

Newland Sierra Specific Plan

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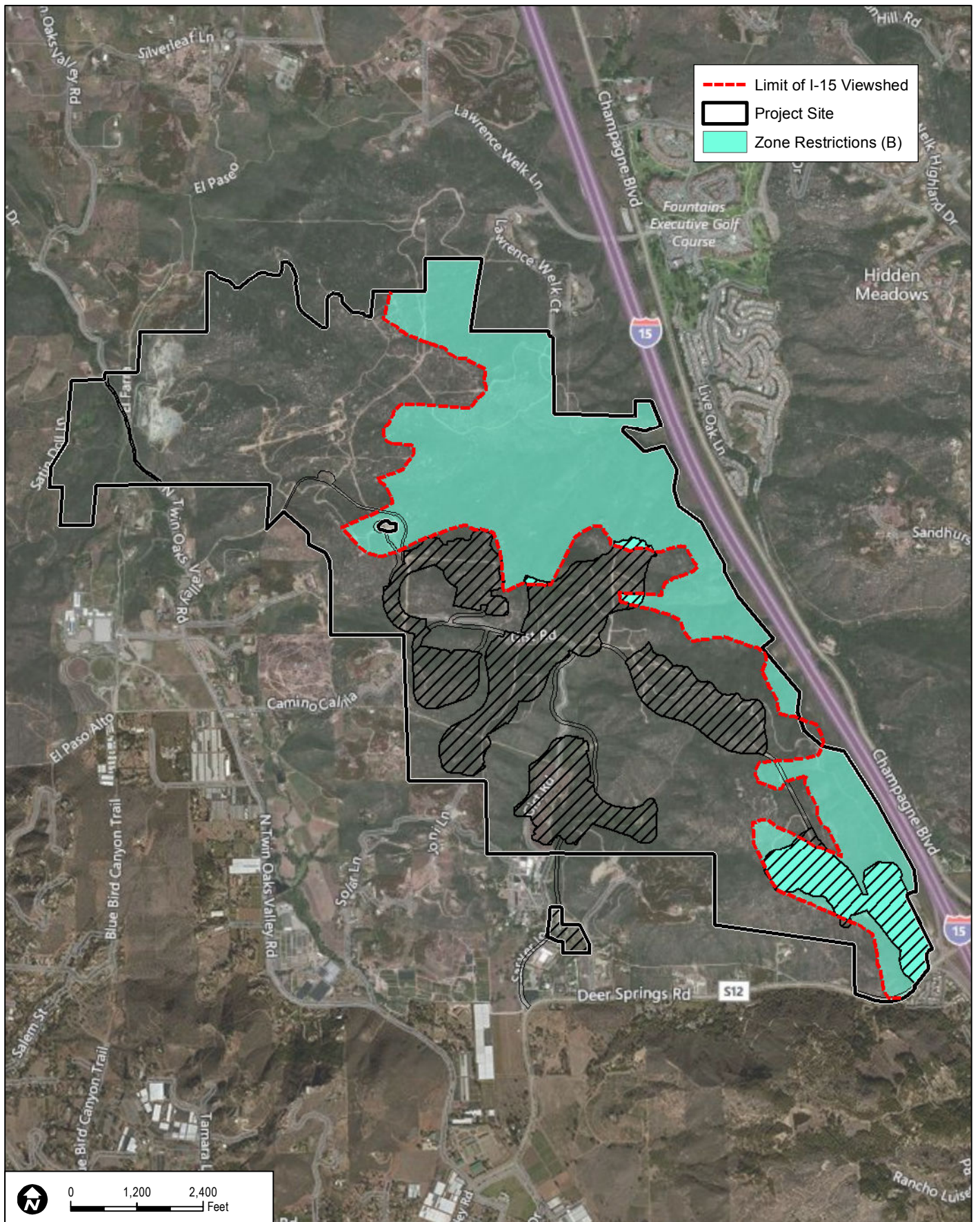


FIGURE 11
Proposed North County Metropolitan I-15 Design Corridor

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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.
- Coordinate a ride share service and 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 and/or the San Marcos Civic 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 and/or in the project's Town Center.

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 and/or the San Marcos Civic 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

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 an 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

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

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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

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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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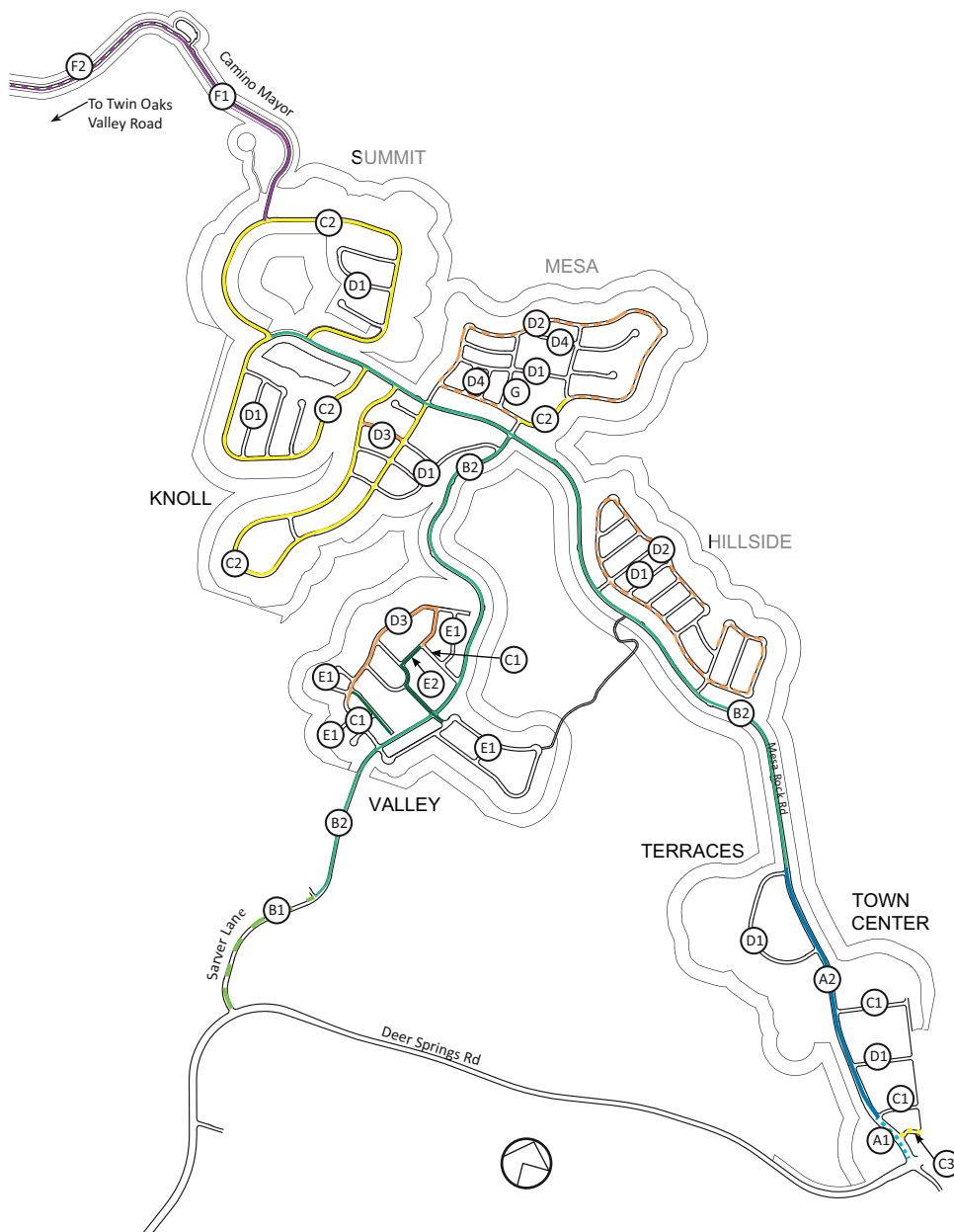


FIGURE 13
Town Center Plan

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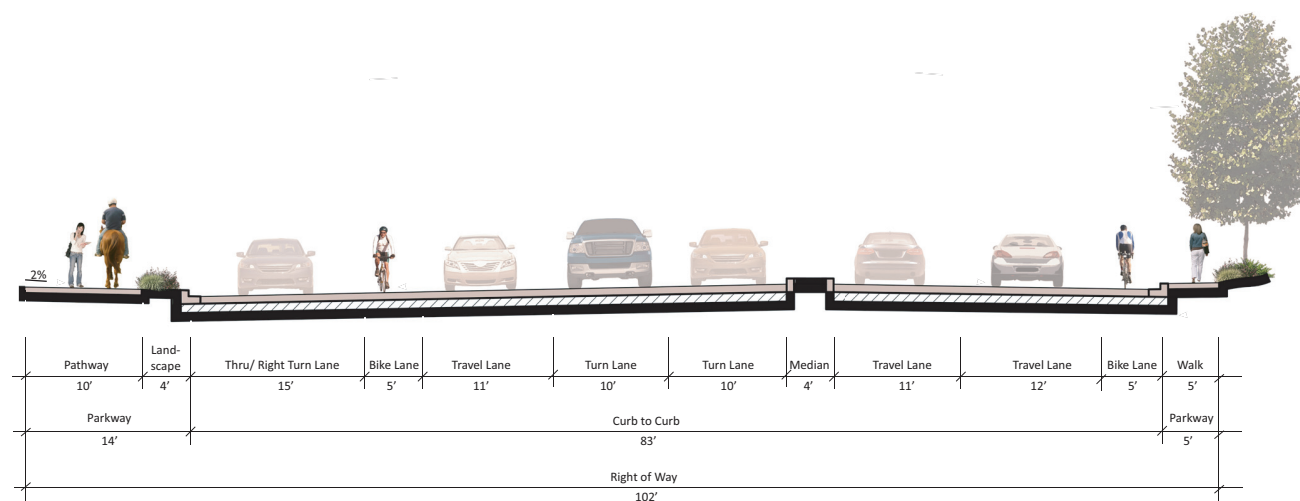
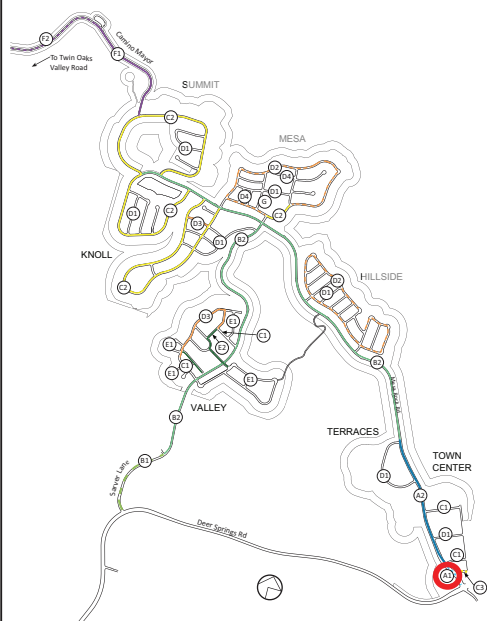
Road Section		Road Classification	Public/ Private	Proposed	
				# Lanes / Lane Width	ROW
A1		Modified Boulevard w/ Raised Median	Public	6/varies	102'
A2		Modified Boulevard w/ Intermittent Turn Lane	Public	4/10.5'	89'
B1		Modified Light Collector w/ No Median	Public	2/11'	60'
B2		Modified Light Collector w/ Reduced Shoulder	Public	2/11'	66'
C1	no symbol	Residential Collector	Public	2/12'	60'
C2		Modified Residential Collector	Public	2/12'	69'-73'
C3		Modified Residential Collector	Public	2/12'	52'
D1	no symbol	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	no symbol	Residential Loop	Public	2/12'	52'
E1	no symbol	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	no symbol	Private Street	Private	2/12'	32'

FIGURE 14
Road Sections Key Map
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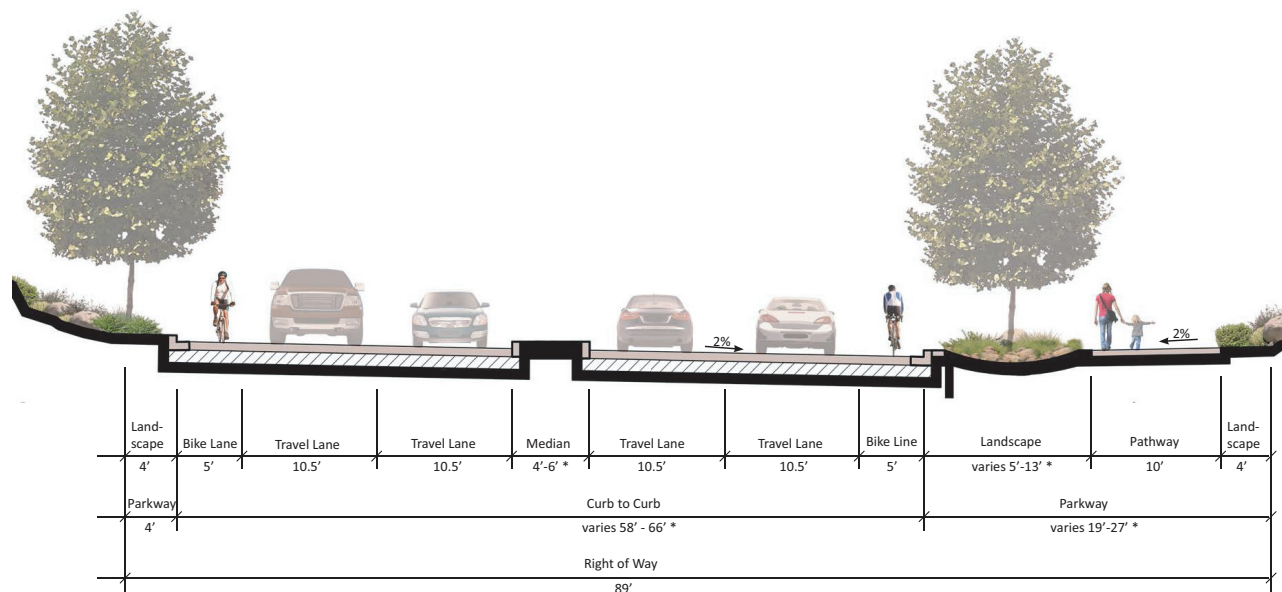
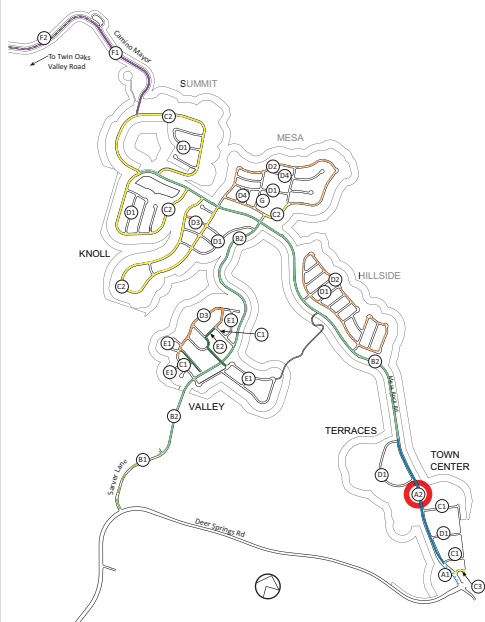
A1

FIGURE 15
Public Modified Boulevard with Raised Median

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

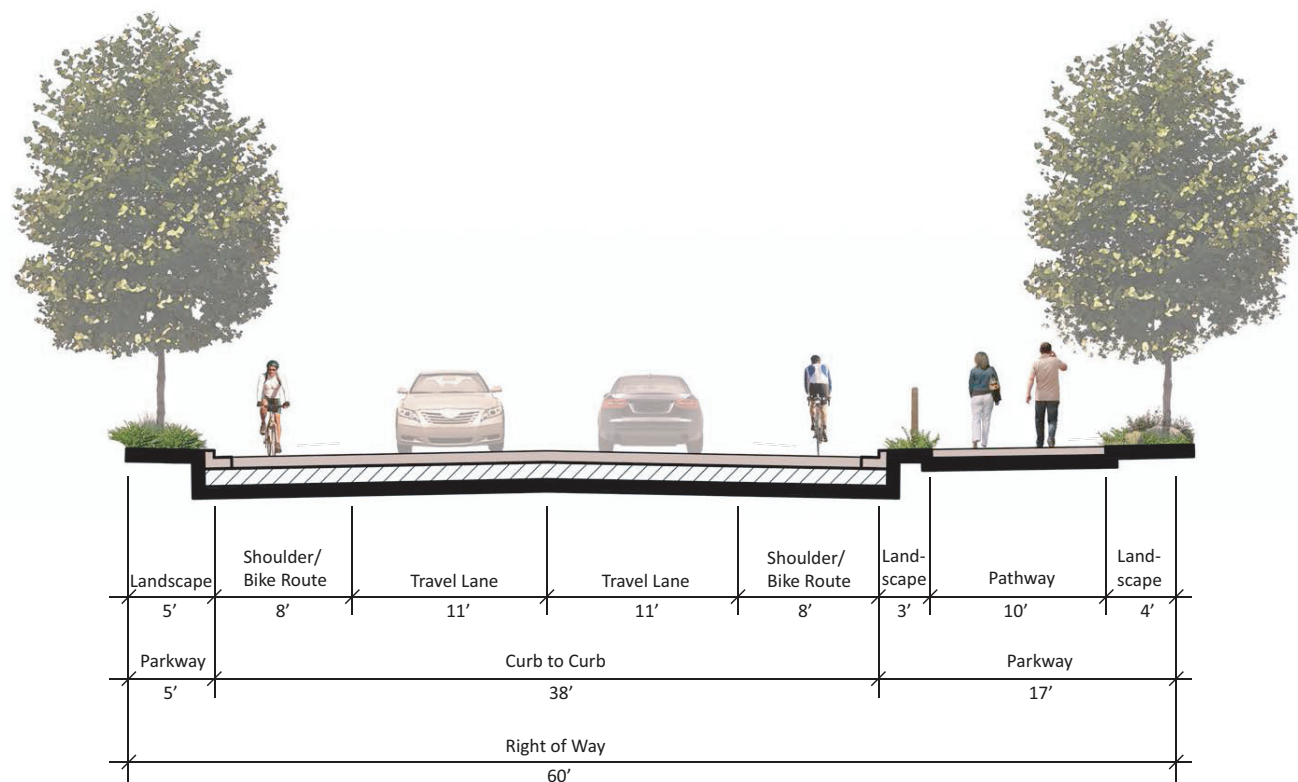
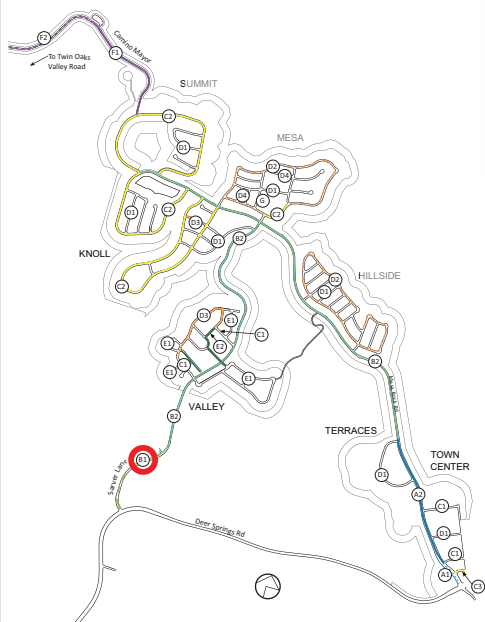
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FIGURE 16
Public Modified Boulevard with Intermittent Turn Lane

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Newland Sierra Specific Plan

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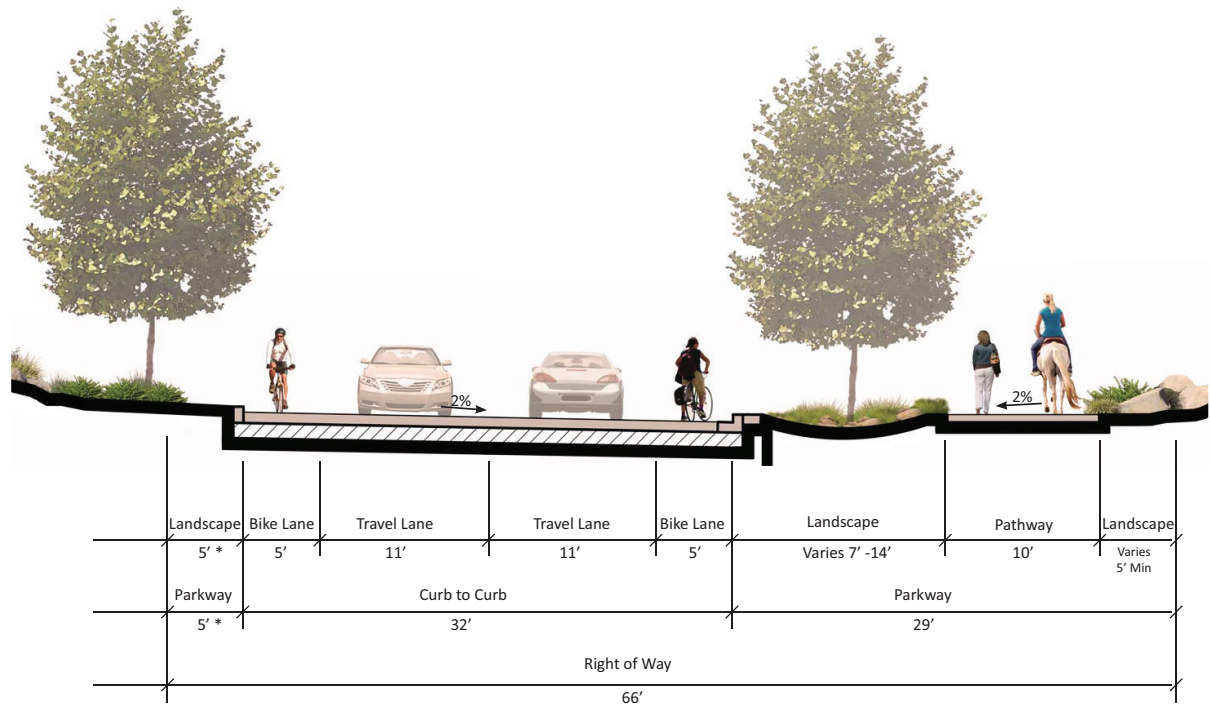
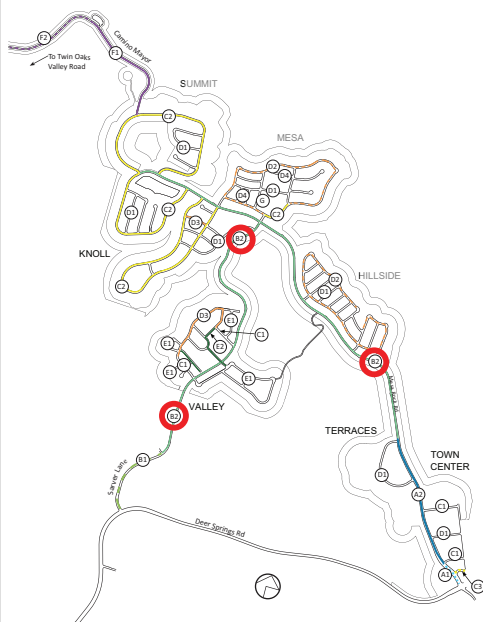
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FIGURE 17
Public Modified Light Collector with No Median

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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.

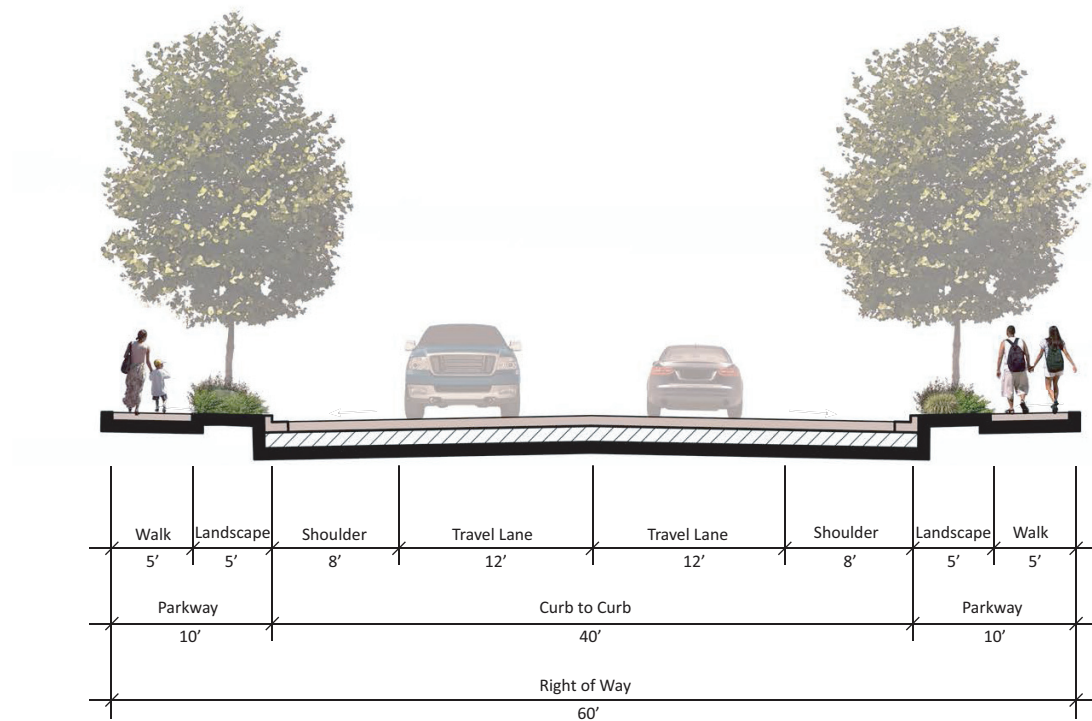
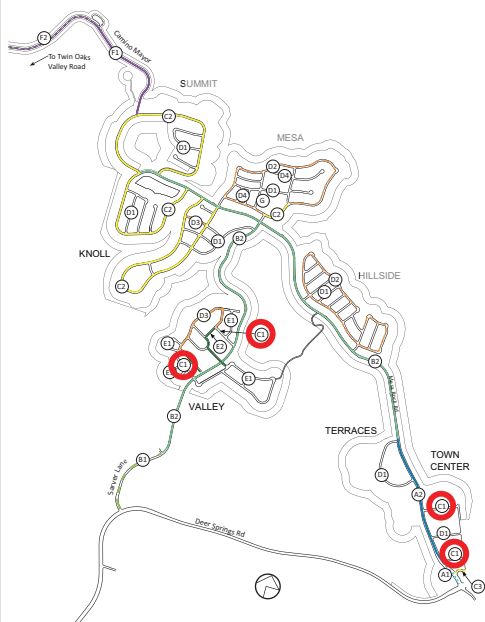
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FIGURE 18
Public Modified Light Collector with Reduced Shoulder

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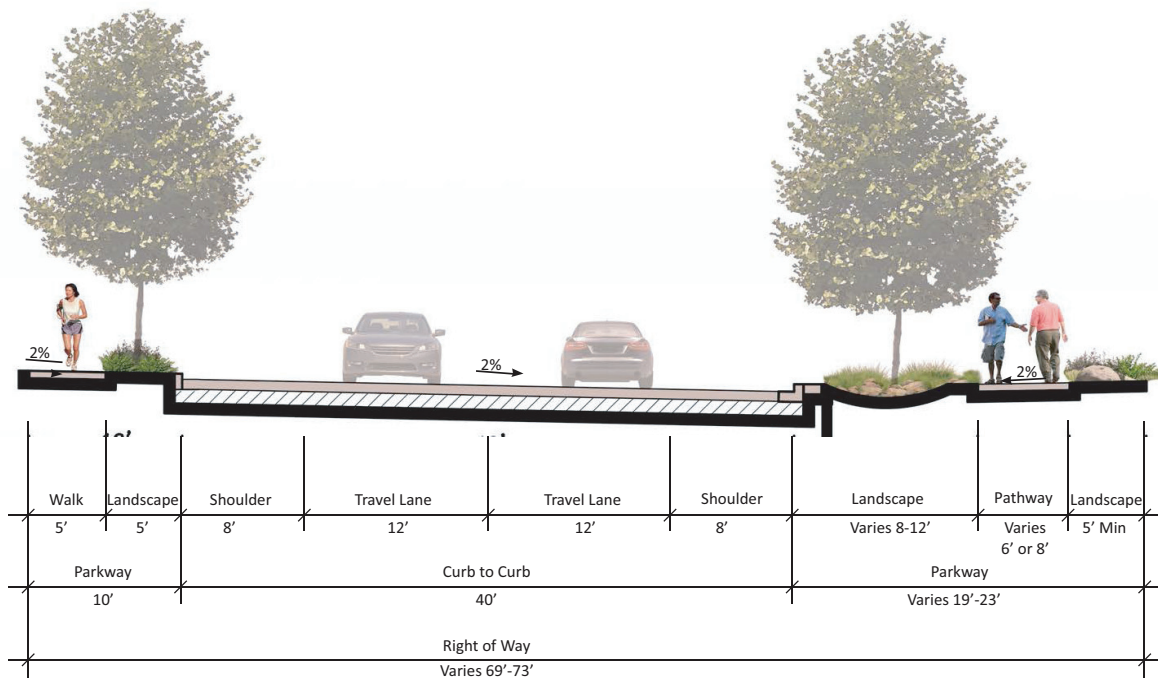
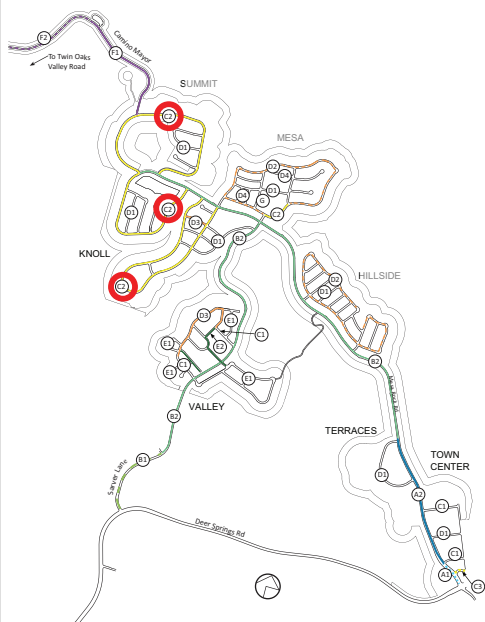


C1

FIGURE 19
Public Residential Collector
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Newland Sierra Specific Plan

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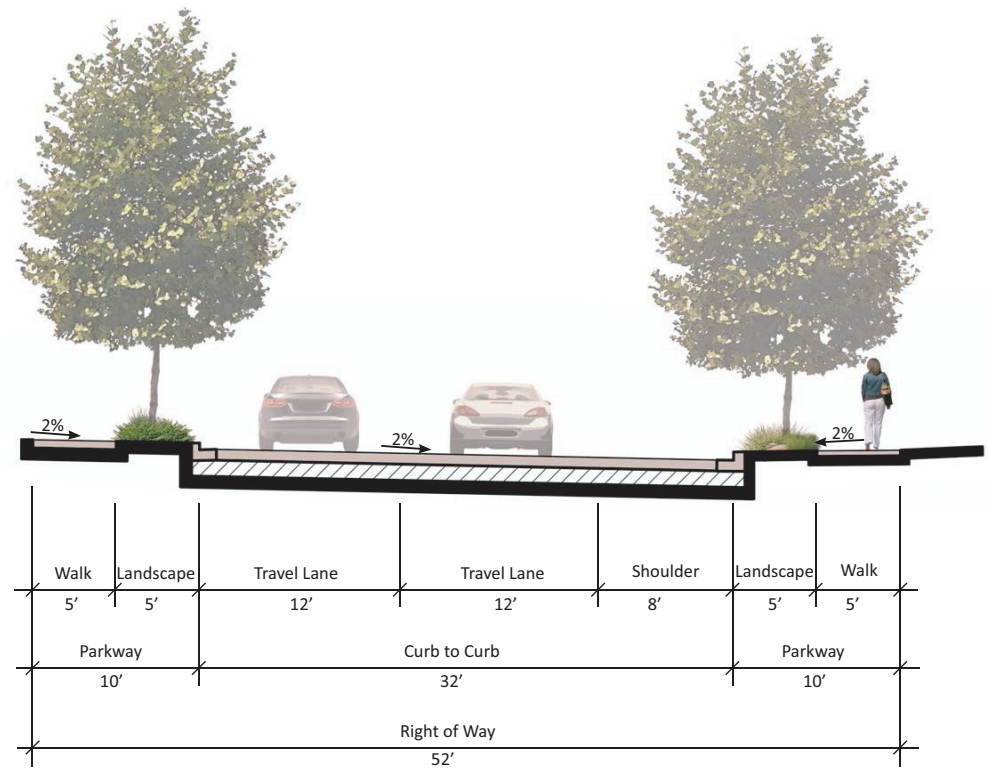
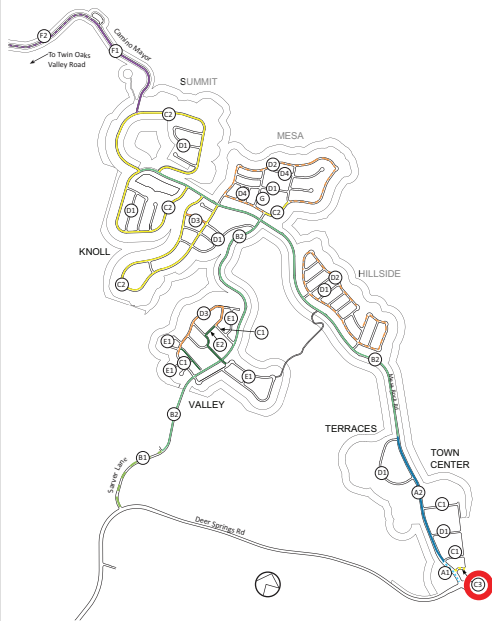
C2

FIGURE 20
Public Modified Residential Collector

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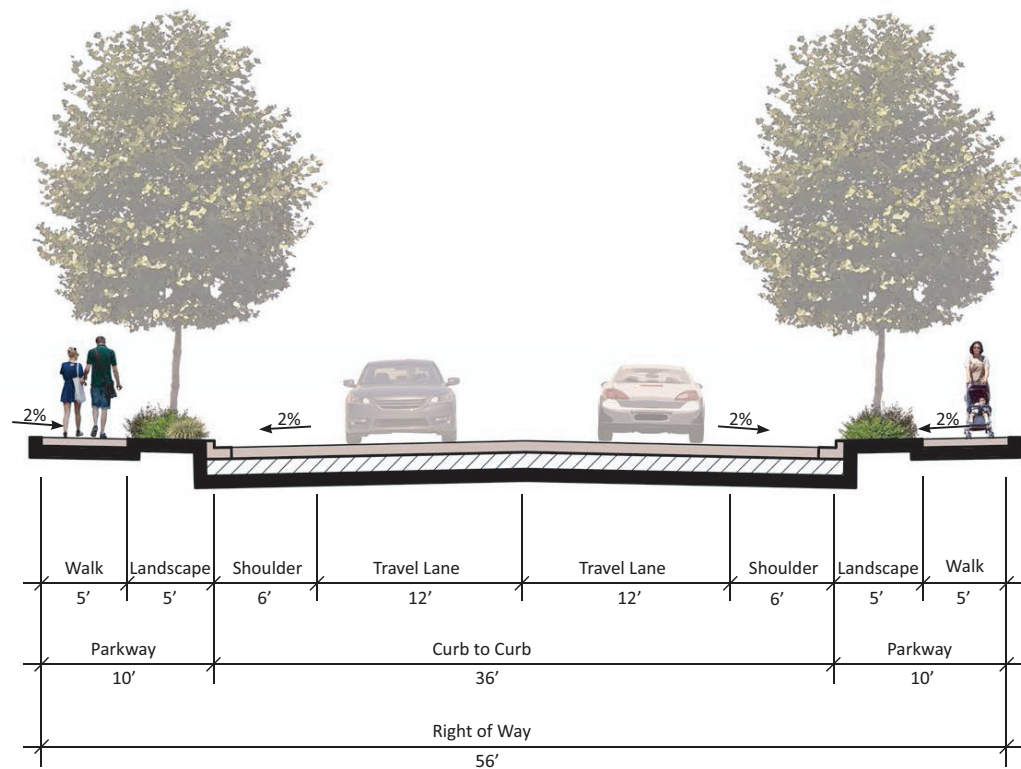
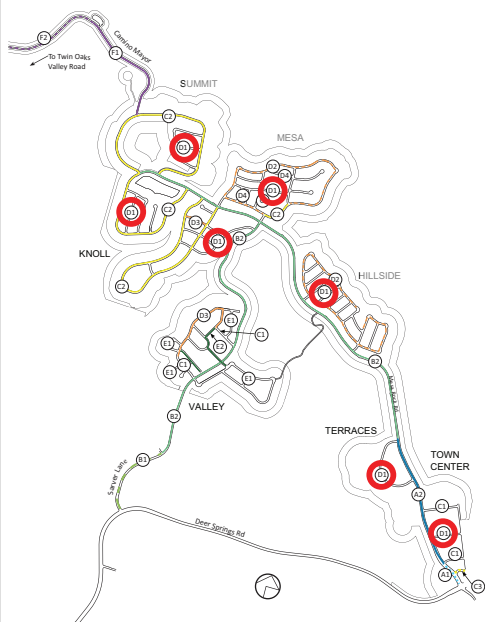


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FIGURE 21
Public Modified Residential Collector
 Newland Sierra Specific Plan

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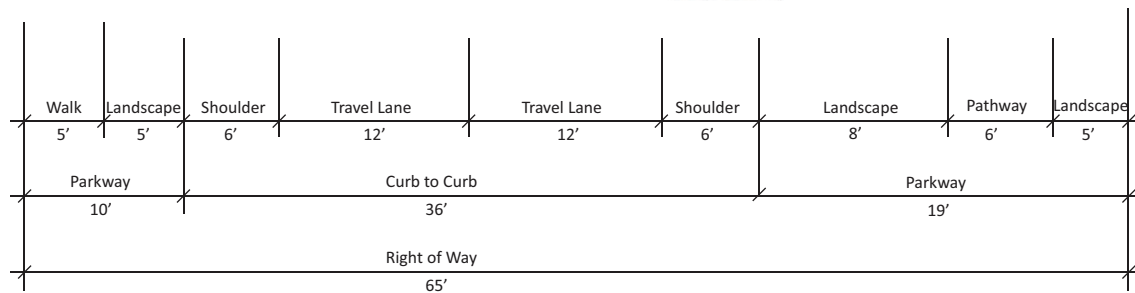
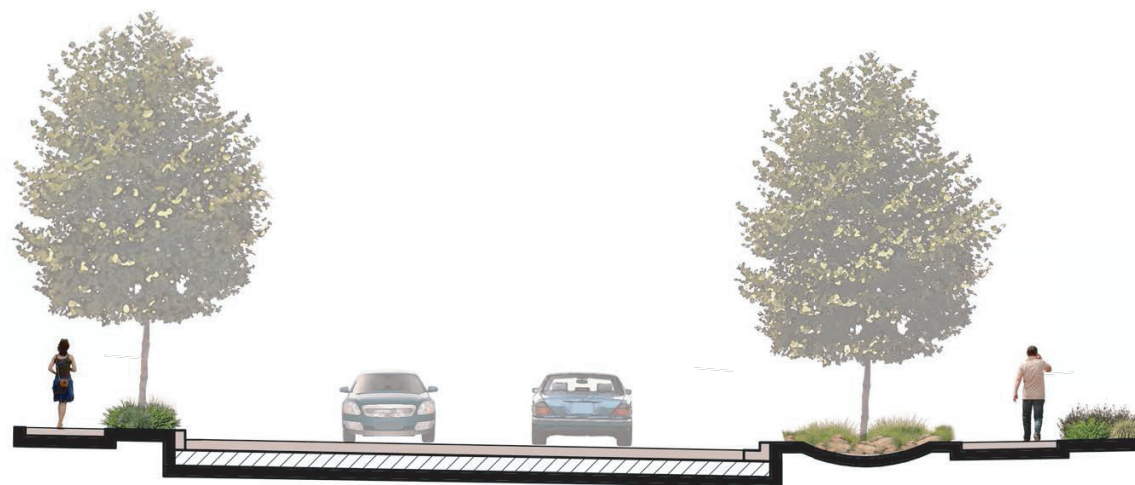
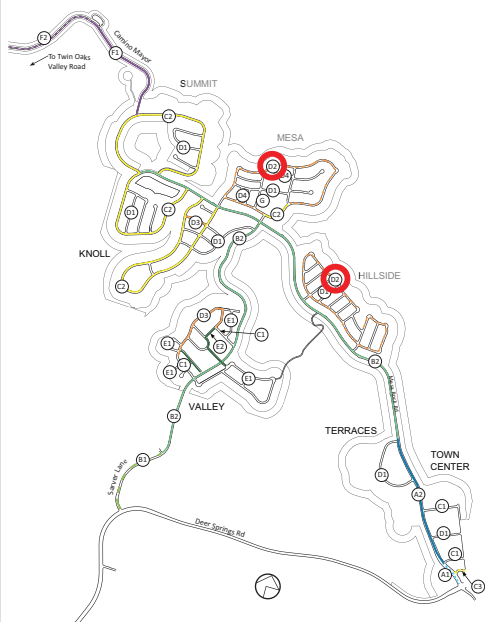


D1

FIGURE 22
Public Residential Road
 Newland Sierra Specific Plan

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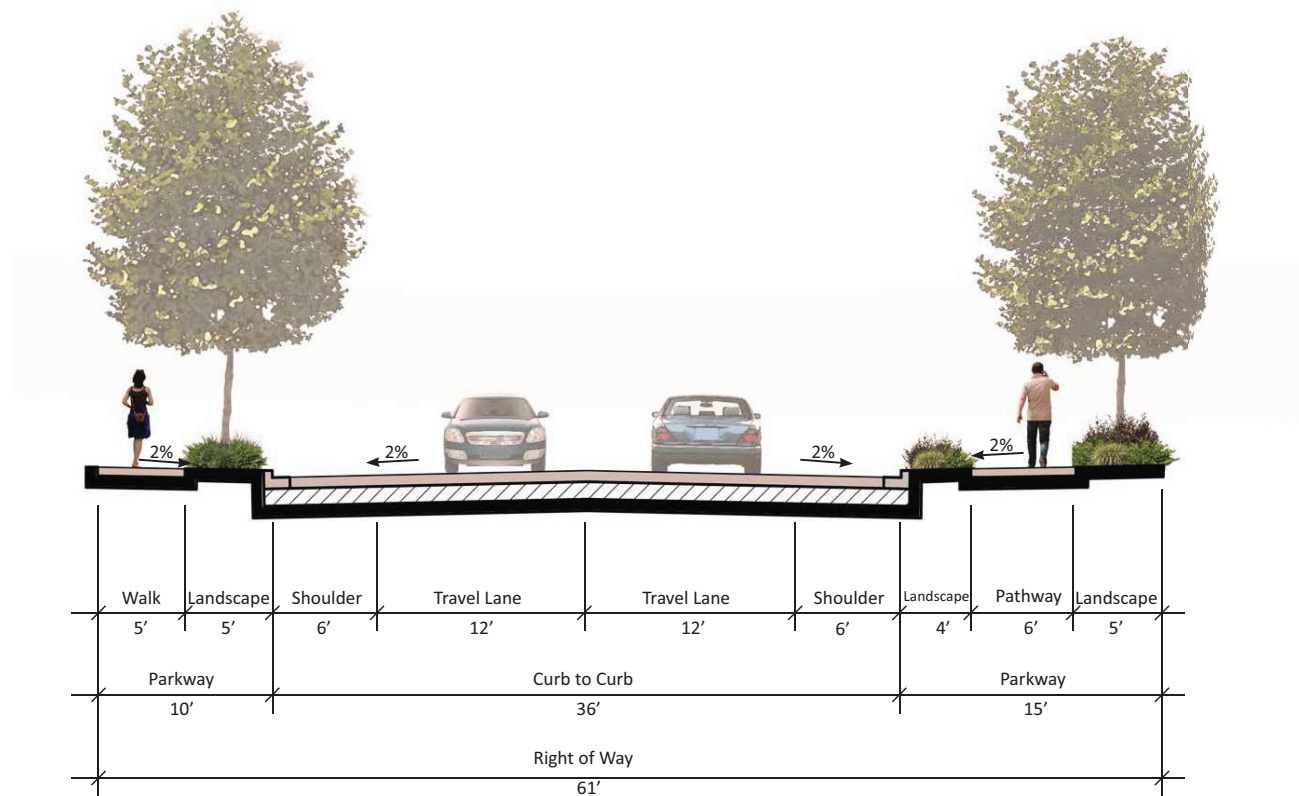
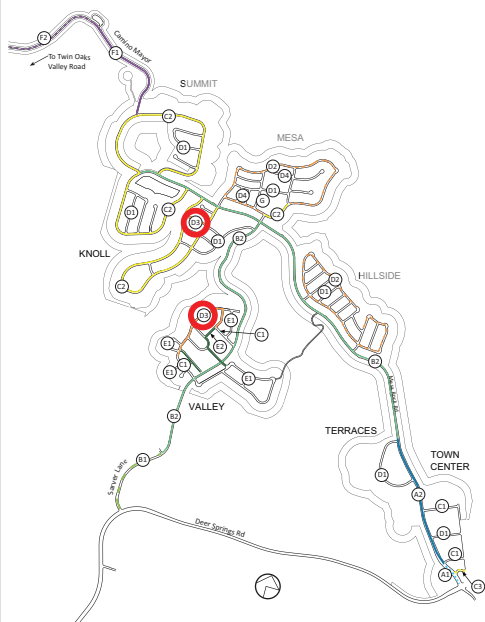
D2

FIGURE 23
Public Modified Residential Road

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Newland Sierra Specific Plan

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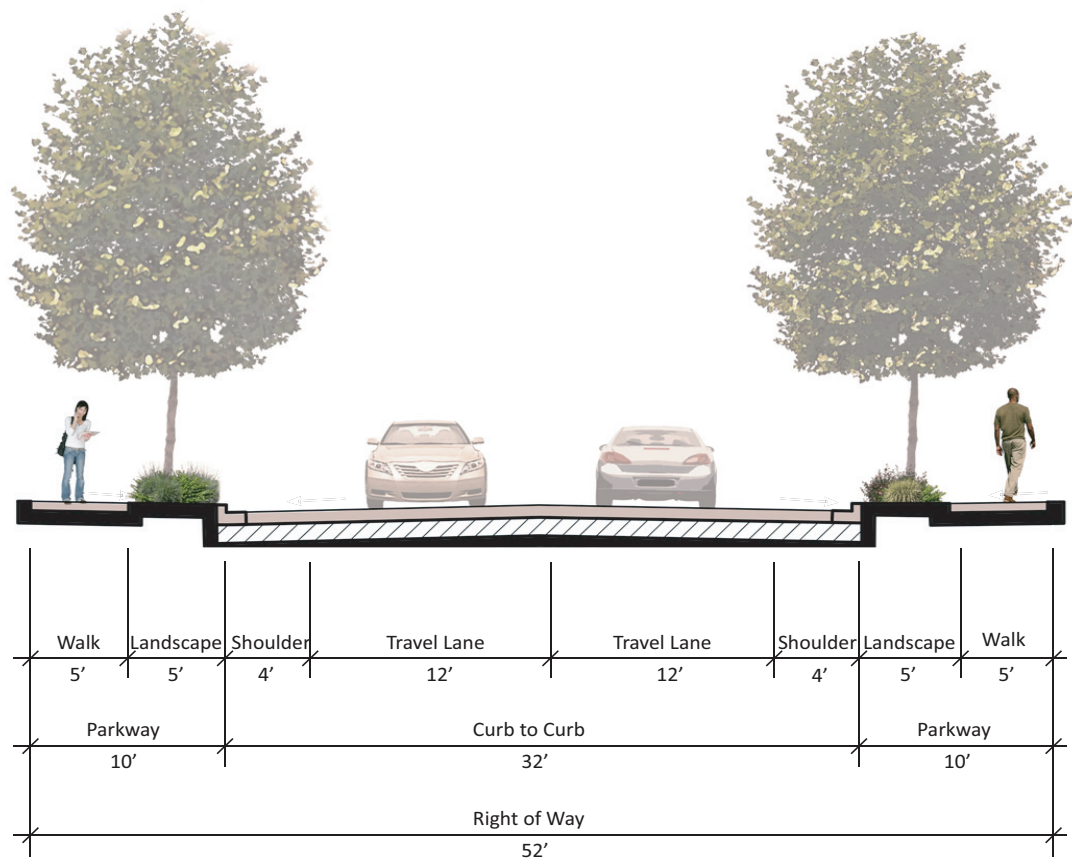
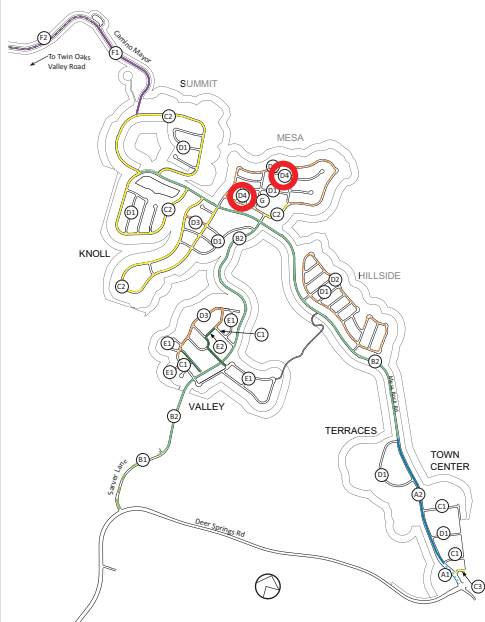
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FIGURE 24
Public Modified Residential Road with Parkway

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D4

FIGURE 25
Public Residential Loop
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