

The planning commission, and the city council or county board of supervisors, must each hold at least one public hearing prior to approving or amending the plan. The commission usually holds its hearing first and makes specific recommendations to the council or board. A recommendation for approval must be made by a majority of the total membership of the commission.

The council or board will take final action on the proposals at their hearing. Approvals must be made by a majority of the total membership of the council or board. If they make substantial changes to any planning commission recommendations, those items must be sent back to the commission for further study and recommendations before a final decision is made. The commission will have 40 days in which to make any further recommendations.

A specific plan implements, but is not technically a part of, the local general plan. Specific plans describe allowable land uses, identify open space, and detail infrastructure availability and financing for a portion of the community. In some jurisdictions, specific plans also take the place of zoning. These specific plans must be consistent with the general plan. In turn, zoning, subdivision, and public works decisions must comply with the provisions of the specific plan. Specific plans are adopted and amended in the same manner as general plans.

Senate Bill 375

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, was adopted in September 2008 to coordinate land use planning, regional transportation plans, and funding priorities to reduce greenhouse gas (GHG) emissions from passenger vehicle travel through better-integrated regional transportation, land use, and housing planning that provides easier access to jobs, services, public transit, and active transportation options. SB 375 consists of five aspects: (1) creation of regional targets for GHG emissions reduction tied to land use; (2) a requirement that regional planning agencies create a Sustainable Communities Strategy (SCS) to meet those targets, even if that plan is in conflict with local plans; (3) a requirement that regional transportation funding decisions be consistent with this new plan; (4) a requirement that the Regional Housing Needs Allocation numbers, established by the State Department of Housing and Community Development and allocated by the San Diego Association of Governments (SANDAG), must conform to the SCS; and (5) new CEQA exemptions and streamlining for projects that conform to the SCS.

SB 375 specifically requires the metropolitan planning organization relevant to the Project area (in this case, SANDAG) to develop an SCS in its Regional Transportation Plan (RTP). The SCS's intent is to achieve GHG emissions reduction targets set by the California Air Resources Board by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.

For the area under SANDAG's jurisdiction, including the Project Site, the California Air Resources Board adopted regional targets for the reduction of mobile source GHG emissions. Those targets are 7% for 2020 and 13% for 2035. In preparing its 2015 SCS, also known as *San Diego Forward: The Regional Plan*, SANDAG stated it would achieve (and exceed) the region's GHG targets, with a 15% per-capita reduction by 2020 and a 21% per-capita reduction by 2035 (SANDAG 2015). In response, the California Air Resources Board accepted SANDAG's determination that its SCS would achieve its 2020 and 2035 GHG emissions reduction targets.

Local

City of Escondido General Plan

The City's General Plan is a statement of long-range public policy to guide the use of private and public lands within a community's boundaries. The plan is both general and comprehensive in that it provides broad guidelines for development in the City while addressing a wide range of issues that will affect the City's desirability as a place to live, work, and play. The General Plan guides land use and private development, as well as public facilities and services. Furthermore, it addresses community goals and issues regarding human needs such as education, employment, child and elder care, community health and housing, as well as recreation and cultural enhancement. The City's General Plan includes nine elements: Vision and Purpose, Land Use and Community Form, Mobility and Infrastructure, Housing, Community Health and Services, Community Protection, Resource Conservation, Growth Management, and Economic Prosperity.

In addition to the General Plan goals and policies, the City's General Plan includes Quality of Life Standards that establish minimum thresholds of service levels for various public improvements and facilities. The City's Quality of Life Standards are identified below:

Quality of Life Standard 1: Traffic and Transportation. Circulation Element Streets and intersections shall be planned and developed to achieve a minimum level of service "C" defined by the Highway Capacity Manual as amended or updated, or such other national standard as deemed appropriate by the city. In addition, the city shall support public transportation facilities through such measures as requiring right-of-way for commuter rail or park-and-ride facilities, transit stops or facilities, or for other transportation needs.

Quality of Life Standard 2: Public Schools. The community shall have sufficient classroom space to meet state mandated space requirements and teacher/student ratios, with student attendance calculated on prescribed state and/or local school board standards. Implementation of this standard shall be the responsibility of the school districts and other appropriate agencies.

Quality of Life Standard 3: Fire Service. In urbanized areas of the city, an initial response time of seven and one-half (7½) minutes for all structure fire and emergency Paramedic Assessment Unit (PAU) calls and a maximum response time of ten (10) minutes for supporting companies shall be maintained. A minimum of seven (7) total fire stations each staffed with a PSU engine company shall be in place prior to General Plan build-out. For outlying areas beyond a five (5) minute travel time or further than three (3) miles from the nearest fire station, all new structures shall be protected by fire sprinkler systems or an equivalent system as approved by the Fire Chief.

Quality of Life Standard 4: Police Service. The city shall maintain personnel staffing levels based on community generated workloads and officer availability.

Quality of Life Standard 5: Wastewater System. The city wastewater system shall have adequate conveyance pipelines, pumping, outfall, and secondary treatment capacities to meet both normal and peak demands to avoid wastewater spills affecting stream courses and reservoirs.

Quality of Life Standard 6: Parks Systems. The city shall provide a minimum of 11.8 acres of active and passive parkland per 1,000 dwelling units. This parkland acreage shall involve a minimum of 5.9 acres of developed active neighborhood and community parks in addition to 5.9 acres of passive park land and/or open space for habitat preservation per 1,000 dwelling units.

Quality of Life Standard 7: Library Service. The public library system shall maintain a stock and staffing of two (2) collection items per capita and three (3) public library staff per 8,000 residents of the City of Escondido. The city shall provide appropriate library facilities with a minimum of 1.6 square feet of library facility floor area per dwelling unit of the city prior to buildout of the General Plan where feasible.

Quality of Life Standard 8: Open Space System. A system of open space corridors, easements, acquisition programs and trails shall be established in the Resource Conservation Element. Sensitive lands including permanent bodies of water, floodways, wetlands, riparian and woodland areas, and slopes over 35 percent inclination shall be preserved.

Quality of Life Standard 9: Air Quality. The city shall establish a Climate Action Plan with feasible and appropriate local policies and measures aimed at reducing regional greenhouse gas emissions.

Quality of Life Standard 10: Water System. The city shall maintain provisions for an adequate water supply, pipeline capacity and storage capacity to meet normal and emergency situations and shall have the capacity to provide a minimum of 540 gallons per day per household or as established by the city's Water Master Plan. Federal and state drinking water quality standards shall be maintained.

Quality of Life Standard 11: Economic Prosperity. The city shall implement programs and support efforts to increase Escondido's median household income and per capita wage. Programs shall focus on actively fostering entrepreneurial opportunities, recruiting new businesses, and encouraging expansion of existing businesses to increase employment densities (City of Escondido 2012).

City of Escondido Specific Plans

Specific plans provide an alternative to the Zoning Ordinance in that they are customized plans that delineate land uses, infrastructure, development standards and criteria, and mitigation measures for specific plan areas. If approved, the Project would be governed by a Specific Plan.

City of Escondido Master Plan for Parks, Trails, and Open Space

The *Master Plan for Parks, Trails, and Open Space* serves as a guide to developing a comprehensive and integrated open space system to achieve quality of life standards set forth in the General Plan. The plan identifies the potential locations of parks, trails, and open spaces, and establishes recommendations for obtaining land for new facilities and protecting existing resources (City of Escondido 2001).

City of Escondido Zoning Ordinance

The City's Zoning Ordinance, provided in Chapter 33 of the Municipal Code, is the primary way that the City administers the General Plan. The General Plan identifies general land use designations, while the Zoning Ordinance identifies specific uses and development standards within these land use designations (City of Escondido 2017). The purpose of the Zoning Ordinance is to serve the public health, safety, comfort, convenience and general welfare by:

- a. Regulating the use of buildings, structures, and land uses as between agriculture, industry, business, residential, and other purposes
- b. Regulating signs and billboards

- c. Regulating the location, height, bulk, number of stories, and size of buildings and structures; the size and use of lots, yards, courts, and other open spaces; the percentage of a lot which may be occupied by a building or structure; and the intensity of land use
- d. Establishing requirements for off-street parking and loading
- e. Establishing and maintaining building setback lines
- f. Creation of civic districts around civic centers, public parks, public buildings, or public grounds and establishing related regulations
- g. Establishment of general provisions and standards of development with the aim of preserving a wholesome, serviceable, and attractive community
- h. Establishing standards for landscaping and irrigation for commercial, industrial, and residential development

The Zoning Ordinance establishes development regulations for specific land uses, identified by zones, as well as overlay areas established in the General Plan, such as open space and floodplain areas. For example, Article 16, Commercial Zones, establishes the permitted land uses and development standards such as setbacks, building height maximum, landscaping, and parking requirements for areas zoned for commercial use. Additionally, some portions of the Zoning Ordinance apply to all areas of the City, regardless of zone, such as Article 55, the Grading and Erosion Control Ordinance. The purpose of this Article is to assure that development occurs in a manner which protects the natural and topographic character and identity of the environment, the visual integrity of hillsides and ridgelines, sensitive species and unique geologic/geographic features, and the health, safety, and welfare of the general public by regulating grading on private and public property and providing standards and design criteria implementing best management practices (BMPs) to control stormwater and erosion during all construction activities for all development. Compliance with this ordinance is discussed in this Environmental Impact Report (EIR) in Section 3.1.3, Geology and Soils.

Zoning Ordinance sections that pertain to specific environmental issues such as aesthetics, air quality, geology and soils, and hydrology and water quality are included in other sections of Chapters 2 and 3 of this EIR.

San Diego Association of Governments Regional Plan

SANDAG adopted *San Diego Forward: The Regional Plan* (Regional Plan) in October 2015. The SANDAG Regional Plan combines the region's two most important existing planning documents: the *Regional Comprehensive Plan* (RCP) and the *2050 Regional Transportation Plan and Its Sustainable Communities Strategy* (2050 RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and

limiting urban sprawl. The plan covered eight policy areas including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan. The Regional Plan provides innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. The Regional Plan includes six general categories of policy objectives, each with its own set of specific objectives:

Habitat and Open Space: (1) Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas. (2) Protect and restore our region’s urban canyons, coastlines, beaches, and water resources.

Regional Economic Prosperity: (1) Invest in transportation Projects that provide access for all communities to a variety of jobs with competitive wages. (2) Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

Environmental Stewardship: (1) Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living. (2) Support energy programs that promote sustainability.

Mobility Choices: (1) Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play. (2) Take advantage of new technologies to make the transportation system more efficient and accessible.

Partnerships/Collaboration: (1) Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all. (2) As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego Region and Baja California.

Healthy and Complete Communities: (1) Create great places for everyone to live, work, and play. (2) Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking. (3) Increase the supply and variety of housing types – affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services (SANDAG 2015).

3.1.5.2 Analysis of Project Effects and Determination as to Significance

3.1.5.2.1 Guidelines for the Determination of Significance

For purposes of this EIR, Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) will apply to the direct, indirect, and cumulative impact analyses. A significant impact to land use and planning would result if the Project would:

- A. Physically divide an established community.
- B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- C. Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.1.5.2.2 Analysis

A. *Would the Project physically divide an established community?*

The Project would not physically divide any existing neighborhood. Project implementation would not interfere with adjacent land uses, nor would it restrict or eliminate existing public or private access to any surrounding properties.

Several planned development projects to the northwest of the Project site resulted in residential development of detached single-family homes on lots approximately 4,000 square feet to 6,000 square feet. Further north are detached single-family homes on approximately 5,000-square-foot lots that typically average from 40 to 45 feet in width. A smaller residential development that abuts the Project site to the north consists of duplex residential units on 2,000-square-foot lots. Located central to and north of the Project site are detached single-family homes on approximately 7,000-square-foot lots, flanking Villages 1 and 2.

As the topography rises to the north of the Project site, another residential development project adjacent to the former golf course is composed of duplex dwelling units on lots that are approximately 4,000 square feet. Another smaller residential development that protrudes into the Project site has duplex dwelling units on 2,000-square-foot lots.

To the south of the Project site, several residential developments were constructed with duplex units on 2,000-square-foot lots and detached single-family homes on lots ranging from 2,000 square feet to 7,000 square feet, which average about 40 feet in width (Figure 1-9).

The original residential development of detached single-family lots in the vicinity of and surrounding the Project was designed in the 1960s. The community developed around the former golf course and has become denser and includes fewer detached single-family homes. This increased density has changed the residential characteristics of the area significantly. into an area with a variety of residential building types and lot sizes that efficiently use the existing infrastructure. The Project's proposed densities and housing product types would be consistent with this surrounding area, and would not divide these communities.

Additionally, existing roads such as Gary Lane, Country Club Lane, and La Brea Street already allow public access to any surrounding properties through the Project site, and access would continue following implementation of the Project. Informal north-south access across the Project site has occurred during operation and subsequent to operation, and the closure of the golf course has terminated this access. The Project would redevelop access across the Project site by incorporating a public trail system and a new access point at Gary Lane. With the new development, key areas would be unlocked and would allow permanent public access provisions in areas where there are none currently.

The Project would consist of uses compatible with the surrounding land uses, which are composed predominantly of residential uses. As such, the Project's construction, operation, and physical characteristics would not conflict with the surrounding residential land uses. The former golf course in its current state has become a liability for the City and the surrounding communities. The severely blighted condition of the abandoned former clubhouse facility has created ongoing public health and safety hazards for existing residents. Since its closure the site has been gradually degrading, and has become a nuisance as trespassing and illegal activities continue to occur.

Although the Project would change the on-site land use from a former golf course to residential with recreational uses, the operation of these uses would not conflict with existing uses in the surrounding community or divide an established community, and the Project would improve the existing site conditions. Therefore, impacts would be **less than significant**.

B. Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As previously indicated, the Project site is currently designated in the City's General Plan as Residential Urban I, which allows for up to 5.5 dwelling units per acre. The Project site is zoned R-1-7, which allows for single-family residential lots with minimum lot size of 7,000 square feet.

The Project involves construction of a planned residential development and open space system, as allowed under the General Plan and Zoning Ordinance. To accomplish this, the Project seeks the following approvals: a General Plan Amendment to the City's General Plan Land Use Element, a zone change to Specific Plan SP Zone, a Tentative Map, and a Specific Plan (see Figure 3.1.5-3, Proposed General Plan Land Use, and Figure 3.1.5-4, Proposed Zoning).

The Project would be consistent with the General Plan and Zoning Ordinance upon issuance of the foregoing approvals. This section further details the Project's land use and design compatibility, and Appendix 3.1.5-1 to this EIR (City of Escondido General Plan Policy Consistency Analysis Table) includes a comprehensive policy consistency analysis for the proposed Project and addresses the Project's potential conflicts with applicable land use plans or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Project's proposed densities would be compatible with the existing, adjacent residential uses. Proposed residential development within the Project incorporates a design that reflects the rural and open space elements found within adjacent communities. The Project's design includes a 48-acre Open Space System, a trail and park system that links the neighborhood amenities and encourages outdoor activity, a series of four neighborhood parks totaling 3.1 acres, walls and fences that would consist of natural materials consistently throughout the community, a variety of articulation and roof lines, and three distinct architectural styles within each individual village. The architectural character of the Project would reflect the history and key elements of the site and its surroundings, influenced by early California style architecture that is predominant in the region.

Architectural Styles

In an effort to preserve the integrity of the early California styles in the adjacent neighborhoods, a range of architectural styles would be provided to allow diverse but compatible architectural forms and scales. Village 1 and the Village Center would have a Spanish Monterey architectural style, which is exemplified by its rectangular plan with a second story balcony that projects beyond the first story below. Roofs in this style can have lower pitches with gables, and windows are vertical rectangular with simple panel designs. Barges tend to be flush or very short, while eave overhangs can be medium to long in length with exposed rafter tails. Wall materials are usually light-colored stucco with high-contrast trim or other architectural details. Village 2 would have a Craftsman architectural theme, which is identified by its strong horizontal lines, wood or shingle siding, and its spacious and often L-shaped porches. Windows are traditionally grouped in threes and fours. Extensive use of natural heavy timber wood for accent is used for the front doors and this style has exposed structural elements such as beams, rafters, braces, and joints. The roofs often have lower pitches with gables and hips. Barges have generous overhangs with decorative beams and trusses, and eaves are deep with exposed rafter tails in the historical look of the style. Village 3 would consist of a Western Cottage architectural theme that

emphasizes function, and relies minimally on stylistic effects to define its character. This architectural style uses simple massing and forms, as well as ornamentation that is primarily utilitarian rather than decorative. Roofs are simple and higher pitched with strong use of gables, and “Cottage” exemplifies the key design characteristic.

Lot Design and Streetscape

The Project would have four different lot designs which would include single-family 35-foot by 73-foot lots, single-family 45-foot by 75-foot lots, single-family 45-foot by 95-foot lots, and four- to six-unit clusters. The maximum height of the proposed lots would be 35 feet. The landscape and exterior elements for the villages are intended to complement their surroundings, while creating a sense of place for the residents and visitors to the new community. A simple palette of hardscape materials and plant species would complement the architecture of the new homes and community buildings. The landscape and site planning would buffer the existing residents from the new homes while encouraging existing residents and village residents to enjoy outdoor activities provided within the villages. Additionally, all plant species would be native and/or drought-tolerant.

The streetscape design for the Project would consist of houses with front garage doors in a row, designed to prevent the effect of dominated garage doors. The color scheme, architectural details, building massing, and roof form of houses would also be varied along a street. Single-family houses would be plotted with diverse orientations and plan types to provide varied spacing between the living side of the house and the garages. Additionally, the various color, depth, and pattern of garage doors along with well-placed landscape would provide attractive streetscapes.

Lighting

Lighting throughout the Project area would help to define the character of the villages. Street and parking area lighting would be designed to meet all city requirements and be sensitive to the existing “night skies” conditions. Lighting along pedestrian corridors would use lower-scale pedestrian fixtures spaced more closely together. The fixtures chosen would be of materials and design that complement the architectural style of each village in form and materials. Trail and park lighting would use low-level fixtures which would provide safety at key areas but would not spill into adjacent residences. LED fixtures would be used for energy and maintenance savings, and would comply with City of Escondido lighting standards.

Compatibility

The Project’s compliance with the design guidelines and other provisions of the Specific Plan ensure that the Project would be compatible with adjacent off-site land uses and those land uses proposed within the Project site.

Surrounding land use designations include Suburban, Estate I, Estate II, and Rural I. These adjacent land use designations allow residential development that is less dense than the Residential Urban I designation. The use of Planned Developments that cluster development into the portions of properties that are not constrained due to steep topographic constraints or other environmental resources have resulted in smaller lot sizes surrounding the Project; see Figure 1-9, Surrounding Land Uses. In addition, several residential condominium developments allowing duplex dwelling units were approved and constructed under previous/different land use regulations. This has occurred in many areas surrounding the Project site, and resulted in residential development adjacent to and in the immediate vicinity of the Project site that has both single-family detached and duplex dwelling units on lot sizes ranging from 2,000 to 7,000 square feet; see Figure 1-9.

The Project's proposed densities and housing product types would be consistent with the surrounding area and, with a General Plan Amendment, would be consistent with the General Plan and Zoning Ordinance upon Project approval. The proposed Project include single-family homes ranging from 2,555 square feet to 4,275 square feet, as well as six-plex courtyard homes, which mimic two groupings of a duplex (attached side by side) and a detached home for a total of six homes. The Project site is currently designated in the Land Use Element of the General Plan as Residential Urban I, which allows for up to 5.5 dwelling units per acre. The Project includes a total of 392 dwelling units on approximately 109.3 acres, which results in a density of 3.6 dwelling units per acre. Additionally, the design of the Project would emphasize reestablishing the lost recreational, social, and visual amenities on site through new land uses that are financially supported by desirable, quality single-family residential development. The Project includes a Clubhouse, various recreational amenities, and a 48-acre Open Space System and greenbelt. As stated previously, the residential character of this inland area of the City is the predominant land form. The location, density, and intensity of suburban-style development within this community area have mainly developed through planned residential development and are generally characterized by low-density single-family neighborhoods, with pockets of medium-density single-family development (duplex units and small detached homes). The design of the Project site as proposed with the 48-acre Open Space System and greenbelt is context sensitive, and would visually and physically be compatible with surrounding land uses. Once complete, the Project's various village neighborhoods and housing prototypes would retain the character of the surrounding land and would promote land use compatibility with the surrounding communities.

As explained above, the Project's consistency with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect is detailed in Appendix 3.1.5-1. Based on the preceding discussion regarding the Project's land use and design compatibility and based on the consistency analysis in Appendix 3.1.5-1, the Project would not result in a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, impacts would be **less than significant**.

C. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

The project site occurs within the boundaries of the North County Multiple Habitat Conservation Program (MHCP). The only Subarea Plan that has been approved and adopted within the North County MHCP is the City of Carlsbad MHCP Subarea Plan, also known as the Carlsbad Habitat Management Plan (HMP). The Project occurs within the boundaries of the Draft Escondido MHCP Subarea Plan, however it has not been approved or adopted.

Within the North County MHCP, the site is situated in areas identified as Developed/Disturbed Land, outside of areas targeted for conservation, including Focused Planning Area (FPA), Hardline Areas (90% to 100% Conservation), Softline Areas (Less Than 90% Conservation), Hardline Preserves, Major Amendment Area, Natural Habitats (Outside of FPA), Core Gnatcatcher Conservation, Biological Core and Linkage Area, and Edge Habitat. No suitable habitat for covered species or other resources targeted for conservation under the North County MHCP occurs on the Project site. As such, the Project is not proposed in any areas targeted for conservation and would not conflict with the provisions of the North County MHCP. No impact would occur.

Within the Draft Escondido MHCP Subarea Plan, the site also occurs in areas identified as Developed/Disturbed Land, Outside of FPA, Hardline Areas (90% to 100% Conservation), Softline Areas (Less Than 90% Conservation), Hardline Preserves, Natural Habitats (Outside of FPA), and Biological Core and Linkage Area. No suitable habitat for covered species and other resources targeted for conservation under the Draft Escondido MHCP Subarea Plan occurs on the site. As such, the Project is not proposed in any areas targeted for conservation and would not conflict with the provisions or preclude the future implementation of the Draft Escondido MHCP Subarea Plan. Therefore, the Project does not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and **no impact** would occur.

3.1.5.3 Cumulative Impact Analysis

Figure 1-10, Cumulative Projects, and Table 1-3, Cumulative Projects, identifies the projects generally considered for the cumulative analysis. While land use impacts tend to be localized in nature, and specific impacts are tied either directly or indirectly to the specific action, the Project may have the potential to work in concert with other past, present, or future projects to cause either unintended land use impacts such as reducing available open space or accommodating increased growth that may result in more intensive land uses. Therefore, impacts to land use tend towards larger policy areas as opposed to the more focused project-specific impacts. Therefore, the geographic scope for analyzing cumulative impacts related to land use includes consideration of all the cumulative projects listed in Table 1-3.

Physical Division of an Established Community

Cumulative projects, such as but not limited to, Latitude II (112 units), Veterans Village (48 units), Oak Creek (65 single-family residential lots), SUB 15-0002 (55 single-family residential lots), Pradera (70 single-family residential lots), and PHG 15-0009 (33 affordable units), may include the construction of roadway improvements or widening, open space areas, or other features that would individually have the potential to physically divide an established community. Such impacts would generally be limited to an individual community and would not be cumulative in nature. Multiple projects in the same community could combine to result in a cumulative division of that community. As seen in Figure 1-10, there are no cumulative projects located in close proximity to the Project site that might result in the division of the existing community in which the Project site is located. Cumulative projects in adjacent cities and San Diego County would be required to comply with applicable land use plans. The Project does not propose any new land uses or infrastructure projects that would divide established communities, including roadways. Therefore, in combination with other cumulative projects, **would not contribute to a significant cumulative impact** in this regard.

Conflicts with Land Use Plans, Policies, and Regulations

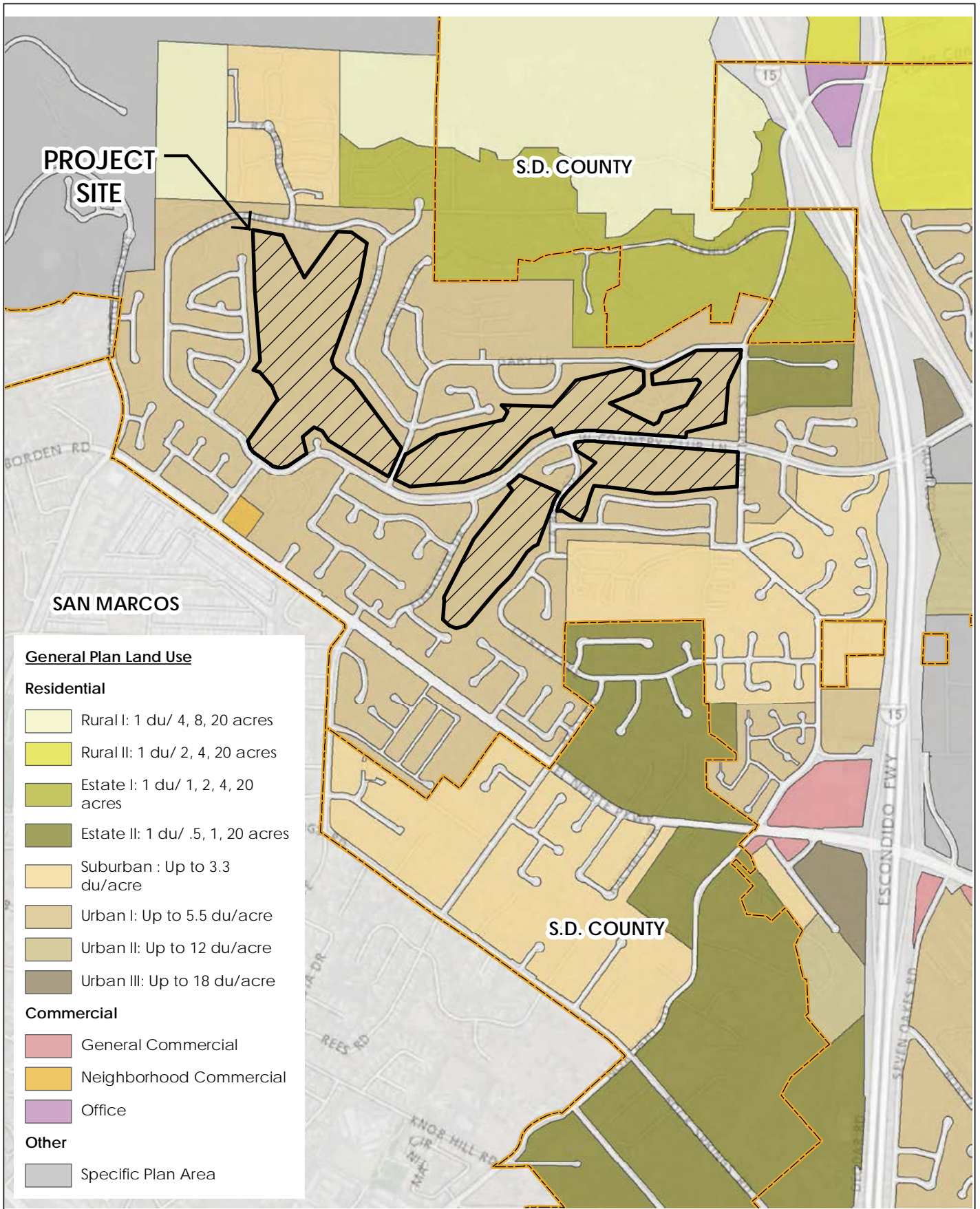
Cumulative projects in the region would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Similar to the Project, cumulative projects would use regional planning documents, and general plans of adjacent jurisdictions and counties would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in these jurisdictions would be required to comply with the applicable land use plan or they would not be approved. As discussed previously and in Appendix 3.1.5-1 to this EIR, implementation of the Project would not conflict with existing land use plans, policies, or regulations of agencies with jurisdiction over the Project. Therefore, the Project **would not contribute to a significant cumulative impact** in this regard.

Conflicts with HCPs or NCCPs

The proposed Project would not be located within a HCP or NCCP. Therefore, the proposed Project **would not contribute to a significant cumulative impact**.

3.1.5.4 Conclusion

As discussed in Sections 3.1.5.2 and 3.1.5.3, Project impacts related to land use would be **less than significant**.

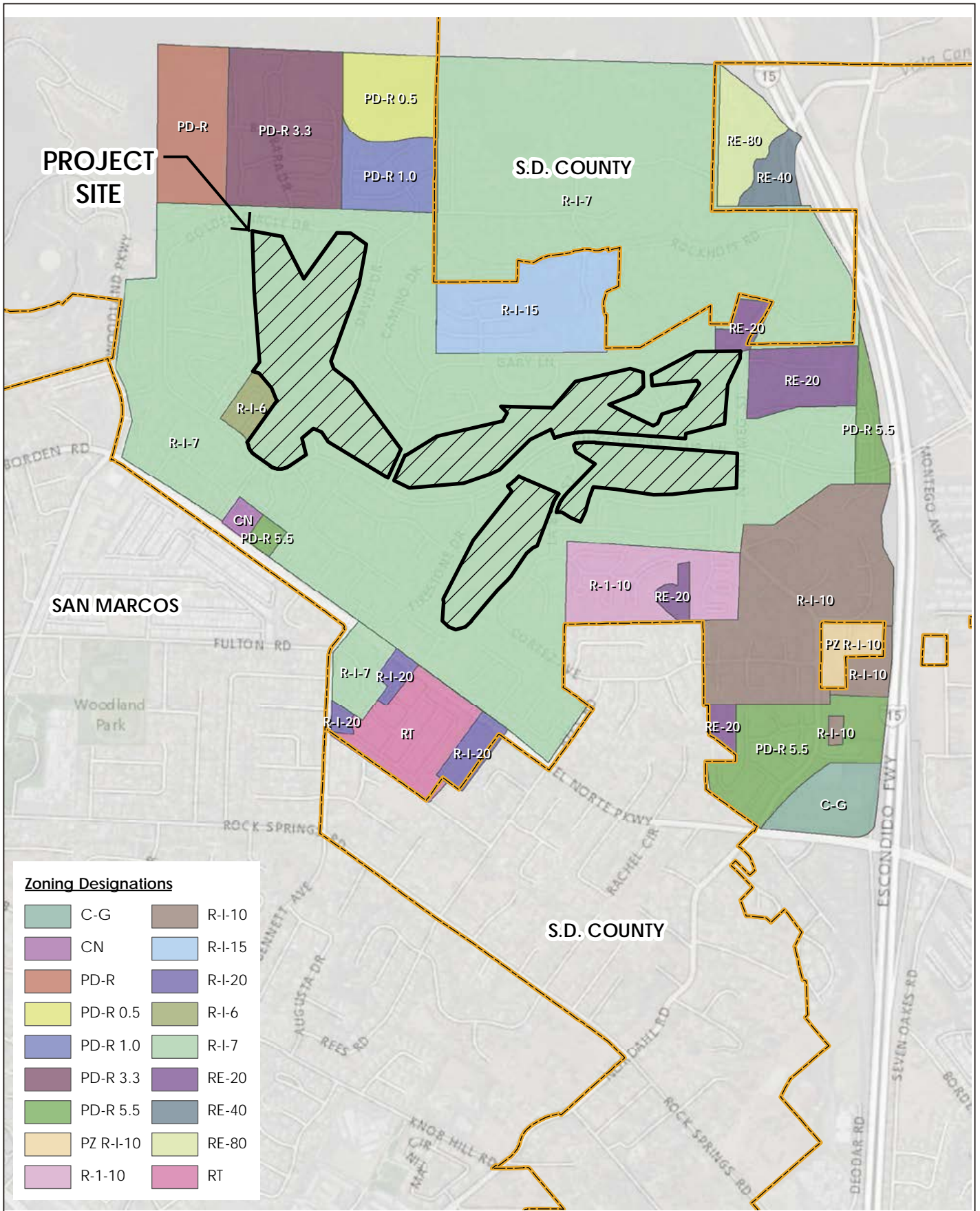


SOURCE: New Urban West, Inc. (2017)

FIGURE 3.1.5-1

Existing General Plan Land Use

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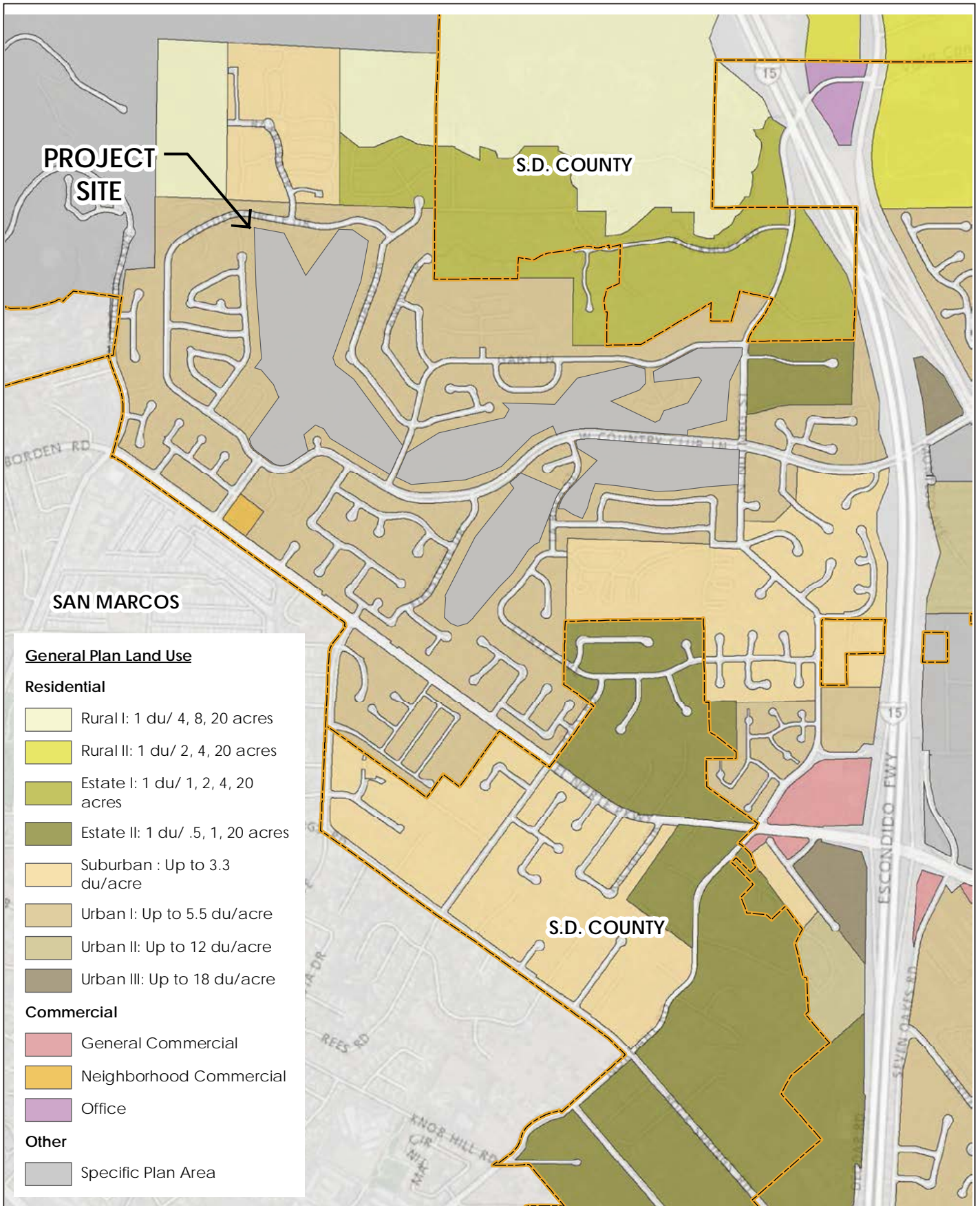
SOURCE: New Urban West, Inc. (2017)

FIGURE 3.1.5-2
Existing Zoning

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The Villages – Escondido Country Club EIR

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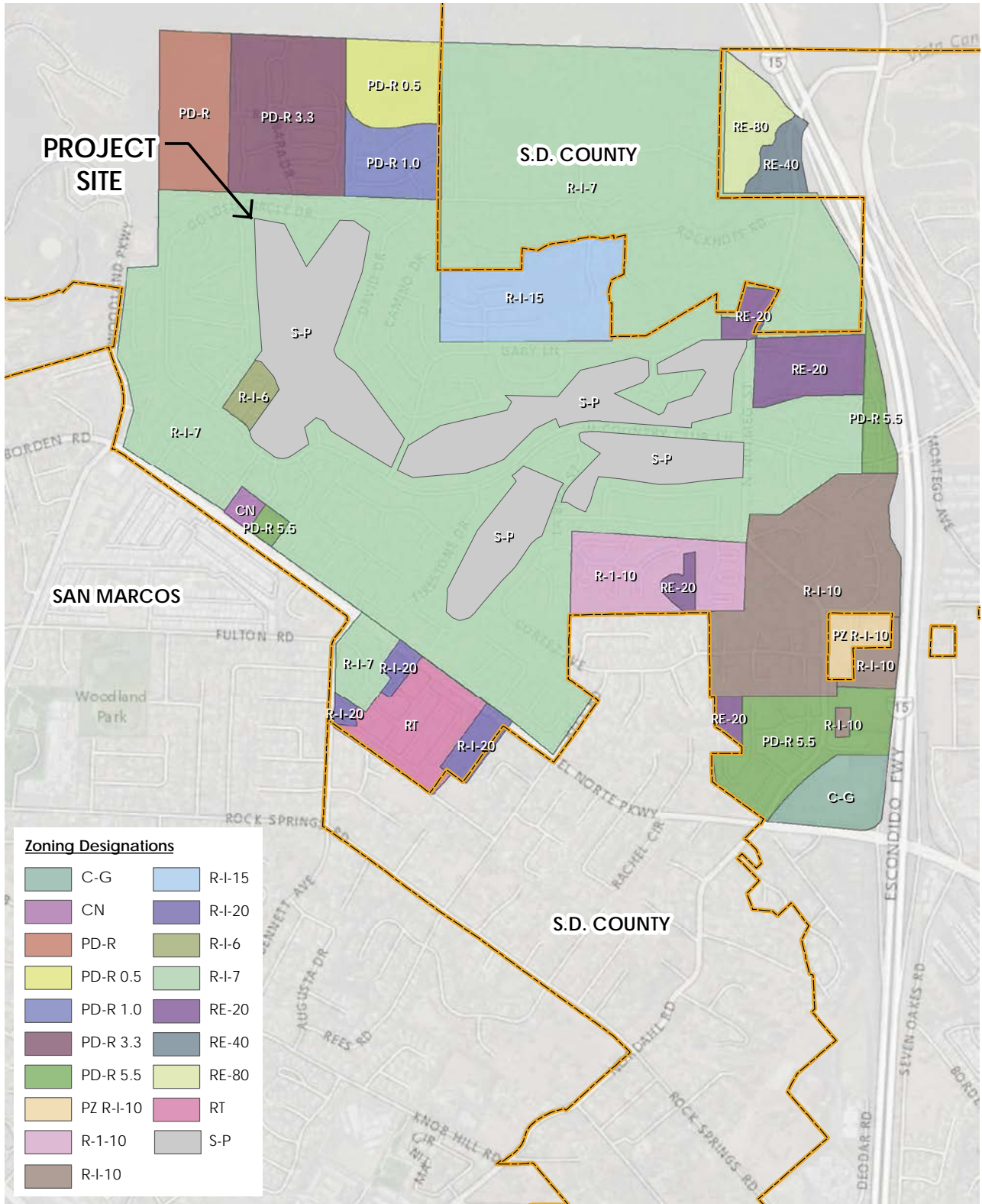
SOURCE: New Urban West, Inc. (2017)

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**FIGURE 3.1.5-3
Proposed General Plan Land Use**

The Villages – Escondido Country Club EIR

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SOURCE: New Urban West, Inc. (2017)

**FIGURE 3.1.5-4
Proposed Zoning**

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The Villages – Escondido Country Club EIR

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