

2 SPECIFIC PLAN SUMMARY

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

Taking inspiration from the Site's unique landscape character and distinct landforms, the Community will consist of a series of seven neighborhoods that individually respond to their unique topographical settings. The framework of the community is informed by the prominent landforms and watershed patterns found within the property. The preservation and integration of the Site's unique landscape character and signature boulders sets the tone of the development at the two primary entry roads and continues as a common theme throughout the development. Terraced vineyards will be incorporated on designated perimeter slopes to provide a productive landscape that embraces the regions agricultural heritage. A community-wide linear park network acts as the connective thread that unites the various neighborhood parks and community trails. These linear parks will contain "creeks" or bioswales to convey stormwater and support the water quality treatment needs of the development. In addition, the linear parks inform the development roadway circulation and continually reinforce the community's connection to open space.

The Specific Plan provides for community-serving land uses in the A70, RS, C-34 and S-80 zones that include a K-8 charter school site, 14 community/neighborhood parks and 7 pocket parks, 19 miles of trails, 1,202 acres of biological open space and 81,000 square feet of commercial and retail space.

The residential component includes 1,132 single-family dwelling units of which 325 are located within the age-restricted Senior Neighborhood. To provide a range of housing types Sierra will also include 1,003 multi-family dwelling units.

The proposed Community will construct on-site drainage facilities, including water quality treatment and hydro-modification basins, to protect against sedimentation resulting from storm water runoff. The system includes Site Design, Source Control and Treatment, Best Management Practices, as well as other Low Impact Development (LID) measures.

Grading is expected to take place in a number of phases over a period of years. The Specific Plan text includes a phasing plan for the 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 will be provided by Mesa Rock Road and Sarver Lane via Deer Springs Road, which connects to I-15 to the east of the Community. The proposed circulation plan for the Community includes both on and off-site road improvements. Secondary access will be provided via Camino Mayor, which connects to Twin Oaks Valley Road.

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

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

2.1 Specific Plan Goals and Policies

2.1.1 Specific Plan Goal

To create a new mixed-use Community near existing and planned infrastructure, services and jobs in a compact pattern of development consistent with the Community Development Model. To provide a range of housing opportunities in a sensitive development pattern that accounts for the physical constraints of the land while preserving environmental resources.

2.1.2 Specific Plan Policies

- a. Provide a range of housing and lifestyle opportunities in compact neighborhoods that encourages a wide range of mobility alternatives, and that provides public services and facilities in close proximity to such housing.
- b. Provide a variety of recreational opportunities including active and passive parks with trails that connect the residential neighborhoods to the Town Center and to regional trails and biological open space.
- c. Integrate, maintain and preserve the property's unique landscape character and distinct landforms.

- d. Preserve sensitive natural resources on-site and enhance connectivity to designated preserve areas.
- e. Provide for a compact pattern of development that meets the demand for housing in the region.

2.1.3 Sustainable Planning and Design Goals

Promote sustainability through sensitive site design that conserves energy, water, open space and other natural resources.

2.1.4 Sustainable Planning and Design Policies

- a. Develop a land use pattern defined by the Community Development Model to provide for a more compact land use pattern, where residents live closer to jobs, businesses, schools, parks, services and their neighbors.
- b. Provide mobility alternatives for the residents to reduce energy consumption, air pollution, noise and GHG emissions.
- c. Integrate the Site's natural features into the development (ecosystems, topography, rock formations, agriculture and views), which are important elements to improving the quality of life for residents.

2.1.5 Circulation Goal

Provide and support a multi-modal transportation network that supports the planned development, links to regional transportation facilities and transit and/or park-and-ride alternatives.

2.1.6 Circulation Policies

- a. Construct a public road network that supports vehicular and non-vehicular travel such as pedestrian, bicycle, and equestrian.
- b. Create a road network that accounts for the physical constraints and natural resources of the area.
- c. Integrate the existing park-and-ride lot into the Town Center and design it to allow for future public transit.
- d. Design, finance and construct circulation improvements to support planned development of the Community.
- e. Include alternative modes of circulation, such as transit, electric bikes, bikeways and pedestrian paths and trails, in the Community.

- f. Connect the trail network to existing and proposed regionally designated trails in the surrounding area.
- g. Align trails on existing paths, trails, roads, utility easements and other disturbed habitat areas to the extent feasible to minimize environmental impacts.

2.1.7 Open Space and Conservation Goal

Promote environmental stewardship that protects the range of natural resources and habitats by dedicating large blocks of biological open space into the NC Plan.

2.1.8 Open Space and Conservation Policies

- a. Conserve large blocks of environmentally sensitive lands within the Community with easements to ensure their permanent conservation.
- b. Construction and grading shall not be allowed to occur in dedicated open space areas. Fuel modification and drainage for pads, slopes and roads shall be restricted as provided in the easement dedication or conservation agreement.
- c. Establish connections to on-site resources to integrate into the North County Multiple Species Conservation Program.
- d. Limit disturbance and development to only those areas shown on this Specific Plan or areas off-site needed for grading, roads, utilities or infrastructure.
- e. The Community Homeowners Association or other third party will be responsible for management of the dedicated open space areas.

2.1.9 Infrastructure Goal

Design the Community as a compact development, located near existing and planned infrastructure and services.

2.1.10 Infrastructure Policies

- a. Phase development with the provision of necessary roadways, water and sewer improvements.
- b. Equitably finance necessary services and facilities.

2.2 Land Use Plan

The Project Specific Plan Map (**Figure 12 – Specific Plan Map**) shows the Community divided into 7 Planning Areas (excluding areas designated for open space, roads, common areas, slopes, etc.) with 11 types of land uses ranging from single family detached to open space.

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 Designator as required to ensure that development will conform to the design standards in Chapter 3 of this Specific Plan and the I-15 Design Guidelines.

2.2.1.1 Town Center

The Town Center (see **Figure 13 – Town Center Plan**) would be located off of Deer Springs Road, east of the main access road, Mesa Rock Road in the southernmost portion of the Site. The Town Center would include commercial retail space, townhomes and a school and is designated as Village Core/Mixed-Use C-5 on the Twin Oaks Community Plan and zoned with the C34 General Commercial/Residential Use Regulation.

The Town Center would provide employment opportunities for future residents as well as for the surrounding area. The Town Center would be compact and walkable, as well as visually appealing and compatible with surrounding regional character.

This planning area will range in elevation between approximately 1,020 feet AMSL and 1,110 feet AMSL. The Town Center would include a total of 95 residential dwelling units, a maximum of 81,000 square feet of commercial space, a 6-acre charter school site and an approximate gross park area of 5.7 acres.

2.2.1.2 Terraces Neighborhood

The Terraces would be located directly north of the Town Center on the west side of the Mesa Rock Road in the southern portion of the Site. Like the Town Center, this planning area is designated as Village Core/Mixed-Use and is zoned with the C34 Use Regulation. This planning area will range in elevation between approximately 1,200 feet AMSL and 1,350 feet AMSL. The Terraces would include a total of 458 residential dwelling units.

2.2.2 Residential Development

The five remaining neighborhoods are designated 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 RS Use Regulation, which requires that a Site Plan be submitted and approved. The Site Plan will ensure that each lot has met the minimum setback and residential design standards outlined in Chapter 3 of this Specific Plan.

2.2.2.1 Hillside Neighborhood

The Hillside planning area would be located north of the Terraces planning area and east of the Mesa Rock Road in the southern portion of the Site. This planning area will range in elevation between approximately 1,265 feet AMSL and 1,300 feet AMSL. Hillside would be composed of lots ranging in size from 4,500 SF to 5,000 SF. The Hillside planning area would include a total of 241 residential dwelling units and an approximate gross park area of 2.3 acres.

2.2.2.2 Mesa Neighborhood

The Mesa planning area would be located north of Hillside neighborhood, east of Knoll neighborhood, and southeast of Summit neighborhood. This planning area is composed of lots ranging in size from 3,000 SF to 6,000 SF. Average elevation in the Sierra Mesa planning area ranges from 1,250 feet AMSL and 1,350 feet AMSL. The Mesa planning area contains age restricted (over 55 age) single-family lots and cluster homes that are geared towards active adults and are centered on a neighborhood park. The Mesa would include a total of 325 residential dwelling units and an approximate gross park area of 3.8 acres.

2.2.2.3 Summit Neighborhood

The Summit planning area would be the northernmost area of development located just north of Knoll neighborhood and northwest of Mesa neighborhood. This planning area is composed of the largest lots proposed throughout the Community with lots ranging in size from 6,000 SF to 7,500 SF. Only 151 residential dwelling units are proposed for this planning area along with an approximate gross park area of 2.0 acres (including the park on Camino Mayor). The highest elevations in the project area occur in this planning area. Average elevations range from 1,390 feet AMSL up to 1,600 feet AMSL. There will be a trail leading up to the highest peak in the planning area where a lookout will be located. The Summit planning area proposes the least dense development out of all the planning areas. The Summit planning area contains grade adaptive luxury large lots and clusters that are designed to maximize views.

2.2.2.4 Knoll Neighborhood

The Knoll planning area would be located south of Summit neighborhood, southwest of Mesa neighborhood, and north of Valley neighborhood. This planning area is composed of lots ranging in size from 4,500 SF to 5,000 SF and include a total of 360 residential dwelling units as well as an approximate gross park area of 10.3 acres. Elevations range from 1,175 feet AMSL up to 1,400 feet AMSL. There are a number of viewing points scattered throughout this planning area as well. The Knoll planning area contains single-family lots and clusters that are designed to preserve the primary knolls in the area.

2.2.2.5 Valley Neighborhood

The Valley planning area would be located northwest of the Terraces, and south of the Knoll. This planning area is composed of a variety of product types including single-family lots ranging in size from 3,500 SF to 4,000 SF. The average elevation for the Valley planning area would be approximately 900 feet AMSL. The Valley would include a total of 505 residential dwelling units and an approximate gross park area of 12.5 acres (including the park on Sarver Lane).

The following table shows the distribution of the land uses throughout the Community.

**Table 3
Land Use Summary**

Land Use	Planning Areas	Acres	Dwelling Units/Square Feet (SF)	Zoning
Single-Family	SF	178	1,132	RS
Multi-Family	MF	80	1,003	RS, C34
Commercial	C	12	81,000 square feet	C34
K-8 School Site	S	6		C34
Public Park	P- Dedicated to County	24	N/A	RS, C34, A70
Private Parks	P- HOA	13	N/A	RS, C34, A70
Biological Open Space	OS	1,202	N/A	OS
Common Areas	--	342	N/A	RS, C34, A70
Roads	--	116	N/A	RS, C34, A70
Detention Basins	--	12	N/A	RS, C34, A70
Water Reservoir	--	4	N/A	C34, OS
TOTALS		1,985	2,135	

2.3 Circulation Plan

A comprehensive circulation plan provides access to the Community and improves vehicular circulation in the vicinity of the Site. The Community will have two main access roads along Deer Springs Road at Mesa Rock Road and Sarver Lane, with an additional access point at Camino Mayor off of Twin Oaks Valley Road. The main access road at Mesa Rock Road would be a seven lane entry road with median that transitions into a four lane undivided road further into the Site and then into a two lane undivided roadway until it reaches the Sarver Lane access where it would transition into a three lane undivided roadway. On-site roadways would be constructed within and between different planning areas where development would occur. These

roadways would primarily consist of main roads with a width of 34 feet that mostly travel between the developed planning areas, residential streets that are approximately 32 to 40 feet wide and generally traverse within a planning area, and private paseo roads that typically end at smaller clusters of residential dwelling units within a planning area.

Street character is intended to be semi-rural in nature, reflecting the greater community, while addressing fire and traffic safety. Street sections include landscaped parkways, bioswales, sidewalks, and/or rural trails. In addition, on-street parking will be provided in the Town Center where traffic calming and pedestrian safety should be enhanced. On-street parking will also be provided on the residential streets but will not be allowed on the main access loop roadway. A description of each street type is included in Chapter 3, and illustrative street sections are shown on Typical Street Sections (**Figures 14 through 29**).

2.3.1 Off-Site Roadways

2.3.1.1 Deer Springs Road

The Project includes two scenarios for improving Deer Springs Road. Option A would reclassify Deer Springs Road from a 6.2 Prime Arterial (6-lane) to a 4.1A Major Road with Raised Median (4-lane) and a 2.1B Community Collector with Continuous Turn Lane (2-lane) in the Mobility Element of the General Plan. Under this option, the project would construct the segment of Deer Springs Road between Sarver Lane and Mesa Rock Road as a 2.1B Community Collector (2-lane), which would have higher capacity than the existing condition, and would improve the road to be consistent with County standards for this Mobility Element. The segments of Deer Springs Road south of Sarver Lane and east of Mesa Rock Road would be constructed as a 4.1A Major Road (4-lane) with auxiliary lanes as necessary, and a centerline realignment would be applied to the existing Deer Springs Road alignment in order to ensure a minimum of 750-foot turning radii along the entire alignment.

Option B would not reclassify Deer Springs Road; the roadway would remain as a 6.2 Prime Arterial (6-lane) in the Mobility Element of the General Plan. Under this option, the project would construct the segment of Deer Springs Road from I-15 to 1,500 feet west of Mesa Rock Road as a 4.1A Major Road (4-lane), but would grade to the ultimate 6-lane configuration. The project would also construct the segment of Deer Springs Road from 1,500 feet west of Mesa Rock to just south of Sarver Lane as a 4.1A Major Road (4-lane); however, grading associated with this segment would not be to the ultimate 6-lane configuration.

The applicant's preferred Option for Deer Springs Road is Option A. Traffic modeling conducted for the Project has shown that by constructing the east and west legs of Deer Springs Road to four lanes and keeping the center leg between Mesa Rock Road and Sarver

lane at two lanes, the levels of service for all sections of Deer Springs Road fall into an acceptable range, except for the center two-lane segment. The center two-lane segment remains at its current failing level of service during peak hours, as it is today. However, there is a significant reduction in cut through trips since traffic on I-15 would be discouraged from using Deer Springs Road during peak hours. The added benefits include a reduction in environmental impacts (biological resources, cultural resources, traffic, aesthetics) as well as the preservation of the rural character of this segment. This approach is consistent with General Plan Goal M-2 (and, more specifically, Policy M-2.1), which is intended to address roadways where adding capacity can induce additional traffic and growth, which would not be consistent with County Global Climate Change strategies. The approach is also consistent with Policy M-2.1 in that it addresses a marginal deficiency where only a short segment of road would operate at a deficient level of service, and operational improvements would be applied to improve traffic flow.

2.3.1.2 *Twin Oaks Valley Road*

No improvements are planned for the segment of Twin Oaks Valley Road north of Deer Springs Road, thus maintaining the rural character of north Twin Oaks Valley. Intersection improvements will be made to the intersection of Twin Oaks Valley Road and Camino Mayor to maintain proper sight distance requirements. South of Deer Springs Road, in the City of San Marcos, Twin Oaks Valley Road will be improved to the 4-lane Special Major Arterial standard (City of San Marcos) with a painted median.

2.3.1.3 *Mesa Rock Road*

The Mesa Rock Road intersection at Deer Springs Road will be signalized and is proposed to be 102 feet wide at the intersection to provide two northbound lanes and five southbound lanes, transitioning to a width of 58 feet, and then to a width of 34 feet with no parking within the project. All of Mesa Rock Road will include an enhanced parkway with a multi-use pathway.

2.3.1.4 *Sarver Lane*

The Sarver Lane intersection at Deer Springs Road will be signalized and is proposed to be 52 feet wide at the intersection to provide one northbound lane and two southbound lanes, transitioning to a width of 40 feet of pavement, then transitioning to a width of 34 feet with no parking within the project. All of Sarver Lane will include an enhanced parkway with a linear greenbelt and multi-use pathway. Existing pavement widths on Sarver Lane vary from 28 feet along the Catholic Church property to 16 feet north of the Church.

2.3.1.5 I-15 Interchange/Park-and-Ride Improvements

A Project Study Report (PSR) is underway with Caltrans to study alternatives for improving the I-15/Deer Springs Road interchange. These alternatives include southbound hook ramps at Mesa Rock Road south of Deer Springs Road, an eastbound to northbound loop ramp, a roundabout at the southbound ramps/Mesa Rock Road, and other potential configurations. The purpose of these alternatives is to increase the intersection spacing in order to eliminate queue spillover between intersections, thus reducing congestion. Relocation of the existing southbound off-ramp will allow for expansion of the existing park-and-ride lot in the northeast quadrant of Deer Springs Road/Mesa Rock Road. The expanded park-and-ride lot will allow for enhanced ride sharing and public transit expansion opportunities.

2.3.2 Non-Vehicular Circulation Network

The Community includes approximately 4.7 miles of bike lanes, an extensive trail system including: 7.1 miles of multi-use trails along the main road; 5.2 miles of internal trails within neighborhoods; 2.0 miles of multi-purpose trails through the open space area; and 1.3 miles of secondary trails through the open space area. Additionally, an electric bike share program is planned to further link the neighborhoods to one another and to reduce motorized vehicle trips. The non-vehicular circulation network is described in greater detail in Chapter III.

2.3.3 Transit

The proposed Community has been designed to promote health and sustainability by focusing on a compact pattern of development. The Community Development Model in turn allows for and supports a multi-modal transportation network that reduces traffic congestion and improves air quality. The existing park-and-ride lot in the northeast quadrant of Deer Springs Road/Mesa Rock Road is being incorporated into the Town Center design and is proposed for expansion. Preliminary discussions have taken place with North County Transit District (NCTD) on the viability of future transit service at an improved park-and-ride.

2.4 Open Space and Conservation

The Biological Open Space Preserve consists of approximately 1,202 acres within two large continuous blocks of key biological resources situated within the northern half and along the eastern boundary of the Site. Additionally a large third block of open space in the center of the Community connects the abovementioned blocks of open space to open space located east and south of the project area (see **Figure 51 – Biological Open Space**).

The Biological Open Space provides for the following:

1. Trails and utility easements will be allowed within the dedicated Biological Open Space easements.
2. Only passive recreation activities such as hiking, mountain biking, horseback riding, and bird watching will be allowed on the trail easements within the biological open space.
3. Prior to recordation of the first Final Map, the Resource Management Plan (RMP) shall be approved for the biological open space areas within the Community to the satisfaction of the Director of PDS. The goal of the RMP shall be to enhance the biological functions and values of the natural open space through on-going management and protection.
4. Prior to recordation of each Final Map, a re-vegetation plan shall be approved to the satisfaction of the Director of PDS for areas where re-vegetation is proposed as mitigation for project impacts shown on the Final Map.
5. Biological open space as shown on the Tentative Map will be dedicated in phases. Biological open space shall be protected through recordation of an open space easement to the County or a third party entity.
6. As a condition of approval, biological open space easements shall be dedicated upon recording of each Final Map.

2.5 Infrastructure and Public Facilities

2.5.1 Water Service

The Community is located within the boundaries of the Vallecitos Water District (VWD) that will provide water service to the Project. There is an extensive network of water mains on site ranging in size from 8-inch to 16-inch. There is one existing 1.3 million gallon water reservoir within the Site that serves the project area as well as provides service to adjacent properties.

The Community would result in increased demand for water and would require the relocation of some existing water mains, the construction of new water mains for the Site and the construction of two new water reservoirs to serve the Community (see **Figure 30 – Water Supply**). The project water supply would be provided by VWD and does not require annexation into the district. Establishment of this water supply would occur through the expansion/extension of existing supply pipelines and reservoirs located within and adjacent to the Community.

2.5.2 Wastewater Service

The Community is located within the boundaries of the Vallecitos Water District for sewer service. The majority of the Site will 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 (LAFCO) approval. There is an existing 8-inch public sewer main in Sarver Lane owned by VWD that is approximately one-quarter mile south of the project boundary. The proposed Community would result in increased demand for sewer treatment. There are few existing sewer facilities in the vicinity of the project and off-site sewer facilities will be needed to serve the Community. A number of off-site sewer improvements may be required to accommodate additional flows from the project. On-site improvements include 8-inch to 15-inch gravity sewers (see **Figure 31 – Sewer Collection System**).

2.5.3 Stormwater Facilities

The existing Site is not developed and does not have any substantial existing stormwater drainage systems. The proposed Community will incorporate stormwater facilities to manage stormwater quality, hydromodification impacts and peak flow attenuation. Stormwater quality and hydromodification impacts will be addressed through a system of bioretention swales and bioretention basins that have been integrated into the project design, along with additional LID features such as roadside swales. These features will provide high quality stormwater treatment and mitigate flows to pre-development levels for storm events which contribute to the hydromodification of receiving channels. To eliminate potential flooding impacts during peak storm events, stormwater detention will be provided prior to runoff exiting the Site. Drainage improvements will also be constructed for the off-site road improvements.

2.5.4 Natural Gas and Electricity

Natural gas and electricity in the project area are provided by the San Diego Gas & Electric Company (SDG&E). The Site is serviced by both electric lines and underground 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 Site is generally undeveloped and would result in increased demand for natural gas and electricity and would require the extension of those utilities to the Site in order to provide service for the Community. The Community proposes utility easements for power and natural gas services to be located within the proposed roadways. Based on coordination with local service providers, including SDG&E, the project would be sufficiently served with electricity and natural gas. The proposed use of these utilities and services for the Project would not affect current use of these systems or cause substantial burdens on the local providers. The Community would not create a need for new utility system or supplies, or cause substantial alterations to current conditions of utilities and service providers.

2.5.5 Fire Safety

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

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

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

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

The entire Site has been designed with fire protection as a key objective as shown on **Figure 32 – Fuel Modification Zone Exhibit** and **Figure 33 – Typical Fuel Modification Zone Configuration and Width**. The site improvements are designed to facilitate emergency apparatus and personnel access throughout the Site. Driveway and road improvements with fire engine turnouts and turnarounds provide access to within 150 feet of all sides of every building. Water availability and flow will be consistent with DSFPD requirements including fire flow and

hydrant distribution. These features along with the ignition resistance of all buildings, the interior sprinklers and the pre-planning, training and awareness will assist responding firefighters through prevention, protection and suppression capabilities.

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

2.5.6 Schools

The Community is within the service boundaries of three public school districts: San Marcos Unified School District, Escondido Union School District and Escondido Union High School District. In addition, the Community has reserved a site suitable for a K-8 charter school. Prior to this school being built, students living in San Marcos Unified School District would attend Twin Oaks Elementary School, Woodland Park Middle School and Mission Hills High School. Students living within Escondido Union District would attend North Broadway or Rock Springs Elementary School and Rincon Middle School. Students within Escondido Union High School District would attend Escondido High School. An exhibit depicting the school district boundaries and potential school site within the Community, see **Figure 34 – School District Boundaries**.

2.5.7 Wireless Facilities

Proposed wireless facilities will be subject to the standards and requirements set forth in Sections 6980-6991 of the SDCZO.