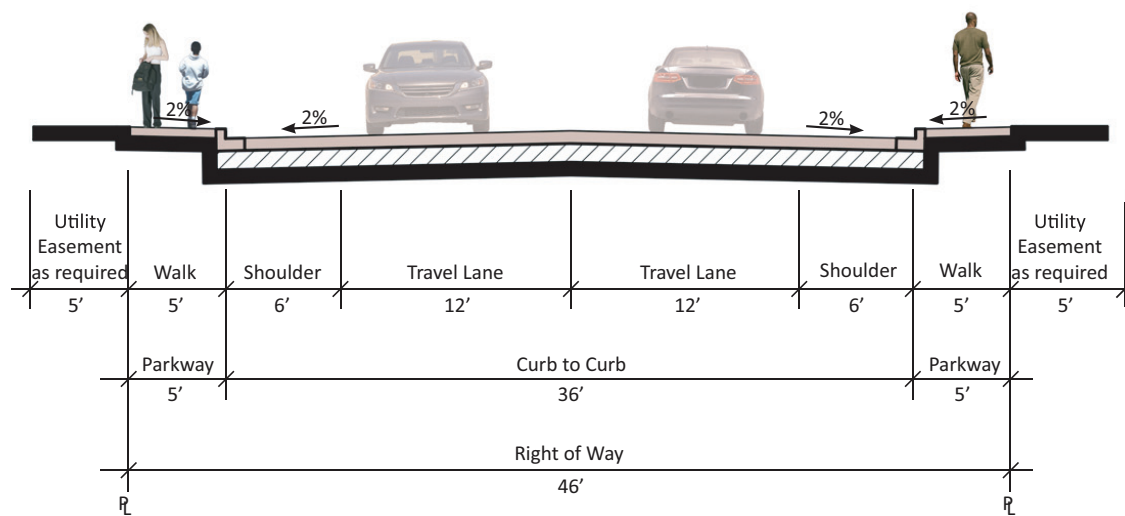
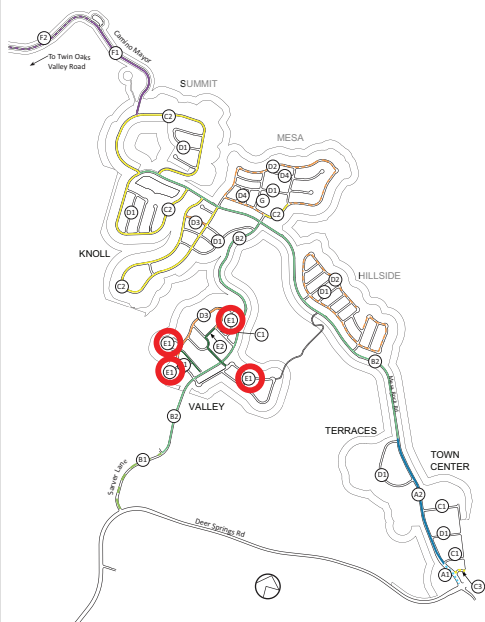


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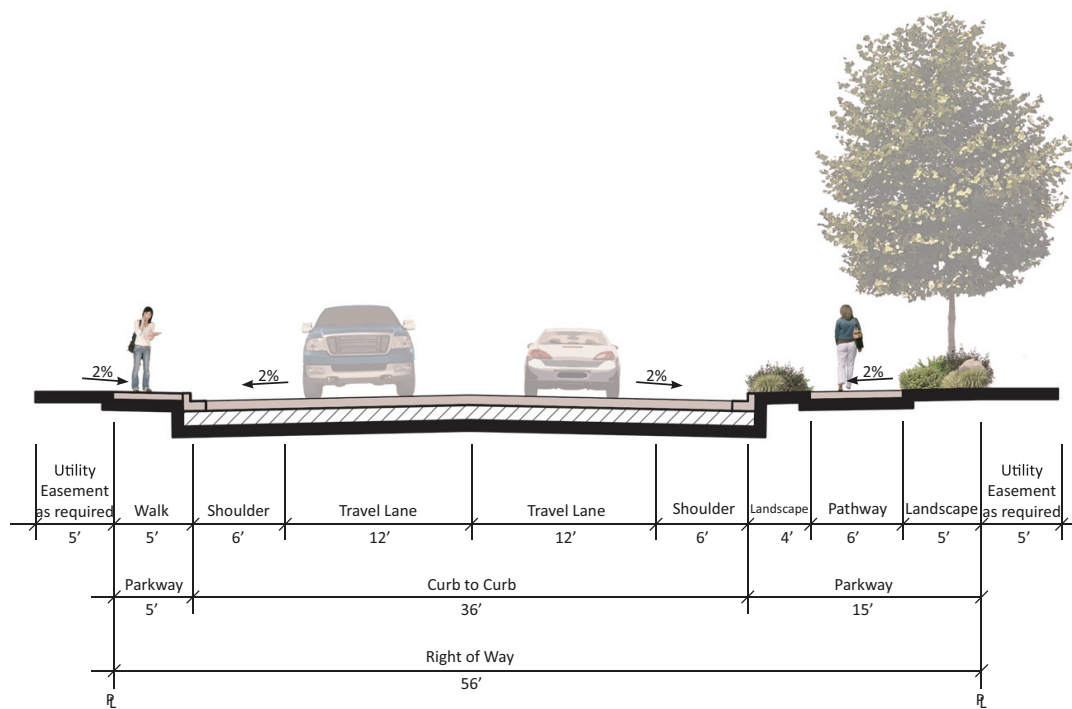
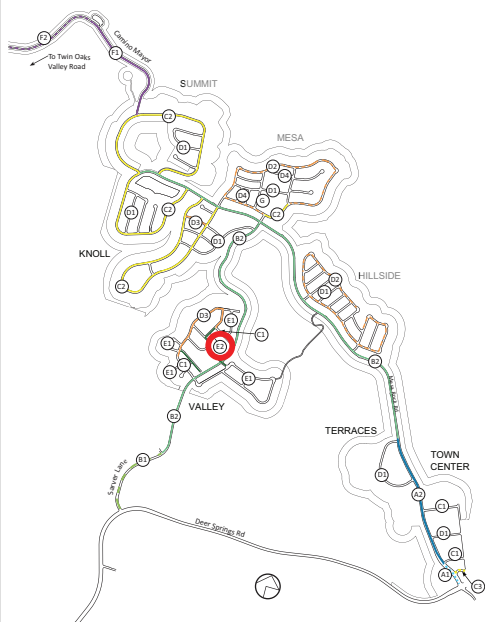
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FIGURE 26
Public Modified Residential Road

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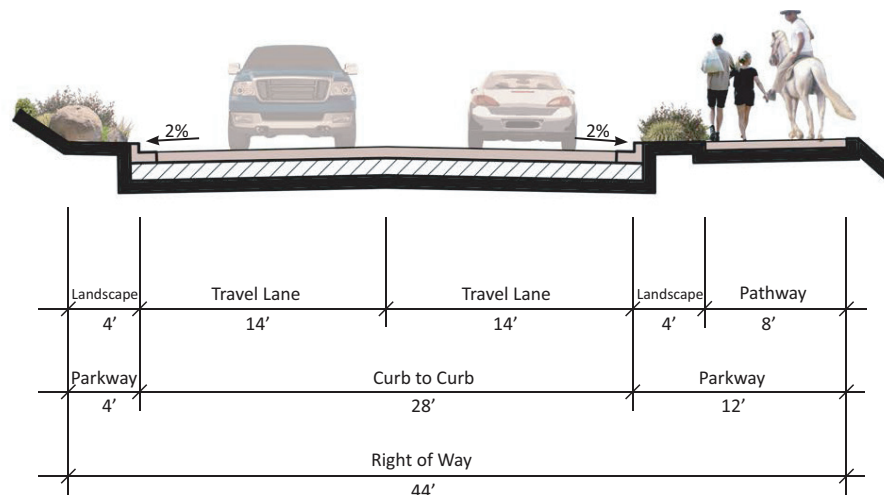
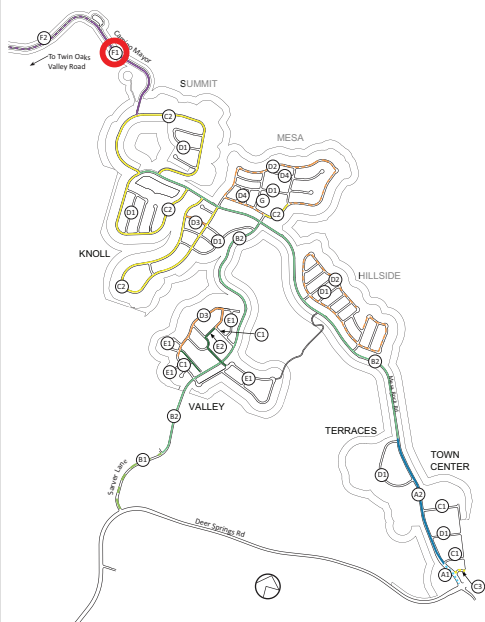
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FIGURE 27
Public Modified Residential Road with Parkway

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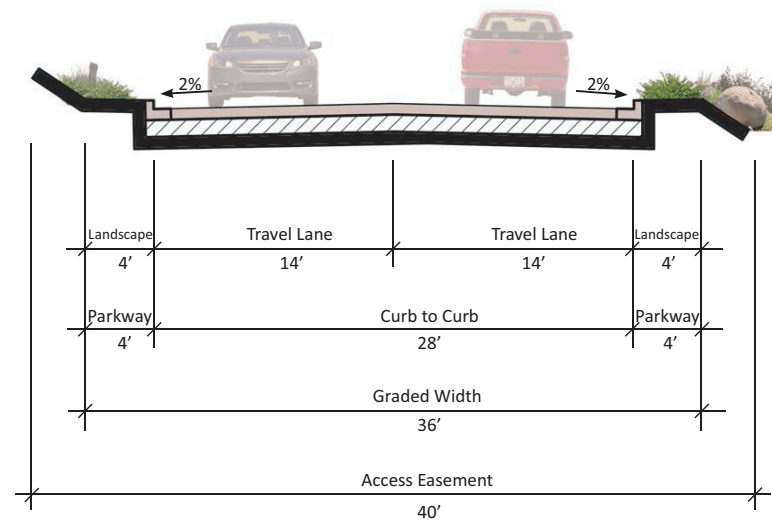
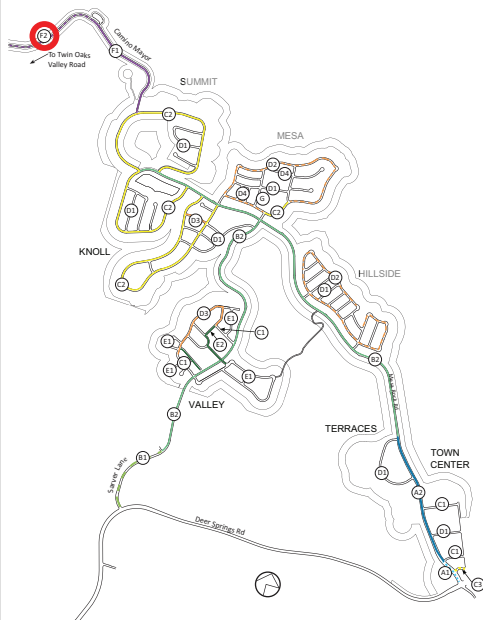
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FIGURE 28
Camino Mayor–Public Modified Hillside Residential Street with Pathway

Newland Sierra Specific Plan

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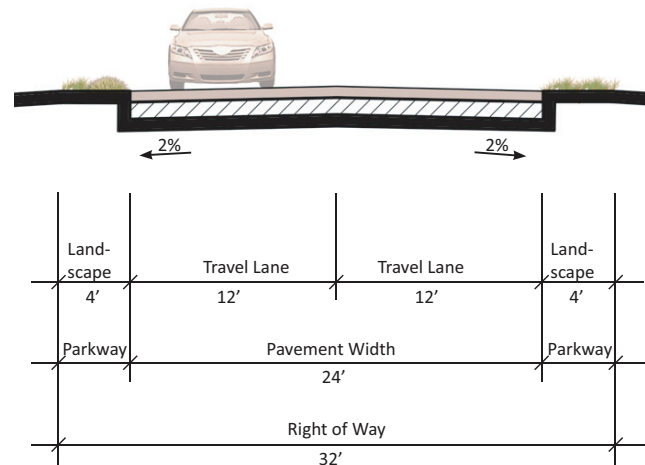
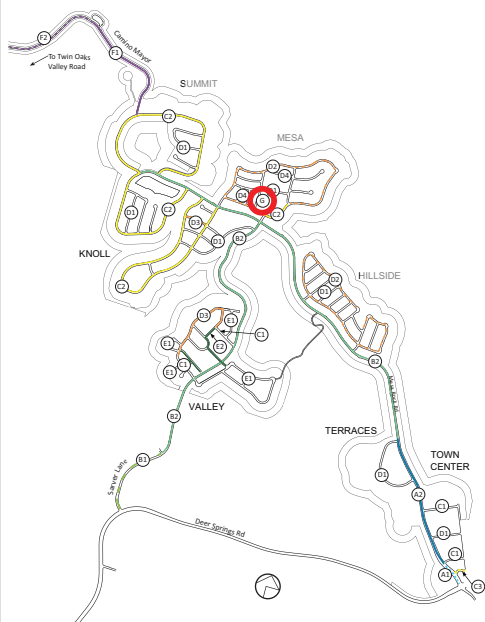
F2

FIGURE 29
Camino Mayor–Private Modified Hillside Residential Street

Newland Sierra Specific Plan

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FIGURE 30
Private Street

Newland Sierra Specific Plan

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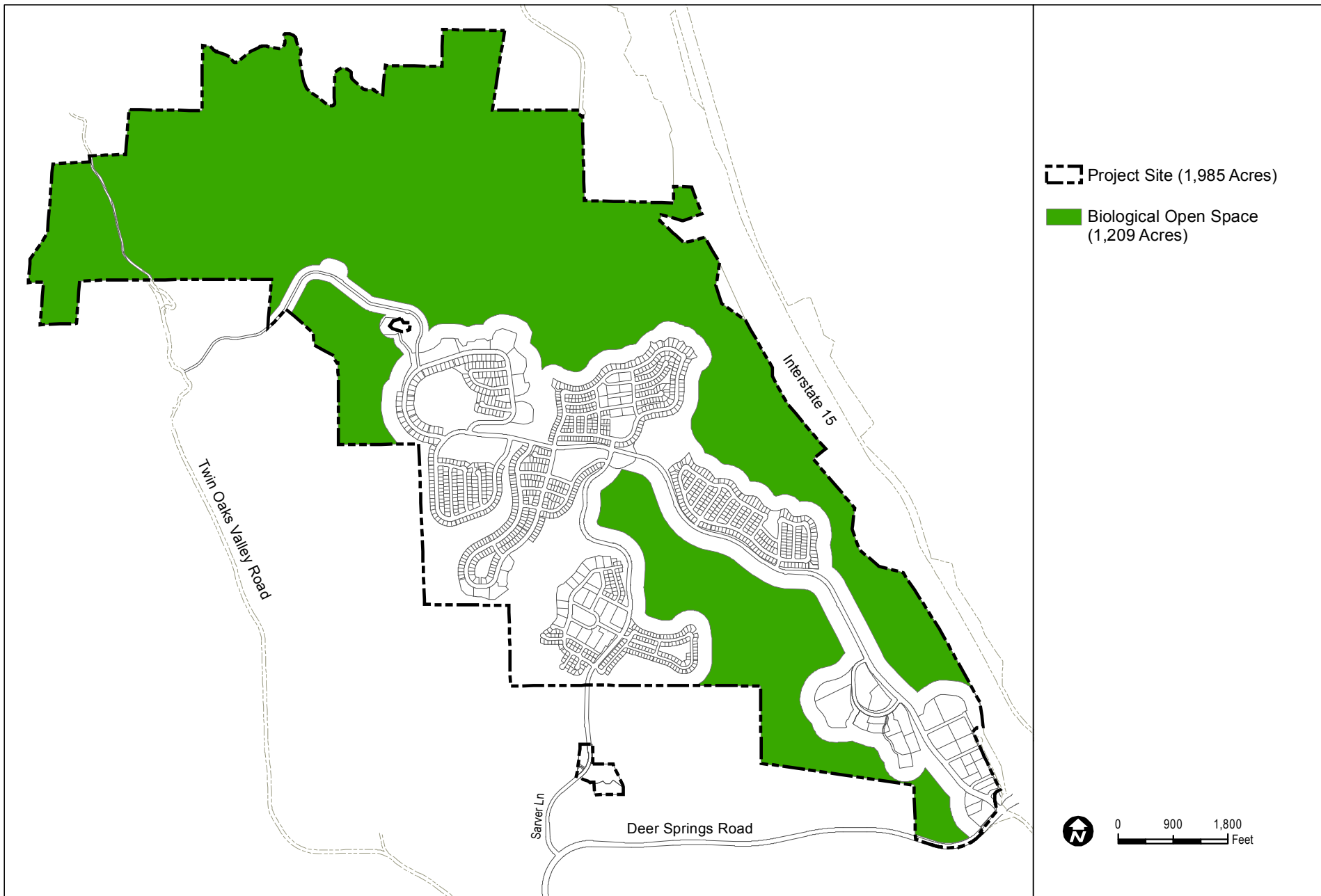


FIGURE 31
Biological Open Space

Newland Sierra Specific Plan

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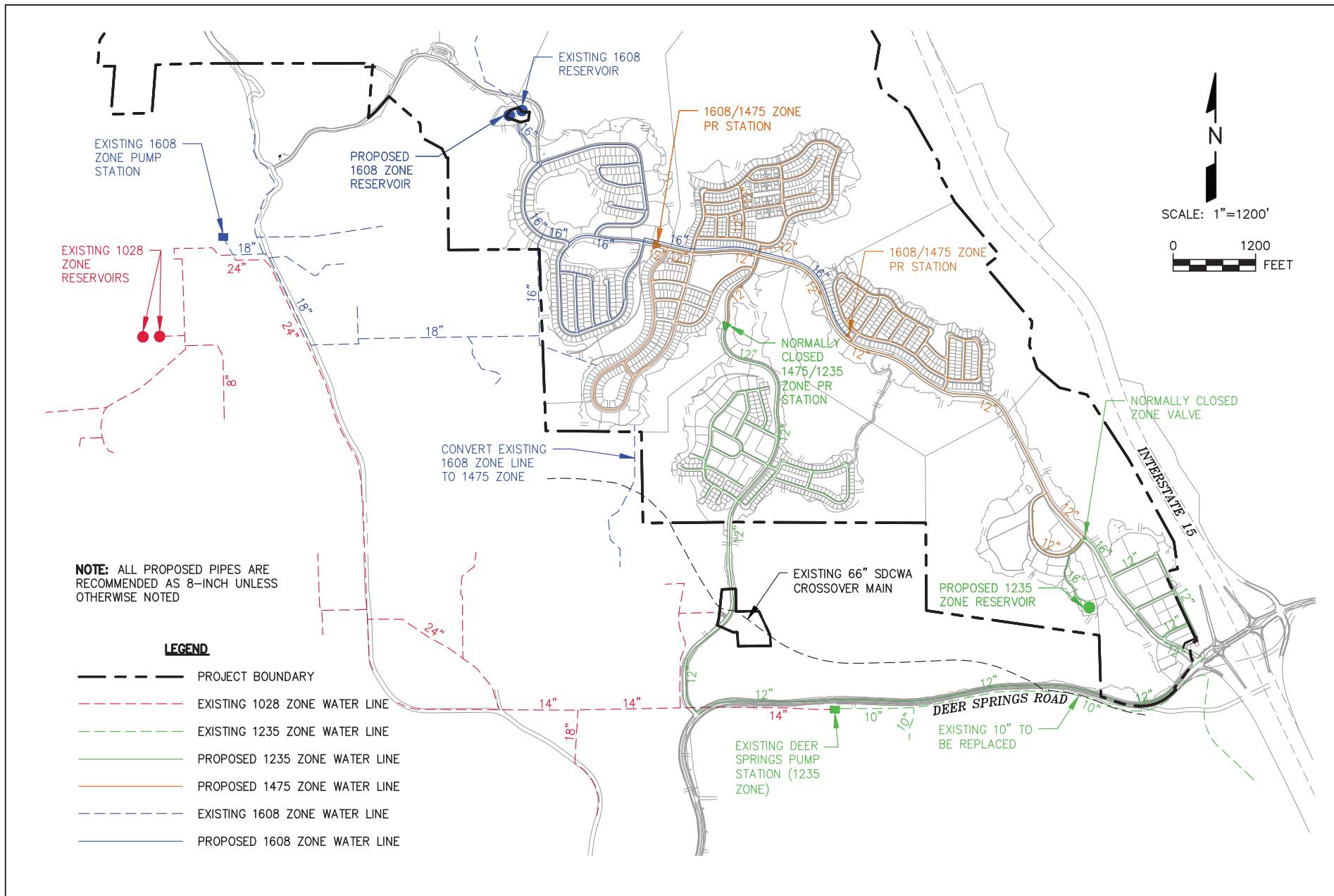


FIGURE 32
Water Supply

Newland Sierra Specific Plan

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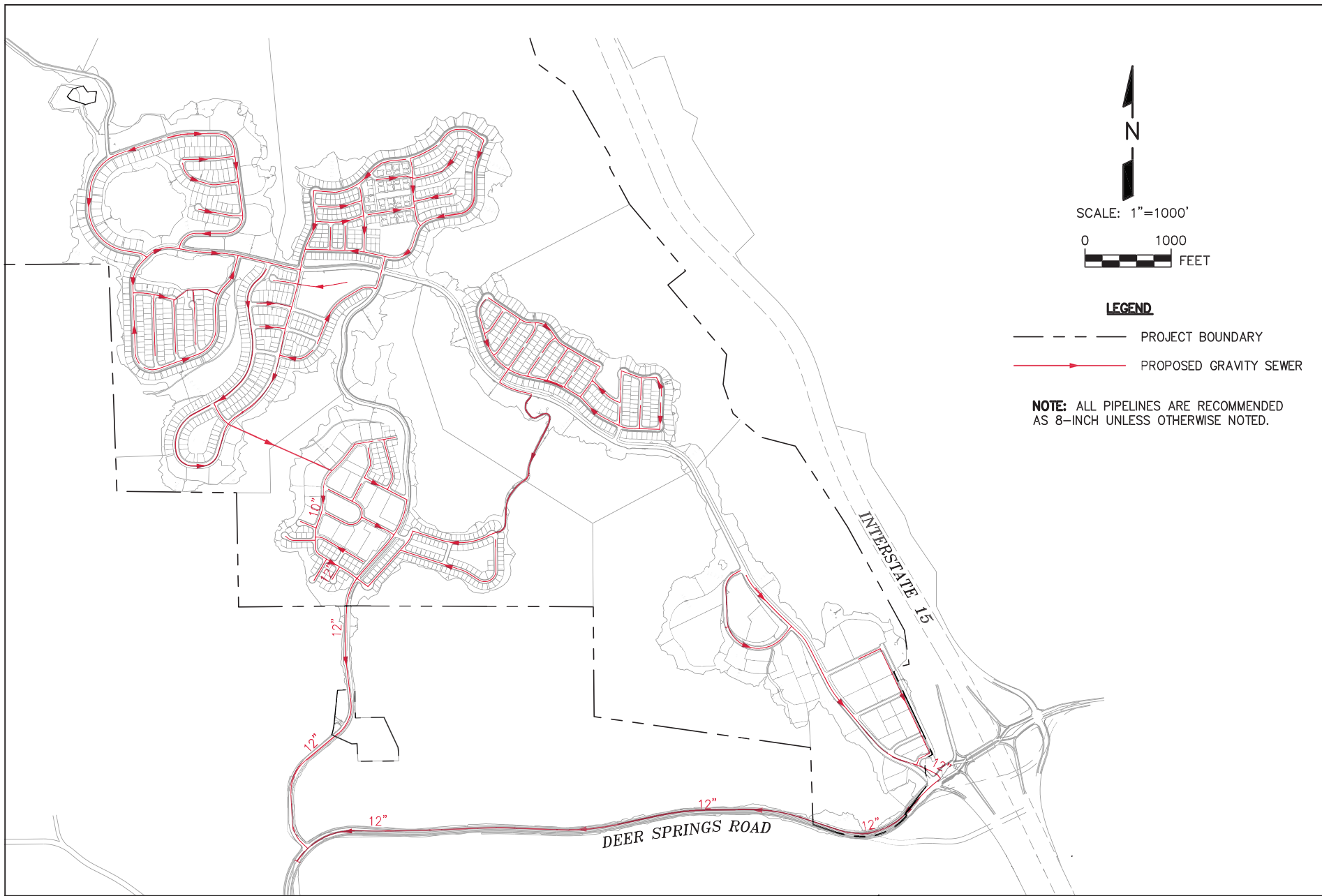


FIGURE 33
Sewer Collection System
 Newland Sierra Specific Plan

Newland Sierra Specific Plan

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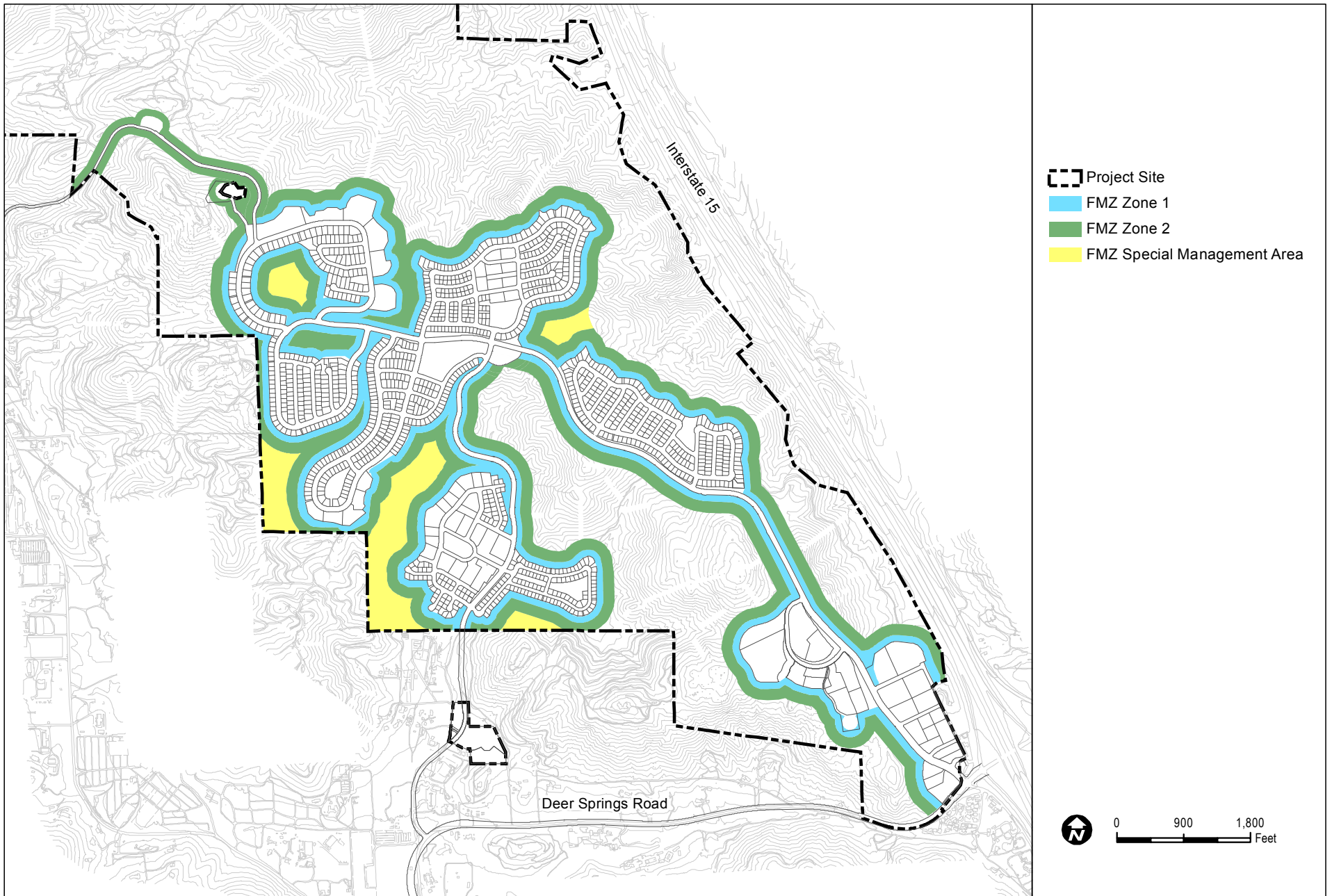


FIGURE 34
Fuel Modification Zone Exhibit

Newland Sierra Specific Plan

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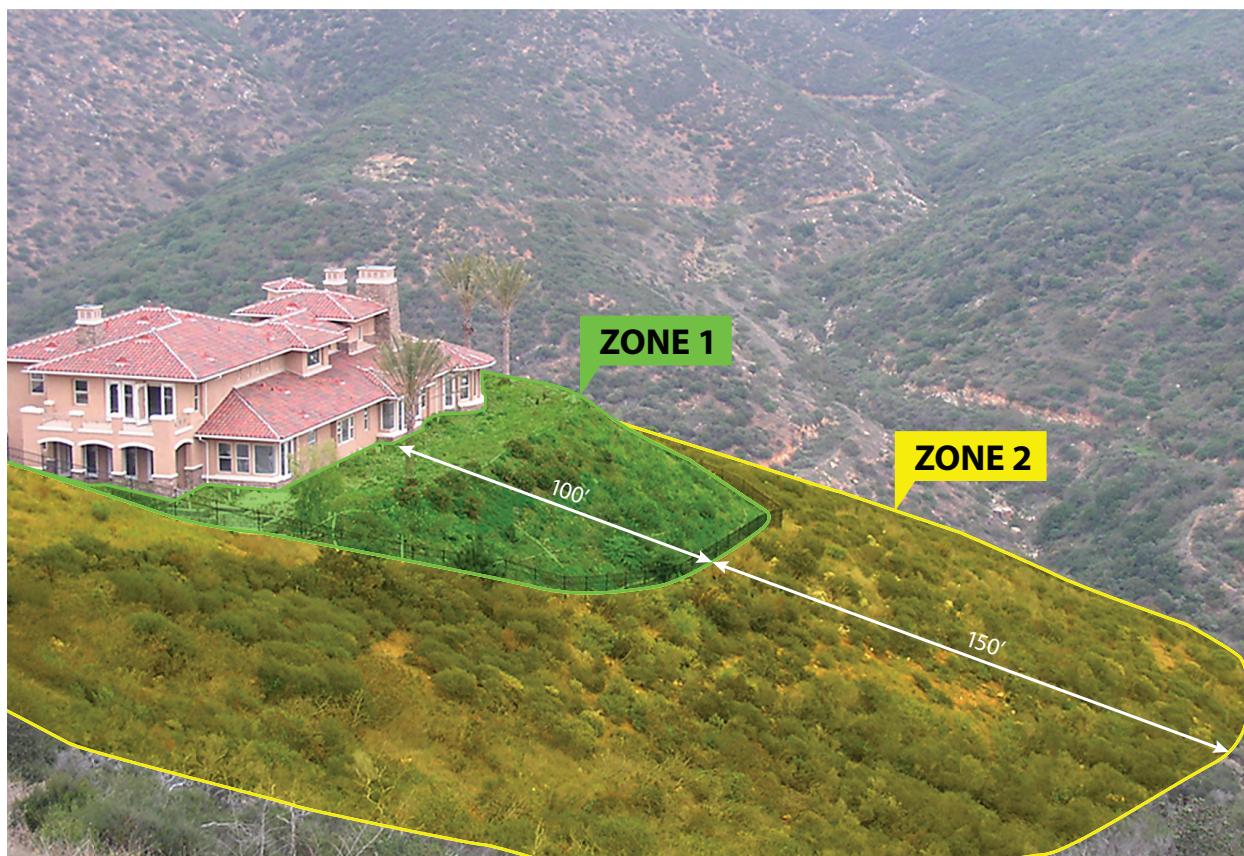


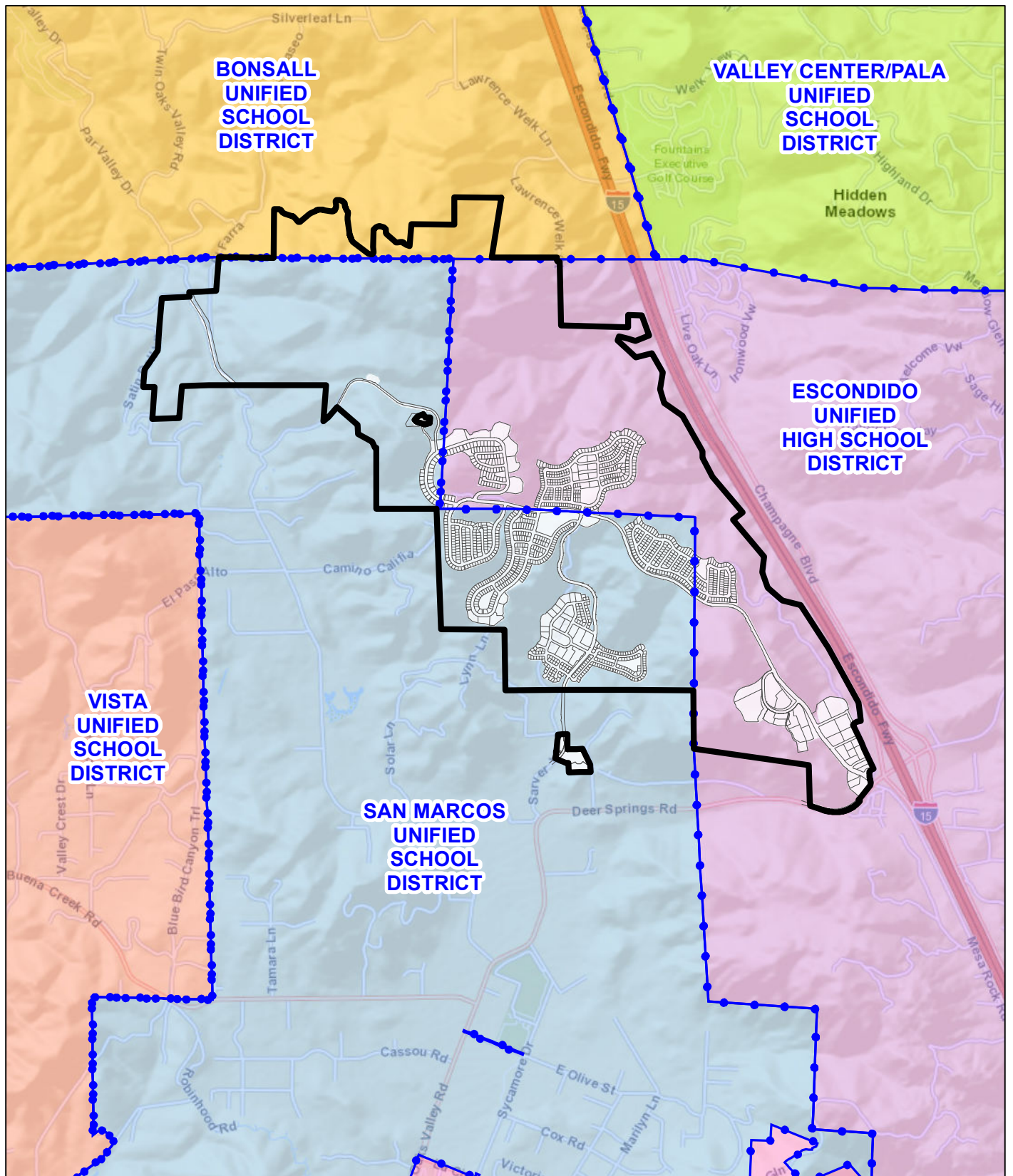
FIGURE IS FOR ILLUSTRATIVE PURPOSES ONLY.

FIGURE 35
Typical Fuel Modification Zone Configuration and Width

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0 1,000 2,000
Feet



Project Site



School District Boundaries

FIGURE 36
School District Boundaries

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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-

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.

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.

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

<i>General</i>	Commercial	Attached Residential		
	<i>Commercial/ Mixed-Use/ School</i>	<i>Paseo Cluster (alley loaded)</i>	<i>Townhome (alley loaded)</i>	<i>Townhome Cluster (alley loaded)</i>
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

	Detached Residential		Detached Residential (plotting)			Attached Residential (plotting)		
<i>Product Type</i>	<i>Large Lot Single-Family Detached</i>	<i>Small Lot Single-Family Detached</i>	<i>Grade-Adaptive Single-Family Detached Clusters</i>	<i>Family Cluster Standards</i>	<i>Paseo Cluster and Active Adult Cluster (alley loaded)</i>	<i>Grade-Adaptive Townhome (front loaded)</i>	<i>Row Townhome (alley loaded)</i>	<i>Townhome Cluster (alley or motorcourt)</i>
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.

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.

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).

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.

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.