

1 INTRODUCTION

1.1 Purpose of the Specific Plan

The Newland Sierra Specific Plan (Specific Plan) outlines the land use, circulation, energy, water, and transportation strategies; the open space and conservation strategy; the infrastructure and public facilities strategy; the development standards and design guidelines; and the implementation program necessary to achieve the orderly and compatible, environmentally sustainable development and long-term native habitat conservation associated with the proposed Newland Sierra Project (hereafter referred to as “project,” “proposed project,” or “Community”). The project is a proposed highly amenitized planned community of residential, commercial, educational, park, and open space uses situated within the unincorporated area of the County of San Diego (County). The project’s Specific Plan facilitates quality, environmentally sustainable development coupled with environmentally sustainable strategies and long-term conservation and dedication of substantial natural open space consistent with the goals and policies of the County’s General Plan, and the applicable local, state, and federal regulatory framework.

The project, uniquely situated in proximity to surrounding urban North San Diego County municipalities, including San Marcos, Escondido, Vista, Oceanside, and Carlsbad, is a new planned, highly amenitized community that implements transit and other mobility alternatives to reduce automobile trips, minimizes water and energy demand, implements key infrastructure improvements to the surrounding road network, and provides significant new funding for public services that will benefit the communities around the project Site while creating an interrelated community to live, work, play, and shop.

By retaining or enhancing important natural resources and implementing other environmentally sustainable strategies, the project will be the first large-scale planned community in San Diego County to achieve a 100 percent reduction in the project’s construction and operational greenhouse gas (GHG) emissions through the life of the project. To achieve this goal, this Specific Plan implements design features and strategies that exceed applicable land use requirements for comparable projects.

This Specific Plan has been prepared pursuant to the provisions of California Government Code Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by resolution or ordinance. The law allows for the preparation, adoption, and amendment of Specific Plans, as may be required for the systematic execution of a General Plan. This Specific Plan outlines the permitted land uses and densities, maximum residential units, required public facilities, and standards and strategies to implement the project in a manner that achieves compliance with applicable County policies and regulations.

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It also provides the guidelines for preparation of the project's subdivision and improvement plans, and contains the development regulations and design standards for the various land uses planned within the project Site.

Refinements such as final road and trail grades and alignments; minor changes in planning area configuration, setbacks, architecture, and private parks; and minor adjustments to pad elevations and lot layouts are anticipated during development of final engineering plans (e.g., 40-scale and precise grading plans), Final Maps, and Site Plans. Such refinements, with approval of the Director of Planning & Development Services (PDS), will not require amendments to this Specific Plan, provided the number of residential dwelling units is not exceeded and the overall character of the Specific Plan is maintained. Discretionary project approvals submitted concurrently with the Specific Plan include a General Plan Amendment, Rezone, and Tentative Map/Preliminary Grading Plan.

1.2 Project Description

The applicant for this Specific Plan is Newland Sierra, LLC. The project is a proposed planned community of residential, commercial, educational, park, and open space uses on 1,985 acres with associated improvements to infrastructure and public facilities within the unincorporated area of North San Diego County. The project has been designed in accordance with the County General Plan Community Development Model. The majority of the project Site is within the community of Twin Oaks, which is part of the larger North County Metropolitan Subregional Plan area, and a portion is within the Bonsall Community Plan area (refer to Section 1.5, Land Use Regulations). The Specific Plan includes a residential component consisting of 2,135 single-family and multi-family dwelling units, which equates to an overall density of 1.08 dwelling units per acre over the entire 1,985 acres (the project Site). The County General Plan Community Development Model (County of San Diego 2011a) guided the design and development pattern of the seven interrelated neighborhoods (also referred to as "planning areas"), with the highest densities and greatest diversity of land uses located in the project's Town Center neighborhood and the lowest densities located in the project's Summit neighborhood. The Town Center includes a maximum of 81,000 square feet of neighborhood-serving commercial uses, 95 multifamily housing units, a 6-acre school site, and park uses. The Community's remaining six neighborhoods include the balance of the project's housing units along with community open space, parks, scenic overlooks, bike lanes, community gardens and vineyards, and walkable trails and pathways.

The project includes defining attributes that make it the first of its kind in the County, including a commitment to carbon neutrality by offsetting 100 percent of the project's construction and operational GHG emissions through the life of the project. To achieve this goal, the project first implements a land use strategy that includes a balanced mix of land uses that connects the

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project's homes with retail, parks, the school site, and open space in a way that allows people to walk and bike around the Community instead of drive.

Fundamental to its land use strategy, the project strikes a balance by protecting the region's native habitats and landscapes while accommodating the region's need for housing to support the region's job growth. The project preserves and permanently dedicates approximately 1,209 acres of large, contiguous blocks of native habitat onsite. The project also maintains as Community open space an additional 235 acres of native habitat subject to fuel modification (thinning) but maintained as native habitat. Like the 1,209 acres of preserve onsite, this fuel modification zone will remain unirrigated. In total, the project preserves 1,656 acres of native habitat as preservation or open space (more than 83 percent of the project Site's total acreage and 75 percent of the project Site and off-site mitigation acreage combined).

In addition to the preservation and dedication of natural open space onsite and offsite, the project land use strategy preserves nearly three-quarters of the Site's existing landform, including the Site's more prominent geologic and topographic features. The project's internal network of roads and its interrelated neighborhoods fit within the existing topography and protect the Site's most prominent peaks and ridgelines by concentrating the project's development areas between these features. As a low-impact-development design feature, the project separates impermeable surfaces such as roads, parking areas, and sidewalks; integrate vegetated water quality basins throughout its various neighborhoods; and include a Community-wide network of vegetated swales along its internal roads that weave through its neighborhoods.

The project also includes high-quality parks and other amenities that enhance the quality of life of its residents and guests, including approximately 36 acres of community, neighborhood, and pocket parks linked by trails, pathways, and a network of bicycle-friendly streets, and community gardens and vineyards for residents and surrounding communities to enjoy.

Building off of its land use strategy, the project implements core sustainable development features, including solar on all residential units and a network of solar-powered street lights, low-water-use landscaping throughout the Community with restrictions on the use of turf, indoor pre-plumbing for greywater systems in all single-family residential homes, electric vehicle chargers in single-family garages and electric vehicle charging stations in commercial areas, and integration of community gardens and vineyards throughout the Community.

Building off of its land use strategy and core sustainable development features, the project implements a Transportation Demand Management (TDM) program that measurably reduces automobile trips, both internal and external to the Community. The TDM program includes a shuttle service that connects the project's residential neighborhoods to its Town Center and to the Escondido Transit Center; a Community-sponsored electric bike share program with bicycle

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stations throughout the Community; a fully integrated network of trails, pedestrian pathways, and bicycle lanes and routes that connect to each other and to outside the project Site; and other key TDM features that measurably reduce automobile trips and GHG emissions.

Recognizing the critical need for infrastructure and public services for the project and existing surrounding communities, the project also proposes improvements to the existing road network, including to Deer Springs Road, Twin Oaks Valley Road, high-volume intersections along Buena Creek Road, and the Interstate (I) 15/Deer Springs Road interchange. In addition to these direct improvements, the project also generates development impact fees for roads, schools, fire services, and sewer and water infrastructure, funds that are allocated to the long-term public infrastructure and capital facilities needs of the surrounding communities and the project.

The project's carbon neutrality and energy, water, and transportation-efficient requirements, combined with its balance of interrelated land uses, high level of preservation, and high-quality neighborhood design make the project a first in San Diego County.

1.2.1 Residential Component

The project's residential component includes a maximum of 2,135 homes, including 1,040 single-family homes and 995 multi-family homes. Of this total, 325 of the project's homes are age-qualified and located in the Mesa neighborhood. 2,040 of the project's homes are located in areas designated Semi-Rural 1 (SR-1) and zoned Single Family Residential (RS), and 95 homes are located in the higher-density Town Center, designated as Village Core Mixed Use (C-5) on the Community Plan Map and zoned General Commercial-Residential Use (C34). The Specific Plan's permitted density, determined by dividing the number of dwelling units by the gross acreage, is 1.08 residential dwelling units per acre.

1.2.2 Commercial Component

The 58.3-acre Town Center is located in the southeastern portion of the Community near the I-15 and Deer Springs Road interchange and the California Department of Transportation (Caltrans) park-and-ride lot. Within the Town Center, the Community will provide up to 81,000 square feet of commercial space, in addition to residential and other uses. This combined 58.3-acre area will be designated Village Core Mixed Use (C-5) and General Commercial-Residential (C34).

1.2.3 Biological Open Space Components

The project preserves 1,209 acres of biological open space (aka, native habitat preservation). This area will be designated Open Space-Conservation (OS-C) and zoned Open Space (S80) Use Regulations. The on-site and off-site preserve areas will be placed in conservation

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easements and preserved and managed as biological preserve areas by a preserve management entity, per the requirements of the project's on-site and off-site Resource Management Plans (see Appendix H of the project's EIR). The project would provide the funding for preserve management through an endowment or other ongoing funding source such as a Maintenance Community Facilities District (CFD) to ensure that the preserve areas are protected and managed as open space in perpetuity.

1.2.4 School Site

A 6-acre school site is reserved within the Town Center. This site will be designated C-5 and zoned C34.

1.2.5 Parks, Community Open Space, and Other Facilities

Additional elements of the Community include 14 community and neighborhood parks and associated recreational facilities, including swimming pools, active fields, a dog park, and children's play equipment. The Community also includes five pocket parks; 16 overlooks; pathways and multi-use and single-track trails; bike lanes and routes; open space, including fuel modification areas, community gardens, and vineyards; and supporting infrastructure and amenities. These facilities are dispersed throughout the Community within and around the project's neighborhoods.

1.3 Project Setting

1.3.1 Physical Setting

The project Site is directly west of I-15, north of State Route (SR) 78, and south of SR-76, and falls predominantly within the larger North County Metropolitan Subregional Plan (North County Metro) area. The North County Metro area is composed of non-contiguous unincorporated areas interspersed among the cities of Escondido, San Diego, San Marcos, Vista, and Oceanside, with the most easterly portion adjacent to the unincorporated community of Valley Center. Within the vicinity of the project Site, the North County Metro area includes the communities of Hidden Meadows and Twin Oaks. Most of the project Site is located in the community of Twin Oaks, with a portion located in the Bonsall Community Plan area.

Located within the inland area of North San Diego County, the project Site is close to several North County cities. The cities of Escondido and San Marcos are approximately 1 mile south of the project Site, the city of Vista is approximately 3 miles west of the project Site, the city of Oceanside is approximately 5 miles northwest of the project Site, and the city of Carlsbad is approximately 7 miles southwest of the project Site, as shown in Figure 1, Regional Location Map. The project Site is bound by I-15 on the east, Deer Springs Road on the south, and Twin

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Oaks Valley Road on the west, with a small portion of the northwestern edge of the Site traversed by Twin Oaks Valley Road. Gopher Canyon Road is approximately 1.5 miles north of the Site's northern boundary and approximately 2.5 miles north of the development area, as shown in Figure 2, Vicinity Map.

1.3.2 Environmental Resources

The project Site is located within the northern portion of the Merriam Mountains, an approximately 8.5-mile-long narrow chain of low mountains generally running north/south, with a variety of east/west-trending ridgelines and scattered peaks. These mountains originate near the northern end of the city of Escondido and are bordered by Gopher Canyon Road to the north, I-15 to the east, and Twin Oaks Valley Road to the west. The project Site is situated on approximately 3 miles of the northern portion of the Merriam Mountains.

The project Site is located within the draft North County Subarea Plan area of the County's Multiple Species Conservation Program (MSCP) area. The draft North County MSCP regional habitat evaluation model categorizes the project Site as having mostly moderate value habitats with smaller areas of high-value and very-high-value habitats.

Vegetation onsite consists of large blocks of densely vegetated, senescent southern mixed chaparral with limited patches of Diegan coastal sage scrub, live oak woodlands, and southern willow scrub. Due to the dense nature of the chaparral covering most of the Site, wildlife movement generally is confined to existing dirt roads.

Large granitic outcroppings and pinnacles commonly occur throughout this region and are a common occurrence within the project Site. The project contains undeveloped steep slopes and rock outcroppings that are visually prominent from the I-15 corridor. The south fork of Moosa Canyon Creek runs from the northern to northeastern vicinity of the Site. In addition, the area is a tributary to the San Luis Rey River (to the north) through the south fork of Gopher Canyon Creek. The San Luis Rey River is a riparian corridor containing woodland vegetation and rare and protected species. Tributaries to San Marcos Creek are also located in the vicinity and flow southwest toward Batiquitos Lagoon.

The project Site is located in two watersheds: the San Luis Rey and Carlsbad watersheds. The eastern and northern portions of the Site are located within the San Luis Rey watershed. The southern portion is located in the Carlsbad watershed. The project Site lies in the Moosa Hydrologic, Bonsall Hydrologic, and Twin Oaks Hydrologic Subareas. Natural topography of the Site is composed of hills and valleys dominated by rock outcroppings and moderate to steeply sloping terrain. Elevation ranges from approximately 660 feet above mean sea level near

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the northwestern limits at Twin Oaks Valley Road to approximately 1,750 feet above mean sea level in the west-central portion of the Site.

Approximately 55 percent of the Site contains Resource Protection Ordinance–defined steep slope lands. Prominent, generally east/west-trending ridgelines divide the Site into five drainage basins, which are tributaries to Moosa Canyon, Gopher Canyon, and San Marcos Creeks. Gopher Canyon Creek is located north of the project Site, and a small portion of the south fork of Gopher Canyon Creek runs southeast to northwest through the northwestern area, eventually meeting the San Luis Rey River. Both Gopher Canyon Creek and the San Marcos Mountains show favorable attributes as habitat and corridors for larger wildlife.

1.3.3 Existing Land Use

The project Site is primarily undeveloped. A number of dirt roads and trails provide access to existing parcels, including Vallecitos Water District (VWD) service roads that provide access to existing potable water facilities (e.g., water transmission lines and tanks) found on and near the Site. In the northwest portion of the Site is the San Diego County Water Authority’s (Water Authority) aqueduct, which is part of a regional system of water transmission pipelines the Water Authority uses to transfer water to its member agencies and between various reservoirs around the County.

Portions of the Site have been and continue to be used for various unauthorized uses, including horseback riding, hiking, mountain biking, off-roading, motorcycling, shooting, and illegal dumping. The northwest portion of the Site contains an abandoned quarry, fronting Twin Oaks Valley Road, and an abandoned private landing strip in the north-central portion of the Site.

Surrounding land uses north, west, and south of the Site include single-family and semi-rural residential development, including small farms and ranches. Many of the prominent ridges and valleys surrounding the Site are developed with existing homes. Lawrence Welk Village, Champagne Village, and the community of Hidden Meadows are located to the east of the project Site, across I-15. South of the Site is the Deer Springs Oak Mobile Home Estates, Golden Door Luxury Resort and Spa (owned and operated by Golden Door Properties LLC), and residential development along the border of the city of San Marcos and the unincorporated portion of the County of San Diego, as shown in Figure 3, Aerial Map and Surrounding Land Uses.

The project Site includes areas designated by the State Geologist under the California Department of Conservation as Mineral Resource Zone (MRZ)-2, which are areas that contain identified mineral resources, and areas designated as MRZ-3, which are areas of undetermined mineral resource significance (Department of Conservation 1999). Approximately 650 acres of the project Site are classified as MRZ-2 and the remainder, approximately 1,335 acres, is classified

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as MRZ-3. These resource designations result from the presence of crystalline and metavolcanic rocks, that, when crushed to appropriate sizes, are considered suitable as aggregate for the construction of roads, concrete structures, and the like (Department of Conservation 1996).

1.4 Relationship to General Plan

The County General Plan, the North County Metropolitan Subregional Plan, and the Bonsall Community Plan provide the overall planning policy framework for the Specific Plan. Chapter 5 of this Specific Plan provides a detailed analysis demonstrating how and why the Specific Plan is consistent with the goals and policies of the County General Plan. This Specific Plan is intended to further implement the policies of these documents as set forth in the standards and guidelines provided herein.

1.5 Land Use Regulations

1.5.1 Existing Land Use Element Regional Category

The project Site lies within the North County Metropolitan Plan area and Bonsall Community Plan area, as shown in Figure 4, Existing Regional Land Use Categories. The existing General Plan Regional Category for the project Site is Village, Semi-Rural, and Rural Lands (County of San Diego 2011b). The project Site includes 1,888 acres in the North County Metropolitan Plan area and 97 acres in the Bonsall Community Plan area.

1.5.2 Proposed Land Use Element Regional Category

The General Plan Amendment proposes to amend the Regional Land Use Element Map to change a portion of the Rural Lands in the North County Metropolitan Plan area to Semi-Rural (see Figure 5, Proposed Regional Land Use Categories). The Village regional category designation will remain unchanged from its existing configuration. The Rural Lands Regional Category will be retained in the Bonsall Community Plan area.

1.5.3 Existing Community Plan Land Use Designations

The 1,888 acres within the North County Metropolitan Plan area currently have four land use designations: General Commercial (4.6 acres), Office Professional (53.6 acres), Semi-Rural 10 (19.6 acres), and Rural Land 20 (1,810.8 acres) (County of San Diego 2011c). The 97 acres in the Bonsall Community Plan area are designated Rural Lands 20 (County of San Diego 2011d), as shown in Figure 6, Existing Community Plan Land Use Designations.

1.5.4 Proposed Community Plan Land Use Designations

The General Plan Amendment proposes to amend the North County Metropolitan Subregional Plan Map to change the General Commercial, Office Professional, Semi-Rural 10, and Rural

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Land 20 designations. These designations would be changed to Village Core Mixed Use (C-5), Semi-Rural 1 (SR-1) (1 unit per 1, 2, or 4 gross acres depending on slope), and Open Space – Conservation (OS-C) (see Figure 7, Proposed Community Plan Land Use Designations). A portion of the Site (Sierra Farms) located along Sarver Lane will remain under its current designation of Semi-Rural 10 (SR-10) (1 unit per 10 or 20 gross acres depending on slope). The General Plan Amendment would add language to the North County Metropolitan Subregional Plan describing the Specific Plan. The General Plan Amendment would designate all on-site land within the Bonsall Community Plan area as Open Space-Conservation (OS-C).

1.5.5 Existing Zoning

The 1,888 acres within the North County Metropolitan Subregional Plan area are currently zoned General Commercial (C36), Office Professional (C30), Rural Residential (RR), Limited Agricultural (A70), Extractive (S82), and General Rural (S92) Use Regulations (County of San Diego 2011c). The 97 acres within the Bonsall Community Plan area are currently zoned Rural Residential (RR) (County of San Diego 2011d). These existing zoning designations are shown in Figure 8, Existing Zoning.

1.5.6 Proposed Zoning

To implement the proposed changes resulting from the General Plan Amendment, the zoning will be changed to General Commercial/Residential (C34), Single Family Residential (RS), and Open Space (S80), as shown in Figure 9, Proposed Zoning. The portion of the project Site immediately adjacent to Sarver Lane will retain the Limited Agriculture (A70) zoning.

1.5.7 Existing I-15 Design Corridor Map (in I-15 Corridor Scenic Preservation Guidelines)

The I-15 Corridor Subregional Plan is Appendix C of the North County Metropolitan Subregional Plan and it contains the goals and policies related to scenic preservation, land use, public services and facilities, circulation, conservation, coordination (with adjacent jurisdictions), and plan implementation within the I-15 corridor. Attached to the I-15 Corridor Subregional Plan are the I-15 Corridor Scenic Preservation Guidelines which establish Site Design and Architectural Design standards that apply to the I-15 Design Corridor as depicted in the I-15 Design Corridor Map (County of San Diego 2011c).

The I-15 corridor extends approximately 20 miles from the Escondido city limits north to the Riverside County line. It contains the 0.5 acre to 2-mile viewshed area on either side of I-15, which generally is seen while driving along I-15. The “B” Design Review Area Special Designator is applied to properties within the I-15 Design Corridor, as shown in the I-15 Design Corridor Map. The eastern portion of the project Site has an existing “B” Special Area

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Designator, as shown in Figure 10, Existing North County Metropolitan I-15 Design Corridor. The “B” designator requires preparation of a Site Plan for any type of development permit, including building permits for single-family dwellings, in accordance with the Scenic Preservation Guidelines (County of San Diego 2011c). These Site Plans are reviewed by the I-15 Corridor Design Review Board for consistency with the Scenic Preservation Guidelines.

1.5.8 Proposed I-15 Design Corridor Map (I-15 Corridor Scenic Preservation Guidelines)

The North County Metro I-15 Design Corridor Map in the I-15 Corridor Scenic Preservation Guidelines will be amended to include only the areas of the project Site visible from I-15, as shown in Figure 11, Proposed North County Metropolitan I-15 Design Corridor. Notwithstanding the amended North County Metro I-15 Design Corridor Map, Figure 11 and this Specific Plan define and govern the application of the “B” designator and I-15 Corridor Scenic Preservation Guidelines to the proposed project.

1.6 Yield Analysis

1.6.1 Existing Land Use Designations

The County Board of Supervisors adopted the General Plan Update in August 2011. The General Plan Update included a Land Use Element in which there are standards for calculating the gross density allowed on all property with Slope-Dependent land use designations (County of San Diego 2011b). Yield on Semi-Rural land is calculated per Table LU-2 in the Land Use Element. In this case, approximately 19.6 acres of the project Site are designated Semi-Rural 10, which allows one dwelling unit per 10 gross acres on land with slopes of less than 25 percent, and one dwelling unit per 20 gross acres on land with slopes greater than 25 percent (County of San Diego 2011b). Approximately 1,907 acres of the project Site is designated Rural Lands 20, which allows one dwelling unit per 20 gross acres. Maximum square footage for General Commercial (C-1) is calculated per Table LU-1 in the Land Use Element. Approximately 4.6 acres is designated General Commercial, which allows a maximum floor area ratio of 0.70 in areas designated Village. Approximately 53.6 acres is designated Office Professional (C-2), which allows a maximum floor area ratio of 0.80 in areas designated Village (County of San Diego 2011b). Figure 6, Existing Community Plan Land Use Designations, depicts the existing Land Use Designations. Table 1 estimates the yield of the existing Community Plan based on the Site’s existing land use designations as described herein.

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Table 1
Commercial and Residential Yield Analysis (Existing Land Use Regulations)

Land Use	Acres	Allowable Density per General Plan	Number of Units/Square Feet
SR-10 (0%–25% slope)	19.6	1 dwelling unit/10 acres	5*
SR-10 (25%+)	0.0	1 dwelling unit/20 acres	0
RL-20	1,907.8	1 dwelling unit/20 acres	94
C-1	4.6	0.70 floor area ratio	140,263 square feet
C-2	53.6	0.80 floor area ratio	1,867,853 square feet
Total	1,985 acres	–	99 dwelling units and 2,008,116 square feet

* One dwelling unit per parcel per existing legal lot
SR-10 = Semi-Rural 10; RL-20 = Rural Land; C-1 = General Commercial; C-2 = Office Professional

1.6.2 Proposed Land Use Designations

The proposed Specific Plan Land Use Designations are Semi-Rural 1 (SR-1), Semi-Rural 10 (SR-10), Village Core Mixed Use (C-5), and Open Space-Conservation (OS-C). Approximately 701 acres of the Site will be designated SR-1, which allows one dwelling unit per 1 gross acre on land with slopes less than 25 percent, one dwelling unit per 2 gross acres on land with slopes of 25 percent to 50 percent, and one dwelling unit per 4 gross acres on land with slopes greater than 25 percent. Approximately 8.2 acres will retain the SR-10 designation, which allows one dwelling unit per 10 gross acres on land with slopes less than 25 percent, and one dwelling unit per 20 gross acres on land with slopes greater than 25 percent. Approximately 58.3 acres is designated Village Core Mixed Use (C-5), which allows 30 units per gross acre and a maximum commercial floor area ratio of 0.7. Approximately 1,209 acres of the Site is designated as OS-C, which allows zero residential density. Estimated yield of the proposed Specific Plan Land Use Designations are shown in Table 2.

Table 2
Yield Analysis (Proposed Land Use Regulations)

Land Use	Acres	Number of Units / Square Feet
SR-1 (0%–25% slope)	248	248
SR-1 (25%–50%)	344	172
SR-1 (50%+)	109	27
SR-10 (0%–25%)	8.2	3*
SR-10 (25%+)	0	0
C-5	58.3	1,749 dwelling units and 1,777,684 square feet
OS-C	1,218.1	0
Total	1,985	2,199 dwelling units and 1,777,684 square feet

* One dwelling unit per parcel per existing legal lot
SR-1 = Semi-Rural 1; SR-10 = Semi-Rural 10; C-5 = Village Core Mixed Use; OS-C = Open Space-Conservation

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County General Plan Policy LU-1.8, Density Allocation on Project Sites, states that projects that have more than one land use designation and that are subject to a Specific Plan are allowed to transfer densities within a project site, even across land use designation boundaries, to provide flexibility in project design (County of San Diego 2011b).

In addition, although the Specific Plan designations allow for 2,199 dwelling units and 1,777,684 square feet of commercial use, the project is more restrictive because it proposes a maximum of 2,135 dwelling units and 81,000 square feet of commercial uses.

1.7 Development Approvals Required

The project application consists of the following components:

1. **General Plan Land Use Element Amendment:** revisions to Figure LU-1, General Plan Regional Categories Map (see Figures 4 and 5 of this Specific Plan).
2. **General Plan Land Use Map Appendix Changes:** revisions to Figure LU-A-2, Bonsall Land Use Map, Figure LU-A-12, North County Metro Land Use Map, and Figure LU-A-12.1, Twin Oaks Land Use Map (see Figures 6 and 7 of this Specific Plan).
3. **General Plan Mobility Element Amendment (Deer Springs Road Option A Only):** revisions to Table M-4 (“Road Segments Where Adding Travel Lanes is Not Justified”) to add the segment of Deer Springs Road between Sarver Lane and Mesa Rock Road.
4. **General Plan Mobility Element Appendix Changes (Deer Springs Road Option A Only):**
 - a. Revisions to Figure M-A-12 to change the bicycle classification of Deer Springs Road from a Class III Bike Route to a Class II Bike Lane and to change the road classification of Deer Springs Road from a 6.1 Prime Arterial classification to the following classifications:
 - i. 2.1B Community Collector classification (Sarver Lane to Mesa Rock Road)
 - ii. 4.1A Major Road classification (City of San Marcos Boundary to Sarver Lane) and (Mesa Rock Road to I-15 SB Ramps).
 - b. Revisions to the “Mobility Element Network—North County Metro Subregion Matrix” table to:
 - i. Add the segment of Deer Springs Road between Sarver Lane and Mesa Rock (LOS F)
 - ii. Delete the segment of Deer Springs Road between the I-15 NB Ramps and N. Centre City Parkway, as this segment is no longer failing in the County GP Buildout Scenario with Deer Springs Road reclassified.

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5. **General Plan Mobility Element Appendix Changes (Deer Springs Road Option B Only):** Revision to Figure M-A-12 to change the bicycle classification of Deer Springs Road from a Class III Bike Route to a Class II Bike Lane.
6. **North County Metropolitan Subregional Plan Amendments:**
 - a. Add new Chapter 7 (“Newland Sierra Specific Plan” Chapter);
 - b. Revise Figure 3, North County Metro Village Boundaries to reflect Sierra Project LU Designations;
 - c. Revise North County Metro I-15 Design Corridor Map (in the I-15 Corridor Scenic Preservation Guidelines of Appendix C, I-15 Corridor Subregional Plan) to reflect revised B Designator boundaries for Sierra Project (see Figures 10 and 11 of this Specific Plan).
7. **Specific Plan**
8. **Rezone:** changes to the base zoning of the project Site (see Figures 8 and 9 of this Specific Plan)
9. **Tentative Map/Preliminary Grading Plan**

This Specific Plan (text and map) provides a detailed discussion regarding proposed uses, locations, densities, and intensity of uses, and the infrastructure necessary to support the proposed uses. It also discusses the phasing and implementation of the project.

A rezone implements the uses authorized by the new General Plan designations and provides the additional detail necessary to implement the specific uses detailed in the Specific Plan text.

A Tentative Map lays out lot and easement configurations, grading, drainage facilities, utilities, and the road system for the entire project, serving as the blueprint for the creation of 1,296 parcels within the 1,985-acre project Site. The Tentative Map includes a Preliminary Grading Plan that identifies grading quantities and drainage facilities that will serve the entire Community. Buildout will occur in two phases over an approximately 10-year period. The grading plan depicts the preliminary grading for Phases 1 and 2.

Following the aforementioned development approvals, a Site Plan will be required per the “V” Setback Regulator and the “B” and “D” Special Area Regulations, included in the zoning. The purpose of the Site Plan is to implement the design standards required by the Specific Plan. Refer to Chapter 4, Implementation, of this Specific Plan for more detail on Site Plan requirements.

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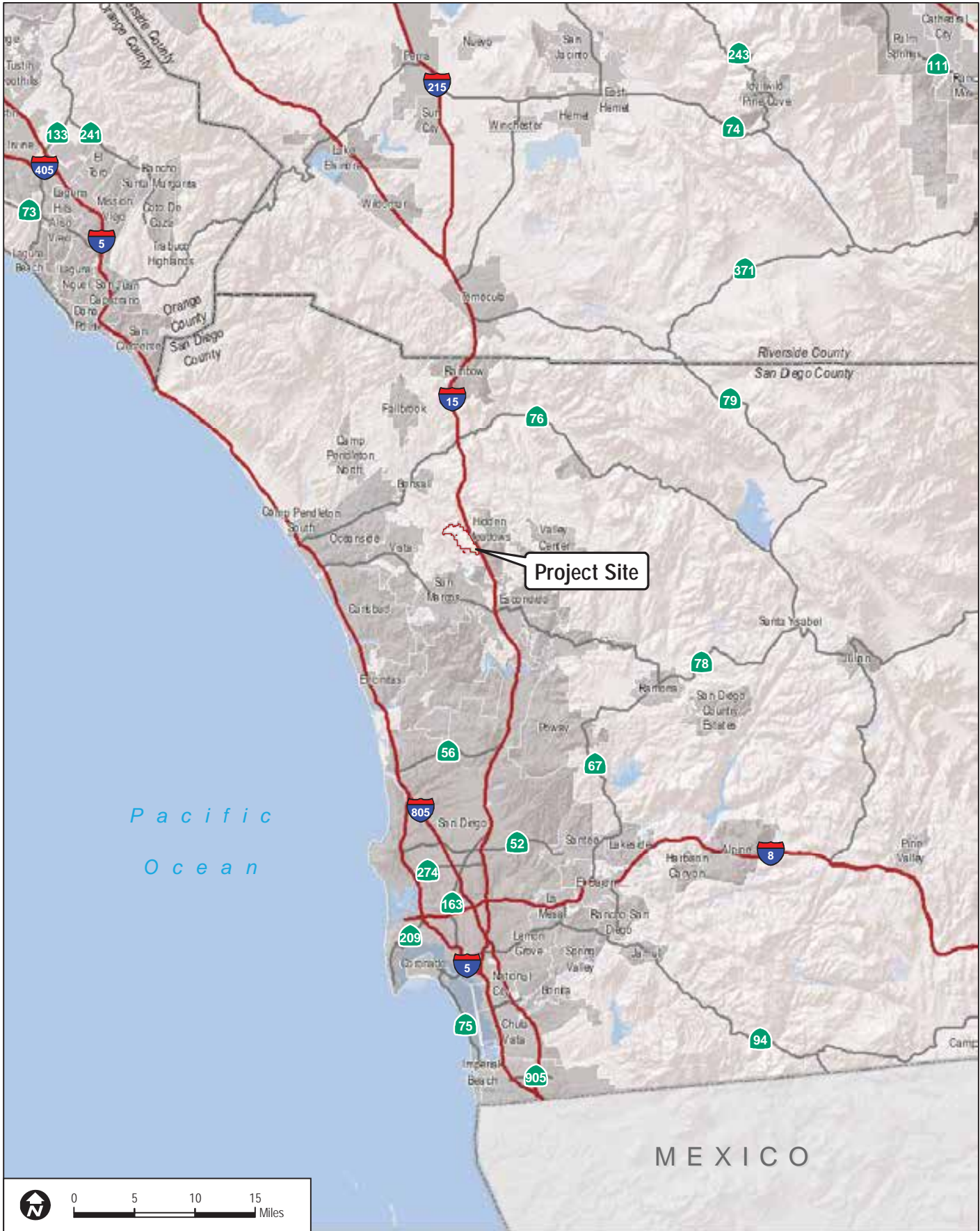


FIGURE 1
Regional Location Map

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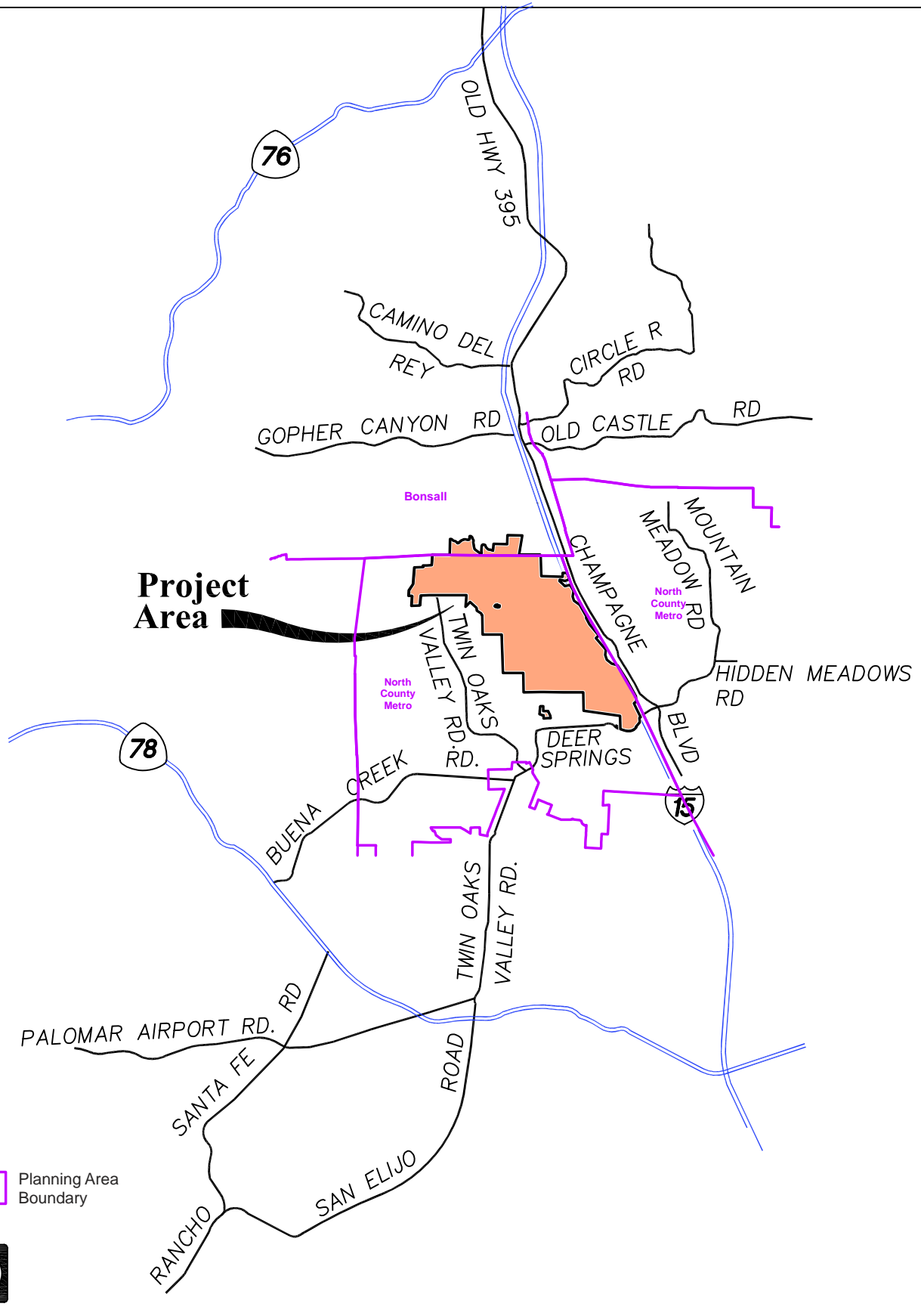


FIGURE 2
Vicinity Map

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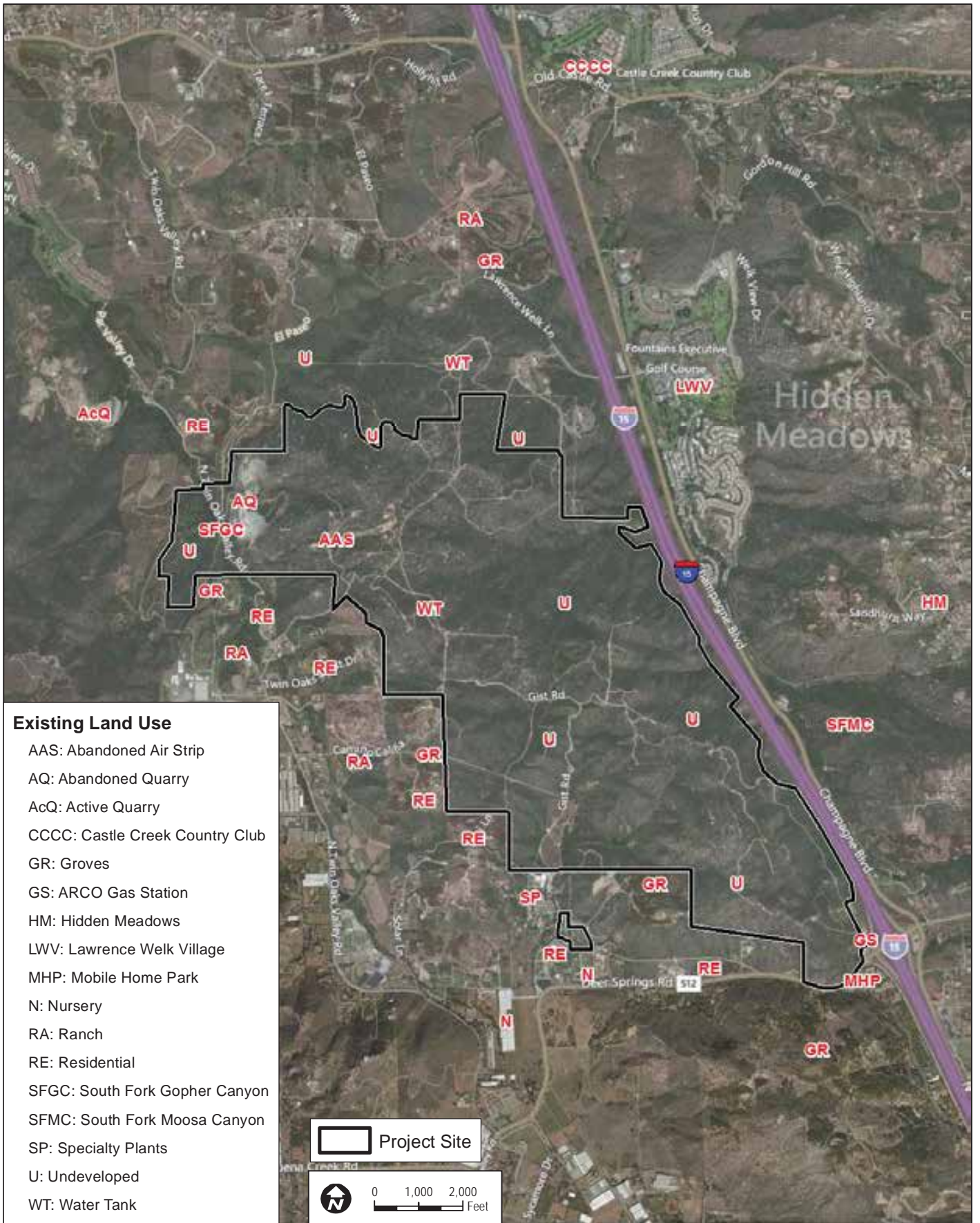
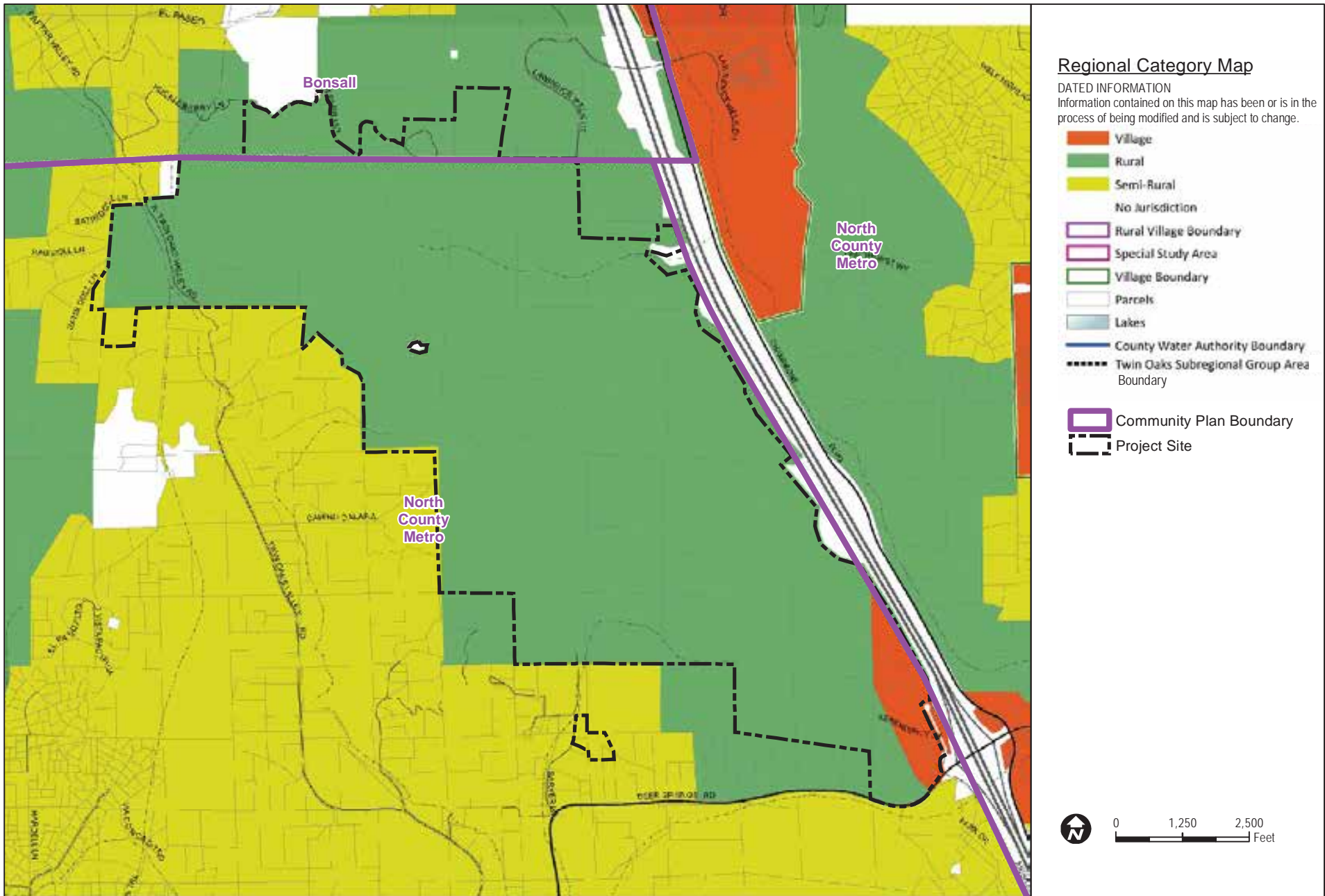


FIGURE 3
Aerial Map and Surrounding Land Uses

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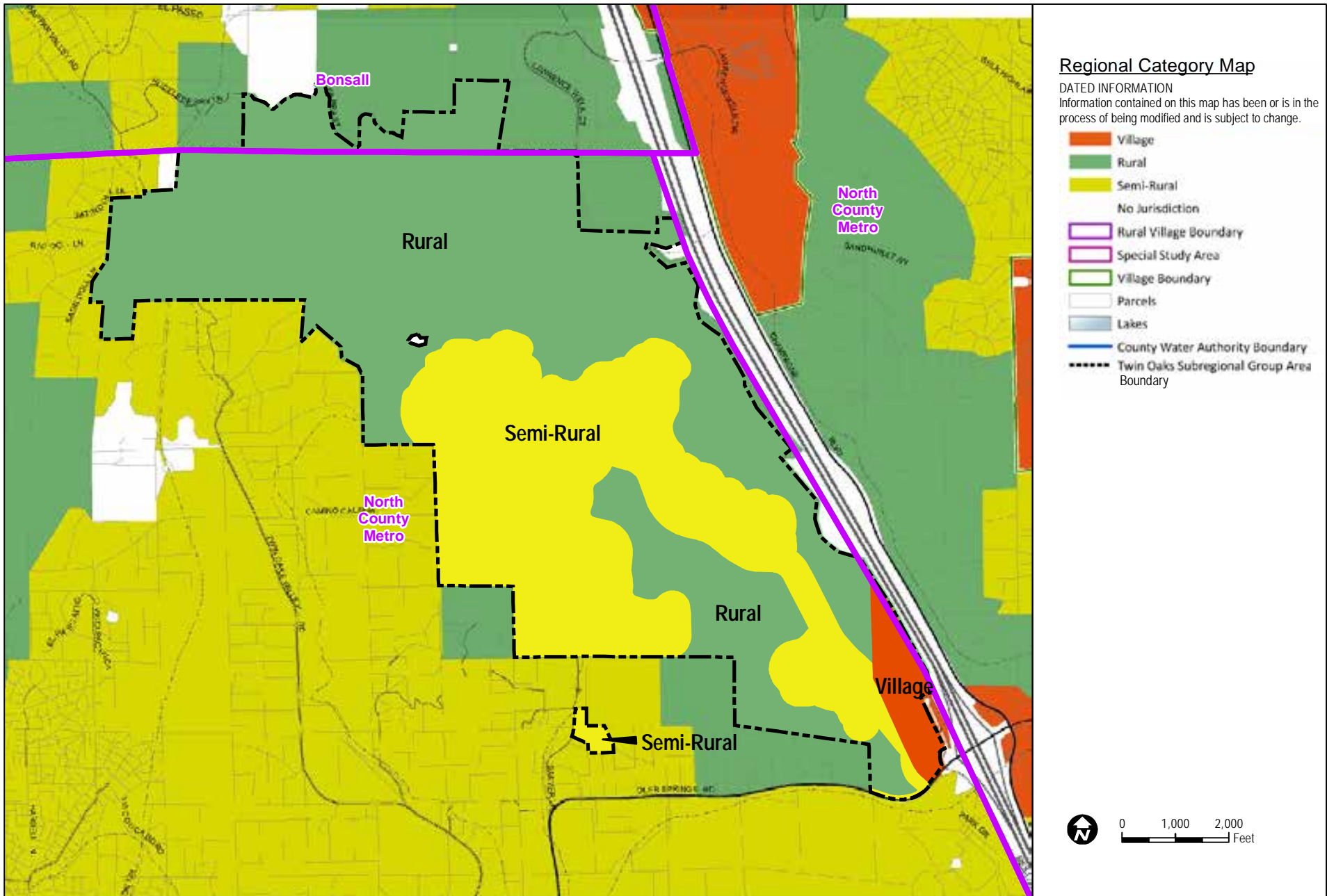
SOURCE: COUNTY OF SAN DIEGO

FIGURE 4
Existing Regional Land Use Categories

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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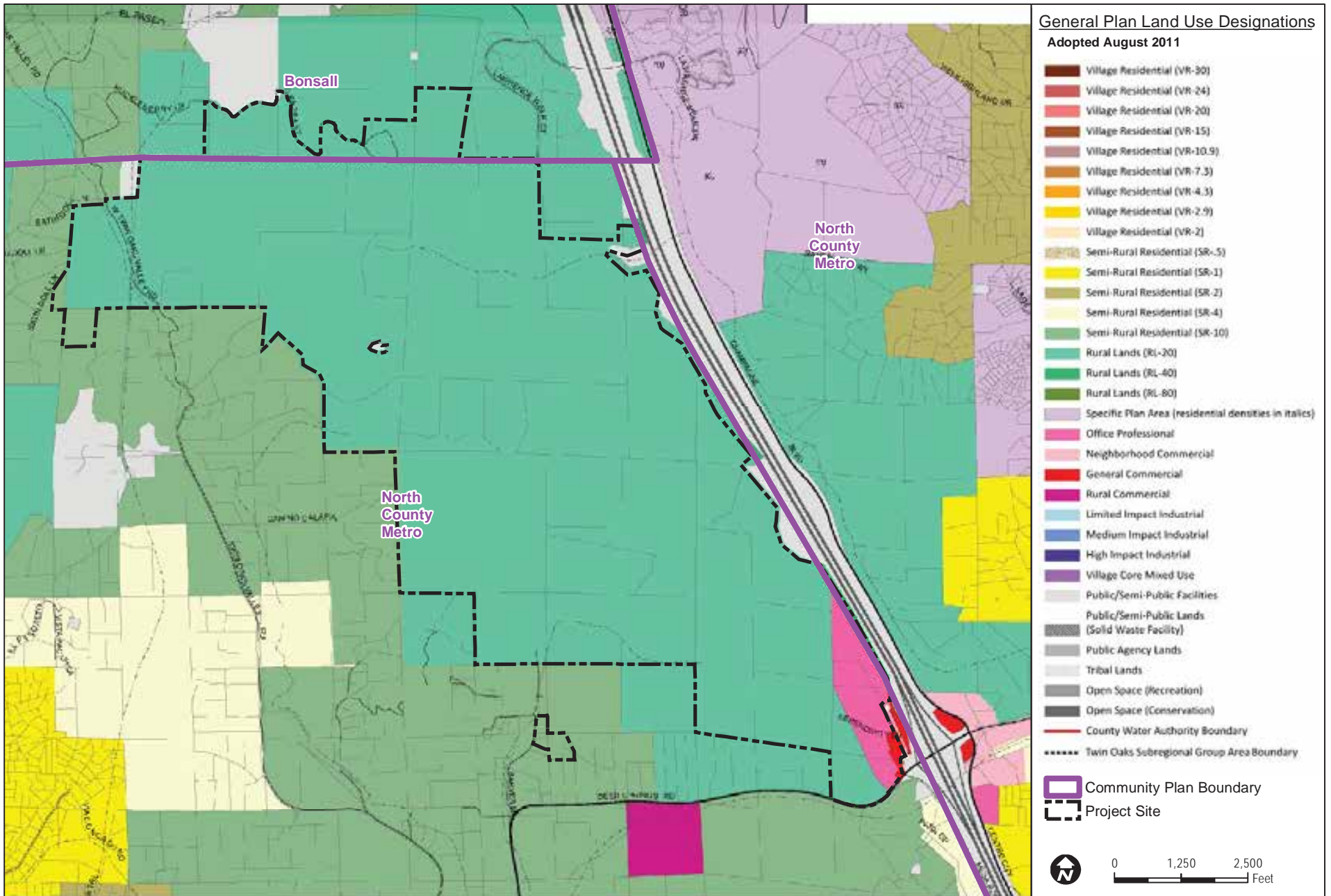


SOURCE: COUNTY OF SAN DIEGO

**FIGURE 5
 Proposed Regional Land Use Categories**

Newland Sierra Specific Plan

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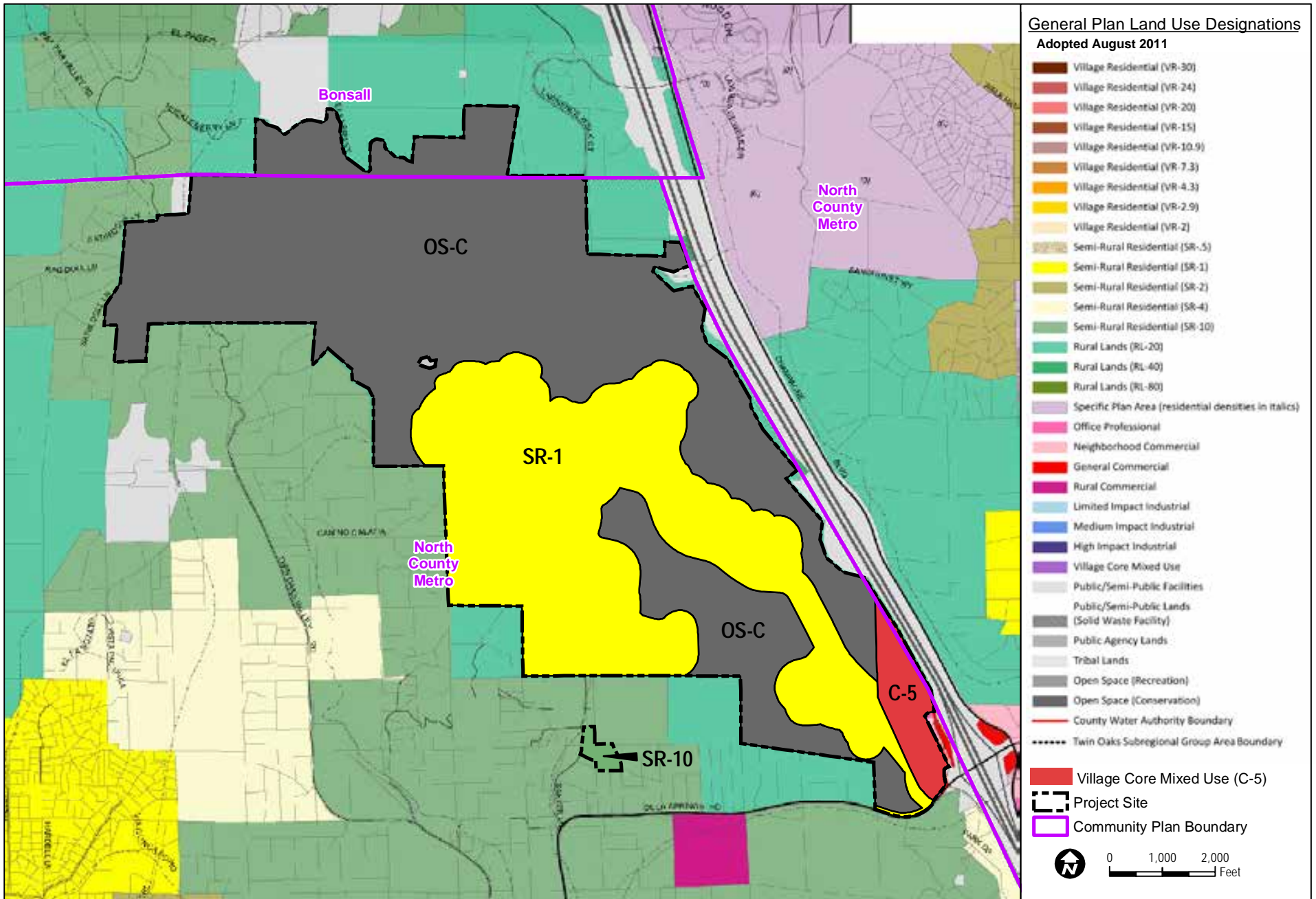
SOURCE: COUNTY OF SAN DIEGO

FIGURE 6
Existing Community Plan Land Use Designations

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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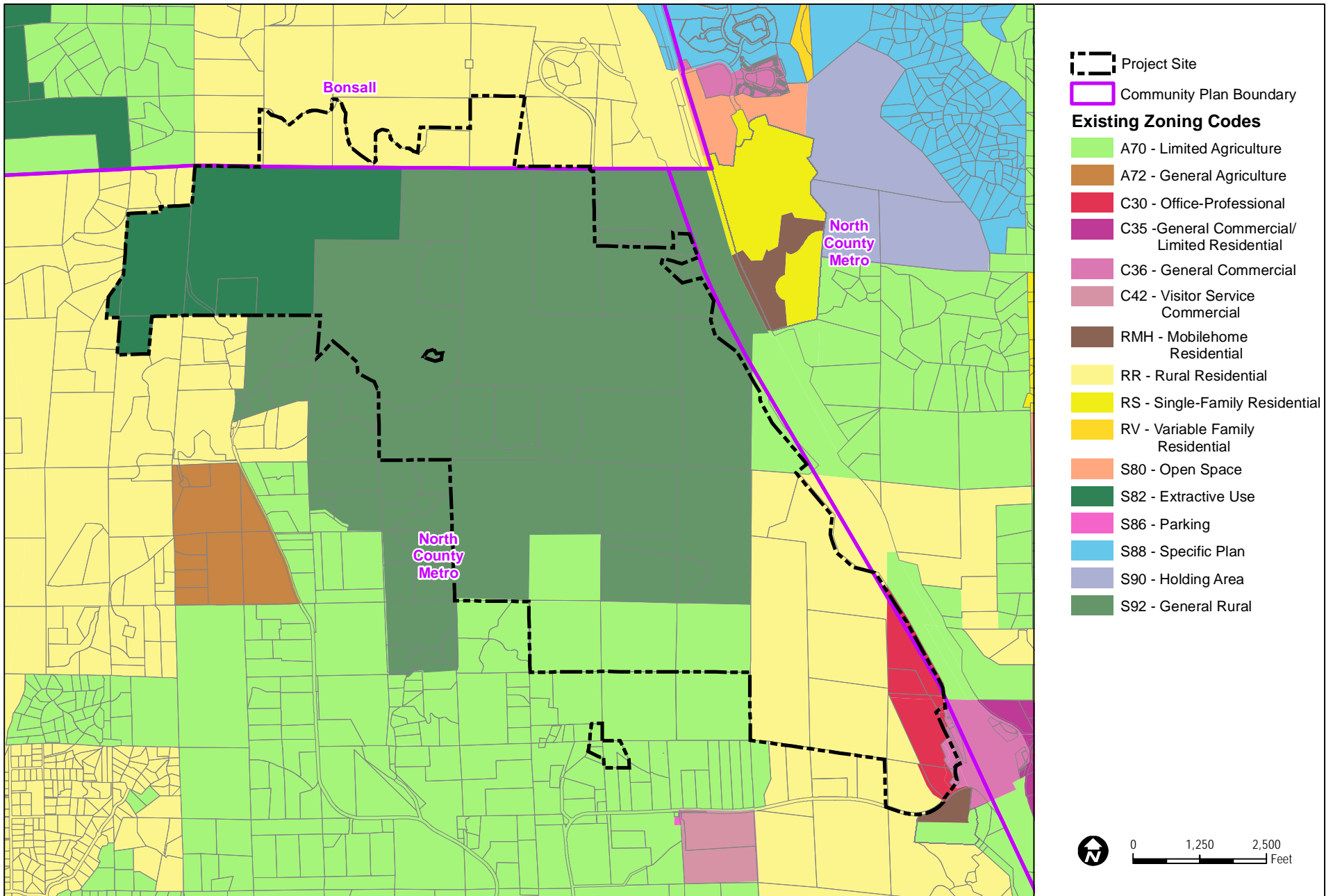
SOURCE: COUNTY OF SAN DIEGO

FIGURE 7
Proposed Community Plan Land Use Designations

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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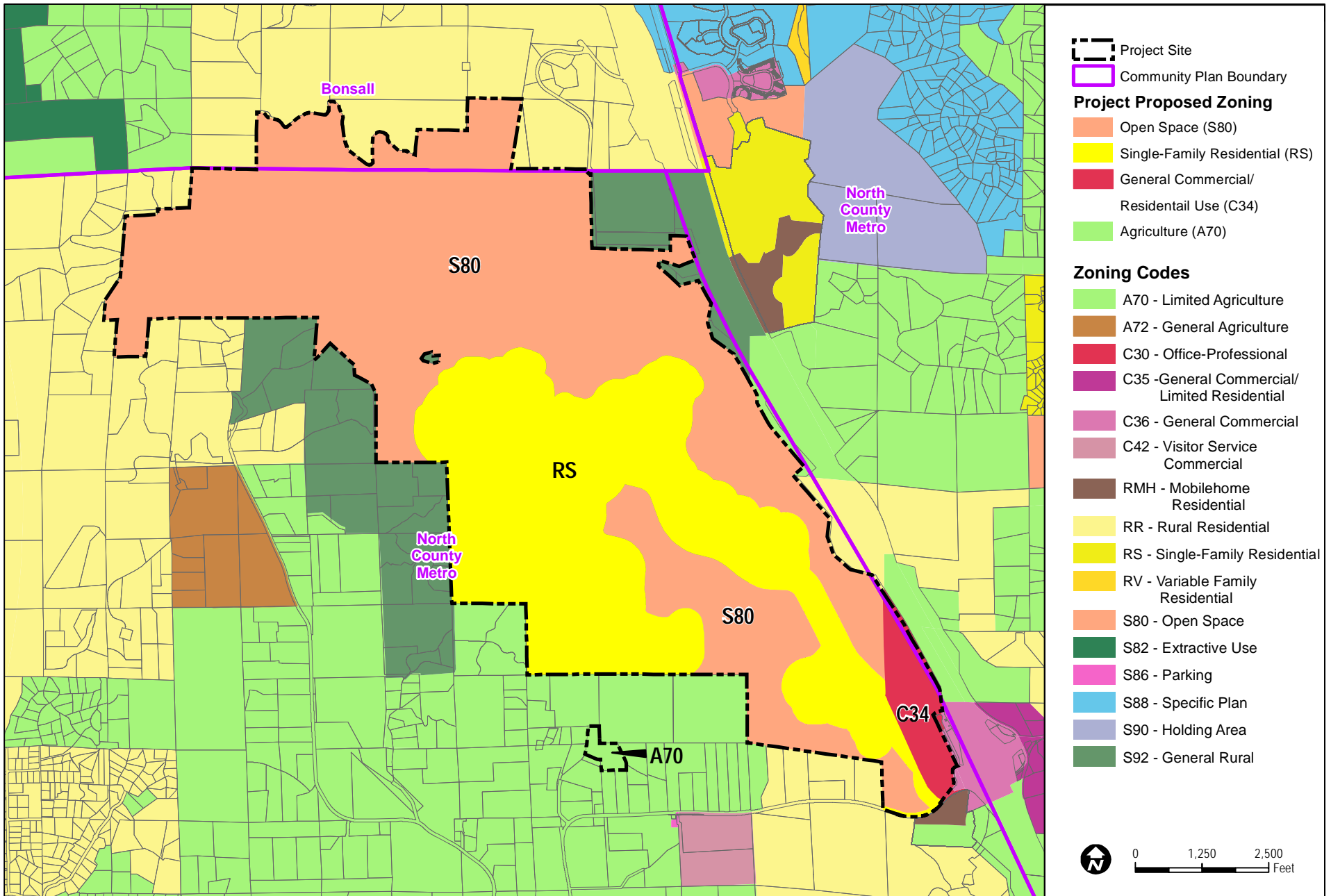
ZONING SOURCE: SANGIS

FIGURE 8
Existing Zoning

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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ZONING SOURCE: SANGIS

FIGURE 9
Proposed Zoning

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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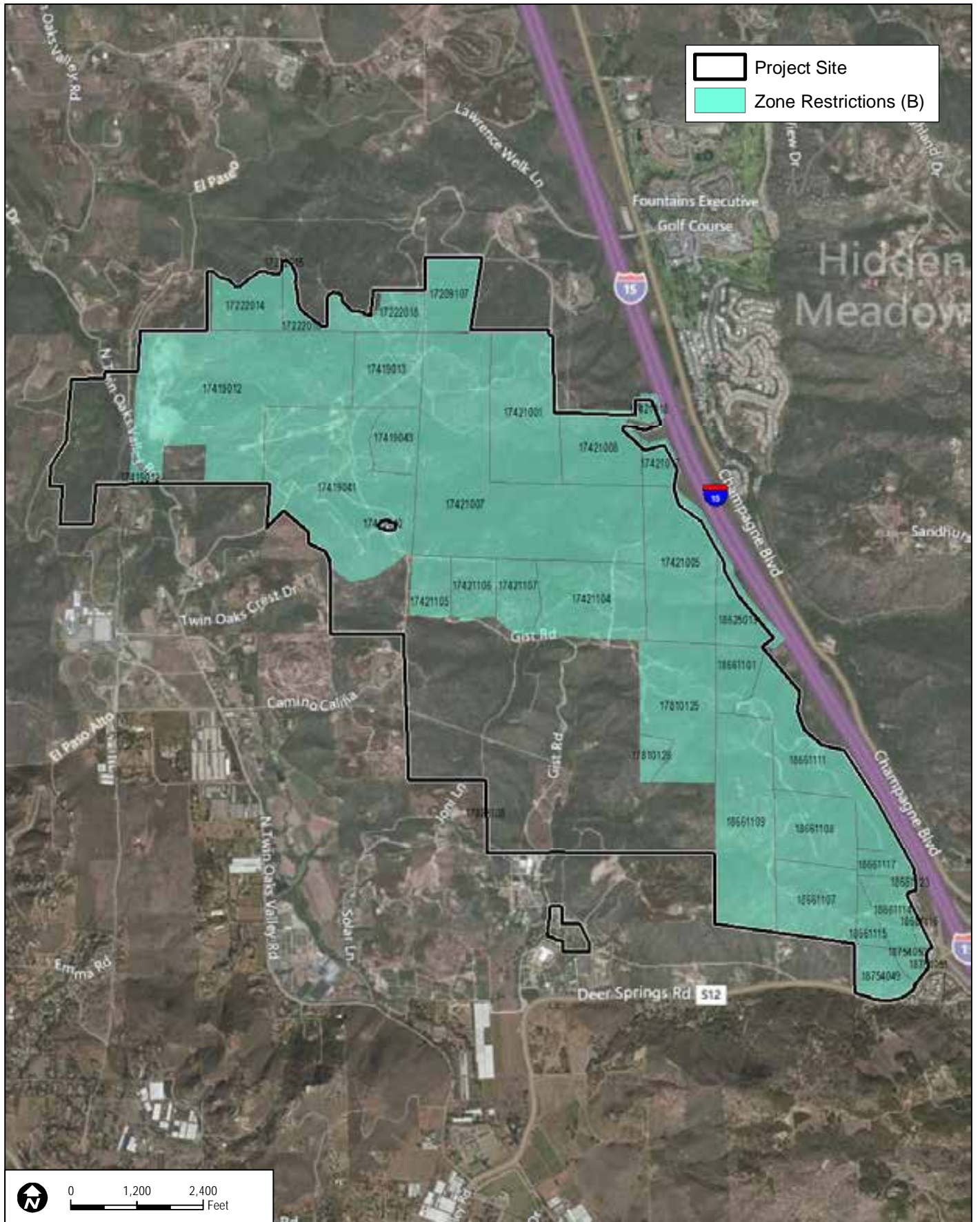


FIGURE 10
Existing North County Metropolitan I-15 Design Corridor

Newland Sierra Specific Plan

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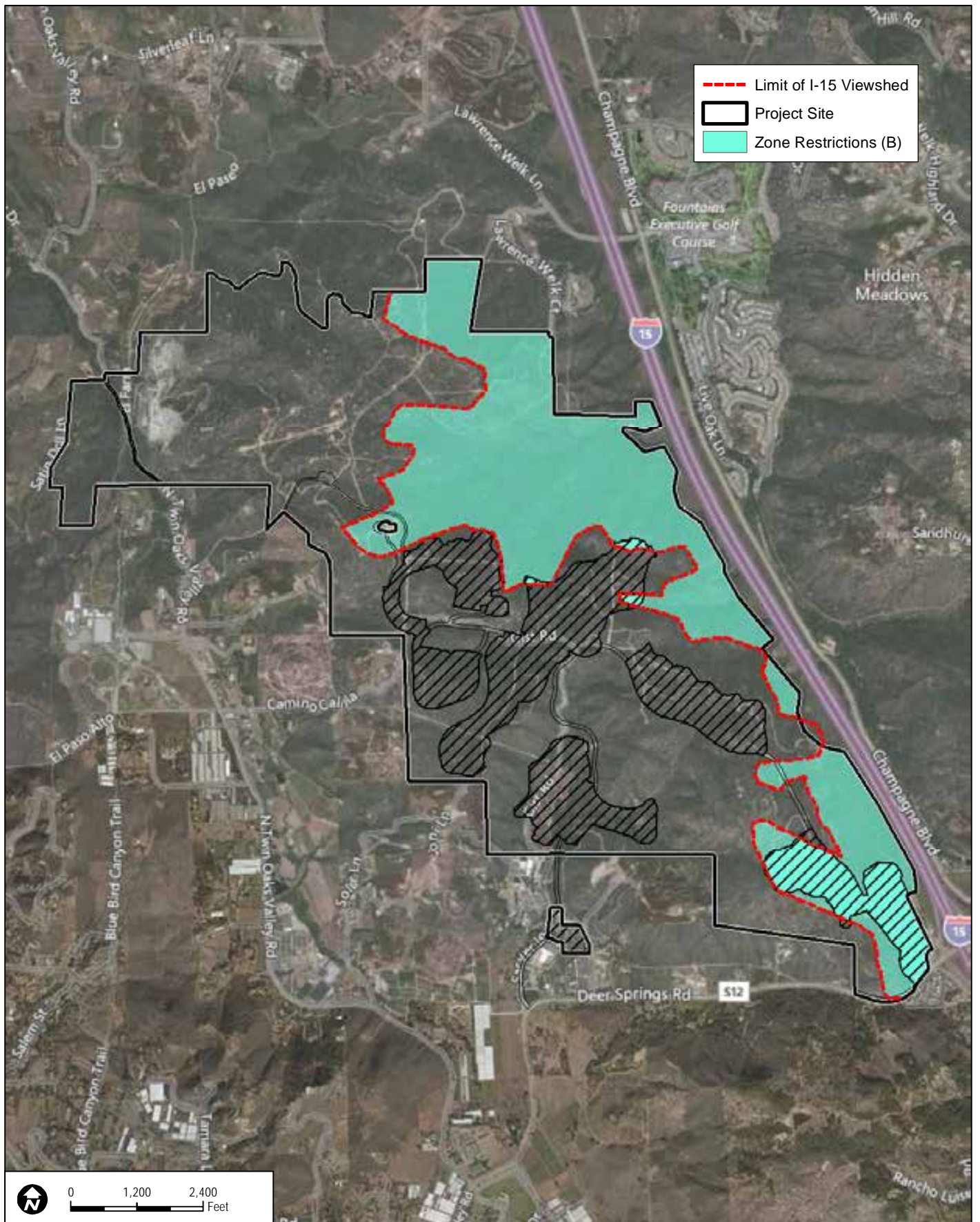


FIGURE 11
Proposed North County Metropolitan I-15 Design Corridor

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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2 Specific Plan Framework



2 SPECIFIC PLAN FRAMEWORK

The Specific Plan framework is guided by a set of land use, sustainability, circulation, open space, and infrastructure goals and policies. These goals and policies are structured around the County's General Plan Goals and Policies, which emphasize compact, sustainable development, conservation of natural resources, and provision of infrastructure and government services to meet the needs of the County (County of San Diego 2011a). Consistent with these Goals and Policies, the project was planned near existing and planned infrastructure, services, and jobs in a compact pattern of development that achieves conservation of the Site's natural resources and implements a range of sustainable development features. Consistent with the County's Community Development Model, the project's Town Center consists of a range of uses, including residential, commercial, educational, park, and school uses, supported by a multimodal transportation network, including bicycle lanes, pathways, and a shuttle service that connects the project's residential neighborhoods to its Town Center neighborhood and to the Escondido Transit Center. The project's other neighborhoods contain medium- and low-density residential areas, along with a variety of pocket, neighborhood, and community parks structured around the project's multimodal transportation network. Surrounding the project's neighborhoods are Rural Lands supporting the project's open space, habitat conservation, trails, and fuel modification areas.

One of the 10 Guiding Principles of the General Plan is to maintain environmentally sustainable communities and reduce GHG emissions that contribute to climate change (County of San Diego 2011a). The project will offset all of its GHG emissions to achieve and maintain carbon neutrality for the life of the project.

Taking inspiration from the Site's landscape character and landforms, the project consists of seven neighborhoods that individually respond to their topographical settings. The framework of the Community is informed by the prominent landforms and drainages found within the Site. The preservation and integration of the Site's landscape character and boulders sets the tone of the project at the two primary access roads, and continues as a common theme throughout the Community. Terraced vineyards are incorporated on perimeter slopes to provide a productive landscape that embraces the region's agricultural heritage. A Community-wide network of vegetated swales will convey stormwater and support the water-quality treatment needs of the project.

The Specific Plan provides for neighborhood-serving land uses in the A70, RS, C34, and S80 zones to include a school site, parks, overlooks, trails, bikes lanes, pathways, 1,209 acres of on-site preserve areas, and 81,000 square feet of commercial and retail space.

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The residential component includes 1,140 single-family dwelling units and 995 multi-family dwelling units for a total of 2,135 residential units. Of the total 2,135 residential units, 325 are located within the age-qualified Mesa neighborhood.

The project will construct on-site drainage facilities, including water quality treatment, hydro-modification basins, and flood control facilities, to protect against sedimentation resulting from stormwater runoff. The system includes site design, source control and treatment, best management practices, and other low-impact-development measures.

Grading is expected to take place in two phases. The Specific Plan includes a phasing plan for development of the Community's component parts, which would be coordinated with the level of available services, including roads, water, wastewater, parks, and fire protection.

Primary access to the Community would be provided by Mesa Rock Road and Sarver Lane via Deer Springs Road, which connects to I-15 east of the Community. The circulation plan for the Community includes on-site and off-site road improvements. A third point of access will be provided via Camino Mayor, which connects to Twin Oaks Valley Road.

The project Site is completely within the Vallecitos Water District and within San Marcos Unified School District, Escondido Elementary School District, and Escondido High School District.

2.1 Specific Plan Goals and Policies

2.1.1 Land Use Goals

1. Create a new mixed-use community near existing and planned infrastructure, services, and jobs in a compact pattern of development consistent with the County's General Plan Community Development Model.
2. Provide a range of housing opportunities in a development pattern that accounts for the physical constraints of the land and preserves environmental resources.
3. Achieve the preservation of important natural resources, including prominent ridgelines and peaks, drainages, and native habitat, in project design.

2.1.2 Land Use Policies

1. Provide a range of housing types and recreational opportunities in compact neighborhoods supported by a range of mobility alternatives to driving.
2. Support public services and the construction of infrastructure necessary to support the project.
3. Provide a variety of recreational opportunities, including active and passive parks with trails that connect the residential neighborhoods to the Town Center and open space areas.

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4. Integrate, maintain, and preserve the property's unique landscape character and distinct landforms in project design.
5. Preserve sensitive natural resources onsite with connections to off-site designated preserve areas.

2.1.3 Sustainable Planning and Design Goal

1. Achieve sustainable development through sensitive site design, energy and water conservation measures, and transportation alternatives.

2.1.4 Sustainable Planning and Design Policies

1. Develop a land use pattern defined by the Community Development Model to provide for compact neighborhoods where residents live closer to jobs, businesses, schools, parks, services, and their neighbors.
2. Provide mobility alternatives for the residents to reduce energy consumption, air pollution, noise, and greenhouse gas emissions.
3. Integrate the Site's natural features into the development (e.g., ecosystems, topography, rock formations, agriculture, views), which are important design elements to improve the quality of life for residents.
4. Implement energy and water conservation measures that meet or exceed local and state requirements for new development.

2.1.5 Circulation Goal

1. Provide multimodal transportation improvements and solutions that support the project's transportation needs and link to regional transportation facilities, including transit.

2.1.6 Circulation Policies

1. Construct a public road network that supports vehicular and non-vehicular travel (mobility alternatives) such as pedestrian, bicycle, and equestrian users.
2. Create a road network that reflects the physical and environmental constraints and natural resources of the Site.
3. Design, finance, and construct circulation improvements to support planned development of the Community.

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4. Implement a Transportation Demand Management Program with mobility alternatives, including transit, electric bikes, bike lanes and routes, and pedestrian pathways and trails, in the Community.
5. Where feasible, connect the trail network to existing and proposed regionally designated trails in the surrounding area.
6. Support the potential expansion of the existing park-and-ride lots, and support future public transit service at that location or within the Town Center.

2.1.7 Open Space and Conservation Goal

1. Protect natural resources and native habitat and species through open space preservation and preserve management in a manner that facilitates regional conservation strategies.

2.1.8 Open Space and Conservation Policies

1. Permanently conserve large, contiguous blocks of native habitat within the project Site through preserve dedication and long-term preserve management consistent with regional conservation strategies.
2. Minimize impacts to environmental resources through site design, construction solutions that minimize grading impacts, and revegetation of disturbed areas. Limit disturbance and development to only those areas identified on the Tentative Map/Preliminary Grading Plan or offsite areas needed for grading, roads, utilities, or infrastructure.
3. To the extent feasible, align trails and pathways along existing trails, within fuel modification areas, and within the rights-of-way or easements for roads and utilities to minimize impacts to natural resources.
4. Manage preserve areas dedicated by the project through the County or another qualified preserve management entity.

2.1.9 Public Services and Infrastructure Goal

1. Design the Community as a compact development, located near existing and planned infrastructure and services, and support public services and the construction of infrastructure necessary to support the project.

2.1.10 Public Services and Infrastructure Policies

1. Phase development with the provision of necessary roadways, water, and sewer improvements.
2. Equitably finance necessary services and facilities.

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3. Construct new roads on and off of the project Site in manner that minimizes impacts to sensitive environmental resources.
4. To the extent feasible and consistent with adopted plans, integrate mobility alternatives (e.g., bike lanes/routes, pathways) into road improvements on and off of the project Site.

2.2 Land Use Plan

The project's Specific Plan Map (Figure 12, Specific Plan Map) identifies the Community's seven planning areas.

2.2.1 Village Core Mixed-Use Development

All development in the C34 use regulation will require approval of a Site Plan pursuant to the "V" Setback Regulator and the "B" and "D" Special Area Designators to ensure that development will conform to the design standards in Chapter 3 of this Specific Plan and the I-15 Design Guidelines (County of San Diego 2011c).

2.2.1.1 Town Center

The Town Center (see Figure 13, Town Center Plan) will be located off Deer Springs Road, east of the primary access road (Mesa Rock Road) in the southernmost portion of the Site. The Town Center will be compact and walkable, include commercial retail space, townhomes, and a school site, and provide employment opportunities for future residents and the surrounding area. The Town Center will include 95 residential dwelling units, 81,000 square feet of commercial space, a 6-acre school site, and 5.73 gross acres of parks. The Town Center will be designated Village Core Mixed Use (C-5) on the North County Metropolitan Subregional Plan Community Plan and zoned with the General Commercial/Residential (C34) Use Regulation.

2.2.2 Residential Development

The six remaining planning areas are designated Semi-Rural 1 (SR-1) and planned for a variety of residential dwelling units. All residential development will be regulated by the application of the "V" Setback Regulator and "D" Special Area Designator in the Single-Family Residential (RS) Use Regulation, which will require that a Site Plan be submitted and approved. Additionally, the Terraces and portions of the Mesa neighborhoods will be subject to a "B" I-15 Special Area Designator. Site Plans will ensure that each lot meets the minimum setback and residential design standards, as outlined in Chapter 3 of this Specific Plan.

2.2.2.1 Terraces Neighborhood

The Terraces neighborhood will be located directly northwest of the Town Center on the west side of the loop road in the southern portion of the project Site. It will include 446 residential dwelling units. The mix of residential units in this neighborhood will consist of two- and three-story townhomes and three-story townhomes with tandem garages.

2.2.2.2 Hillside Neighborhood

The Hillside neighborhood will be located north of the Terraces planning area and on the east side of the loop road in the southeastern portion of the project Site. The Hillside planning area will include 241 residential dwelling units and 2.29 gross acres of parks. It will be composed of single-family detached homes with lots ranging in size from 4,500 square feet to 5,000 square feet, as well as age-targeted lots. Age-targeted lots are intended in neighborhoods that cater to, but are not restricted to, adults 55 years and older.

2.2.2.3 Mesa Neighborhood

The Mesa neighborhood will be located north of Hillside, east of the Knoll, and southeast of the Summit neighborhoods. This planning area will be entirely composed of age-qualified single-family lots and age-qualified single-family clusters on lots ranging from 3,000 to 6,000 square feet centered around a park. The Mesa neighborhood will include 325 residential units and 4.10 gross acres of parks.

Age-qualified lots are intended in neighborhoods that offer homes and community amenities specifically for adults 55 years and older, where housing must include at least one person who is 55 years or older as a permanent resident. Residents typically lead an independent, active lifestyle in a setting with private amenities such as a clubhouse and private recreational spaces. The term “cluster” is used to describe a neighborhood in which housing is clustered on relatively small lots with a larger amount of common area shared by the homeowners, and sharing of common areas such as a courtyard, motor court, or open space.

2.2.2.4 Summit Neighborhood

The Summit neighborhood will be the northernmost area of development located just north of the Knoll and northwest of the Mesa neighborhoods. This planning area is composed of the largest lots on the project Site, with homes on lots ranging from 6,000 to 7,500 square feet. The Summit neighborhood will include 151 residential dwelling units and 1.98 gross acres of parks (including an equestrian staging area). A trail will lead to the highest point in the planning area where a lookout will be located. The Summit planning area will contain grade-adaptive large lots, family lots, and clusters designed to maximize views.

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2.2.2.5 Knoll Neighborhood

The Knoll neighborhood will be located south of the Summit, southwest of the Mesa, and north of the Valley neighborhoods. This planning area will be composed of single-family homes with lots ranging from 4,500 to 5,000 square feet, in addition to family clusters. The Knoll will include 372 residential units and 9.51 gross acres of parks. The residential units in this neighborhood will consist of single-family lots and clusters. The Knoll design will preserve the primary knolls in the area.

2.2.2.6 Valley Neighborhood

The Valley neighborhood will be located northwest of the Terraces and south of the Knoll neighborhoods. This planning area will be composed of clusters, townhomes, and single-family homes with lots ranging from 3,500 to 4,000 square feet. It will include 505 residential units and 12.26 gross acres of parks.

Table 3 shows the distribution of the land uses throughout the Community.

**Table 3
Land Use Summary**

Land Use	Acres	Dwelling Units or Square Feet	Zoning
Single-Family (SF)	180	1,140 dwelling units	RS
Multi-Family (MF)	77	995 dwelling units	RS, C34
Commercial (C)	12	81,000 square feet	C34
School Site (S)	6	n/a	C34
Parks (P)	36	n/a	RS, C34, A70, OS
Biological Open Space (OS)	1,209	n/a	OS
Common Areas	333	n/a	RS, C34, A70
Roads	116	n/a	RS, C34, A70, OS
Detention Basins	12	n/a	RS, C34, A70, OS
Water Tank	4	n/a	C34, OS
Totals	1,985	2,135 dwelling units	-

RS= Single-Family Residential; C34 = General Commercial-Residential Use; A70 = Limited Agriculture; OS = Open Space; n/a = not applicable

2.3 Circulation Plan

The project's multimodal transportation network will support pedestrian, equestrian, bicycle, shuttle service, and vehicular use throughout the Community, with connections to off-site roads supporting the same. The project Site will have two primary access roads along Deer Springs Road at Mesa Rock Road and Sarver Lane, with an additional access point at Camino Mayor off North Twin Oaks Valley Road. The Mesa Rock Road access will be built as a six-lane entry road

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with a median that transitions into a four-lane divided road farther into the Site, and then into a two-lane undivided roadway until it reaches the Sarver Lane access where it will transition into a three-lane undivided roadway. The loop road is primarily designed with a width of 32 feet and will include striped bike lanes and a 10-foot-wide multi-use pathway along its entire length. The bike lanes and multi-use pathway will connect to bike routes and a 10-foot-wide multi-use pathway along Deer Springs Road.

An electric bike share program will be included to further link the neighborhoods to one another and reduce internal vehicle trips. The electric bike share program will include the placement of a kiosk in close proximity to each planning area to allow electric bikes to be taken from one kiosk and left at another, encouraging sustainable transportation between planning areas within the project. The program includes the placement of eight kiosks throughout the Community, with 10 to 20 electric bikes at each kiosk. Additionally, the project will include bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and pathways. With incorporation of these internal circulation features, the project will provide residents the opportunity to access employment, education, and recreational and commercial uses via multiple modes of transportation.

2.3.1 Mesa Rock Road

The Mesa Rock Road intersection at Deer Springs Road will be signalized and widened to 102 feet north of its intersection with Deer Springs Road within the project Site to provide two northbound lanes and four southbound lanes, transitioning to a width of 58 feet and then to a width of 32 feet farther into the project Site as the road traverses through the project's Town Center and through the Terraces and Hillside neighborhoods. There will be no parking along Mesa Rock Road. All of Mesa Rock Road will include an enhanced parkway with a multi-use pathway.

2.3.2 Sarver Lane

The Sarver Lane intersection at Deer Springs Road will be signalized and widened to a paved width of 52 feet to provide one northbound lane and two southbound lanes, transitioning to a width of 38 feet of pavement, then transitioning to a width of 32 feet within the project Site. There will be no parking along Sarver Lane. All of Sarver Lane will include an enhanced parkway with a vegetated swale and multi-use pathway. Existing pavement widths on Sarver Lane vary from 28 feet along the Catholic Church frontage (2557 Sarver Lane at the southern portion of Sarver Lane) to 16 feet north of the church.

2.3.3 Camino Mayor

The Camino Mayor intersection at Twin Oaks Valley Road will not be signalized. Camino Mayor will be widened to 28 feet wide at the intersection of Twin Oaks Valley Road to provide one travel lane in each direction. There will be no parking along Camino Mayor. The off-site portion of the road will be designated as a private street. The on-site portion of Camino Mayor will include a pathway to Saddleback Park, but the portion between Saddleback Park to Twin Oaks Valley Road will not include a pathway. The project will also include two Camino Mayor Alternative Alignments, the first of which would shift the alignment of the off-site portion of Camino Mayor slightly north, and the second of which would improve Camino Mayor within the existing easement. All other design aspects of the road would remain the same under these alternative alignments.

2.3.4 On-Site Residential Streets

The project's other residential streets will be 32 to 40 feet wide and traverse within planning areas. Private paseo roads will typically end at smaller clusters of residential dwelling units within a planning area. Street sections will include features such as landscaped parkways, vegetated swales, sidewalks, and pathways. With the incorporation of vegetated swales and landscape buffers between pathways and sidewalks along much of the roadways, street character will be semi-rural, while addressing fire and traffic safety. In addition, on-street parking will be provided in the Town Center to enhance traffic-calming and pedestrian safety. On-street parking will also be provided on residential streets, but will not be allowed on the loop road.

A description of each street type is included in Chapter 3 of this Specific Plan, and illustrative street sections are shown in Figures 14 through 30.

2.3.5 Off-Site Mitigation Requirements

In addition to the improvements described above, traffic impacts to off-site roadways will necessitate various off-site improvements. These improvements are identified as mitigation measures to reduce traffic impacts in the project's EIR. They include improvements to the Deer Springs Road/I-15 Interchange, Deer Springs Road, Twin Oaks Valley Road, Buena Creek Road, Monte Vista Drive, S. Santa Fe Avenue, and various intersections, and they are necessary to improve the capacity and operations of these roadways. Several of these roadway improvements are located within the jurisdiction of another lead agency. Because these additional off-site improvements are identified as mitigation measures, the project's EIR discusses the environmental effects of the improvements to the extent known at this time, and as required by CEQA, in less detail than the significant effects of the proposed project (See CEQA Guidelines Section 15126.4(a)(1)(D)).

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These improvements and contributions are disclosed within this Specific Plan for information purposes only. No aspect of this Specific Plan governs these improvements or contributions. Instead, the requirements associated with these improvements are governed separately by the project's certified EIR/Mitigation Monitoring and Reporting Program, separate approvals, and any agreements the project applicant is able to reach with the approving agency (e.g., City of San Marcos).

2.3.5.1 Deer Springs Road

Of the off-site mitigation requirements, the improvements to Deer Springs Road would involve two options. Option A would improve an approximately 6,600-foot-long section of the segment of Deer Springs Road between Sarver Lane and Mesa Rock Road to a 2.1B Community Collector (two lanes of travel with a continuous center turn lane). The balance of the road southwest into the city of San Marcos and east to I-15, including its intersections with Sarver Lane and Mesa Rock Road, would be improved to a 4.1A Major Road (a four-lane road with a raised median). Consistent with these sets of improvements, Option A would reclassify Deer Springs Road in the Mobility Element of the County's General Plan (County of San Diego 2011a) from a 6.2 Prime Arterial (six-lane) to a 4.1A Major Road with Raised Median and a 2.1B Community Collector with Continuous Turn Lane classifications. The centerline of Deer Springs Road would be realigned to ensure a minimum 750-foot turning radii along the entire alignment.

Option B would construct the entire length of the road from the I-15 interchange to its intersection with Twin Oaks Valley Road as a four-lane road, with an approximately 7,600-foot-long section of the road between Sarver Lane and Mesa Rock Road as a 4.1B Major Road (four lanes of travel with a continuous center turn lane), and the balance of the road, including its intersections with Sarver Lane and Mesa Rock Road, as a 4.1A Major Road. Option B would not reclassify Deer Springs Road; the roadway would remain as a 6.2 Prime Arterial (six-lane) in the Mobility Element of the General Plan (County of San Diego 2011a). The centerline of Deer Springs Road would be realigned to ensure a minimum 750-foot turning radii along the entire alignment.

Both Option A and Option B would provide increased capacity on Deer Springs Road relative to existing conditions, although when considering level of service, only Option B would meet the County's level-of-service standards at project buildout. As is standard, the ultimate design of the road would be subject to County final engineering review and approval, whereby the County may require minor adjustments to the design details described herein.

2.4 Transportation Demand Management

The project will include a TDM Program that reduces the project's impacts on the surrounding street network while striving to achieve Countywide air quality/GHG reduction goals. The TDM Program is organized into three main types of strategies, as outlined below.

Land Use Strategies

Land use strategies consist of land use diversity (mixed-use) and supporting design features that encourage residents/employees to walk, bike, or take transit within the project:

- Provide a mix of land uses, including residential, commercial, educational, and parks, so that residents of the project have access to basic shopping, school, and recreation opportunities without having to travel outside of the project Site. This will lower vehicle miles traveled because residents can use alternative transportation modes to reach the various land uses available within the Site.

Commute/Travel Services for Residents

Commute and travel strategies will provide residents with travel options other than private automobile trips to destinations inside and outside of the project Site:

- Develop a comprehensive trail network designed to provide multi-use trails between the various project components, land uses, parks/open spaces, school, and the Town Center. The trails network will provide connections to the various recreational trails and multimodal facilities accessing the project Site. Additionally, the loop road includes 5-foot-wide bike lanes on both sides of the roadway.
- Provide bicycle racks along main travel corridors, adjacent to commercial developments, at public parks and open spaces, and at retail and multi-family buildings within the project Site.
- Implement a shuttle system that connects the various project neighborhoods to the Town Center and to external transit facilities and resources such as the park-and-ride lots and the Escondido Transit Center.
- Implement an electric bike-share program to further link the project neighborhoods to one another and to reduce motorized vehicle trips. The bike share program includes the placement of eight kiosks throughout the Community. Electric bikes can be taken from one kiosk and left at another to promote sustainable transportation between planning areas. It is anticipated that each kiosk will contain 10 to 20 electric bikes.

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- Coordinate with a car-share organization to install three car-share stations with one car each (for a total of three cars) in the commercial area of the project Site, available to residents on an on-demand basis.
- Promote the adjacent park-and-ride lots at the northeast quadrant of the Deer Springs Road/Mesa Rock Road intersection and at the northwest quadrant of the Deer Springs Road/Old Highway 395 intersection to residents to encourage carpooling.
- Coordinate with SANDAG's iCommute program for carpool, vanpool, and rideshare programs that are specific to the project's residents.
- Provide transit subsidies for project residents.
- Promote available websites providing transportation options for residents.
- Create and distribute a "new resident" information packet addressing alternative modes of transportation.
- Promote a transportation option app for use on mobile devices.
- Coordinate with NCTD and SANDAG about future siting of transit stops/stations at the adjacent park-and-ride lots.

Commute Services for Employees

Commute strategies will allow employees at the Town Center and other employers within the project Site to travel to work by means other than private auto:

- Provide transit subsidies for employees of the Project's Town Center.
- Promote the adjacent park-and-ride lots to employees to support carpooling.
- Implement a demand-responsive shuttle service that provides access throughout the project Site, to the park-and-ride lots, and to the Escondido Transit Center.
- Coordinate with SANDAG's iCommute program for carpool, vanpool, and rideshare programs that are specific to the project's employees.
- Promote available websites providing transportation options for businesses in the Town Center.
- Coordinate with NCTD and SANDAG on the future siting of transit stops/stations at the adjacent park-and-ride lots.

Transportation Coordinator

To ensure that the TDM Program strategies are implemented and effective, a transportation coordinator (likely as part of a homeowner's association (HOA)) will be established to monitor

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the TDM Program. As part of the HOA, a staff member or consultant will be designated to serve as the on-site transportation coordinator for residents and employees. The coordinator will be responsible for developing, marketing, implementing, and evaluating the TDM Program. Dedicated personnel on staff will make the TDM Program more consistent and reliable, and residents and employees will have a designated point of contact for questions about the various TDM measures, which will allow them to stay informed about various TDM functions and eligibility.

2.5 Open Space and Conservation

The project's biological open space preserve (also referred to as preserve areas) consists of approximately 1,209 acres of key biological resources and native habitat in three large, contiguous blocks within the project Site. Two of the three habitat blocks on the Site are situated within the northern half and along the eastern boundary of the project Site, and will connect to open space to the north, east, and west of the project Site. The third large habitat block is in the center of the project Site and connect to the project's other two habitat blocks, as well as to open space and preserve land located east and south of the Site (see Figure 31, Biological Open Space).

The preserve areas will provide for the following:

1. Certain trails and utility access roads, as shown on the Tentative Map, will be allowed within the preserve areas.
2. Only non-motorized recreation activities, such as hiking, mountain biking, horseback riding, and bird watching, will be allowed on the project's trails.
3. Prior to recordation of each Final Map, a revegetation plan will be approved to the satisfaction of the Director of PDS for areas where revegetation is mitigation for project impacts.
4. As a Condition of Approval, project preserve areas will be dedicated in phases with each Final Map. The project's preserve areas will be protected through recordation of a conservation easement dedicated to the County or a third party with an endowment to be managed by a conservancy as a biological open space preserve. The project's preserve areas will remain in their natural state. Irrigation or use of imported water in the preserve will be strictly prohibited, except for dust control during construction and temporary irrigation for plant establishment, as specified in the project's revegetation plan.

2.6 Infrastructure and Public Facilities

2.6.1 Water Service

The project Site is located within the Water Authority's wholesale service area, and is served by the Vallecitos Water District (VWD), the retail water purveyor. The Water Authority manages supply relationships with the Metropolitan Water District. The retailer water districts within the Water Authority's service area then deliver water to local homes, businesses, and agricultural users. VWD also operates the Meadowlark Water Reclamation Facility and sells recycled water to large agricultural users and businesses in Carlsbad.

An extensive network of water mains exists within the project Site, ranging from 8 to 16 inches in diameter. There is one existing 1.3-million-gallon water tank within the project Site that serves the Site and provides service to adjacent properties.

The project's demand for water will require the relocation of some existing water mains, construction of new water mains, and construction of two new water tanks, one to serve the project and one for VWD's larger water supply system (see Figure 32, Water Supply). The existing Coggan water tank adjacent to the Summit neighborhood will remain, subject to future VWD replacement, and a new water tank will be built immediately west of it to serve the project. An additional water tank in the southern portion of the Terraces neighborhood will serve the larger VWD service area. Establishment of this water supply will occur through the expansion/extension of existing supply pipelines and water tanks located within and adjacent to the project Site. The precise alignment and sizing of the project's water facilities will be determined by VWD during final design.

2.6.2 Wastewater Service

The project Site is located within the VWD sewer service area. The majority of the project Site would require annexation into a Sewer Improvement District prior to sewer service being available. This is an internal process for VWD and does not require Local Agency Formation Commission approval. An existing 8-inch-diameter public sewer main owned by VWD is located approximately 0.25 mile south of the project Site in Sarver Lane. The project would increase demand for sewer treatment. On-site improvements will include 8-inch-diameter to 12-inch-diameter gravity sewers (see Figure 33, Sewer Collection System). The precise alignment and sizing of the project's wastewater facilities will be determined by VWD during final design.

2.6.3 Stormwater Facilities

The project Site is not developed and does not have any significant existing stormwater drainage facilities. In compliance with the County's stormwater design manual (County of San Diego

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2016a) and the County's hydrology design manual (County of San Diego 2003), the project will incorporate stormwater facilities to manage stormwater quality, hydromodification impacts, and peak flow attenuation. Stormwater quality and hydromodification impacts will be addressed through a Community-wide network of vegetated swales and bioretention basins integrated into the design of the project's street system and neighborhoods. These features will provide high-quality stormwater treatment and reduce flows to pre-development levels for storm events that contribute to the hydromodification of receiving channels. Stormwater detention will be provided in flood control basins prior to runoff exiting the project Site.

In addition to on-site facilities, drainage and water quality improvements will be constructed for off-site road improvements where those facilities are substandard or do not exist today. Such off-site improvements will correct existing off-site drainage issues such as overtopping and flooding, and will address the water quality treatment requirements for existing road surfaces and all of the new or expanded road surfaces where none exist today, resulting in elimination of existing flooding conditions and a net improvement in the water quality of stormwater runoff leaving these roads compared to today.

2.6.4 Natural Gas and Electricity

Natural gas and electricity in the project area are provided by San Diego Gas & Electric (SDG&E). The project Site is currently served by electric lines and gas lines. Overhead electric lines and an underground gas line that feed the local businesses and residences in the project area are located along Deer Springs Road and Mesa Rock Road. The project will increase demand for natural gas and electricity, and will require the extension of those utilities to the project Site to provide service for the project. The project will include utility easements for power and natural gas services to be located within roadways. All on-site gas and electric distribution lines will be undergrounded. Above ground/pad mounted equipment will be required as part of the electric distribution system. The precise alignment and sizing of the project's natural gas and electric facilities will be determined by SDG&E during final design.

2.6.5 Fire Safety

The project Site is located within the Deer Springs Fire Protection District (DSFPD) and is designed to provide wildfire defensibility and minimize the risk of structural loss. Due to the terrain and topography on the project Site, special attention was paid to locate neighborhoods and structures to minimize the likelihood of wildfire spread and encroachment. An additional access road (Camino Mayor) will provide residents and emergency access vehicles access to the project Site. DSFPD travel times to the project Site meet the County General Plan standard of 5 minutes or less for all structures (County of San Diego 2011e). Fuel modification zones are

Newland Sierra Specific Plan

conservatively sized at 250 feet on either side of development, almost 4 times the modeled flame length and 2.5 times the standard 100-foot fuel modification zone requirement.

A Fire Protection Plan (FPP) was prepared for the project (Appendix N of the EIR) to evaluate and identify the potential fire risk associated with the project's land uses, and identify requirements for water supply, fuel modification and defensible space, emergency access, building ignition and fire resistance, fire protection systems, and wildfire emergency pre-planning, among other pertinent fire protection criteria. The FPP generates and memorializes the fire safety requirements of the DSFPD and the San Diego County Fire Authority, along with project-specific measures based on the Site, its intended use, and its fire environment. The proposed project will pre-pay the County Fire Mitigation Fee pursuant to a Fire Fee Payment Agreement with the DSFPD which would also provide funding beyond the required County Fire Mitigation Fee to augment the DSFPD's capabilities for continued provision of timely service to its primary jurisdictional area, including the project Site.

The project meets or exceeds all applicable codes and regulations, with the exception of a minor fuel modification area adjacent to three lots in the Summit neighborhood where an equivalent form of protection determined to provide the same fire protection level as fuel modification is required.

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

The project was designed with fire protection as a key objective, as shown in Figure 34, Fuel Modification Zone Exhibit, and Figure 35, Typical Fuel Modification Zone Configuration and Width. The project's road improvements were designed to facilitate access for emergency apparatus and personnel throughout the Site. Water availability and flow are consistent with DSFPD requirements, including fire flow and hydrant distribution. These features, along with the ignition resistance of all buildings; interior sprinklers; and pre-planning, training, and awareness, will assist responding firefighters through prevention, protection, and suppression capabilities.

Additionally, as required by the project's FPP, an evacuation plan has been prepared for the project that indicates how the project would evacuate during a wildfire emergency. The evacuation plan has been prepared in coordination with DSFPD and San Diego County such that it does not conflict with existing evacuation and pre-plans. Early evacuation for any type of

Newland Sierra Specific Plan

wildfire emergency is the preferred method of providing for resident safety, consistent with the DSFPD's current approach. As such, the project's HOA will formally adopt, practice, and implement a "Ready, Set, Go!" approach to Site evacuation. The "Ready, Set, Go!" concept is widely known and encouraged by the state of California and most fire agencies. Pre-planning for emergencies, including wildfire emergencies, focuses on being prepared, having a well-defined plan, minimizing potential for errors, maintaining a site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes.

2.6.6 Schools

The project's proposed neighborhoods are within the service boundaries of three public school districts: San Marcos Unified School District, Escondido Union School District, and Escondido Union High School District. Figure 36, School District Boundaries, depicts the school district boundaries. The project has reserved a 6-acre site for a school, which could serve students from the San Marcos Unified School District and Escondido Union School District. If students do not attend a school within the project Site, the project's future students who live in the San Marcos Unified School District boundary are expected to attend Twin Oaks Elementary School, San Marcos Middle School, or Woodland Park Middle School. The project's future students living within Escondido Union School District are expected to attend North Broadway School, Rock Springs Elementary School, or Rincon Middle School. The project's future high school students are expected to attend Mission Hills High School, San Marcos High School, or Escondido High School. The school districts ultimately decide student attendance at the various schools.

2.6.7 Wireless Facilities

Wireless facilities are subject to the standards and requirements set forth in Sections 6980–6991 of the San Diego County Zoning Ordinance (County of San Diego 2017).

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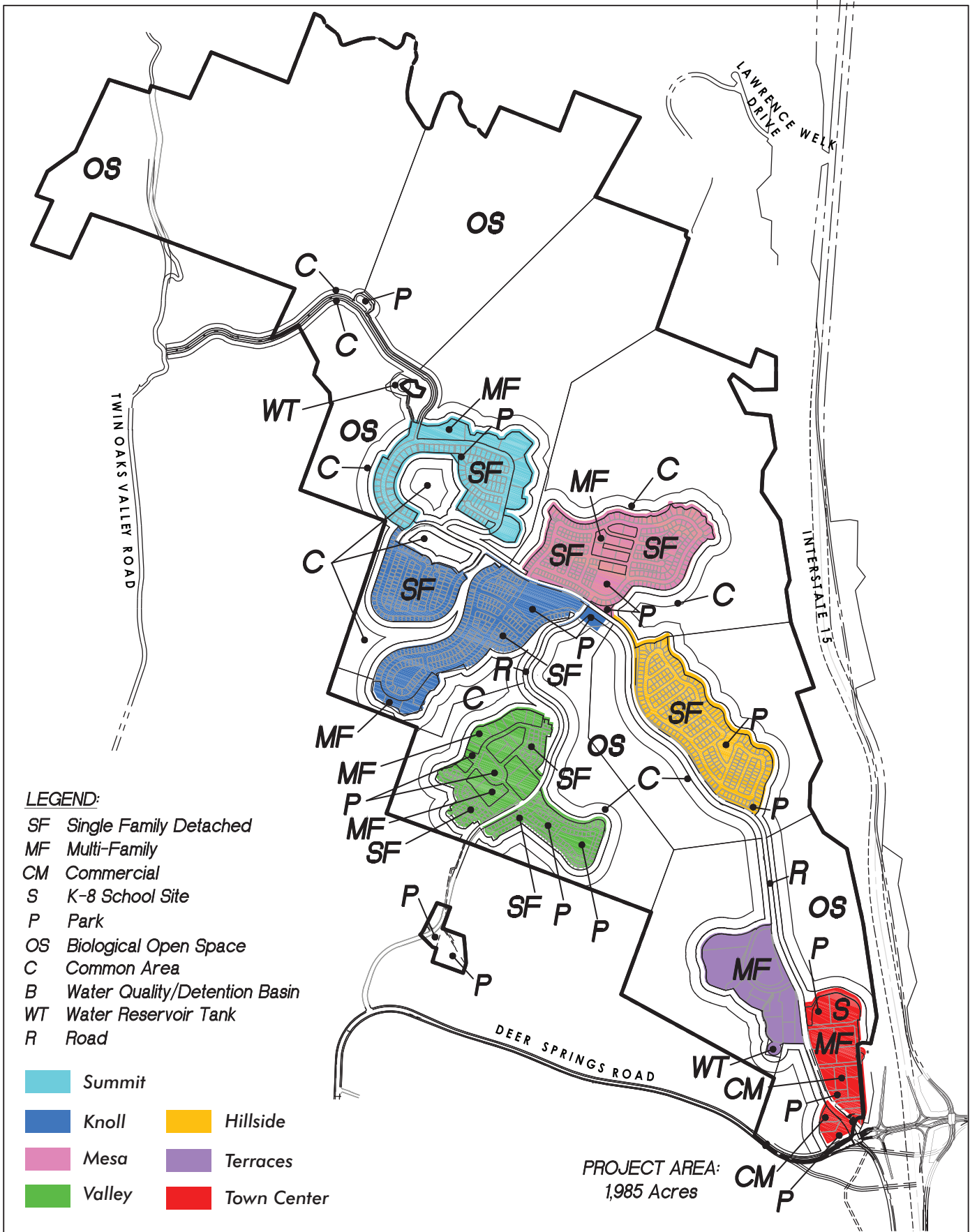


FIGURE 12
Specific Plan Map

Newland Sierra Specific Plan

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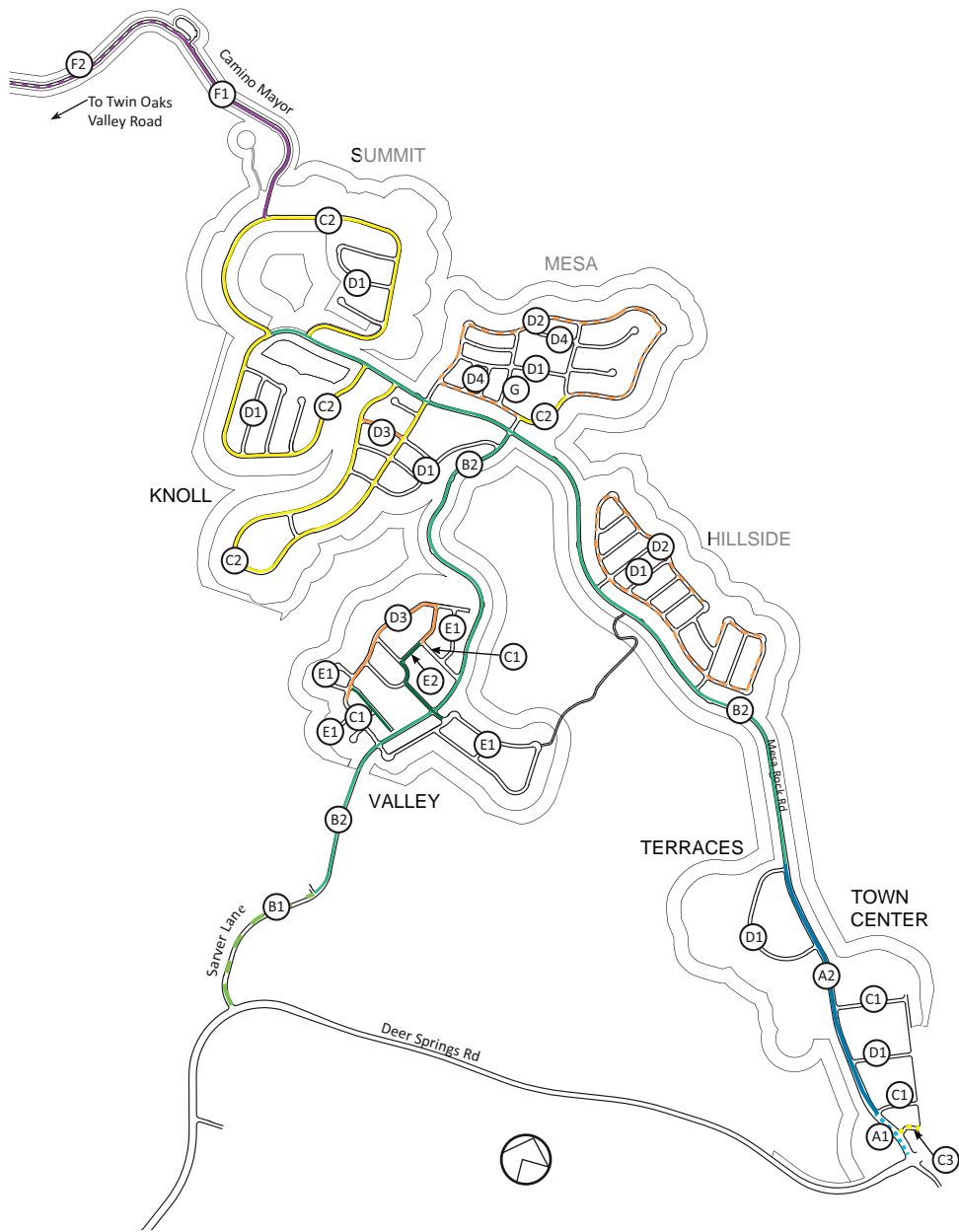


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FIGURE 13
Town Center Plan

Newland Sierra Specific Plan

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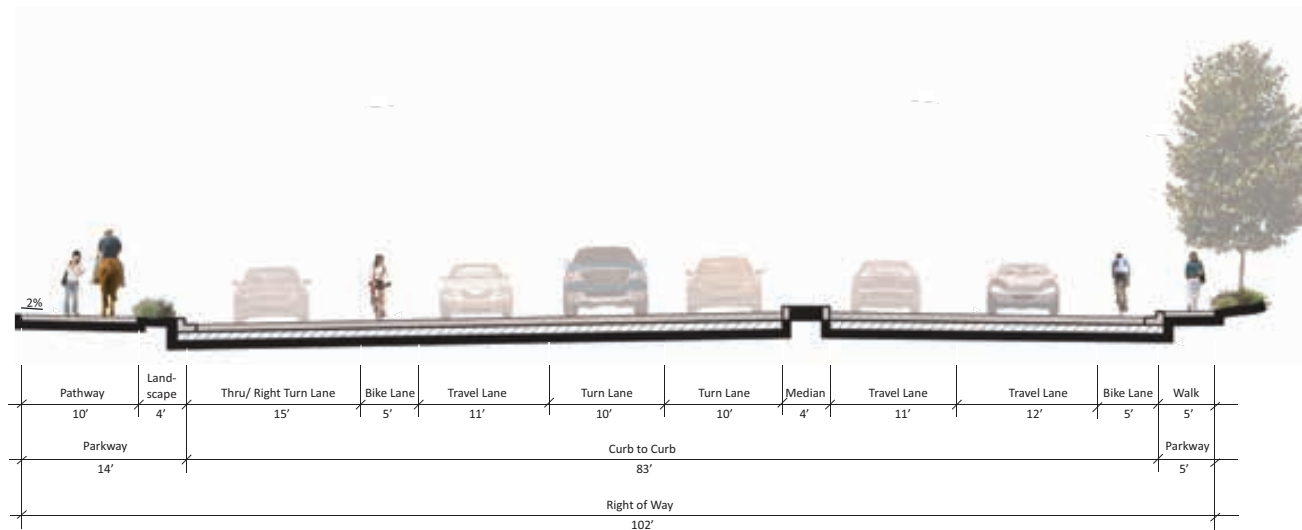
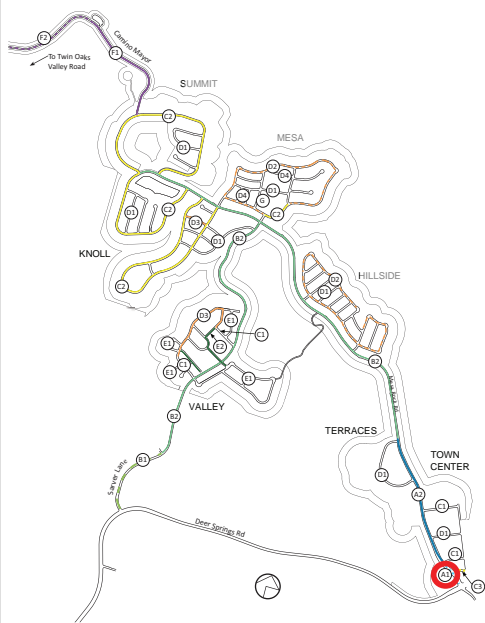


Road Section	Road Classification	Public/ Private	Proposed	
			# Lanes / Lane Width	ROW
A1	Modified Boulevard w/ Raised Median	Public	6/varies	102'
A2	Modified Boulevard w/ Intermittent Turn Lane	Public	4/10.5'	89'
B1	Modified Light Collector w/ No Median	Public	2/11'	60'
B2	Modified Light Collector w/ Reduced Shoulder	Public	2/11'	66'
C1	Residential Collector	Public	2/12'	60'
C2	Modified Residential Collector	Public	2/12'	69'-73'
C3	Modified Residential Collector	Public	2/12'	52'
D1	Residential Road	Public	2/12'	56'
D2	Modified Residential Road	Public	2/12'	65'
D3	Modified Residential Road w/ Parkway	Public	2/12'	61'
D4	Residential Loop	Public	2/12'	52'
E1	Modified Residential Road	Public	2/12'	46'
E2	Modified Residential Road w/ Parkway	Public	2/12'	56'
F1	Camino Mayor - Modified Hillside Residential Street w/ Parkway	Public	2/14'	44'
F2	Camino Mayor - Modified Hillside Residential Street	Private	2/14'	40'
G	Private Street	Private	2/12'	32'

FIGURE 14
Road Sections Key Map
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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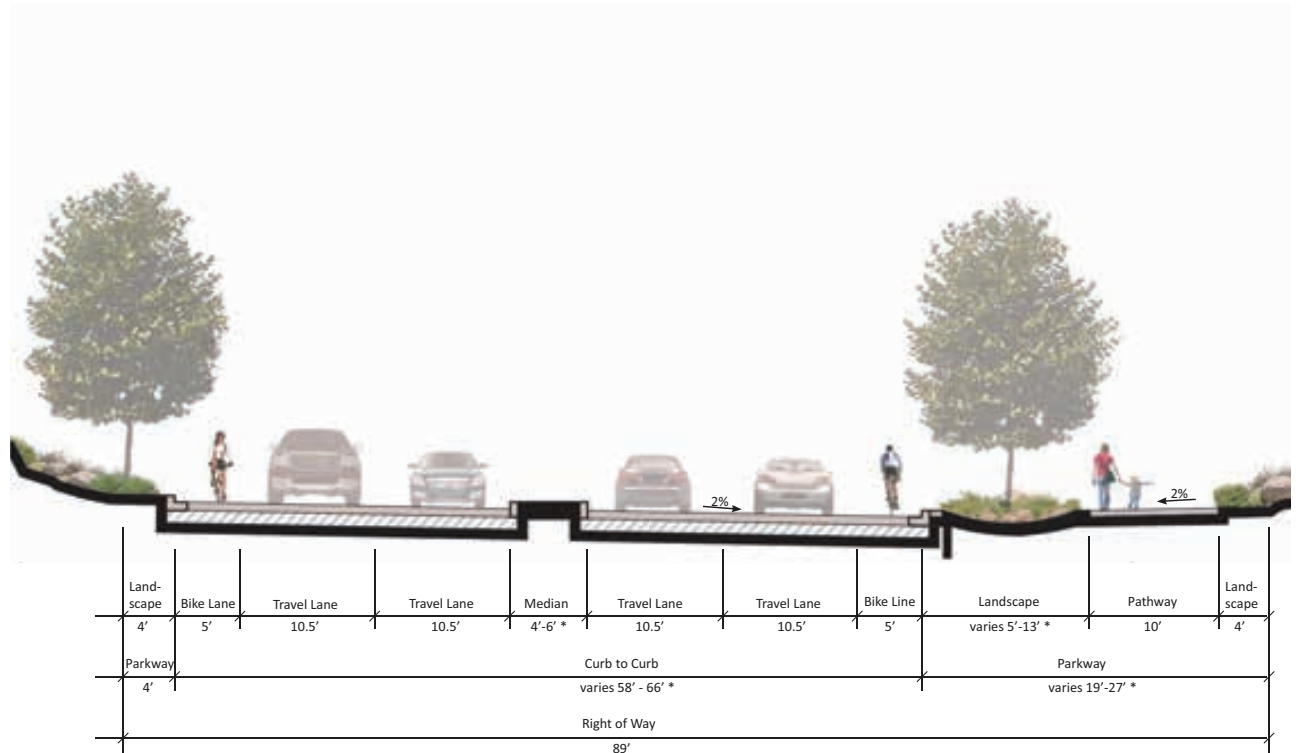
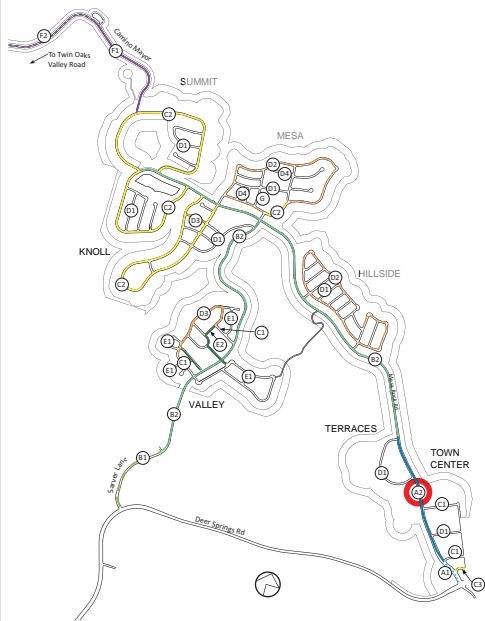
A1

FIGURE 15
Public Modified Boulevard with Raised Median

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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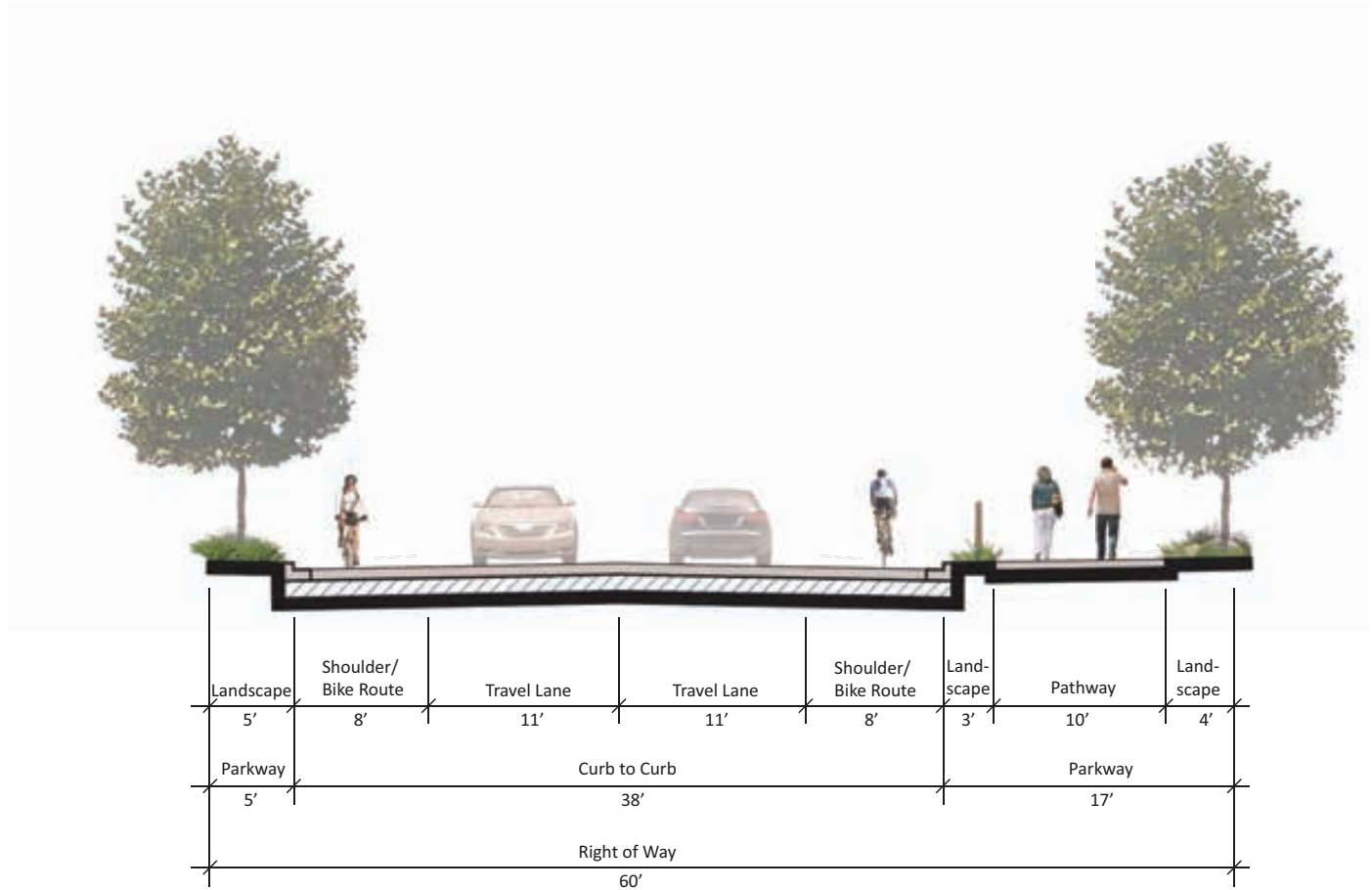
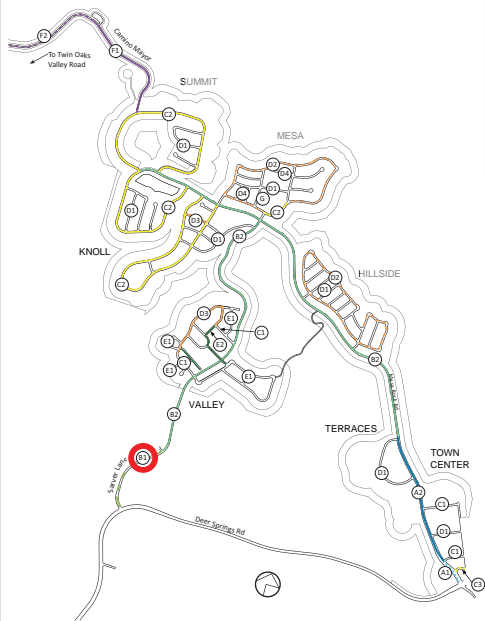


* Varies as required for turn lane. See Tentative Map #5597 for reference. **A2**

FIGURE 16
Public Modified Boulevard with Intermittent Turn Lane
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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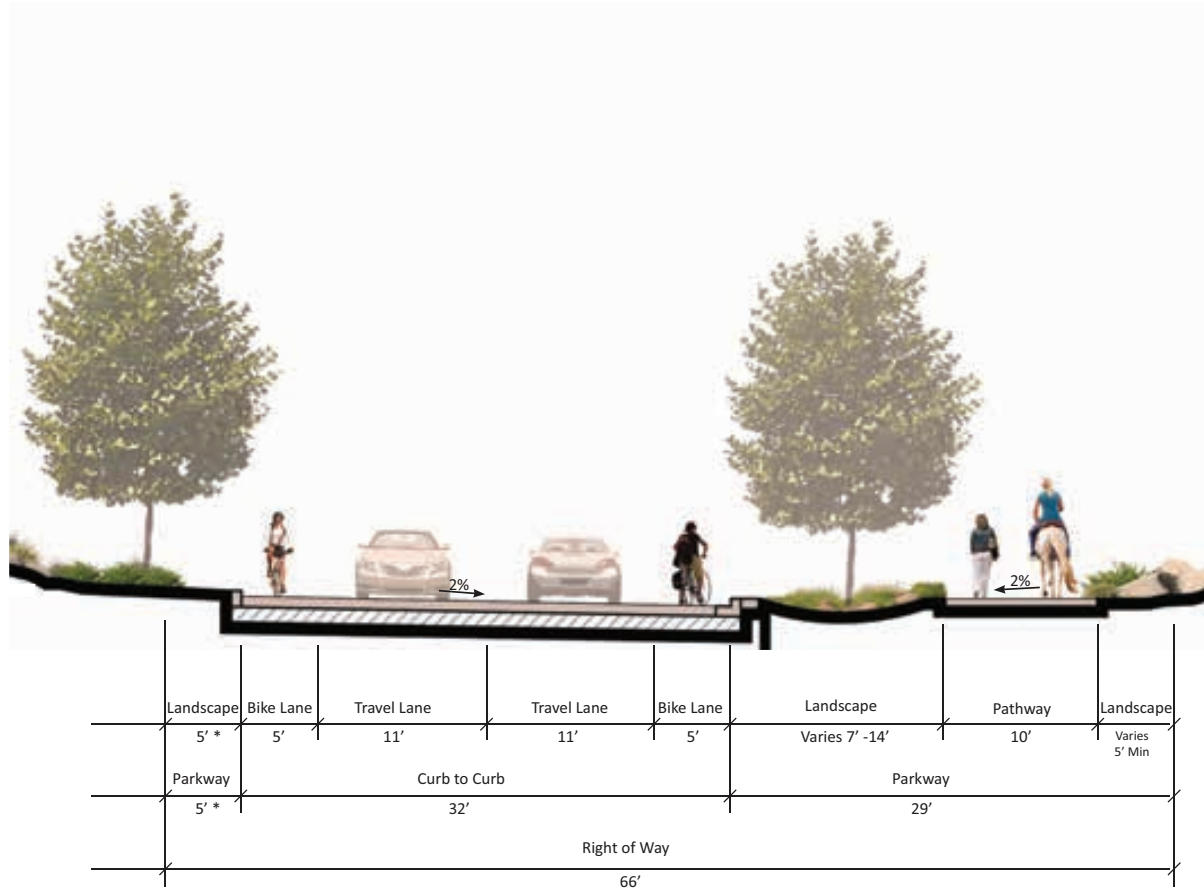
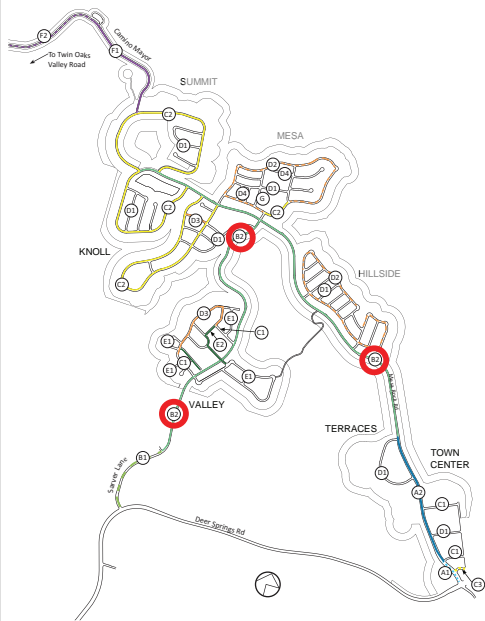
B1

FIGURE 17
Public Modified Light Collector with No Median

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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* Between intersection of Mesa Rock Rd. and Tentative Map street "H2" and proposed trailhead, the southerly parkway shall be a 10' pathway. Overall ROW increases to 71' for this segment only. See Sheet 8 of 14 of Tentative Map #5597 for reference.

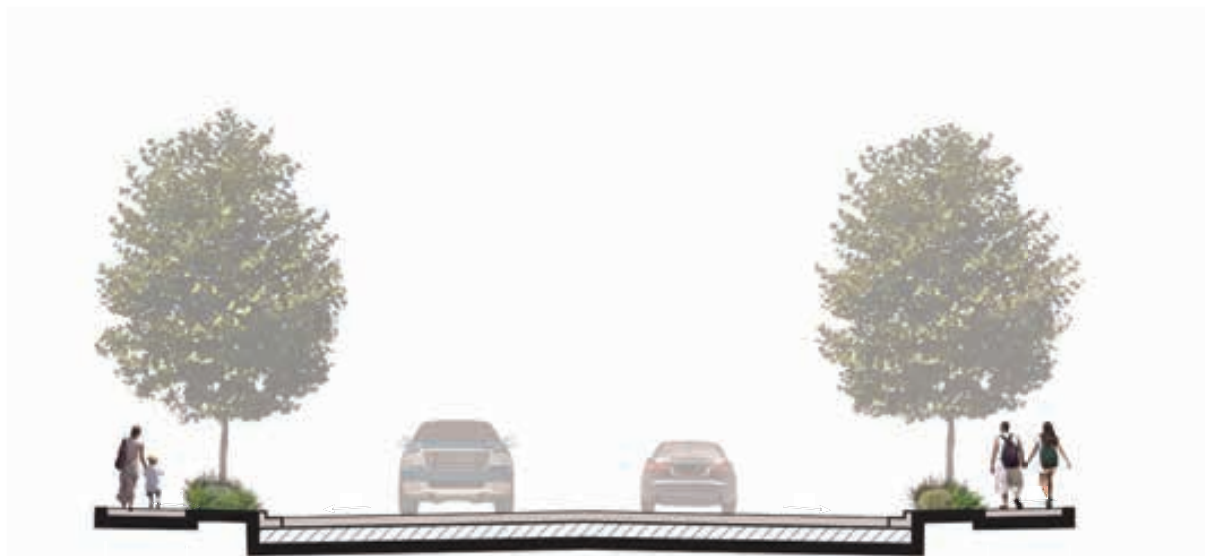
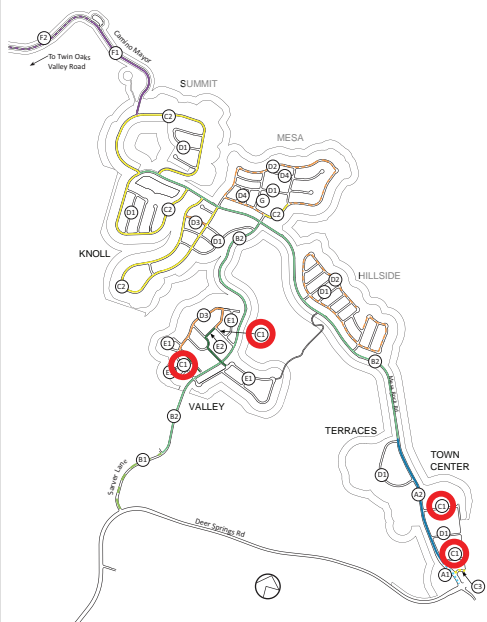
B2

FIGURE 18
Public Modified Light Collector with Reduced Shoulder

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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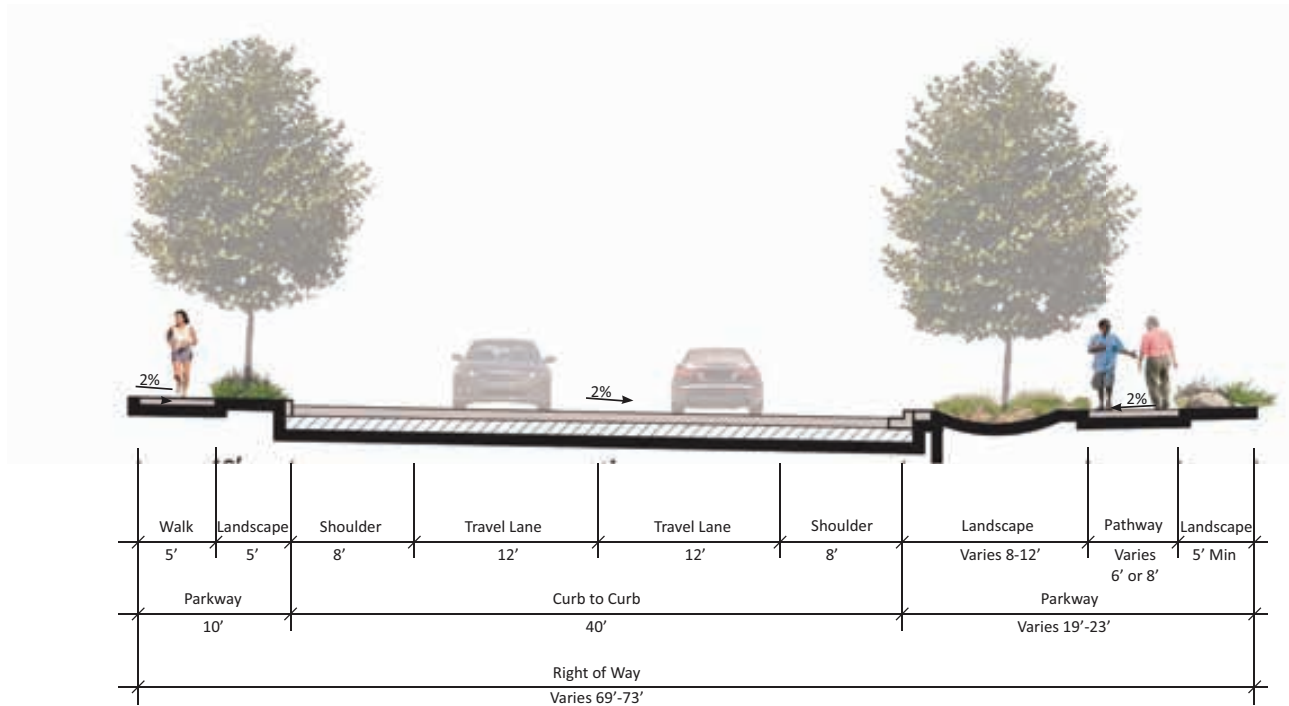
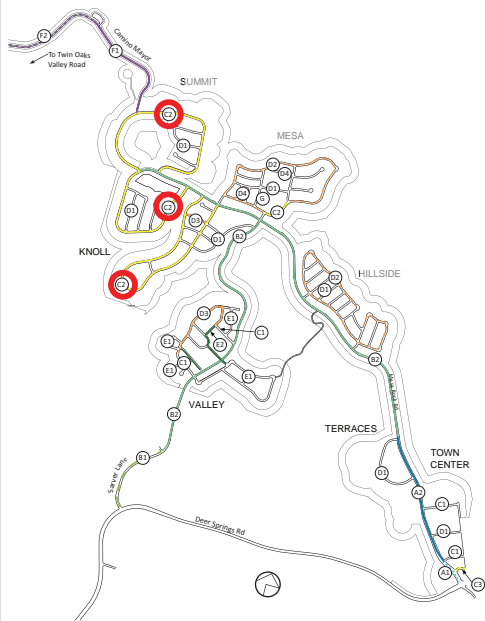
Walk	Landscape	Shoulder	Travel Lane	Travel Lane	Shoulder	Landscape	Walk
5'	5'	8'	12'	12'	8'	5'	5'
Parkway			Curb to Curb		Parkway		
10'			40'		10'		
Right of Way							
60'							

C1

FIGURE 19
Public Residential Collector
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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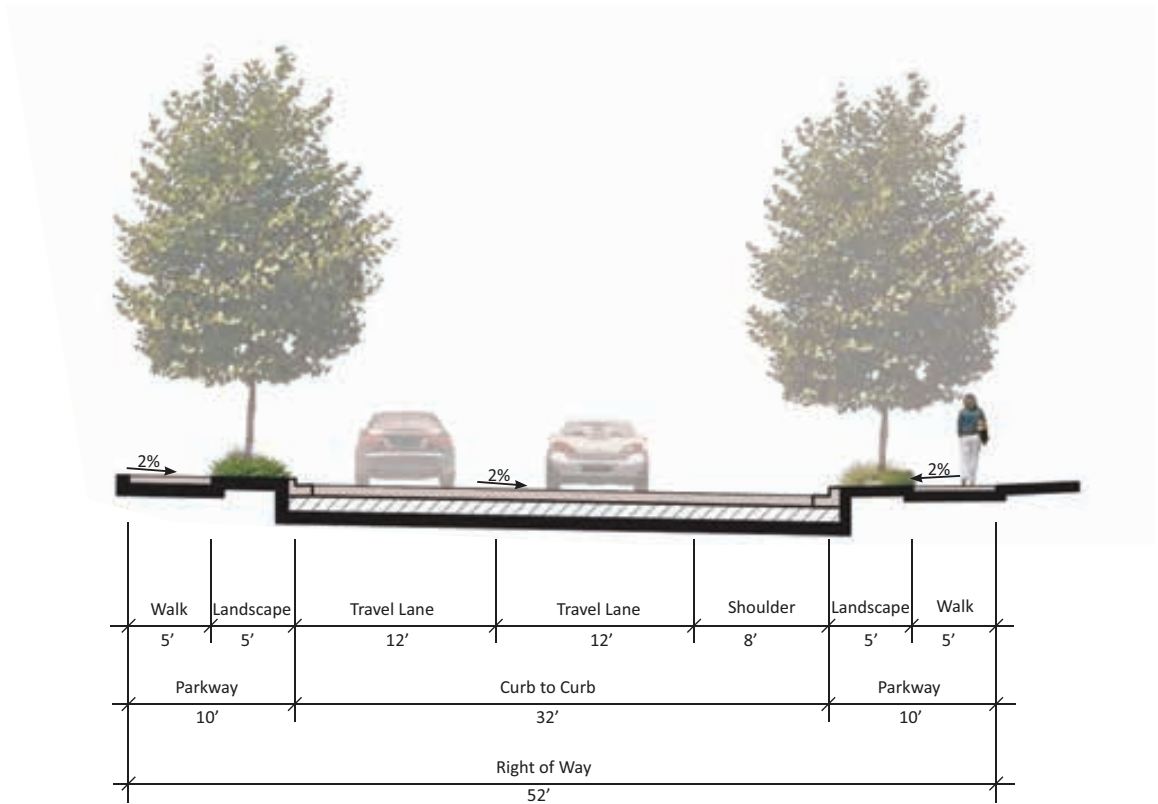
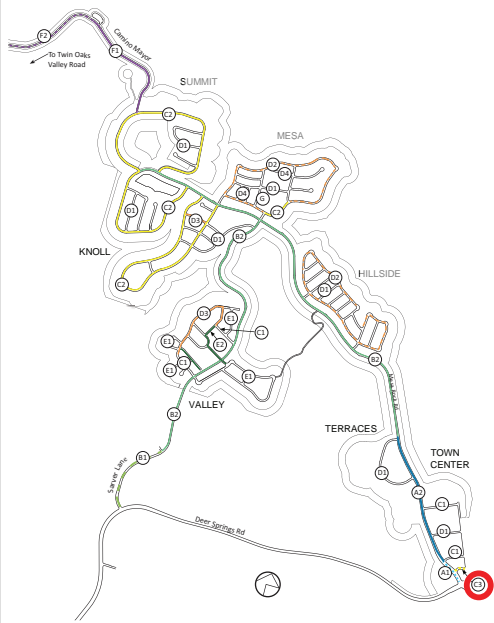
C2

FIGURE 20
Public Modified Residential Collector

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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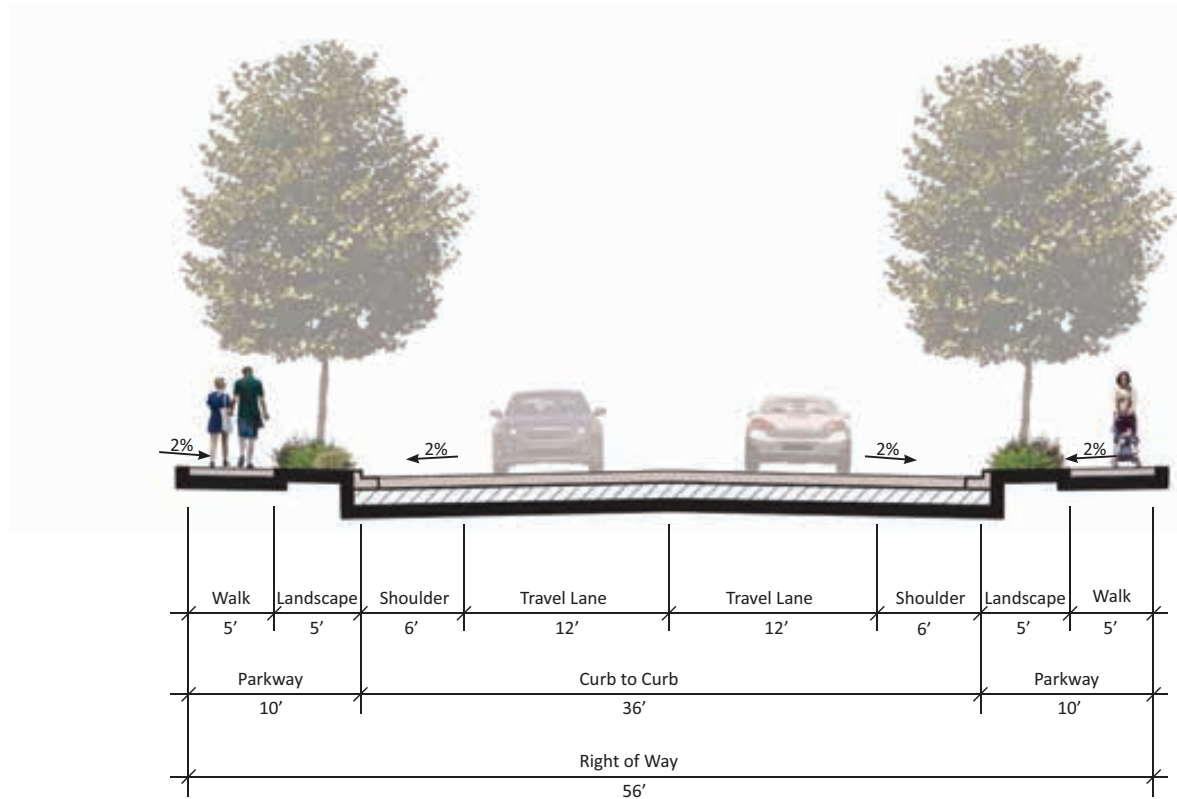
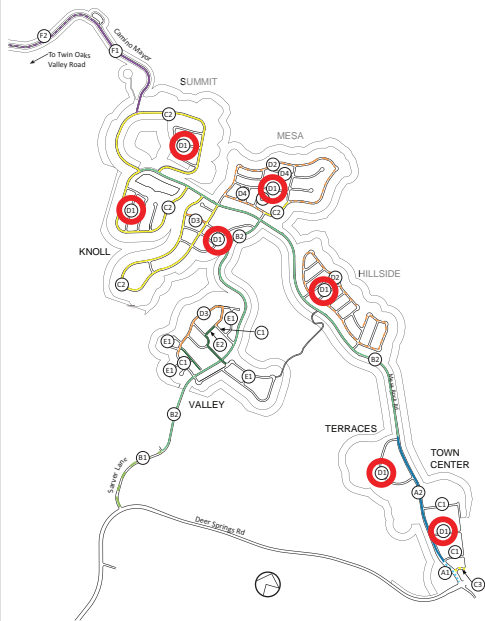
C3

FIGURE 21
Public Modified Residential Collector

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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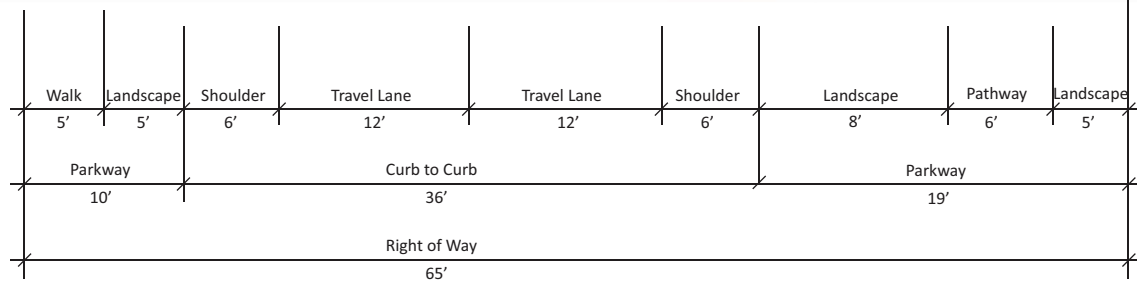
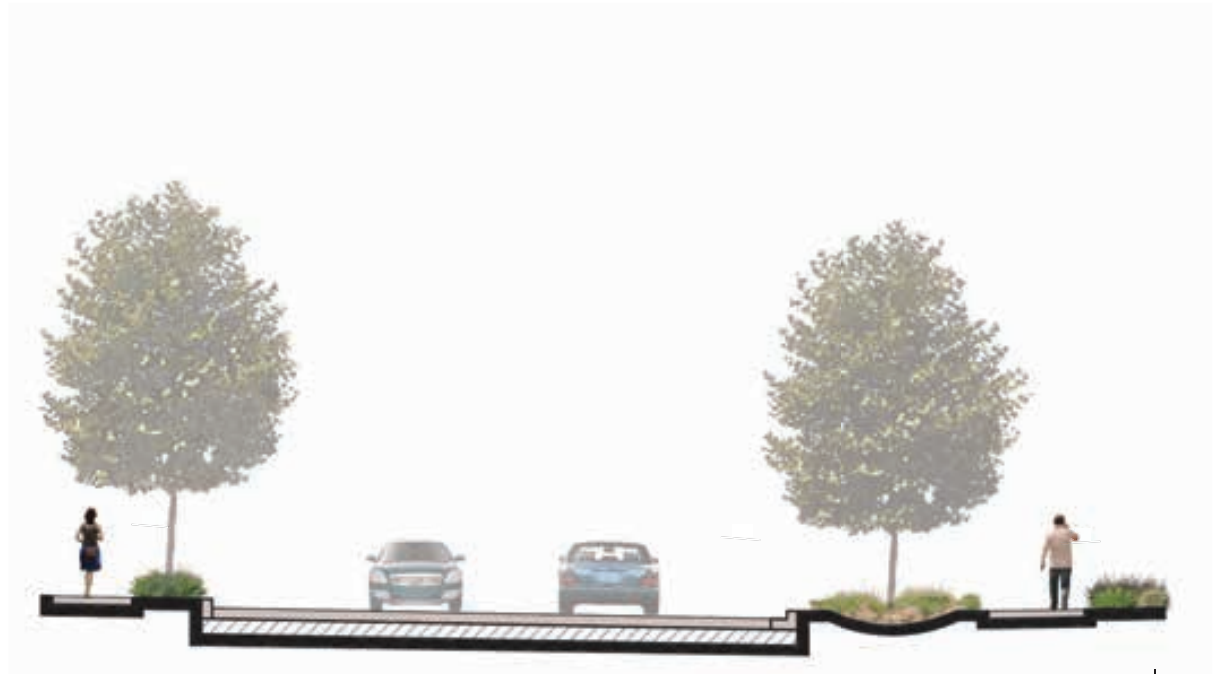
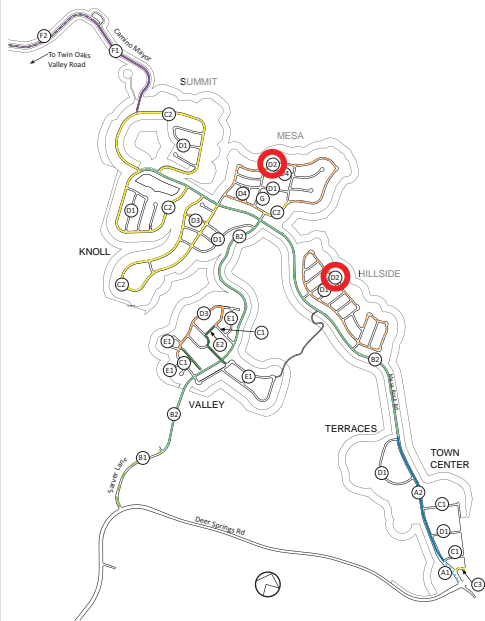


D1

FIGURE 22
Public Residential Road
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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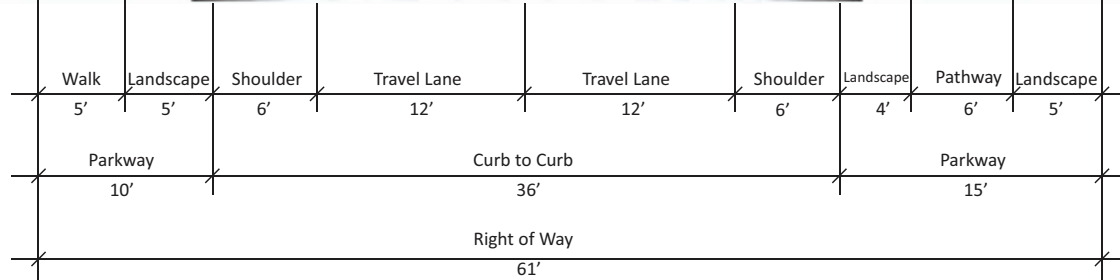
D2

FIGURE 23
Public Modified Residential Road

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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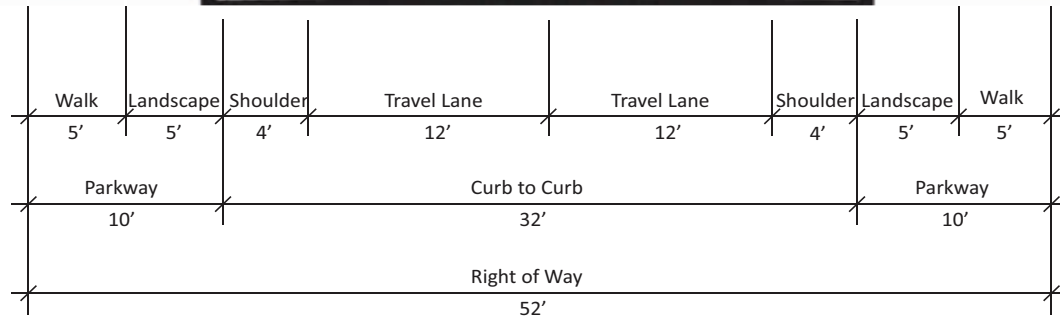
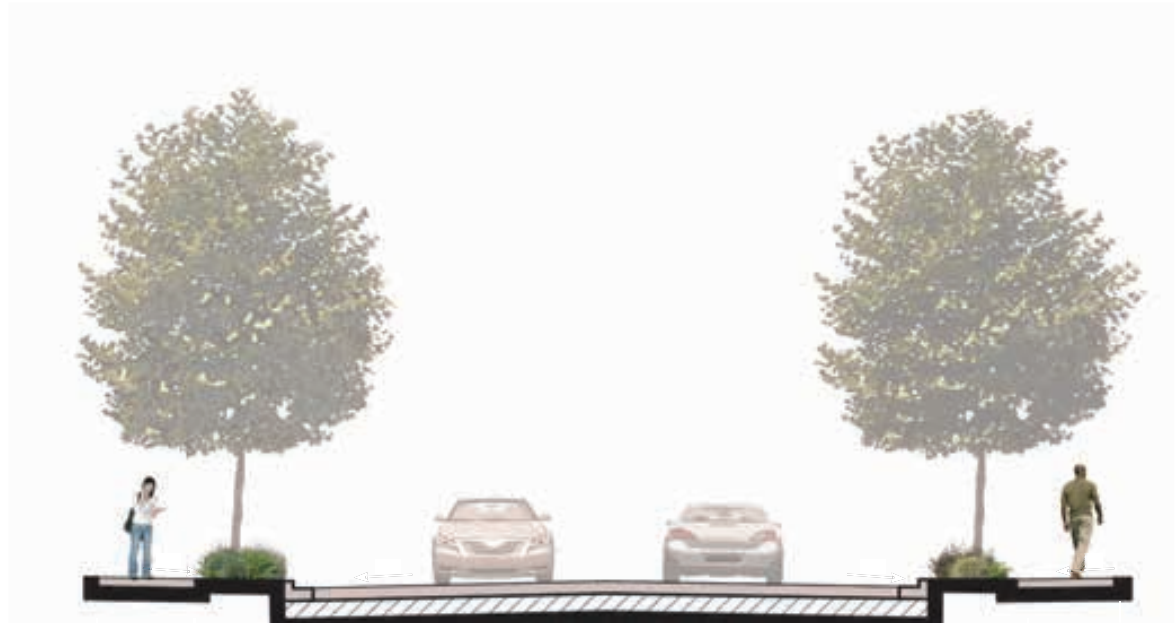
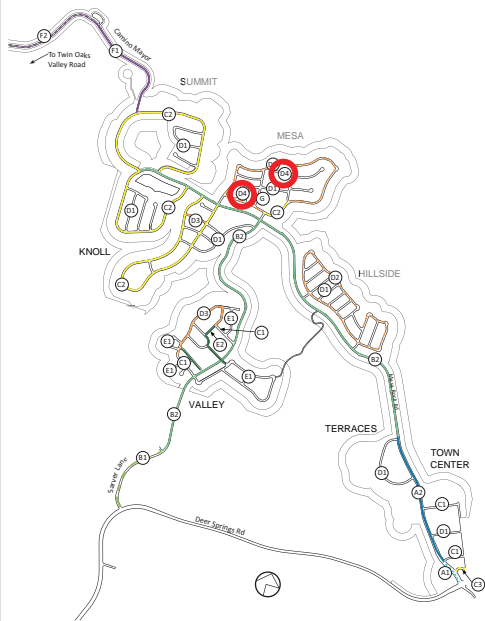
D3

FIGURE 24
Public Modified Residential Road with Parkway

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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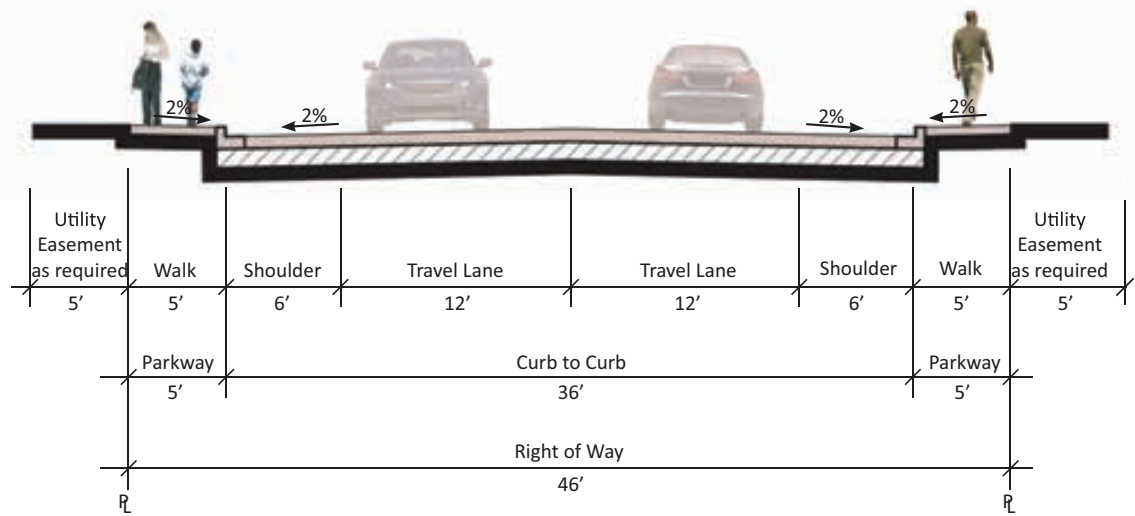
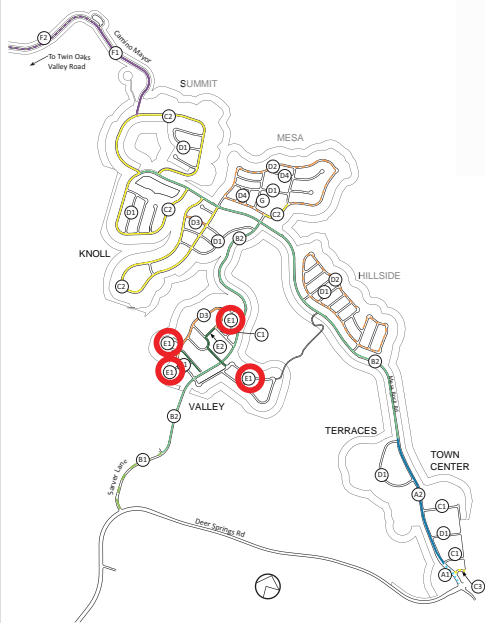


D4

FIGURE 25
Public Residential Loop
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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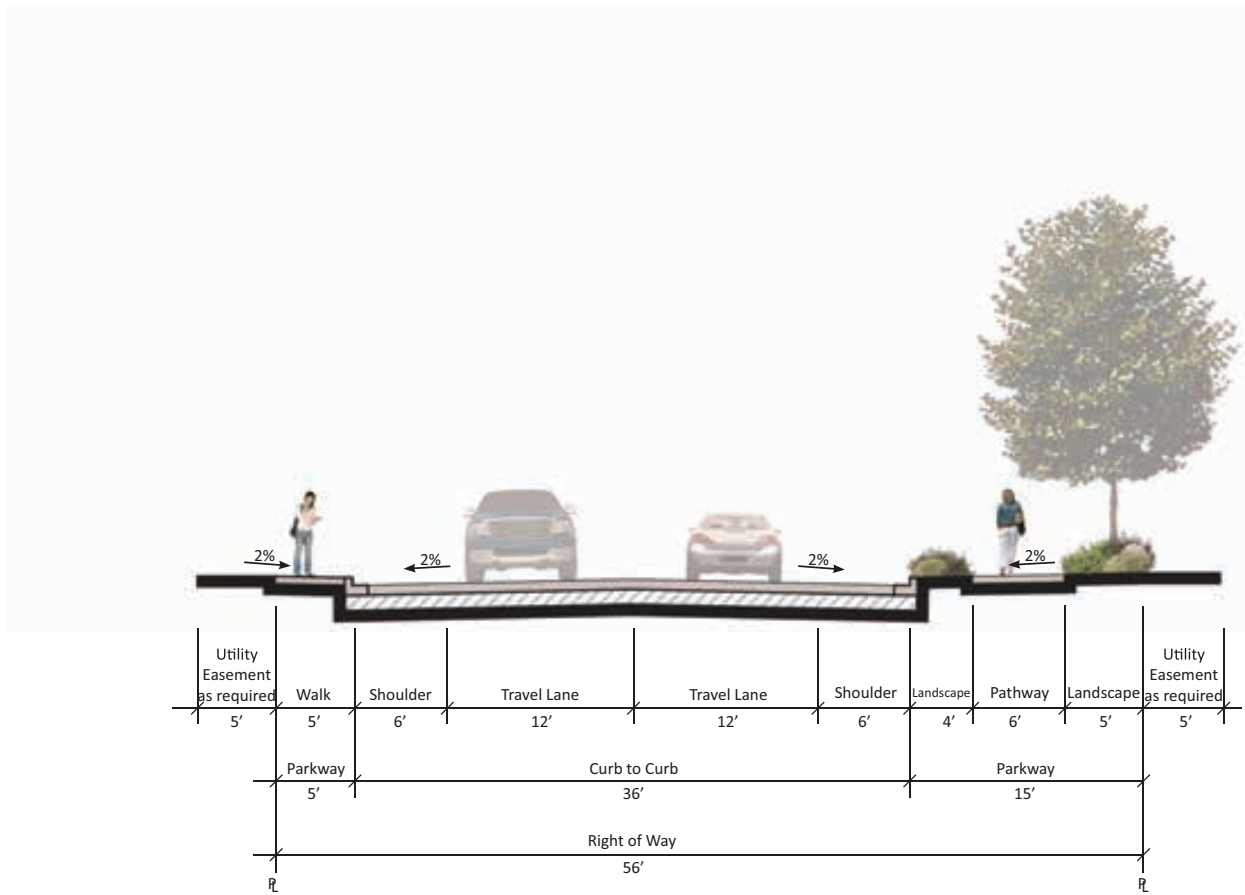
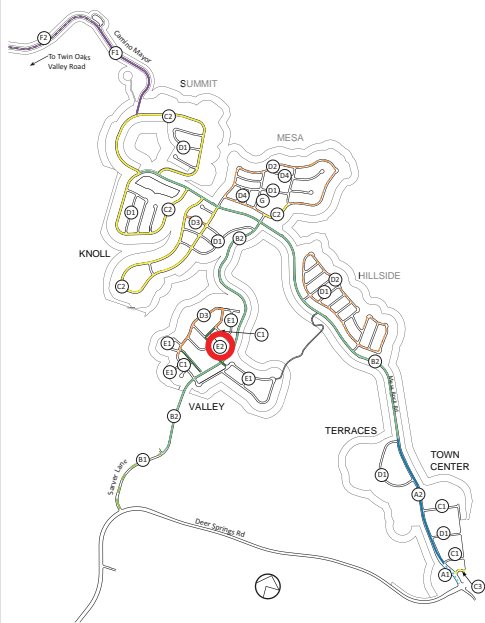


E1

FIGURE 26
Public Modified Residential Road

Newland Sierra Specific Plan

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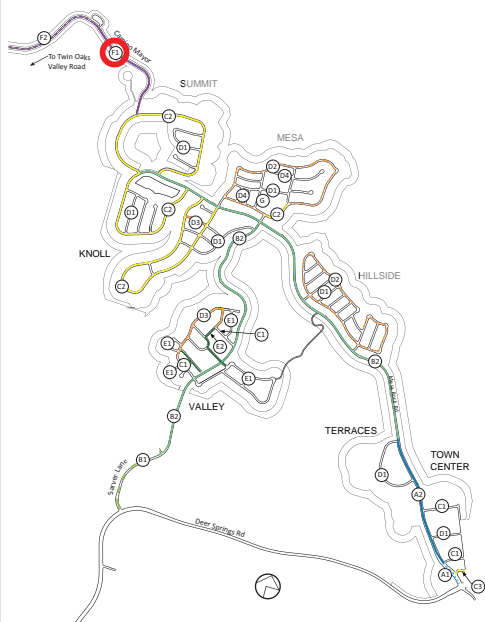
E2

FIGURE 27
Public Modified Residential Road with Parkway

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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Landscape	Travel Lane	Travel Lane	Landscape	Pathway
4'	14'	14'	4'	8'
Parkway	Curb to Curb		Parkway	
4'	28'		12'	
Right of Way				
44'				

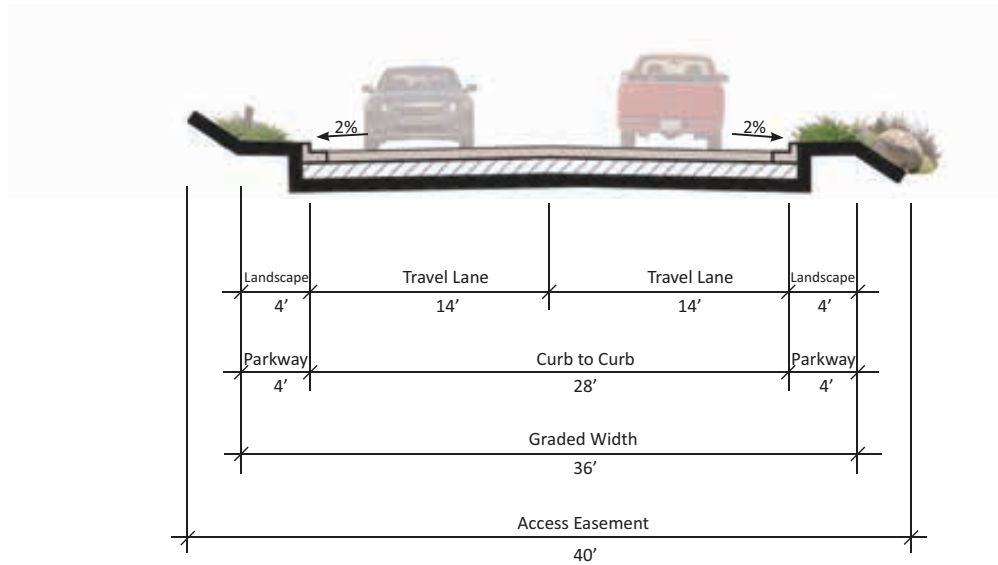
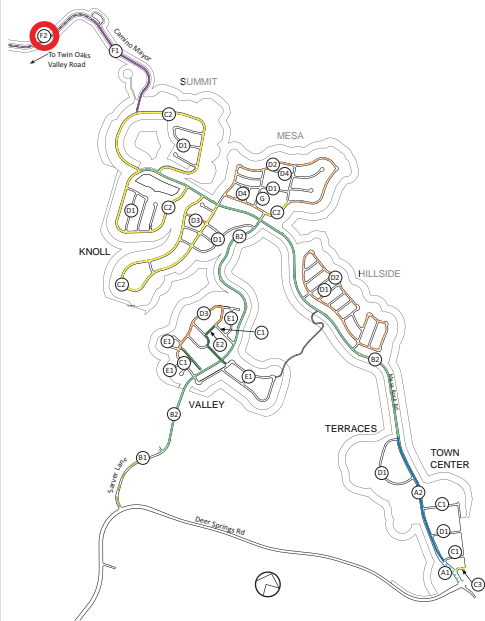
F1

Camino Mayor—Public Modified Hillside Residential Street with Pathway

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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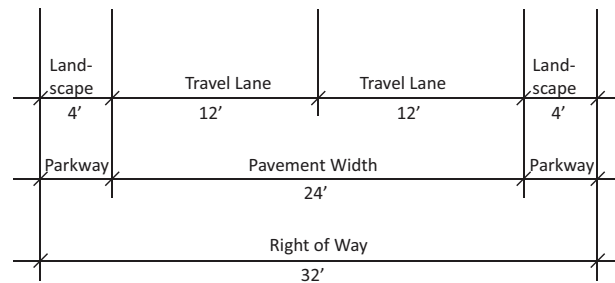


F2

FIGURE 29
Camino Mayor–Private Modified Hillside Residential Street

Newland Sierra Specific Plan

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G

FIGURE 30
Private Street

Newland Sierra Specific Plan

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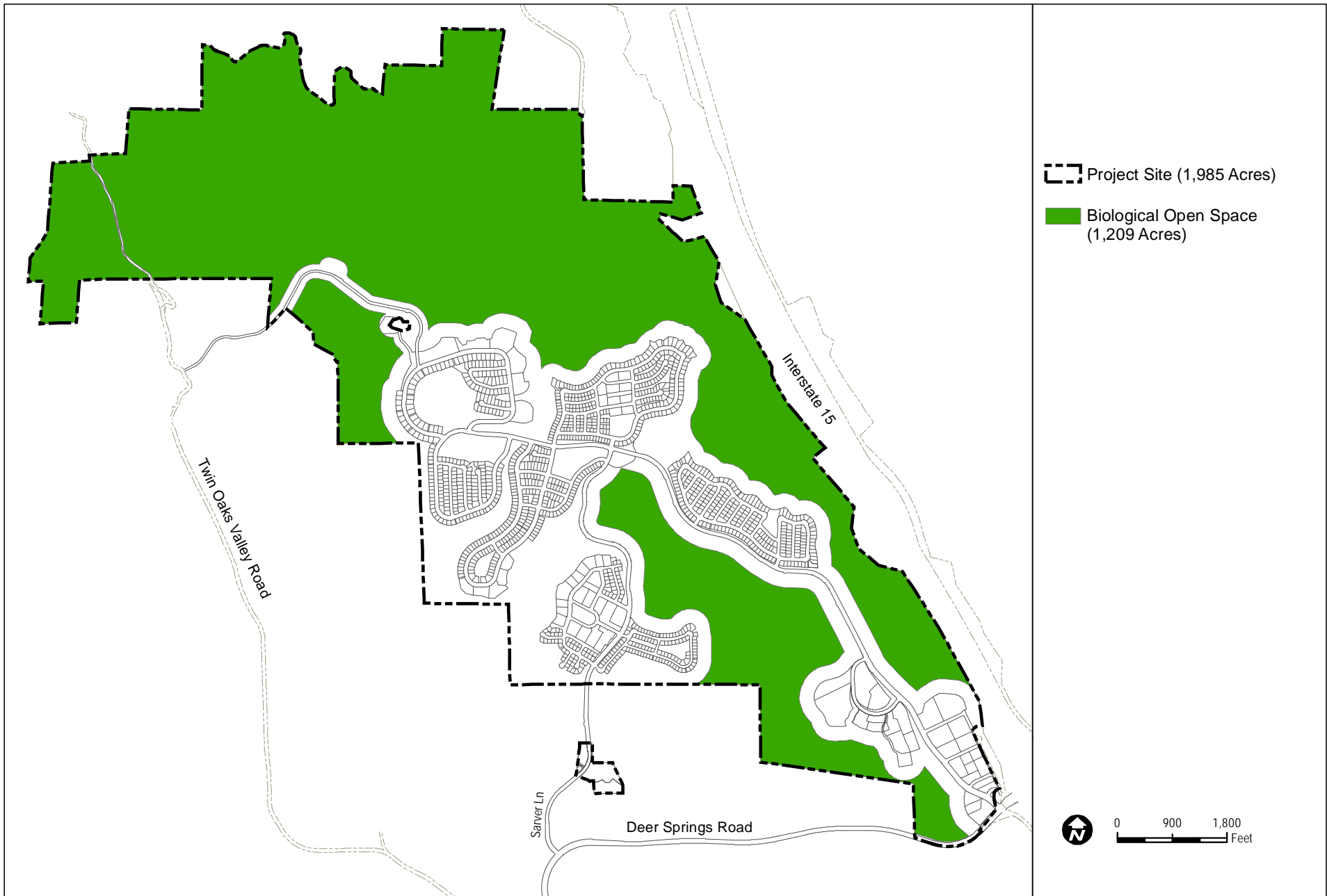


FIGURE 31
Biological Open Space

Newland Sierra Specific Plan

Newland Sierra Specific Plan

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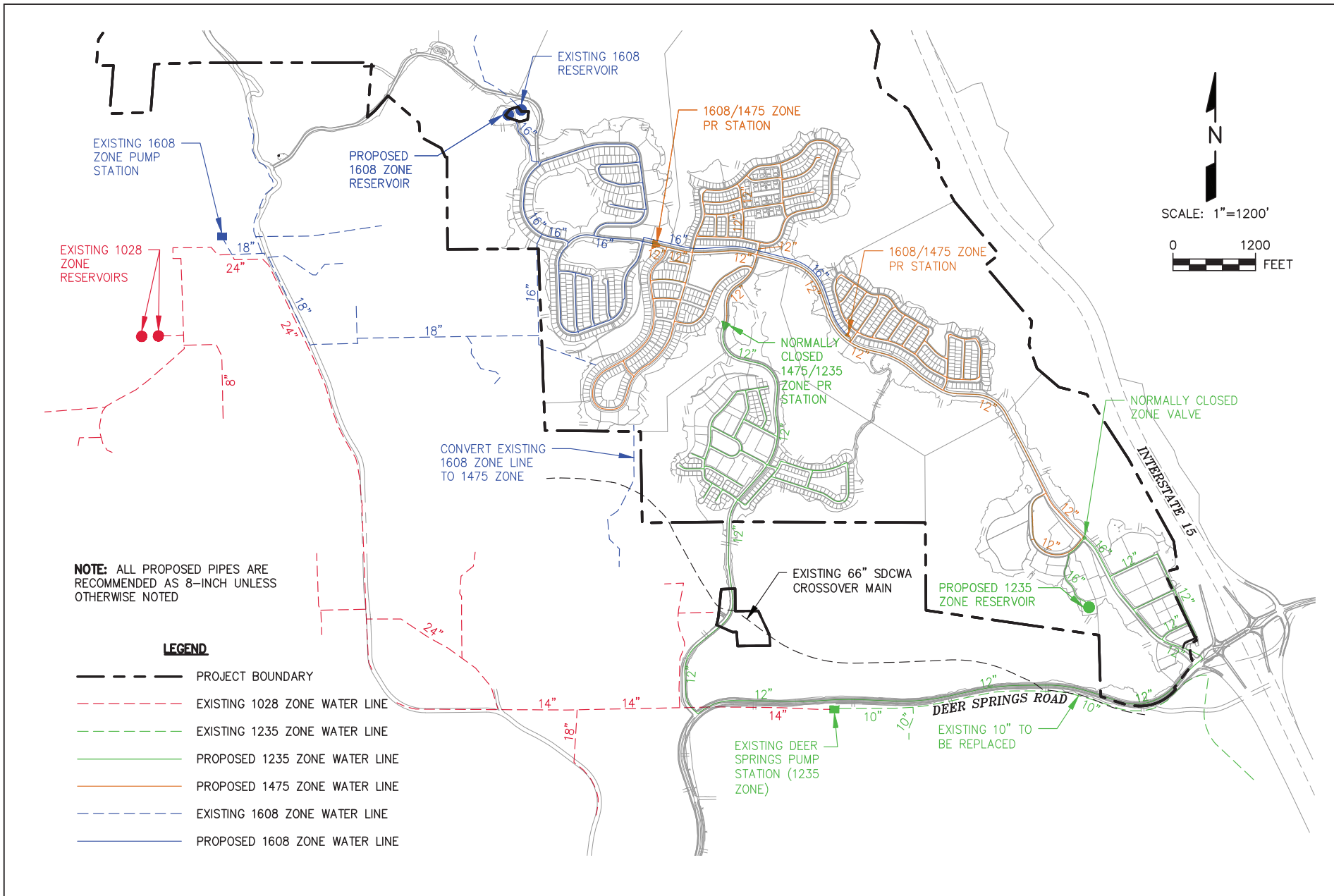


FIGURE 32
Water Supply

Newland Sierra Specific Plan

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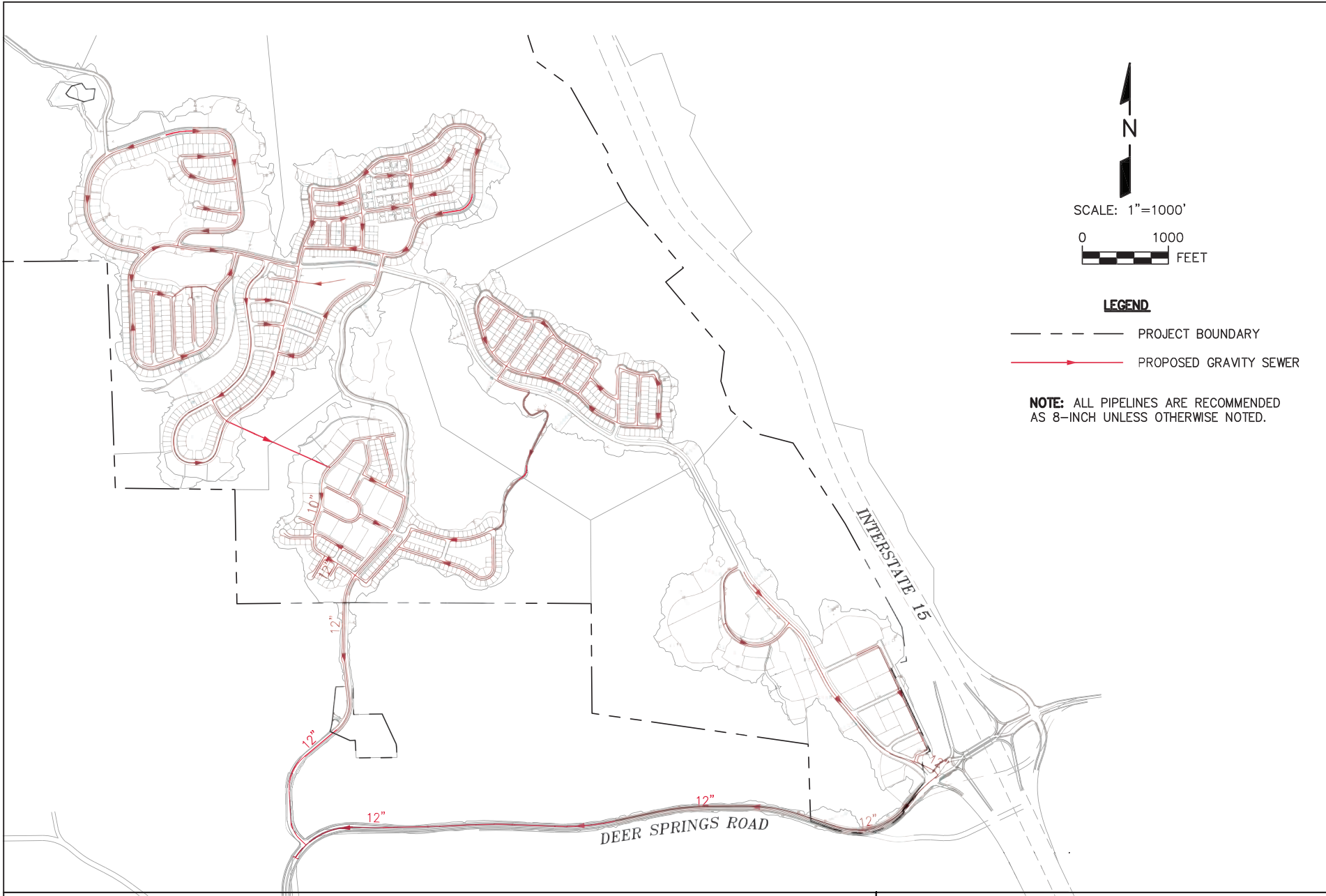


FIGURE 33
Sewer Collection System
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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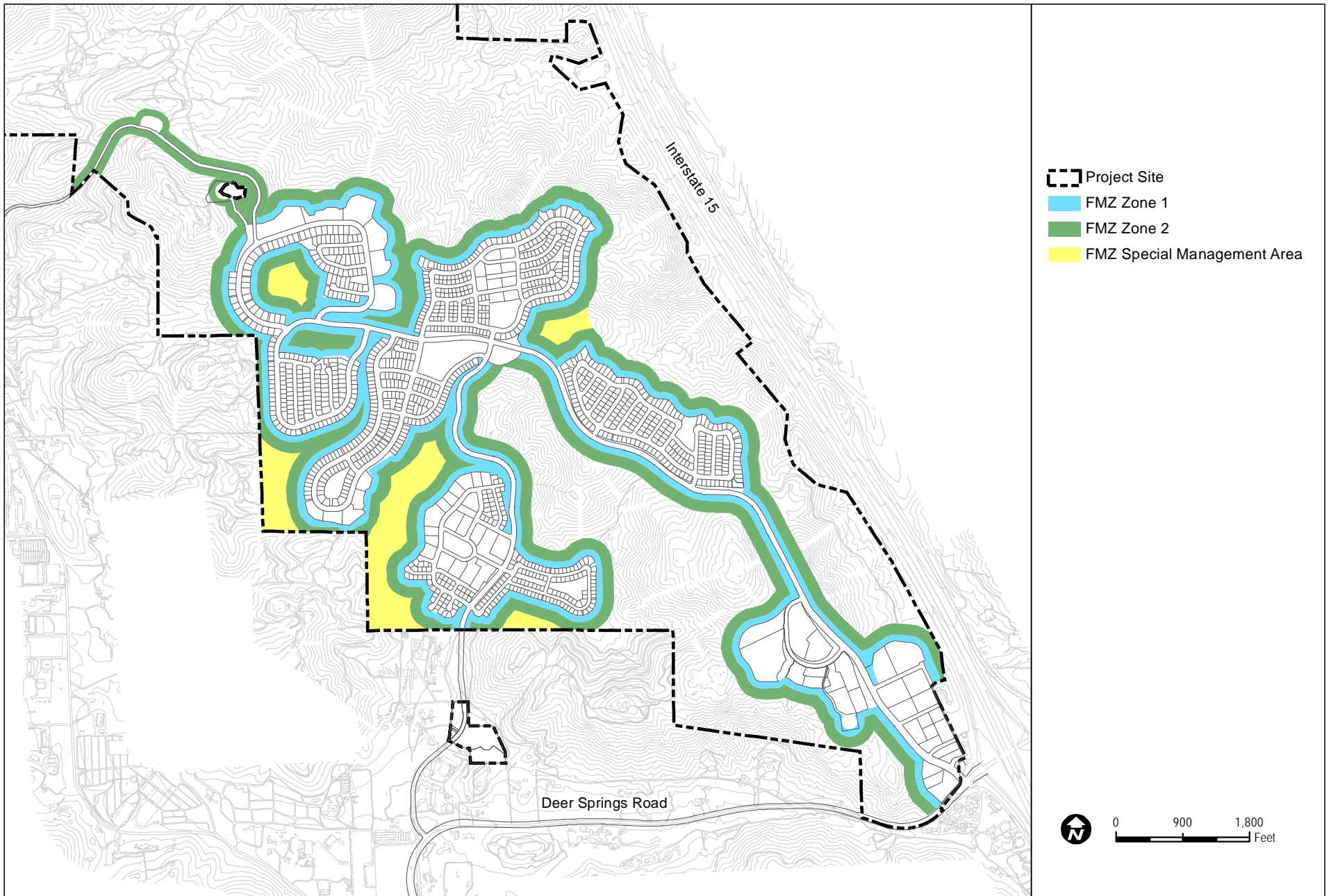


FIGURE 34
Fuel Modification Zone Exhibit

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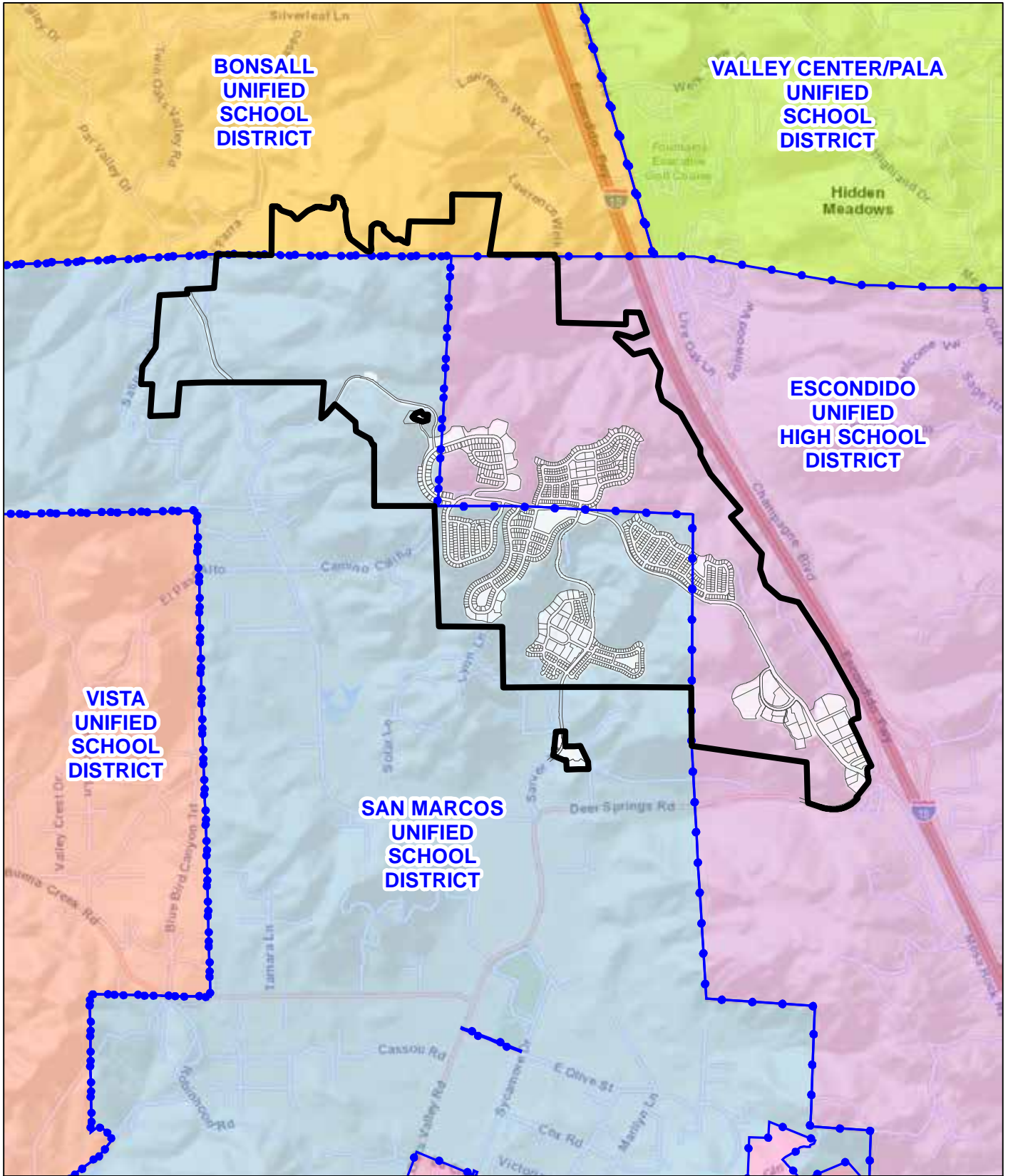
FIGURE IS FOR ILLUSTRATIVE PURPOSES ONLY.

FIGURE 35
Typical Fuel Modification Zone Configuration and Width

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Newland Sierra Specific Plan

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**BONSALL
UNIFIED
SCHOOL
DISTRICT**

**VALLEY CENTER/PALA
UNIFIED
SCHOOL
DISTRICT**

**ESCONDIDO
UNIFIED
HIGH SCHOOL
DISTRICT**

**VISTA
UNIFIED
SCHOOL
DISTRICT**

**SAN MARCOS
UNIFIED
SCHOOL
DISTRICT**



0 1,000 2,000
Feet



Project Site



School District Boundaries

**FIGURE 36
School District Boundaries**

Newland Sierra Specific Plan

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3 Development Standards and Design Guidelines



3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Organization of this Chapter

This chapter is divided into seven main sections:

- 3.1 **Community Design Concepts:** This section describes the core elements of the Community vision to help provide direction for future development.
- 3.2 **Mobility:** This section depicts the streetscape and road design criteria for vehicular and non-vehicular circulation.
- 3.3 **Zoning Requirements:** This section sets forth the criteria to determine recommended product types, setbacks, open space requirements, and other pertinent technical data relating to Site and architecture design.
- 3.4 **Community-Wide Development Standards and Design Guidelines:** This section describes the Community-wide standards and design guidelines that establish the character of the Community.
- 3.5 **Commercial Development Standards and Design Guidelines:** This section describes the commercial standards and design guidelines that establish the character of the Town Center.
- 3.6 **Residential Development Standards and Design Guidelines:** This section describes the residential standards and design guidelines that establish the character of the Community's residential neighborhoods.
- 3.7 **Landscape Standards and Design Guidelines:** This section describes the planting character, plant palette, and parks and trails to help shape the character of the Site.

3.1 Community Design Framework

The following development standards and design guidelines provide the framework for development pursuant to the Specific Plan Goals and Policies (Section 2.1). Five overarching themes guide the planning process: land stewardship, connectivity, healthy communities, homes and neighborhood diversity, and sustainability.

1. **Land Stewardship:** The project Site's natural character, primary land forms, view corridors, and drainages are preserved and integrated into the Community fabric by clustering development, creating cohesive open space networks, grading in response to existing topography and hydrology, and using materials and forms that reflect the region's agrarian history. The watershed boundaries shall be maintained, water discharge from the Site shall be treated, and development edge conditions that support fire safety shall be created and maintained.

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2. **Connectivity:** The project shall implement a Transportation Demand Management Program with a range of mobility alternatives that connect the neighborhoods internally and the project externally to the surrounding community and surrounding road, transit, and trail facilities. Internally, roads and community trails shall be designed to reinforce a visibly semi-rural community character, and shall connect the neighborhoods to each other; to Community amenities such as parks, open space, and scenic overlooks; and to the project's Town Center. Off-site road improvements shall incorporate facilities for bicyclists, pedestrians, and equestrians. The project's internal pathways, trails, and bicycle routes/lanes shall connect to existing off-site facilities accommodating the same. The placement and design of the Town Center shall serve as a transportation hub connecting the Community to the larger surrounding community.
3. **Healthy Communities:** To foster healthy, active living, the Community design shall provide natural connections with access to parks, trails, and open space. The project design shall create a Community-wide network of vegetated swales to slow and treat stormwater runoff and integrate stormwater basins and treatment facilities into the neighborhoods. The project shall implement a Transportation Demand Management Program with land use strategies and a multimodal transportation network that provide and support alternatives to driving. The project shall develop a system of multi-use pathways, trails, and bicycle lanes/routes with connections to the same in the surrounding community. The project shall implement a Community-sponsored electric bike-share program with bicycle kiosks throughout the Community.
4. **Homes and Neighborhood Diversity:** Individual neighborhood and Site design shall use a planning approach that consolidates development areas, respects the natural land form, provides visual relief, and creates centralized community spaces. The neighborhoods shall include a range of housing types, sizes, and styles to provide a range of housing opportunities across the Community. The planning of neighborhoods and home sites shall follow the design guidelines to ensure appropriate placement and architectural styling of the homes. Design shall implement architectural styles that reflect the more natural aspects of the Site, connect indoor spaces with private and common outdoor spaces, and include variety in architectural styles, treatments, relief, and massing in a manner that enhances the overall architectural quality of the Community.
5. **Sustainability:** The project shall achieve carbon neutrality for the life of the project. The project shall require all residential homes to use solar to offset 100 percent of their electrical energy demand. Watershed protection shall be integrated into the design of the Community's neighborhoods, streets, and amenities, with an emphasis on low-impact development, bioretention, and biofiltration solutions. All new landscapes shall be blended with the surrounding native character and be drought resistant, fire safe, and/or productive.

3.2 Mobility Network

3.2.1 Off-Site Circulation Plan

Access to the Community will be from Deer Springs Road, a County of San Diego Mobility Element road (County of San Diego 2011f) that connects to Interstate 15 and Mountain Meadow Road to the east and Twin Oaks Valley Road to the south. Primary access will be at two points off Deer Springs Road: Mesa Rock Road on the east and Sarver Lane on the west. The project includes a third access point at Camino Mayor connecting to North Twin Oaks Valley Road. The project includes two scenarios for Deer Springs Road: Option A or Option B, as shown on the Tentative Map and as discussed in more detail in Section 2.3.1.1 of this Specific Plan.

The project will dedicate and install a pathway along the north side of Deer Springs Road from Mesa Rock Road to the city of San Marcos limits. This pathway will be built as a San Diego County Type D, Pathway (Typical). Both Option A and Option B for Deer Springs Road would include Class II bike lanes on both sides of the road.

The project also proposes improvements to Twin Oaks Valley Road within the City of San Marcos that would include bicycle and multi-use trail facilities (subject to final approval by the city of San Marcos), improvements to the intersections of Buena Creek Road and Monte Vista Drive and Buena Creek Road and South Santa Fe Avenue (subject to the project's Conditions of Approval and the Mitigation Monitoring and Reporting Program), and improvements to the interchange of Deer Springs Road and I-15 (subject to a separate permit process under the purview of Caltrans). No aspect of this Specific Plan governs these off-site improvements. Instead, the requirements associated with these improvements are governed separately by the project's certified EIR, MMRP, and Conditions of Approval or by separate approvals and/or any agreements the project applicant reaches with the approving agency. Refer to Section 2.3, Circulation Plan, in this Specific Plan for a more detailed discussion of the project's off-site circulation improvements.

3.2.2 On-Site Circulation Plan

The mobility network plays an important role in the functional aspects and visual character of the Community (see Figure 14, Road Sections Key Map). Street character will be semi-rural while also addressing fire and traffic safety design requirements. This will be achieved by minimizing road widths where possible, incorporating stormwater features, and responding to existing Site topography.

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The following standards and guidelines are provided for road design and layout:

- Road design shall accommodate a range of mobility options, including vehicular, bicycle, equestrian, and pedestrian users, and, where feasible, shall reduce pavement widths to the minimum required.
- Subject to County final engineering approval and consistent with the final storm drain and Stormwater Quality Master Plan for the project, road sections should be designed with cross-slopes to drain into basins and swales that act as landscape design features.
- Streetscapes throughout the Community shall be designed using consistent elements such as landscaping, street furniture, lighting, and signage to create a unified aesthetic. These elements should be appropriately scaled according to the street hierarchy.
- Enhanced paving details, such as stamped concrete or unit pavers, should be used at major intersections and important pedestrian crossings.

3.2.2.1 *Boulevard Roadway Standards*

1. **Section A1, Public Modified Boulevard with Raised Median:** Located at the Mesa Rock Road eastern entry, this portion of the road will have six lanes with a 4-foot-wide raised median. Going north there will be one 12-foot-wide lane, one 11-foot-wide lane, and a 5-foot-wide bike lane. Going south there will be one 11-foot-wide lane, two 10-foot-wide turn lanes, one 15-foot-wide through-lane/right-turn lane, and a 5-foot-wide bike lane. The parkways will include a 10-foot-wide pathway, 4 feet of landscape on the western side of the road, and 5 feet of landscape on the eastern side of the road. The right-of-way will be 102 feet wide, minimum. See Figure 15, Public Modified Boulevard with Raised Median.
2. **Section A2, Public Modified Boulevard with Intermittent Turn Lane:** Farther north on Mesa Rock Road, this section will have four 10.5-foot-wide lanes with a 4- to 6-foot-wide raised median, framed by 5-foot-wide bike lanes in each direction. The extended parkway on the eastern side will contain a landscape area that is a minimum of 19 feet wide with a swale and a 10-foot-wide pathway. The parkway on the western side will contain a 4-foot-wide landscape area. The right-of-way will be 89 feet in total width. See Figure 16, Public Modified Boulevard with Intermittent Turn Lane.

3.2.2.2 *Light Collector Roadway Standards*

1. **Section B1, Public Modified Light Collector with No Median:** This road will be the main entry road on Sarver Lane. It will include two 11-foot-wide lanes and shoulders/bike routes in each direction that are each 8 feet wide. There will be an extended parkway on one side of the street that is 17 feet wide and includes a 10-foot-

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wide pathway and a 5-foot-wide landscaped parkway on the other side of the road. The right-of-way will be 60 feet wide. At the intersection with Deer Springs Road, Sarver Lane will include dedicated right and left turn lanes for vehicles entering Deer Springs Road and a single lane for vehicles entering Sarver Lane. See Figure 17, Public Modified Light Collector with No Median.

2. **Section B2, Public Modified Light Collector with Reduced Shoulder:** This road will be the main loop road throughout the Community and will include two 11-foot-wide lanes and a 5-foot-wide bike lane in each direction. There will be an extended parkway on one side of the road that is 29 feet wide and includes a 10-foot-wide pathway and a swale, and a 5-foot-wide landscape parkway on the other side of the road. The right-of-way will be 66 feet wide. See Figure 18, Public Modified Light Collector with Reduced Shoulder.

3.2.2.3 Residential Roadway Standards

1. **Section C1 and C2, Public Residential Collector and Public Modified Residential Collector:** Functioning as the main road in each neighborhood, these roads will have two 12-foot-wide lanes and 8-foot-wide shoulders. This road will include a 5-foot-wide walk and 5-foot-wide landscape on both sides of the road. The Modified Residential Collector will include an extended parkway on one side of the road that ranges from 19 feet to 23 feet wide and includes a 6-foot or 8-foot-wide pathway, and a 10-foot-wide parkway on the other side of the road. The right-of-way for C1 is 60 feet. The right-of-way for C2 varies from 69 feet to 73 feet. See Figure 19, Public Residential Collector, and Figure 20, Public Modified Residential Collector.
2. **Section C3, Public Modified Residential Collector:** This one-way road will be in the south portion of the Town Center and will include two 12-foot-wide lanes with an 8-foot-wide shoulder. A 5-foot-wide walk and 5-foot-wide landscape area will be on both sides of the road. The overall right-of-way will be 52 feet wide. See Figure 21, Public Modified Residential Collector.
3. **Section D1, Public Residential Road:** These roads will include two 12-foot-wide lanes and 6-foot-wide shoulders. A 5-foot-wide walk and 5-foot-wide landscape area will be included on both sides of the road. The overall right-of-way width is 56 feet. See Figure 22, Public Residential Road.
4. **Section D2, Public Modified Residential Road:** These roads will have expanded parkways with pathways that form a loop around several neighborhoods. The roads will have two 12-foot-wide lanes and 6-foot-wide shoulders. A 5-foot-wide walk and 5-foot-wide landscape area is included on one side of the road, and an expanded parkway on the other. The right-of-way is 65 feet wide. See Figure 23, Public Modified Residential Road.

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5. **Section D3, Public Modified Residential Road with Parkway:** Located within the Valley neighborhood, these roads will have two 12-foot-wide lanes and 6-foot-wide shoulders. One side of the road will have a 15-foot-wide extended parkway that includes a 6-foot-wide pathway; the other side of the road will include a 5-foot-wide walk and 5-foot-wide landscape area. The right-of-way will be 61 feet wide. See Figure 24, Public Modified Residential Road with Parkway.
6. **Section D4, Public Residential Loop:** Located within the Mesa neighborhood, this road will have two 12-foot-wide lanes, 4-foot-wide shoulders, and two 10-foot-wide parkways on each side of the road. The right-of-way will be 52 feet wide. See Figure 25, Public Residential Loop.
7. **Section E1, Public Modified Residential Road:** Located within the Valley neighborhood, these roads will include two 12-foot-wide lanes and 6-foot-wide shoulders. A 5-foot-wide walk will be curb-adjacent on each side of the road, with 5-foot-wide utility easements adjacent to the walks. The right-of-way will be 46 feet wide. See Figure 26, Public Modified Residential Road.
8. **Section E2, Public Modified Residential Road with Parkway:** This road will be located in the Valley neighborhood. It will include two 12-foot-wide lanes and 6-foot-wide shoulders. One side of the road will have a 15-foot-wide extended parkway that includes a 6-foot-wide pathway; the other of the road will have a curb-adjacent 5-foot-wide walk. Five-foot-wide utility easements will be located adjacent to the parkways. The right-of-way will be 56 feet wide. See Figure 27, Public Modified Residential Road with Parkway.
9. **Section F1, Public Modified Hillside Residential Street with Pathway:** This road will provides access from the Summit neighborhood to Saddleback Park and will include two 14-foot-wide lanes with 4-foot-wide landscaped parkways on each side. It will include an extended parkway that is 12 feet wide with an 8-foot-wide pathway and 4 feet of landscape. The right-of-way will be 44 feet wide. See Figure 28, Camino Mayor–Public Modified Hillside Residential Street with Pathway.
10. **Section F2, Private Modified Hillside Residential Street:** This private road will provide access from Saddleback Park to North Twin Oaks Valley Road and will include two 14-foot-wide lanes with 4-foot-wide landscaped parkways on each side. The graded width will be 36 feet within a 40-foot-wide access easement. See Figure 29, Camino Mayor–Private Modified Hillside Residential Street.
11. **Section G, Private Street:** This private road will provide access to six homes adjacent to Mesa Park in the Mesa neighborhood. It will include two 12-foot-wide lanes with 4-foot-wide landscaped parkways on each side. The right-of-way will be 32 feet wide. See Figure 30, Private Street.

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3.3 Zoning Requirements

This section specifies the zoning and land use requirements for the Community. These provisions set up a framework that shapes the physical form of the Community, and helps realize the vision for the project.

The Specific Plan works in conjunction with the San Diego County Zoning Ordinance (SDCZO). The zoning requirements and standards stated in this Specific Plan supersede those in the SDCZO. Where a conflict exists between the Specific Plan and those of the SDCZO, the Specific Plan takes precedence. In areas where the Specific Plan is silent, refer to the SDCZO (County of San Diego 2017) for development standards and requirements. Dimensions and standards provided in this section are minimum conditions.

The project Site is currently zoned General Commercial (C36), Office Professional (C30), Rural Residential (RR), Limited Agricultural (A70), Extractive (S82), and General Rural (S92), as shown in Figure 8. This Specific Plan proposes to change the zoning, consistent with the land use designations proposed in the General Plan Amendment. The zoning for the Specific Plan falls under four categories, consistent with the SDCZO: General Commercial/Residential (C34), Single Family Residential (RS), Limited Agriculture (A70), and Open Space (S80), as shown in Figure 9.

3.3.1 General Commercial/Residential (C34)

The Town Center area falls under the General Commercial/Residential (C34) category in the SDCZO (Sections 2340–2349). The C34 use regulation allows for commercial and residential uses (County of San Diego 2017).

Table 4, General Commercial/Residential (C34) Zone Box, lists the development standards for the C34 area.

**Table 4
General Commercial/Residential (C34) Zone Box**

Use Regulation		General Commercial / Residential (C34)
Animal Regulation		S
Development Regulations	Density	–
	Lot Size	–
	Building Type	P
	Maximum Floor Area	–
	Floor Area Ratio	–
	Height	H
	Lot Coverage	–

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**Table 4
General Commercial/Residential (C34) Zone Box**

Use Regulation		General Commercial / Residential (C34)
	Setback	V
Open Space		B*
Special Area Regulations		B and D

Source: County of San Diego 2017

* Applies to multi-family only (three or more dwelling units per lot)

S = Animal Use Type Review; P = Building Type Review; H = Height Review; V = Setback Review; B = I-15 Corridor Design Review Board; D = Site Plan Approval

All development within this zone will require Site Plan approval, as denoted by the “D” designator in the Special Area Regulations row of Table 4, which ensures that submittals follow the design guidelines set forth in this Specific Plan. County regulations regarding the Site Plan Review Procedure are in Sections 7150–7199 of the SDCZO (County of San Diego 2017).

The C34 zone also falls under the North County Metropolitan Subregional Plan (including the I-15 Corridor Subregional Plan) (County of San Diego 2011c), as denoted by the “B” designator in the Special Area Regulation row in Table 4.

The building types permitted in the C34 zone are shown in Schedule A in Section 4310 of the SDCZO under the “P” designator (County of San Diego 2017). The maximum height for buildings in this zone will be 35 feet and three stories, as designated by the “H” in the height row in Table 4. Exceptions to the height limit will be permitted according to Section 4620 of the SDCZO. Examples of this include towers and spires that may be part of commercial development (County of San Diego 2017).

The “V” Setback Regulator allows for setback criteria to be determined in this Specific Plan. Table 5, C34 Setback Schedule, shows the setback requirements for the C34 zone. Figure 37, Commercial Building Setbacks, shows setbacks of commercial development. The final commercial Site Plan will be designed and approved per the procedures set forth in this Specific Plan. Graphic representation of residential products are shown in Figures 38–46.

The “B” Open Space designator requires 150 square feet of usable private and public open space for each multi-family residential unit. Sections 4900–4999 of the SDCZO provide details and definitions for the open space standards (County of San Diego 2017).

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**Table 5
C34 Lot Size & Setback Schedule**

General	Commercial	Attached Residential		
	Commercial/ Mixed-Use/ School	Paseo Cluster (alley loaded)	Townhome (alley loaded)	Townhome Cluster (alley loaded)
Minimum lot size	-	-	-	-
Minimum lot width	-	-	-	-
Minimum lot depth	-	-	-	-
<i>Setbacks (feet)</i>				
<i>Front (minimum conditions)</i>				
To property line or ROW	15	10	5	15
To private street or parking	10	10	15	8
Garage door to sidewalk	-	-	-	8
Building front to front	-	12	35	25
<i>Side (minimum conditions)</i>				
To property line	15	8	8	15
Building to building*	20	8	15	25
Corner lot to ROW or curb	-	-	-	-
<i>Rear (minimum conditions)</i>				
To property line or slope	15	-	-	15
Garage to garage (alley)	-	30	30	30
<i>Projections (see Section 4835 of the SDCZO)</i>				
<i>Accessory Buildings (minimum conditions; see Section 4835 of the SDCZO for allowable buildings)</i>				
To any property line	0	2	2	2

Source: County of San Diego 2017

A dash (-) indicates that standard does not apply to that product type

* Buildings may include more than one dwelling unit

ROW = right-of-way, SDCZO = San Diego County Zoning Ordinance

3.3.2 Single Family Residential (RS)

The majority of the residential uses within the Specific Plan area will be regulated by the Single Family Residential (RS) designation for zoning requirements. The location of RS zones is shown in Figure 9, Proposed Zoning. This designation allows for a mixture of residential densities, from single-family detached to attached units. This is consistent with the overall vision for the Site, which includes allowing a range of densities to meet the needs of various buyers, and allowing for clustering of product to preserve landforms and open space.

Table 6, Single Family Residential (RS) Zone Box, lists the development standards for RS areas.

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Table 6
Single Family Residential (RS) Zone Box

Use Regulation		Single Family Residential (RS)
Animal Regulation		S
Development Regulations	Density	–
	Lot Size (minimum)	3,000 square feet
	Building Type	K
	Maximum Floor Area	–
	Floor Area Ratio	–
	Height	H
	Lot Coverage	–
	Setback	V
Open Space		B*
Special Area Regulations		B** and D

Source: County of San Diego 2017

* Applies to multi-family only (three or more dwelling units per lot) (see Figure 11)

** Only applies to Terraces neighborhood and portions of Mesa neighborhood (see Figure 11)

K = Building Type Review; S = Animal Use Type Review; H = Height Review; V = Setback Review; B = Community Design Review (I-15 Corridor Design Review Board; D = Design Review

All development within this zone will require Site Plan approval, as denoted by the “D” designator in the Special Area Regulation row of Table 6, which will ensure that submittals follow the guidelines set forth in this Specific Plan. County regulations regarding the Site Plan Review Procedure are in Sections 7150–7199 of the SDCZO (County of San Diego 2017).

The RS zone also falls under the North County Metropolitan Subregional Plan (including the I-15 Corridor Subregional Plan), as denoted by the “B” designator in the Special Area Regulation row of Table 6. All development will consider the goals and policies in the North County Metropolitan Subregional Plan (County of San Diego 2011c).

The building types permitted in the RS zone are shown in Schedule A in Section 4310 of the SDCZO under the “K” designator (County of San Diego 2017). The maximum height for buildings in this zone will be 35 feet and three stories, as designated by the “H” in the height row of Table 6.

The “V” Setback Regulator allows for setback criteria to be determined in this Specific Plan. The setback requirements for the RS zone are shown in Table 7, Single Family Residential (RS) Setback Schedule. Graphic representation of various residential product types is provided in Figures 38–46. These figures show examples of products in a range of densities, and clarify how the setback schedule applies to the recommended product types.

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The “B” Open Space designator requires 150 square feet of usable private and public open space to be provided for each multi-family residential unit. Public open space is not required for single-family lots or for any lot with two or less dwelling units per lot. Sections 4900–4999 of the SDCZO provide details and definitions for the open space (County of San Diego 2017).

Table 7
Single Family Residential (RS) Lot Size and Setback Schedule

Product Type	Detached Residential		Detached Residential (plotting)			Attached Residential (plotting)		
	Large Lot Single-Family Detached	Small Lot Single-Family Detached	Grade-Adaptive Single-Family Detached Clusters	Family Cluster Standards	Paseo Cluster and Active Adult Cluster (alley loaded)	Grade-Adaptive Townhome (front loaded)	Row Townhome (alley loaded)	Townhome Cluster (alley or motorcourt)
Minimum lot size (square feet)	5,000	3,000	-	-	-	-	-	-
Minimum lot width (feet)	60	47	-	-	-	-	-	-
Minimum lot depth (feet)	84	60	-	-	-	-	-	-
Setbacks								
<i>Front (feet) (minimum conditions)</i>								
To property line or ROW	15	10	20	10	10	4	10	15
To private street or parking	-	-	8	5	10	4	15	8
Garage to sidewalk	20	20	-	-	-	-	-	-
Building front to front	-	-	-	-	12	-	35	25
<i>Side (feet) (minimum conditions)</i>								
To property line	5–10	5	20	10	8	10	8	15
Building to building	15	10	10	10	8	20	15	25
Corner lot to ROW or curb	15	10	-	-	-	-	-	-
<i>Rear (feet) (minimum conditions)</i>								
To property line or slope	15	15*	20	15	-	15	-	15
Garage to garage (alley)	-	-	-	-	30	-	30	30
<i>Projections (see Section 4835 of the SDCZO)</i>								
<i>Accessory Buildings (minimum conditions; see Section 4835 of the SDCZO for allowable buildings)**</i>								
To any property line (feet)	5	5	5	5	2	2	2	2

Source: County of San Diego 2017

ROW = right-of-way; SDCZO = San Diego County Zoning Ordinance.

A dash (-) indicates that standard does not apply to that product type

* 3,000-square-foot lots that are designed with downstairs master bedrooms will have a rear yard setback of 5 feet minimum

** Uncovered, unenclosed balconies extending above the level of first floor with exterior access of building are permitted consistent with SDCZO 4835.i. in Large Lot and Small Lot SFD.

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3.3.3 Limited Agriculture (A70)

The location of the A70 zone is shown in Figure 9, Proposed Zoning. Facilities and structures in this area are subject to the standards and requirements set forth in Sections 2700–2709 of the SDCZO (County of San Diego 2017). Such structures may include shelters, park facilities, gazebos, viewing platforms, equestrian facilities, or other buildings meant to enhance the user experience in the preserved areas.

Table 8, Limited Agriculture (A70) Zone Box, lists the development standards for A70 areas.

Table 8
Limited Agriculture (A70) Zone Box

Use Regulation		Limited Agriculture (A70)
Animal Regulation		A
Development Regulations	Density	–
	Lot Size (minimum)	–
	Building Type	W
	Maximum Floor Area	–
	Floor Area Ratio	–
	Height	G
	Lot Coverage	–
	Setback	V
Open Space		–
Special Area Regulations		D

Source: County of San Diego 2017

A = Animal Use Type Review; W = Building Type Schedule; G = Height Schedule; V = Setback Review; D = Design Review

All development within this zone will require Site Plan approval, as denoted by the “D” designator in the Special Area Regulation row in Table 8, which ensures that submittals follow the guidelines set forth in this Specific Plan. County regulations regarding the Site Plan Review Procedure are in Sections 7150–7199 of the SDCZO (County of San Diego 2017).

The building types permitted in the A70 zone are shown in Schedule A in Section 4310 of the SDCZO under the “W” designator (County of San Diego 2017). This designator specifies non-residential buildings only. The maximum height for buildings in this zone will be 35 feet and two stories, as designated by the “G” in the height row in Table 8.

The “V” Setback Regulator allows for setback criteria to be determined in this Specific Plan. The setback requirements for the A70 zone are in Table 9, Limited Agriculture (A70) Setback Schedule.

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**Table 9
Limited Agriculture (A70) Setback Schedule**

Setbacks	Distance From Any Structure (feet)
To property line, ROW lot line, planning area boundary	15
To any residential or commercial building	30

ROW = right-of-way

3.3.4 Open Space (S80)

A large portion of the project is designated as Open Space (S80), as shown in Figure 9, Proposed Zoning. This land will be permanently preserved to protect wildlife, existing vegetation, and the natural features of the Site. Public parks and trails will be planned throughout this area to allow residents to enjoy the natural amenities within designated areas.

Table 10, Open Space (S80) Zone Box, lists the development standards for S80 areas.

**Table 10
Open Space (S80) Zone Box**

Use Regulation		Open Space (S80)
Animal Regulation		A
Development Regulations	Density	-
	Lot Size (minimum)	-
	Building Type	-
	Maximum Floor Area	-
	Floor Area Ratio	-
	Height	-
	Lot Coverage	-
	Setback	-
Open Space		-
Special Area Regulations		-

A = Animal Use Type Review

3.4 Community-Wide Development Standards and Guidelines

The Community-Wide Development Standards and Guidelines provide the necessary criteria to ensure the vision for the Community is achieved through a high-quality, cohesive design throughout all areas of the Site. In some cases, the word “shall” is used to describe mandatory provisions, and in other cases the word “should” is used to recommend highly encouraged provisions. The ultimate goal is to provide enough direction to realize the vision and goals of the project while allowing for a range of flexibility to encourage creativity in design solutions.

3.4.1 Architectural Character

The architectural character envisioned incorporates natural, rustic materials and fundamental building forms that respect the traditional ranch-style homes and semi-rural, agrarian character of the area, and derives cues from the existing landforms and geological features of the Site. The architectural character of the Site will weave into all aspects of design throughout the project, including residences, the commercial Town Center, landscape design, parks and equestrian facilities, entry monumentation, and walls and fences, to create one cohesive identity for the Community.

Although no specific architectural styles are required or prohibited in the Community, the architectural theme chosen for individual building sites and neighborhoods should draw upon architectural styles that best fit with the Site's natural features, including its prominent boulders, rock outcroppings, and peaks, and its predominantly chaparral habitat and stands of oaks and willows, which are representative of the region's Mediterranean climate. Architectural styles that meet this criterion include but are not limited to Ranch, Craftsman, Monterey, Spanish Revival, Old Santa Barbara, Italianate, and Mediterranean Rival. Traditional and contemporary interpretations of classic styles is encouraged, with appropriate use of details, materials, and forms. Generally, in terms of architectural styling and building massing and design, more deference should be given to the Site's natural features along the project's boundaries and adjacent to community open space and preserve areas, and more flexibility should be given in the project's interior areas.

The ultimate goal is to create an enduring, attractive, high-value community that remains true to its intended character and identity for many years to come. High-quality materials, attention to detail, refined craftsmanship, and strong execution of proportionate design shall be characteristic of the architectural richness found within the Community.

Figures 47 and 48, Architectural Character, represent how this type of architectural character can apply to the various product types. Not every detail in every photo may be applicable to this Community. Rather, the photos are meant to convey the overall spirit of the architectural character. In some cases, a caption points out a specific detail that fits the theme.

3.4.2 Landscape Character

Landscape character plays a significant role in defining the quality of the overall Community experience. The landscape strategy reflects the semi-rural and rustic character of the Site, and draws inspiration from the Site's unique landscape, boulderscape, and landforms. The plant material found throughout North County, such as coastal sage scrub, chaparral, and

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Mediterranean drought-tolerant species, directly informs the plant palette of the Site. Refer to Section 3.7.3 for the comprehensive plant palette.

The agrarian history of the region has been integrated into the project as a primary character-defining feature. Vineyards are strategically located throughout the Community to meet brush management requirements while providing a productive landscape for the Community.

The prominent topography and large boulders further reinforce the unique character of the Site. Many of the existing signature boulders, rock outcroppings, and peaks will be preserved or used throughout the Community to reflect the character of the land.

3.4.3 Sustainable Design

The project will incorporate sustainable design practices and green design strategies, as described below and shown in Figure 49, Sustainable Design.

1. **Cluster Development:** Landform alteration shall be minimized by clustering development and preserving natural topography, open spaces, and view corridors. Community open space areas shall be integrated into Site design and building layout.
2. **Solar Power:** Solar panels shall be required on all residential units. Where feasible, roof-integrated solar panels should be considered to minimize visual impacts. All light fixtures along public roads shall be solar powered. The project can use centralized solar arrays (e.g., a solar array on top of a shade structure in a parking lot) to implement this requirement.
3. **Electric Vehicle Charging:** The garages of all single-family homes shall include an electric vehicle charger in the garage, and electric vehicle charging stations shall be installed in 3 percent of the Town Center's commercial core parking spaces.
4. **Connectivity:** Pedestrians, equestrians, bicycles, and other alternative modes of transportation shall be accommodated by linking trail systems with parks, open spaces, residential areas, the commercial area, and the school site.
5. **Low-Water-Use Landscape:** All common area landscapes shall meet an evapotranspiration adjustment factor of 0.55 within residential neighborhoods and 0.45 within non-residential areas. An evapotranspiration adjustment factor of 1.0 is allowed for special landscape areas (i.e., recreational and community garden areas), as noted in County Ordinance Number 10032 (County of San Diego 2010a). All irrigation shall be designed to meet or exceed an average irrigation efficiency rating of 0.75 for spray/rotor irrigation and 0.81 for drip irrigation, per the County's Water Efficient Landscape Worksheet (County of San Diego 2016b).
6. **Reduce Turf Grass:** Turf grass shall be prohibited in residential front yards and within street rights-of-way. Turf in rear or side yards of single-family homes shall be warm-

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season turf or shall have a plant species factor of 0.6 or lower based on the latest version of the Water Use Classifications of Landscape Species User Manual for Regions 3 and 4 (Costello and Jones 2014, or more recent version, as appropriate).

7. **Greywater:** All single-family homes shall be plumbed for greywater systems for use in private yards.
8. **Stormwater Management:** The amount of stormwater run-off and pollutant discharge shall be minimized through the use of open vegetated swales along roadways and within neighborhoods; water quality and detention basins; permeable paving, where feasible; and other similar low-impact-development techniques.
9. **Green Waste Collection Area:** An area within the maintenance yard of the Sierra Farms Park shall be designated for collection of common area landscape trimmings. These landscape trimmings shall be chipped and ground into either mulch or compost and used to return organic matter and nutrients to the project's landscaped areas. The green waste collection area shall be designed to collect approximately 30 to 40 yards of material at a time (approximately three open stalls 10 feet wide by 10 feet long by 6 feet tall). A buffer of screening shrubs shall be planted between the collection area and the street. The green waste area shall be maintained by the HOA.
10. **Productive Landscapes:** Vineyards and community gardens shall be incorporated to connect the Community to the region's agrarian history and provide productive landscapes.
11. **Electric Bike Stations:** A Community-sponsored electric bike-share program with kiosks throughout the Community shall be incorporated into the project as part of the project's multimodal transportation strategy.
12. **Shuttle Services:** A Community-sponsored shuttle service shall be provided within the Community and with service to the Escondido Transit Center.

3.4.4 Monumentation and Project Signage

Primary monumentation and signage throughout the Community shall have a consistent design theme in materials and color palette to create a unified aesthetic. Individual building sites (e.g., a townhome complex, multi-family building site, or the commercial site) may have more tailored signage provided that it is consistent with the architectural theme of the building site.

1. A hierarchy of signage in size and scale should be used to designate areas of significance such as main entries and areas that can be more understated such as park entries. The Community hierarchy of signage is listed here:
 - i. Community entry signs: These signs shall represent the largest signage element in the Community-wide signage hierarchy and shall be located at both primary project entries: along Deer Springs Road at Mesa Rock Road and at the project entry at the

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northern extent of Sarver Lane. Natural stone walls should be incorporated into community entry signs. See conceptual sign graphic in Figure 50, Typical Community Entry Sign.

- ii. Neighborhood monument signs: These signs shall be located at the entries to each neighborhood. The scale of these signs should complement the scale of each neighborhood while being smaller than the community entry signs. Each neighborhood sign should incorporate a large single boulder with neighborhood name. See conceptual sign graphic in Figure 51, Typical Neighborhood Entry Monument.
- iii. Park monument and trail marker: Signs should be smaller than neighborhood signs and provide a pedestrian scale. These signs should identify recreation opportunities such as parks and trails, and should be composed of natural stone cairns with park or trail identification. See conceptual sign graphic in Figure 52, Typical Park Entry Monument and Trail Marker.
- iv. Public park monument sign: One sign shall be located at each public park. These signs shall identify the park rules and include the County's Parks and Recreation standard logo, font, and colors. See conceptual sign graphic in Figure 53, Public Park Monument Sign.

3.4.5 Pedestrian and Bicycle Connectivity

Pathways and trails will provide a connective thread for pedestrian, equestrian, and bicycle access between neighborhoods, parks, the Town Center, and the open space preserve. Information about the pathway and trail system is included in Section 3.7.10, Pathway and Trail Standards and Design Guidelines, and provided below:

1. Trails, pathways, and sidewalks shall be integrated throughout the Community to promote connectivity and a healthy lifestyle.
2. Where possible, trails, pathways, and sidewalks shall be separated from streets by landscaping and/or post and rail fencing to provide a safe pedestrian environment.
3. Bike racks shall be placed in parks and commercial areas adjacent to the trail network.
4. Trails and sidewalks shall have clear signage.
5. An electric bike-share program shall be incorporated throughout the Community to further link the neighborhoods to one another and to reduce motorized vehicle trips. The bike-share program shall include a kiosk in proximity to each neighborhood to allow electric bikes to be taken from one kiosk and left at another. The bike share program shall include a minimum of eight kiosks distributed throughout the Community.

3.4.6 Grading and Drainage

Grading and drainage design standards are as follows:

1. Grading design shall minimize the amount of grading necessary to preserve the natural topography and drainage ways of the Site.
2. Grade changes shall be used where possible to create separation between different land uses and to screen parking, loading areas, and other negative visual impacts.
3. Open swales and pervious paving should be incorporated in the Site design where possible to assist in drainage.
4. Erosion control methods and appropriate irrigation shall be used to protect slopes.

3.4.7 Site Lighting

Site lighting provides a critical safety function while significantly influencing the character of neighborhoods. Light fixture styling should reflect the semi-rural nature of the area and adhere to the following standards and design guidelines:

1. Lighting should provide minimum illumination required for safety while minimizing ambient light trespass. Strategies may include full cutoffs, light shields, and photocell controlled fixtures.
2. Lighting should have minimal impact on community open space areas, managed preserve areas, and residential neighborhoods. Lighting adjacent to preserve areas shall meet all regulatory requirements.
3. Pedestrian lighting shall be provided for entry areas, courtyards, and other public gathering spaces.
4. Parks shall have minimum security lighting.
5. Site lighting shall be shielded at parks and the commercial area to minimize light trespass onto neighboring properties.
6. Where appropriate, low-level lighting shall be provided along walkways and pathways that are internal to individual neighborhoods.
7. No lighting shall be included on trails within the project's preserve areas.
8. In keeping with the project's vision and sustainability goals, street lights along public roads shall be solar powered. The project can use centralized solar arrays (e.g., a solar array on top of a shade structure in a parking lot) to implement this requirement.

3.4.8 Community Walls and Fences

Walls and fences should be incorporated only where needed for screening, privacy, and safety. Use of walls and fences should be minimized to prevent physical and visual barriers within the Community, and should adhere to the following standards and design guidelines:

1. Walls and fences should be incorporated into the design of the Community using similar natural materials and details consistent with the architectural character of the project.
2. A variety of wall and fence types should be used based on location and function:
 - a. Masonry theme walls shall be limited to primary and neighborhood entries and areas where sound attenuation and screening is required. They shall be constructed of rustic block in earth-toned colors. Wall length shall be reduced to minimum requirements for sound attenuation and screening. Longer wall spans shall be punctuated with wall details and/or complemented by vines and groupings of large shrubs and boulders. All screen walls or fences facing a public street shall have a minimum 5-foot-wide landscape buffer separating the wall from the street.
 - b. Heat-deflecting walls shall be limited to areas identified in the Fire Protection Plan for fire protection. Heat deflecting walls shall be 6 feet tall, with the lower 1 to 2 feet being block and the upper 4 to 5 feet being dual-pane glazing per the Fire Protection Plan.
 - c. Post and rail fencing shall be incorporated as visual accents in prominent landscape areas, such as project entries. Post and rail fencing shall also be used along trails where separation from traffic, steep slopes, or open space preserve areas is desired.
 - d. View fencing shall be discreet and composed of 6-foot-tall tubular steel fencing or tempered glass.

3.4.9 Site Furniture

Site furniture for the pathway and trail system should be consistent throughout the Community. Site furniture for each park may have a different style to reflect the theme and use of each park. Site furniture design should meet the following design guidelines:

1. Benches, bike racks, trash and recycling receptacles and bollards for each planning area should be consistent in style and color.
2. Site furnishings should be made from durable material such as powder-coated steel, wood, or concrete.
3. Earth-toned color palettes should be used.

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4. Recycling receptacles should be provided throughout the Community in a style that is consistent with the furnishings found in that planning area.
5. Mail boxes should meet the United States Postal Service requirements and be consistent in style and color with that of the building site or neighborhood.

3.5 Commercial Development Standards and Design Guidelines

The following standards and guidelines apply to commercial uses within the Town Center area. Figure 54, Conceptual Commercial Site Plan, shows an example of an appropriate design for the Town Center. The final commercial Site Plan shall be designed and approved per the procedures set forth in this document.

3.5.1 Site Design/Building Placement

The following standards and guidelines apply to commercial uses:

1. Buildings shall be placed to create visual interest along road rights-of-way.
2. Buildings should be orientated so that public access or windows face public rights-of-way.
3. Retail buildings at street corners or prominent intersections shall be given special architectural detail (such as towers or clock towers) and prominence to set the tone for the commercial area and enrich the streetscape.
4. Retail buildings should be clustered, where practical, and incorporate plazas and pedestrian gathering areas within the clusters.
5. Different building clusters should be linked with sidewalks and pathways to encourage pedestrian connectivity.
6. Courtyards or common areas should be placed near building entrances and high-traffic areas to ensure they will be fully used.
7. Storefronts and major building entries should be oriented toward streets and plaza areas.
8. Distinct, visual pedestrian connections between retail buildings and adjacent residential projects should be provided, where possible, to facilitate and encourage walking.
9. Bicycle racks and an electric bicycle station shall be provided at appropriate locations for employees, patrons, and Community residents.

3.5.2 Parking

The following standards and guidelines apply to parking:

1. All parking shall comply with the landscape requirements per Section 7 of the County's Parking Design Manual (County of San Diego 2013), the County's Water Efficient Landscape Design Manual (County of San Diego 2010b), and stormwater runoff requirements per the County's Low Impact Development Handbook (County of San Diego 2014a).
2. Primary parking lot entry drives shall incorporate special pavement treatment, distinct landscape details, lighting, and signage elements to provide a unique identity for the commercial area.
3. Parking areas shall be designed to increase infiltration areas using low-impact design techniques such as swales and permeable paving.
4. Internal access drives and parking bays shall be set back a minimum of 10 feet from retail buildings to provide adequate space for pedestrian walkways and landscape.
5. Parking areas shall be buffered from public rights-of-way where possible using berming, planting, or grade changes.
6. Adequate planter islands and landscape areas shall be provided to reduce the visual impact of parking lots and provide shading.
7. Parking lots should be dispersed into smaller lots and proportionally spread throughout the commercial area, if feasible.
8. Parking areas should be designed with walkways and connections to minimize conflict between vehicles and pedestrians, if feasible.
9. Parking lot design, configuration, and size of parking stalls shall be consistent with the SDCZO.
10. Parking lot capacity within the commercial area shall consist of four parking spaces per 1,000 square feet of gross floor area for all uses. Restaurants larger than 3,000 square feet, however, shall provide eight parking spaces per 1,000 square feet of gross floor area. Parking facilities for motorcycles and bicycles shall be included in the overall parking design, as defined in Section 6762 of the SDCZO.
11. On-street parking is encouraged where possible to provide traffic-calming along streets and to improve the pedestrian environment.
12. Electric-vehicle charging stations shall be installed in 3 percent of the Town Center's commercial parking spaces.

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3.5.3 Architectural Design

The following standards and guidelines apply to architectural design:

1. The massing, character, and detailing of the architectural style should coincide with the architectural character set forth in Section 3.4.1, Architectural Character, of this Specific Plan.
2. Commercial buildings should engage the street and sidewalks with appropriate pedestrian-level scaled features such as awnings, large windows, and first-floor building articulation.
3. A single, large dominant building mass should be avoided. Horizontal building masses should be broken up with recessed elements, height variations, changes of materials, or other architectural solutions to create a more dynamic elevation.
4. Rooflines should be varied to reduce the overall mass of buildings.
5. Building entrances should be clearly communicated through architectural design with elements such as awnings, projections, arcades, or towers.
6. Buildings should incorporate 360-degree architecture, allowing architectural features and materials to wrap around the building, where practicable.
7. Corner buildings and landmark buildings should incorporate special architectural elements such as clock towers, prominent rooftop treatments, and/or public art.
8. All roof-mounted equipment should be screened from adjacent properties using parapet walls or other concealment solutions.

3.5.4 Outdoor Dining

The following standards and guidelines apply to outdoor dining:

1. Outdoor dining is encouraged within the Town Center area and shall be an extension of an eating or drinking establishment, located directly adjacent to the business within the 10-foot-wide sidewalk area or other open space, not within a public right-of-way.
2. Outdoor dining should be designed in such a way to allow a 5-foot pedestrian zone to be maintained outside the eating area to provide adequate pedestrian circulation.
3. A minimum 3-foot-high physical barrier shall surround any outdoor dining areas where alcohol can be served.
4. All tables and chairs should be of sturdy construction and use quality materials.
5. Further outdoor dining requirements can be found in the SDCZO (County of San Diego 2017).

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3.5.5 Service, Utilities, Trash, and Storage

The following standards and guidelines apply to service, utilities, trash, and storage areas:

1. Service areas shall be designed to allow service vehicles to have clear and convenient access without blocking parking areas or pedestrian circulation.
2. Service, maintenance, and storage areas shall be screened from public rights-of-ways, primary entry drives, retail plaza areas, and adjacent residences using walls, landscape, grading, or other appropriate methods.
3. All trash and garbage bins shall be stored in an enclosure. The enclosure shall be architecturally consistent with the overall design of the site and building.
4. Outdoor storage areas shall only be allowed in areas permitted by the SDCZO and shall be permanently screened from view.
5. Exterior on-site utilities shall be installed underground. Equipment that must be above ground shall be screened and incorporated into the landscape or architecture of the building.

3.5.6 Drive-Through Facilities

The following standards and guidelines apply to drive-through facilities:

1. Drive-through business queuing areas shall be visually screened where possible and planned such that drive aisles and parking spaces are not blocked.
2. Drive-through facilities shall not be located directly adjacent to residential uses to minimize impacts from sound and idling vehicles.

3.5.7 Plaza Areas and Open Space

The following standards and guidelines apply to plazas and open space areas:

1. Plaza areas should include amenities such as seating, fountains, public art, textured paving, enhanced landscaping, and vertical building elements to create a focal point in the commercial area.
2. Plaza areas and open space should be integrated into the overall sidewalk and trail system in the project.
3. Large shade trees or shade structures shall be provided in plaza areas to make them more comfortable and usable for pedestrians.

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3.5.8 Signage

The following standards and guidelines apply to signage:

1. Monument signage, wall signage, and hanging signage shall use the same materials, colors, and architectural style to establish continuity throughout the Town Center.
2. Signage should emphasize an image of permanence and quality.
3. All tenant identification signs shall be consistently located on retail building façade and shall be incorporated into the architecture.
4. Signage design shall be proportionately appropriate with the building architecture and storefront design.
5. A uniform color scheme, materials, and overall signage style should be established and carried through the entire Town Center area.
6. The use of hanging signs shall be permitted over pedestrian walkways in front of stores. A minimum of 8 feet of clearance shall be required from the sidewalk to the bottom of the sign.
7. All signs shall be lit with back-lighting or indirect lighting.
8. A Master Signage Program shall be provided with commercial project submittals. The program shall include building elevations showing proposed signage, signage areas, and colors and materials. Designs for pedestal signage shall be included showing heights, text size, and setbacks. Locations for all signage and lighting methods shall be noted.

3.6 Residential Development Standards and Design Guidelines

The following residential development standards and design guidelines apply to all residential development in the C34 and RS zones.

3.6.1 Neighborhood Design

The following standards and guidelines apply to neighborhood design:

1. Residential buildings should face onto streets, parks, courts, or community open space to create more pedestrian-friendly streetscapes and public spaces.
2. Garages should not be the dominant feature of the building façade along the street.
3. Residential projects should incorporate pocket parks and open spaces in the Site Plan design.
4. Road systems in neighborhoods should be designed to create views of parks and amenities.

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5. Multi-family buildings should be grouped in clusters to create relief in building massing and spacing and provide courtyards and open space areas as amenities and to visually enhance the architectural form.

3.6.2 Parking

The following standards and guidelines apply to parking:

1. All landscapes in parking areas shall comply with the landscape requirements per Section 7 of the County's Parking Design Manual (County of San Diego 2013), the County's Water Efficient Landscape Design Manual (County of San Diego 2010b), and stormwater runoff requirements per the County's Low Impact Development Handbook (County of San Diego 2014a).
2. Parking in multi-family residential projects shall be linked to the sidewalks in front of buildings to provide safe pedestrian access.
3. Carports and garages in multi-family projects shall be designed to reflect the architectural character of the project in materials, color, and style.
4. Parking areas shall be buffered from public rights-of-way where possible using berms, planting, or grade changes.

3.6.3 Service and Utility Areas

The following standards and guidelines apply to service and utilities areas:

1. Trash receptacles shall be screened from public view in enclosures that are architecturally consistent with the rest of the project.
2. Landscape screening shall be used around trash enclosures to lessen their visual impact, where appropriate.
3. Utility boxes, meters, transformers, air conditioning units, and other above-ground utility elements shall be screened by incorporating them within the architecture of the building and/or adequate landscaping.
4. Utility elements should be located out of view from public roads, driveways, common areas, and project entrances whenever possible.

3.6.4 Architectural Style

The following standards and guidelines apply to architectural style:

1. The massing, character, and detailing of the architecture should coincide with the architectural character set forth in Section 3.4.1, Architectural Character, of this Specific Plan.
2. Architectural styles should be appropriately scaled and proportioned to the respective building typology.
3. Architectural features and elements appropriate to the architectural style should be an integral part of the building form.
4. Details appropriate to the architectural style, projections, and changes in rooflines shall be used to create a varied experience.
5. Corner buildings in residential communities should have unique floor plans and elevations to provide an enhanced appearance at visually prominent locations.

3.6.5 Variety and Aesthetic Quality

The following standards and guidelines shall apply to aesthetics and design:

1. Elements such as porches, roofed porte-cocheres, and gabled projections should be incorporated into the façade of buildings to provide pedestrian scale and variety.
2. Entry features such as gates, trellises, and arbors should be used to vary the street scene in the neighborhood.
3. Adjacent homes of the same architectural style should not have the same elevation style and color palette.
4. Variety in building masses should be created by using horizontal and vertical offsets.
5. Large, multi-family dwellings should have articulated façades to break up the mass and provide a dynamic streetscape.

3.6.6 Sustainable Design

The following standards and guidelines apply related to sustainable design:

1. All single-family homes shall be plumbed for greywater systems for use in private yards.
2. Solar panels shall be required on all residential units. Where feasible, roof-integrated solar panels should be considered to minimize visual impacts.

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3. Single-family homes shall include an electric vehicle charger in the garage.
4. Large roof overhangs, shade structures, shaded courtyards, and indoor/outdoor rooms should be used to promote air flow within buildings and reduce the need for air conditioning.

3.6.7 Roofs

The following standards and guidelines apply to roofs:

1. A variety of roof forms should be designed to provide visual interest while avoiding a monotonous roofline.
2. Roof materials, colors, and treatments should be appropriately detailed per the architectural style and building form.
3. Roof forms should vary orientation by alternating between front-to-rear and side-to-side pitches, and incorporating gables, hips, and single-story elements.
4. Roof forms that are overly complex or distracting shall be discouraged.

3.6.8 Garages

The following standards and guidelines apply to garages:

1. Garages should be recessed on the front building elevation so they are not the dominant feature.
2. Garage door appearance should be varied by using door patterns, window patterns, and appropriate architectural details.
3. Landscape pockets between garage doors are encouraged to soften the appearance of garages, especially for multi-family buildings.
4. Articulation around garage doors with elements such as trellises and trim detail is encouraged to help recess the appearance of the garage door.

3.6.9 Colors and Materials

The following standards and guidelines apply to colors and materials:

1. Color and material choices shall be appropriate with the architectural character of the building.
2. Each elevation should use a minimum of three colors: one field color, one trim color, and one accent color.
3. Accent materials should wrap around the front elevation and terminate at inside corners or other natural breaks in the building façade.

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4. Materials, colors, and details should be used to enrich building character with durable, high-quality finishes.

3.6.10 Doors, Windows, and Entries

The following standards and guidelines apply to doors, windows, and entryways:

1. Recessed windows and entry doors are encouraged as appropriate to enhance or reinforce the architectural style of the building.
2. Style-appropriate detailing around windows are encouraged as appropriate to the architectural style of the building.
3. Direct alignment of windows between adjacent homes should be avoided.
4. Residences with the same elevations within a neighborhood should include differing window treatments and styles to provide variety.
5. The home entry should be the focal point of the front elevation.

3.6.11 Exterior Lighting

The following standards and guidelines apply to exterior lighting:

1. Outdoor light sources should be concealed and concentrated where the lighting fixture is not a focal point of the design.
2. Lighting along walkways and on walls shall be focused downward to avoid glare.
3. Wall-mounted lighting fixtures should be appropriate to the architectural style of the dwelling.

3.6.12 Community Facilities

The following standards and guidelines apply to Community facilities:

1. All community facilities in parks and open space areas shall be designed in the same architectural style as the rest of the Community according to their function.
2. Trash enclosures shall be screened from public view through site orientation and/or walls and landscaping.

3.7 Landscape Standards and Design Guidelines

The landscape standards and design guidelines below provide a description of the planting standards and design guidelines, planting palettes, and trail design to help shape the character of the project.

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3.7.1 Planting Standards and Design Guidelines

The planting standards and design guidelines establish a basis for landscape typologies and plant palettes that reinforce the semi-rural character of the project, conserve water resources, relate to the agrarian heritage of the region, and emphasize a Mediterranean and native character. All landscape areas will comply with the County's Water Efficient Landscape Design Manual (County of San Diego 2010b).

The following standards are provided for plant selection:

1. **Low Water Use Landscape:** All common landscape areas shall use an evapotranspiration adjustment factor of 0.55 for residential areas and 0.45 for non-residential areas. An evapotranspiration adjustment factor of 1.0 is allowed for special landscape areas (i.e., recreational and community garden areas), as noted in Ordinance Number 10032 (County of San Diego 2010a). All irrigation shall be designed to meet or exceed an average irrigation efficiency rating of 0.75 for spray/rotor irrigation and 0.81 for drip irrigation, per the County's Water Efficient Landscape Worksheet (County of San Diego 2016b).
2. **Turf Grass:** Turf grass shall be prohibited in residential front yards and within the Community street rights-of-way. Turf in rear or side yards of single-family homes shall be warm-season turf or shall have a plant species factor of 0.6 or lower based on the latest version of the Water Use Classifications of Landscape Species for Regions 3 and 4 (Costello and Jones 2014, or more recent version, as appropriate).
3. **Visibility and Safety:** Plants shall be selected and placed to allow visibility at intersections and clear site lines into and out of public and private parks and trails.
4. **Fire Safety:** All plant material throughout the Community shall be in conformance with the Fire Protection Plan. Refer to Section 3.7.3 of this Specific Plan.
5. **Parking at Preserve Areas:** Parking areas located within or adjacent to preserve areas shall include native landscaping.
6. **Tree Selection:** Each neighborhood shall incorporate a diversified selection of tree species to provide visual interest and minimize potential impacts of pest infestations.
7. **Street Tree Spacing:** Trees along roadways shall be clustered in informal groupings to reflect a less-formal and semi-rural character.
8. **Town Center Character:** The landscape character and supporting plant palette in the Town Center may be more refined in its composition but shall maintain a Mediterranean and native character.

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3.7.2 Plant Zones

Community landscape character and plant palette will be inspired by the natural existing landscape. Visual identity of the Community is described in terms of five main landscape typologies:

1. **Parkways and Streetscapes:** The overall landscape theme includes preservation and reuse of natural site boulders paired with oak trees and native and low-water-use plants.
2. **Basins and Swales:** Riparian plantings within roadside swales and in water quality basins will mimic the natural site hydrology and create a consistent visual character throughout the Community.
3. **Vineyards:** Vineyard plantings located on slopes throughout the Community will create a unique visual identity, establish a connection to the region's agrarian history, and provide a productive landscape.
4. **Enhanced Landscape Areas:** High-visibility, enhanced landscape areas combine the semi-rural, native character with more visually dynamic low-water-use Mediterranean plants.
5. **Fuel Modification Zones:** Perimeter slopes will be planted with drought-tolerant, fire-resistant plants that are informal in structure, with the intent of mimicking the natural character of native hillsides.

3.7.3 Plant Palettes

The purpose of this section is to provide a framework for plant selection for each landscape zone. Plant selection shall be in accordance with the landscape zones described below and as illustrated in Figure 55, Landscape Concept Plan, and Figure 31, Biological Open Space.

1. **Parkways and Streetscapes:** Oak trees and natural boulders shall be used in this zone to set the tone for the Community's landscape character along main roads such as Mesa Rock Road and Sarver Lane.
 - a. **Parkways and Streetscapes with Trees:** Tree types in this zone were selected for hardiness, size, and form as street trees. Plants from this zone may also be planted in the basins and swales areas and enhanced landscape areas. Plant selection for this zone shall comply with Figure 56, Plant Palette – Parkway and Streetscapes, and the following guidelines:
 - i. Trees in the right-of-way shall be located and maintained so not to impair corner sight distance.
 - ii. Trees in the right-of-way shall be located a minimum of 18 inches from the curb.

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- iii. Trees shall have adequate separation from utilities.
 - iv. Trees rated as potential high root damage shall not be placed within the right-of-way.
- b. **Parkways and Streetscapes without Trees:** Portions of Mesa Rock Road and Sarver Lane shall not be planted with trees in order to create visual connections to natural, undisturbed areas of the project Site. These areas are defined in Figure 55, Landscape Concept Plan.

See also images in Figure 57, Plant Character Images – Parkway and Streetscapes.

Some portions of the streetscapes in this zone will be located within the Fuel Modification Setback Zone 1. Such areas shall comply with fuel modification requirements, including tree and shrub spacing requirements, limiting tall grasses to small groups rather than large masses, and grass maintenance requirements for cutting back grasses after they have gone to seed.

2. **Basins and Swales:** This zone shall be vegetated with a mixture of riparian species and other plants adapted for droughts and seasonal water inundation. Swales adjacent to community roads shall blend boulders, rock cobble, and informal plant massing to create a consistent visual dry creek character. Plant selection for basins and swales shall comply with Figure 58, Plant Palette – Basins and Swales. See also character images in Figure 59, Plant Character Images – Basins and Swales.

Some basins will be located within the Fuel Modification Setback Zone 1. Such areas shall comply with fuel modification requirements, including tree and shrub spacing requirements, limiting tall grasses to small groups rather than large masses, and grass maintenance requirements for cutting back grasses after they have gone to seed.

3. **Vineyards:** Vineyards are low-water-use crops that provide a productive agricultural use of irrigated open space. They have a low fuel volume and provide excellent fire resistance. Vineyards in focused areas throughout the Community shall comply with Figure 60, Plant Palette – Vineyards, and the following standards and design guidelines:
- a. Vineyards shall be set back at least 5 feet from the street and 100 feet from residential lots.
 - b. Grape varieties shall be selected in response to soil conditions, sun exposure, and other microclimatic conditions, as well as the anticipated demand/popularity for use in local wine production.
 - c. Vines shall be spaced to optimize sun exposure (approximately 8 feet on center).
 - d. Low grasses should be hydroseeded between rows of vines where feasible to minimize erosion.

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- e. Vine supports shall be constructed of non-combustible materials such as galvanized or corten steel and shall be approximately 6 feet tall, maximum.
- f. Vines shall be installed in even, consistent rows; however, they may be interrupted by unique site features such as rock outcroppings.
- g. Vineyard planting shall be allowed within Fuel Modification Zones 1 and 2.
- h. Vineyard maintenance shall be the responsibility of the HOA.
- i. Vineyards should be located on cut slopes where possible. Final locations of vineyards should be based on a review of final grading plan and field observations.

See also character images in Figure 61, Plant Character Images – Vineyards.

- 4. **Enhanced Landscape Areas:** This landscape zone will include areas with a high degree of usage and visual impact, such as the Town Center, internal slopes, brush management access easements, and parks. All plants included in the parkways and streetscapes landscape zone are also permitted and encouraged within enhanced landscape areas to reinforce the semi-rural character. Turf may be incorporated for active and passive uses within parks.

Plant selection for enhanced landscape areas shall comply with Figure 62, Plant Palette – Enhanced Landscape Areas. See also character images in Figure 63, Plant Character Images – Enhanced Landscape Areas.

- 5. **Fuel Modification Zones:** These zones shall be based on the Fire Protection Plan’s Appendix H-1 (Newland Sierra Fuel Modification Zone Exhibit), and shall be planted with drought-tolerant, fire-resistive plants and conform to the requirements of the Fire Protection Plan’s Appendix I (Prohibited Plant List) and Appendix J (Desirable Plant List for Fuel Modification Zones). Plant selection for fuel modification zones shall comply with Figure 64, Plant Palette – Fuel Modification, and the zones indicated below. See also character images in Figure 65, Plant Character Images – Fuel Modification.
 - a. Fuel Modification Zone 1: Irrigated Structure Setback Zone (100-plus feet wide)
 - i. This zone shall be permanently irrigated and planted with drought-tolerant, fire-resistive plants.
 - ii. Existing vegetation shall be removed per Fire Protection Plan requirements.
 - iii. Plants as ground cover shall have high leaf moisture and be 4 inches or less in height.
 - iv. Trees and tree-form shrub species that naturally grow to heights that exceed 2 feet shall be vertically pruned to prevent ladder fuels.
 - v. No trees shall be planted within 10 feet of structures.

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- vi. Tree spacing shall allow for a minimum of 10 feet between canopies.
- b. Fuel Modification Zone 2: Thinning Zone (150 feet wide)
 - i. In this zone, existing vegetation shall be thinned up to 50 percent in accordance with the Fire Protection Plan.
 - ii. New vegetation shall be native and planted with a low density to reduce the fuel load of the area.
 - iii. Groundcover shall be no more than 6 inches high.
 - iv. Trees and tree-form shrub species that naturally grow to heights that exceed 4 feet shall be vertically pruned to prevent ladder fuels.
 - v. Single-specimen shrubs (excluding sage and chamise species) may be planted 20 feet on center.
- c. Fuel Modification Special Management Area
 - i. This zone is an extension of Fuel Modification Zone 2 beyond the 150-foot thinning zone. This zone shall meet the same requirements for Fuel Modification Zone 2 as described above.

3.7.4 Plant Substitutions

New species not included in the plant palettes may be used if they meet the following plant performance criteria:

1. Plant meets the landscape character for the planting zone.
2. Plant is not invasive. A recommended invasive plant resource is the San Diego County Invasive Ornamental Plant Guide, produced by the San Diego Chapters of the American Society of Landscape Architects and the California Native Plant Society (SD/ASLA and CNPS 2014).
3. Plant is not included in the Fire Protection Plan “do-not-plant” list (see Appendix N of the EIR).
4. Plant is native and/or has an estimated species plant factor of 0.2 or lower based on the latest version of the Water Use Classifications of Landscape Species for Regions 3 and 4 (Costello and Jones 2014, or more recent version, as appropriate).

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3.7.5 Erosion Control

Where new cut or fill slopes occur, slope-stabilizing vegetation shall be provided to reduce the potential for erosion, except as noted below.

Alternate Compliance: It is anticipated that the project will include cut slopes composed of granitic rock. These areas are anticipated to have adequate slope stability.

1. The planting and irrigation requirements may be waived in areas where significant rock formations that do not support plant material are encountered. The landscape architect of record shall submit a letter requesting alternative compliance to County staff. The letter shall indicate the locations where planting and irrigation are not feasible, and provide recommendations for alternative compliance. This may include a request to waive planting and irrigation requirements where stable rock is present, and/or a request to provide partial vegetative cover with irrigated or non-irrigated hydroseed.

3.7.6 Park Standards and Design Guidelines

A system of parks, overlooks, pathways, and trails will be part of the Community. Each neighborhood will include strategically located park and open space amenities. Park locations are illustrated in Figure 66, Park and Trail Plan.

The following design guidelines are provided for park design:

1. **Accessibility:** Parks and open space areas shall be designed to accommodate the needs of differing ages and physical abilities.
2. **Structures:** Structures within parks and open space should exhibit a high level of quality and design on all visible sides of the structure.
3. **Site Furnishings:** Benches, lighting, trash receptacles, and other elements should be consistently themed with the architectural character of the Community.
4. **Plant Character:** Landscape shall be native and naturalized to meet lower plant factor requirements.
5. **Natural Boulders and Landforms:** Boulders and other natural landforms should be integrated as a principal design feature in each park, where feasible.
6. **Stormwater:** Swales and stormwater features should be treated as amenities and as integral to the design.

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7. **Park Layout:** Separation shall be provided between residential areas and active use amenities such as pools, dog parks, and children’s play areas. A minimum set back of 15 feet between residential areas and active use amenities shall be provided.
8. **Crime Prevention:** Visibility and safety should be promoted using principles of Crime Prevention Through Environmental Design, which is based on proper design and effective use of buildings and public spaces in neighborhoods that can lead to reduction in fear and incidence of crime, and an improvement in the quality of life of residents.
9. **Contour Grading:** Manufactured slopes should be contour graded where possible by providing variation in slope aspect, width, and height.
10. **Parking:** All parking shall comply with the landscape requirements per Section 7 of the County’s Parking Design Manual (County of San Diego 2013), the County’s Water Efficient Landscape Design Manual (County of San Diego 2010b), and stormwater runoff requirements per the County’s Low Impact Development Handbook (County of San Diego 2014a).

3.7.7 Park Land Dedication Ordinance

Total park area will be provided based on Park Land Dedication Ordinance (PLDO) requirements (County of San Diego 1973), as shown in Table 11, Park Planning Areas.

Table 11
Park Planning Areas

Planning Area	Units	PLDO (Square Feet per Unit)	Park Area Required (Acres) (Units x PLDO / 43,560)
San Marcos	0	–	0.00
Escondido	0	–	0.00
Valley Center	627	380.28	5.47
Vista	1,508	373.74	12.94
Total	2,135	–	18.41

Source: County of San Diego 1973
PLDO = Park Land Dedication Ordinance

3.7.8 Park Land Dedication Ordinance Satisfaction

Under the PLDO, parkland is calculated by adding public and private park acreage. Public parks are given full credit for their acreage and private parks are given half credit. Overlooks do not qualify for PLDO credit (County of San Diego 1973). This project will provide 18.50 acres of parkland dedication onsite, exceeding the PLDO requirement of 18.41 acres.

Refer to Table 12, Park Summary, for public and private park designations.

Newland Sierra Specific Plan

**Table 12
Park Summary**

Parks		Gross Area	Net Area	PLDO Credit
		(Acres)	(Acres)	(Acres)
<i>Park Number</i>	<i>Town Center</i>			
P1	Oak Grove Park	1.95	0.76	public 0.76
P2	Village Green – Urban Open Space	0.86	0.72	public 0.72
P3	Joint Use Park at School Site	2.92	2.20	public-half credit 1.10
<i>Town Center Subtotals:</i>		5.73	3.68	2.58
<i>Park Number</i>	<i>Hillside</i>			
P4	Hillside Mini Park	0.30	0.30	public 0.30
P5	Hillside Heights Park	1.99	1.89	public 1.89
<i>Hillside Subtotals:</i>		2.29	2.19	2.19
<i>Park Number</i>	<i>Mesa</i>			
P6	Mesa Mini Park	0.52	0.32	public 0.32
P7	Mesa Park	3.23	2.73	private 1.37
P15 a, b, and c	Pocket Parks	0.35	0.35	public 0.35
<i>Mesa Subtotals:</i>		4.10	3.40	2.04
<i>Park Number</i>	<i>Summit</i>			
P8	Summit Mini Park	0.56	0.56	public 0.56
P9	Saddleback Park – Staging Area	1.42	0.27	public 0.27
<i>Summit Subtotals:</i>		1.98	0.83	0.83
<i>Park Number</i>	<i>Knoll</i>			
P10	Knoll Mini Park	0.37	0.27	public 0.27
P11a	Peak's Park	5.40	4.38	public 4.38
P11b	Peak's Park	1.65	1.48	private 0.74
P11c	Peak's Park – Dog Park	1.81	1.03	public 1.03
P15d and e	Pocket Parks	0.28	0.28	public 0.28
<i>Knoll Subtotals:</i>		9.51	7.44	6.70

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**Table 12
Park Summary**

Parks		Gross Area	Net Area	PLDO Credit
		(Acres)	(Acres)	(Acres)
<i>Park Number</i>	<i>Valley</i>			
P12	Valley Green Park	2.00	1.77	private 0.89
P13a	Creekside Park	2.18	1.78	public 1.78
P13b	Creekside Park	0.69	0.49	private 0.25
P14	Sierra Farms Park	7.39	2.48	private 1.24
<i>Valley Subtotals:</i>		12.26	6.52	4.16
Totals				
Total Parks Provided		35.87	24.06	18.50
Total Private Parks				4.49
Total Public Parks				14.01
Total Parks Required for 2,135 Units				18.41

3.7.9 Park Types by Neighborhood

Plans for parks represent potential park layouts and amenities, are currently conceptual, and are for illustrative purposes only. Final design and amenities are subject to review and approval of the Director of the Department of Parks and Recreation and pursuant to the procedures set forth in this document. Final park PLDO acreages will be in substantial conformance to the approved Specific Plan. Conceptual plans are described below.

1. Town Center

a. Oak Grove Park (1.95 acres) P1:

Oak Grove Park will incorporate the existing oak and boulder landscape found along Deer Springs Road. Suggested programming includes picnic areas, trails, and fitness nodes, and preservation of large oak trees. See Figure 67, P1 – Oak Grove Park.

b. Village Green (0.86 acre) P2:

Village Green will be located in the heart of the Town Center commercial area. The park will be designed to be accessible from the adjacent businesses and provide a gathering space for community events. More refined in character, this park may include game tables, flexible turf, an electric bike station, and plaza seating. See Figure 68, P2 – Village Green.