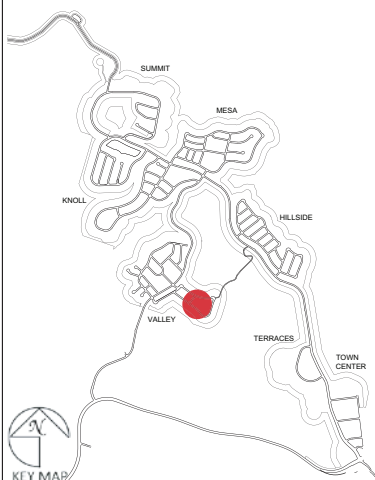
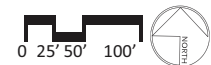
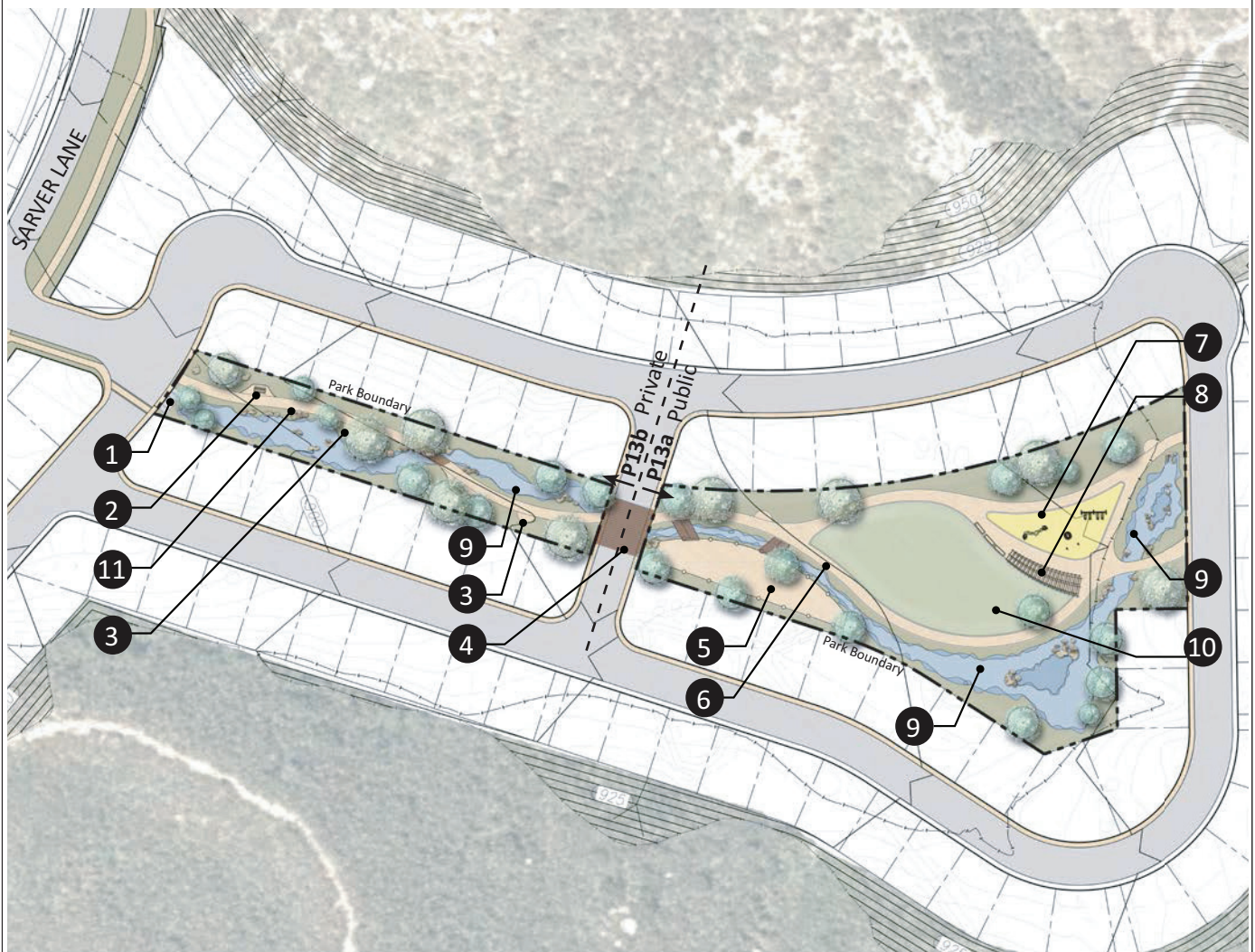


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Legend

- | | |
|------------------------------------|--|
| 1 Electric Bike Station | 7 Children's Play Area |
| 2 Picnic Node (typ) | 8 Trellis with Picnic Tables and Trash Receptacles |
| 3 Fitness Node (typ) | 9 Basin (typ) |
| 4 Enhanced Paving | 10 Open Turf |
| 5 Dog Park | 11 Cluster of Boulders (typ) |
| 6 6' Wide Decomposed Granite Trail | |

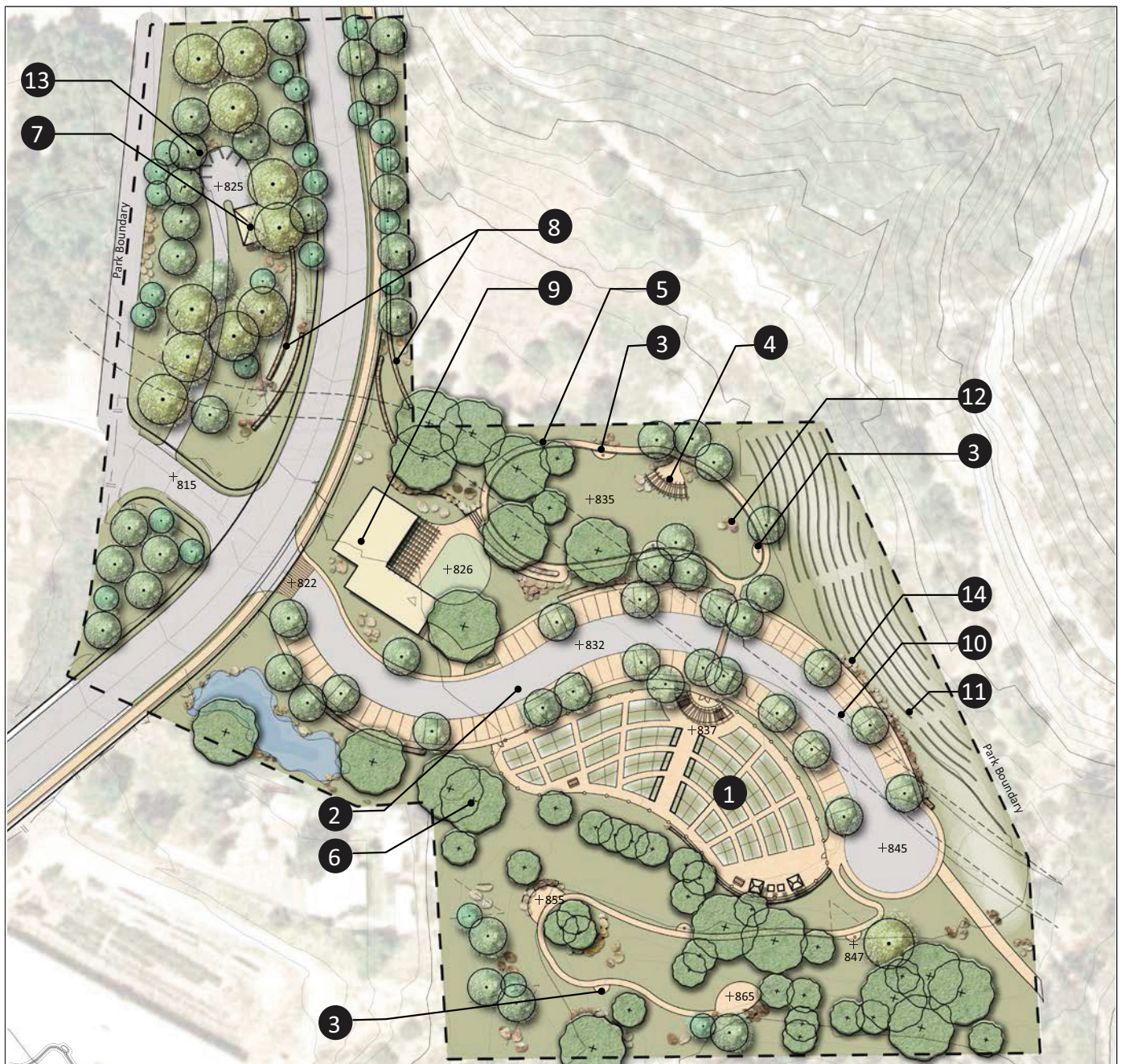
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FIGURE 79
P13 - Creekside Park

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Legend

- | | |
|--|---|
| 1 Community Garden | 8 Community Entry Monument Signs |
| 2 Parking Spaces (+/- 65 spaces) | 9 Private Community Building with Covered Patio and Turf Area |
| 3 Fitness Node (typ) | 10 San Diego County Water Authority Pipeline Easement |
| 4 Picnic Node with Seating and Trash Receptacles (typ) | 11 Vineyards |
| 5 6' wide Decomposed Granite Trail | 12 Cluster of Boulders (typ) |
| 6 Existing Oak Trees (typ) | 13 Composting Area for HOA Greenwaste |
| 7 Maintenance Area with Storage Shed | 14 Stone Wall (typ) |

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FIGURE 80

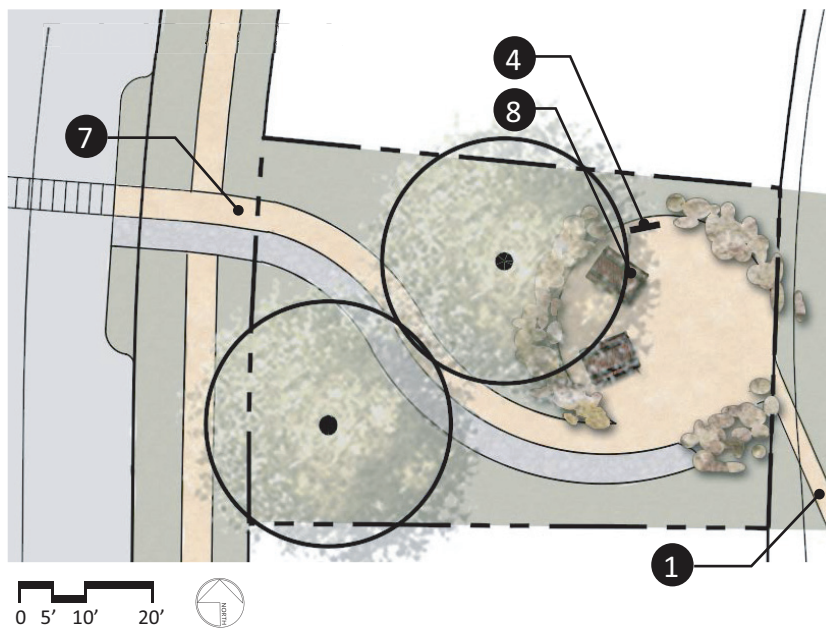
P14 - Sierra Farms

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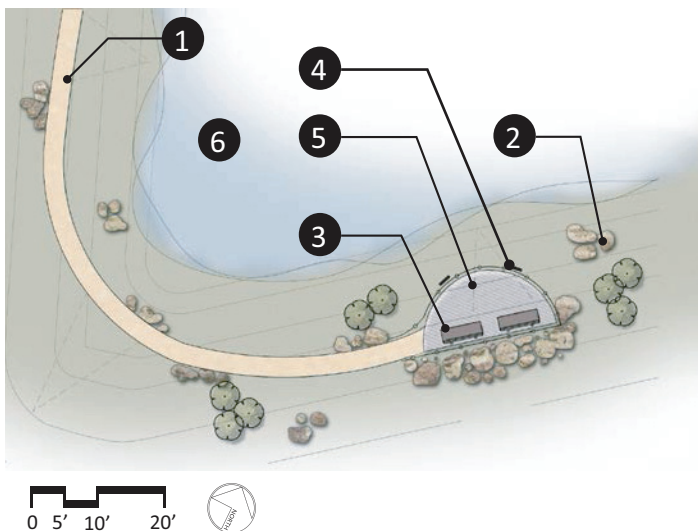
Typical Pocket Park



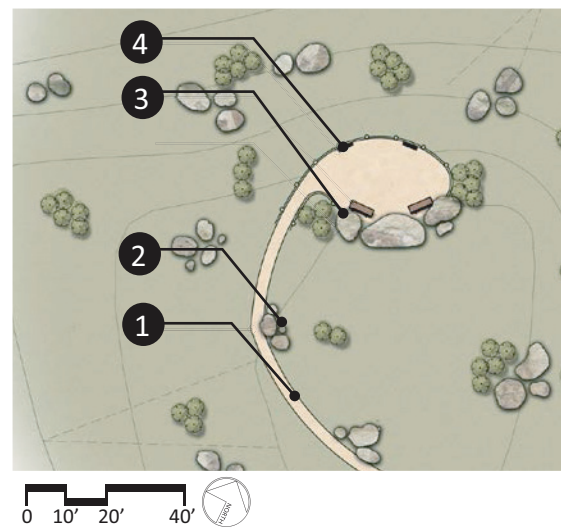
Legend

- 1 3' Wide Decomposed Granite Trail
- 2 Existing Natural Boulders
- 3 Benches or Boulders for Seating
- 4 Potential Interpretive Panel Location
- 5 Elevated Deck at Basin (+/- 600 sf)
- 6 Basin
- 7 10' Wide Maintenance Access Trail (5' Wide Trail, 5' Driveable Surface)
- 8 Picnic Node

Typical Outlook at Basin



Typical Outlook



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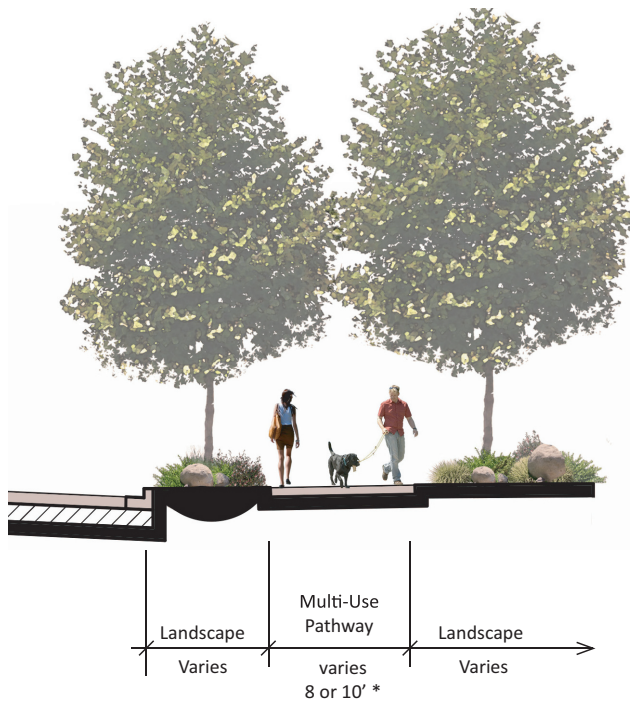
FIGURE 81
Typical Pocket Parks and Typical Overlooks

Newland Sierra Specific Plan

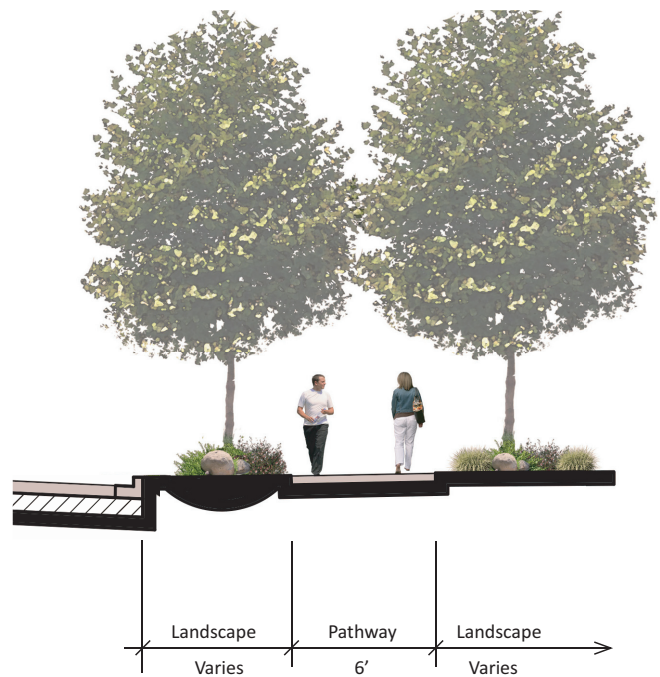
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Multi-Use Pathway Along Main Road



Internal Pathway Within Neighborhoods



* Segment of trail along Camino Mayor and road section C2 on west side of Summit shall be 8' wide.

Secondary Trail Through Neighborhoods



Trail
3'-0"
Minimal clearing
Min. on either side of trail

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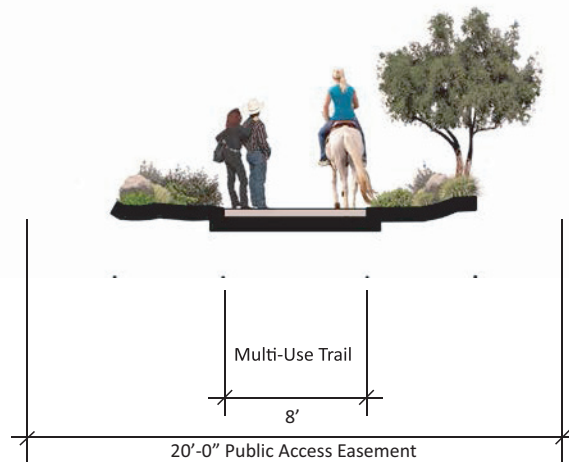
FIGURE 82
Community Pathways and Trails

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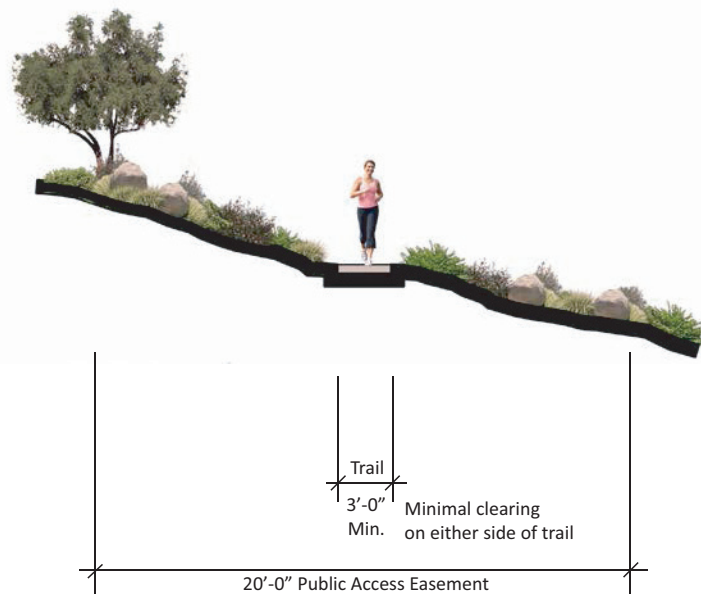
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Multi-Use Trail Through Open Space



Secondary Trail Through Open Space



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FIGURE 83
Open Space Trails

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4 Implementation



4 IMPLEMENTATION

4.1 Project Phasing & Subsequent Government Actions

Build-out of the project is anticipated to occur in two phases over approximately 10 years in response to market demands and in accordance with logical and orderly improvements to roadways, public utilities, and infrastructure. Figure 84, Phasing Plan, illustrates the anticipated sequence of planning area development, although sub-areas may develop in any order. Grading and backbone infrastructure, including roads, storm drains, and utilities, will be completed in phases to ensure that improvements are in place prior to vertical construction occurring within individual building sites, neighborhoods, and building phases.

4.1.2 Subsequent Governmental Actions

4.1.2.1 *County of San Diego*

Approvals needed by the County include grading plans, improvement plans, Final Maps, Site Plans, and building permits. The following general requirements apply to subsequent approvals under the purview of the County. Additional project-specific requirements may apply, as will be outlined in more detail in the project's Conditions of Approval.

Grading Permits

1. Prior to issuance of the first grading permit, a final Geotechnical Report, final Stormwater Quality Management Plan, and a Storm Water Pollution Prevention Plan shall be approved for the project Site, and a Waste Discharger Identification number issued for the project Site.
2. Each grading plan shall include an erosion control plan that is consistent with the approved Storm Water Pollution Prevention Plan for the project Site.
3. Grading plans shall be in substantial conformance with the approved Tentative Map/Preliminary Grading Plan for the project.
4. Prior to issuance of any grading permits, the project applicant shall post security in a manner guaranteeing the completion of the grading, consistent with the County's requirements.

Final Maps for Development Purposes

1. Prior to recordation of a Final Map for a given phase, the grading plans and improvement plans shall be approved by PDS, and the project applicant shall enter into a Subdivision Improvement Agreement and post security (i.e., performance bonds) in manner

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guaranteeing the completion of the grading and improvements, consistent with the County's requirements and the project's Conditions of Approval.

2. Where public roads, biological preserve areas, public trails and pathways, and/or public parks are within the boundaries of a Final Map, those areas shall be protected with easements or dedications (e.g., conservation easements for preserve areas, public use easements for public trails) prior to or concurrently with the recordation of the Final Map.
3. Public parks shall be complete and open for public use consistent with the project's Conditions of Approval.

Site Plans

All residential development (detached or attached) will require a Site Plan application, per the "V" Setback Regulator and "D" designator, and must be submitted and approved prior to issuance of building permits. Uses within the "B" Special Area Development Regulator will require that development applications include a Site Plan in accordance with the I-15 Design Review Guidelines (County of San Diego 2011c).

1. Prior to approval of a Site Plan, landscape construction documents for the area within the Site Plan shall be submitted to PDS for approval and shall be consistent with the County's Water Efficient Landscape Design Manual (County of San Diego 2010b).
2. Site Plans shall be in conformance with the applicable development regulations and design requirements as outlined in this Specific Plan.
3. Site Plans shall delineate Fuel Modification Zones 1 and 2 and Special Management Area Zones, as depicted in the Tentative Map/Preliminary Grading Plan.

Individual Building Permits

Prior to issuance of a building permit for a given phase, the following shall occur:

1. A Site Plan shall be approved in accordance with this Specific Plan.
2. Pad certifications and compaction reports shall be submitted to the County for each lot subject to a building permit application.

4.1.3 Other Regulatory Actions & Agreements

Other regulatory actions required for the project include the following:

1. Endangered Species Take Authorization through one of the following processes or approvals:
 - a. Section 7 of the Federal Endangered Species Act; or

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- b. Habitat Loss Permit issued by the County of San Diego (confer Federal Endangered Species Act Section 4(d) Rule); or
 - c. Take authorization issued by the County via an approved North County Multiple Species Conservation Program; or
 - d. Take authorization issued by the U.S. Fish & Wildlife Service via a Habitat Conservation Plan (confer Federal Endangered Species Act Section 10(a)(1)(b)).
2. Federal and state permits for impacts to waters of the U.S., including the following:
 - a. Section 404 Permit issued by the U.S. Army Corps of Engineers;
 - b. 1602 Streambed Alteration Agreement required from the California Department of Fish and Wildlife for any channel modifications; and
 - c. Section 401 Water Quality Certification or a waiver thereof from the Regional Water Quality Control Board, pursuant to the federal Clean Water Act.
3. National Pollutant Discharge Elimination System General Construction Permit from the State Water Resources Control Board.
4. National Pollutant Discharge Elimination System Municipal Storm Water Permit Compliance from the County of San Diego.
5. Other permits, approvals, and agreements with government agencies or districts (e.g., San Marcos, Vallecitos Water District, Deer Springs Fire Protection District, Caltrans) that may govern mitigation, the payment of fees, contributions, and/or the delivery of facilities to those agencies are outside the framework and control of this Specific Plan and are governed instead by those agreements exclusively and/or the project's Conditions of Approval where such permits, approvals, and agreements relate directly to required County approvals (e.g., proof of payment of school fees prior to building permit issuance).

4.2 Amending the Specific Plan

4.2.1 Minor Modifications

It is anticipated that certain changes or modifications to the Specific Plan text and exhibits may be necessary during development of the project. Modifications that are in substantial conformance with the adopted Specific Plan text and exhibits will be considered minor modifications and will not require a formal amendment to the Specific Plan. The Director of PDS will have the authority to determine if the revision is minor and in substantial conformance with the adopted Specific Plan. In all cases, revisions or minor deviations must be found to be in substantial conformance with the goals and policies and design standards of the Specific Plan.

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The following will be considered minor modifications:

1. The transfer of dwelling units between planning areas as long as the total 2,135 dwelling units is not exceeded.
2. Minor reconfiguration of individual planning areas provided that the gross area of any planning area is not changed by more than 15 percent.
3. Adjustments to the configuration, size and/or location of public or private parks (e.g., relocation of a park within the same planning area) as long as the project still meets its Parkland Dedication Ordinance (PLDO) requirements.
4. Minor engineering or design modifications to the streets, pathways, and trails within the project Site.
5. Minor revisions to the Site Plan and minor deviations from the Tentative Map/Preliminary Grading Plan that are determined to be in substantial conformance with the approved Tentative Map/Preliminary Grading Plan.
6. Changes in design features such as paving, lighting, landscaping treatments, fencing, signage, or other adjustments and refinements as part of the Site Plan process.

All modifications to the Specific Plan that are determined to not constitute a minor modification as described above will require a formal amendment to the Specific Plan. The project's certified EIR will be relied upon as the CEQA document for minor modifications and formal amendments to the Specific Plan. No subsequent or supplemental EIR will be required for future discretionary development projects in the Specific Plan area unless the County of San Diego determines substantial evidence exists that supports findings set forth in CEQA Guidelines Section 15162 or 15163. If the findings of CEQA Guidelines Section 15162 or 15163 are made, the Director of PDS will make a determination as to the appropriate CEQA compliance tool. If the Specific Plan is substantially amended, however, additional CEQA compliance may be necessary.

To the extent that there are inconsistencies between the provisions in the Specific Plan and other rules, regulations, plans, policies, codes, or ordinances of the County of San Diego, the provisions of this Specific Plan shall control and supersede such other inconsistent provisions.

4.2.2 Other Revisions

If a revision is determined not to meet the above-listed minor modification criteria, a Revised Tentative Map, a Minor Deviation to the Site Plan, and/or a Modification to the Site Plan can be processed without concurrently processing a formal Amendment to the Specific Plan. The Director of PDS will determine which process is applicable by referencing these procedures in the Subdivision Ordinance or the Zoning Ordinance.

4.2.3 Formal Amendments

This Specific Plan can be amended any time through a formal discretionary Specific Plan Amendment pursuant to Government Code Section 65453, which is the same manner as the initial Specific Plan adoption, and is required where the Planning Director (or Planning Commission) determines none of the minor modifications or other revision factors is present. The County shall process all formal Specific Plan Amendments with additional environmental review in accordance with “Amending the Specific Plan,” described in Section 4.2, above.

4.2.4 Planning Areas: Allocation and Transfer of Residential Units

The residential dwelling units authorized by the Specific Plan are distributed among seven planning areas, as shown in Figure 12. Site Plans are required for all residential development. Transfers of dwelling units shall be authorized between planning areas as part of the Site Plan approval process, so long as the number of dwelling units transferred does not exceed 10 percent of the original number of dwelling units in the planning area and the overall maximum number of units approved by this Specific Plan (2,135) is not exceeded.

It is anticipated that the 6-acre school site will serve the educational needs of the residents of the Community and surrounding areas. The school site is designated Village Core Mixed Use (C-5) and zoned for General Commercial-Residential uses (C34). If the school site is not developed with a school, that area should revert to the underlying residential use. A maximum of 90 residential dwelling units may be transferred to the 6-acre site from other planning areas. No increase in dwelling units beyond the maximum of 2,135 shall be allowed.

4.3 Mitigation Monitoring and Reporting Program

The project’s MMRP was prepared by the County of San Diego to comply with Public Resources Code Section 21081.6(a)(1), which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. The project’s MMRP shall be used to verify completion of the mitigation identified in the project’s EIR.

4.4 Public Facilities / Infrastructure

Development of the project will require the provision of public facilities and services. The following summary identifies on-site and off-site services required to be available at the time of need, and a description of financing options for their implementation.

4.4.1 Required Facilities and Maintenance

4.4.1.1 *Circulation Improvements (Roads, Medians, Parkways, Pathways, and Trails)*

The project includes three general categories of circulation improvements: off-site public circulation improvements, on-site public circulation improvements, and on-site private circulation improvements. Circulation improvements include the road area (curb to curb) and any intersection improvements, medians, parkways, sidewalks, pathways, and/or trails found within the right-of-way of a given circulation improvement.

The project will include several off-site circulation improvements in the form of project design features and mitigation measures, as shown on the project's Tentative Map/Preliminary Grading Plan and/or identified in the project's MMRP, including the following:

1. Sarver Lane from the project Site boundary to Deer Springs Road
2. Mesa Rock Road/Deer Springs Road Intersection Improvements
3. Deer Springs Road from the City of San Marcos Boundary to I-15
4. Twin Oaks Valley Road from Deer Springs Road to Buena Creek Road (within the City of San Marcos and subject to San Marcos concurrence)
5. I-15 Interchange at Deer Springs Road (subject to a separate approval process with Caltrans)
6. Additional off-site public road improvements identified in the project's MMRP, EIR, and Conditions of Approval

The improvements within the City of San Marcos and the I-15/Deer Springs Road Interchange improvements will be subject to separate approvals and conditions by those approving agencies and are outside the scope of this Specific Plan. The maintenance of all off-Site County public road, median, parkway, and pathway improvements within the right-of-way of the road and associated drainage and stormwater quality improvements will be the responsibility of the County. Within the project Site, public circulation improvements from curb-to-curb and intersection improvements will be the maintenance responsibility of the County; however, the Community's HOA will be responsible for the maintenance of parkways, landscaped medians, vegetated swales, sidewalks, and pathways found within the right-of-way of these improvements. The Community's HOA will also be responsible for the maintenance of any private road improvements on site.

4.4.1.2 Drainage and Stormwater Management Improvements

The project's Stormwater Quality Management Plan (SWQMP, see Appendix Y of the EIR) and Preliminary Drainage Study (see Appendix Z of the EIR) identify required facilities to control drainage and protect water quality. Improvements include bioretention swales, detention basins, and flood control basins that will be integrated into the project design, along with low-impact-development features such as vegetated roadside swales. The project includes privately maintained and publicly maintained drainage facilities, as identified in the SWQMP. Category II drainage facilities are those facilities that will be maintained by the HOA. Category III drainage facilities will be maintained by the County.

4.4.1.3 Water Facilities

The project Site is located within the VWD Service Area Boundary for water and sewer service. An extensive network of water mains exists within the 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 area and provides service to adjacent properties.

The project's demand for water will require relocation of existing water mains; construction of new water mains; and construction of two new water tanks, one to serve the Community and one for VWD's larger water supply system. Establishment of this water supply will occur through the expansion/extension of existing supply pipelines and water tanks located within and adjacent to the Community. The precise alignment and sizing of the project's water facilities will be approved by VWD during final design. The applicant will work with VWD to determine the ultimate sizes and locations of water facilities. VWD will be responsible for maintenance of its water facilities for the life of the project following completion and activation of those facilities by the project. Individual homeowners, and, in the case of single-family clusters, the HOA, will be responsible for maintenance and repair of water laterals.

4.4.1.4 Wastewater Facilities

The project Site is located within the VWD Service Area Boundary for sewer and water service. The majority of the Community will require annexation into a Sewer Improvement District prior to sewer service being available. Certain VWD wastewater facilities exist within the vicinity of the project Site, including an existing 8-inch-diameter public sewer main located approximately 0.25 mile south of the project Site in Sarver Lane. The project will extend and upgrade these existing facilities offsite, including constructing a new 12-inch-diameter sewer main down Deer Springs Road into the City of San Marcos. On-site improvements include 8- to 15-inch-diameter gravity sewers. The precise alignment and sizing of the project's wastewater facilities will be approved by VWD during final design. The applicant will work with VWD to ensure that

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adequate facilities are constructed to convey and treat all sewage flows from the Community. VWD will be responsible for maintenance of its wastewater facilities for the life of the project following completion and activation of those facilities by the project. Individual homeowners, and, in the case of single-family clusters, the HOA, will be responsible for maintenance and repair of sewer laterals.

4.4.1.5 Fire Protection and Fuel Modification Zones

The project Site is located within the DSFPD. Three fire stations are located in the DSFPD. The closest fire station to the project Site is Station 12 along Mesa Rock Road, just south of the Town Center neighborhood and the intersection of Deer Springs Road and Mesa Rock Road. Travel times from Station 12 to the farthest structure when all phases of the project are completed will be within the 5-minute travel time requirement. The project will generate funding for ongoing fire services through a parcel tax that is specifically allocated toward funding for fire services. The project includes three defined zones or areas subject to fuel modification: Fuel Modification Zone 1, Zone 2, and Special Management Areas. Zone 1 will be 100 feet in width; will include areas inside and outside of the private lot area; and will be irrigated and planted with low-water-use, non-invasive, and wildfire-resistant plants. Zone 2 will be 150 feet in width, be non-irrigated, and be maintained as native vegetation thinned to approximately 50 percent of its natural cover. Special Management Areas will be generally in the southwestern portions of the project Site, between the project's neighborhoods and adjacent off-site development, and will be subject to the same thinning requirements as Zone 2. The area of Zone 1 inside the private lot area will be maintained by the homeowners. The balance of Zone 1 and all of Zone 2 and Special Management Areas will be maintained by the HOA in compliance with the project's Fire Protection Plan.

4.4.1.6 Schools

School service for the Community will be provided by the San Marcos Unified School District, Escondido Union School District, and Escondido Union High School District. A school site is reserved in the Town Center neighborhood.

4.4.1.7 Preserve Areas

The project will include on-site native habitat preserve areas totaling 1,209 acres in size. The preserve areas will be protected with permanent conservation easements. The project's preserve areas will be subject to an RMP that requires the preserve to be managed in perpetuity by a preserve manager. The RMPs contain detailed maintenance, monitoring, and species management requirements that will be funded by the project through either an endowment or a Maintenance

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Community Facilities District (CFD) to ensure sufficient funding persists in perpetuity to meet the preserve management requirements of the RMPs.

4.4.1.8 Parks, Trails, Community Gardens, and Vineyards

Public parks will be dedicated to the County, constructed as turnkey facilities, and maintained as County public recreational facilities. Private parks and recreational facilities within the project Site (e.g., private parks, HOA Recreation Center) and all trails within the project Site will be maintained by the HOA. The project's community gardens and vineyards will be maintained by the HOA.

4.4.2 Public Facilities Maintenance and Public Services Plan

The public facilities and services required to support the Community will be available and financed as needed using various sources and methods of public and private financing. Table 13, Maintenance Financing Mechanisms and Responsible Parties, summarizes on-Site and off-Site services required to be available at the time of need, as well as a description of the recommended financing options(s) for their implementation. The recommended financing mechanisms are provided as guidelines and should not be considered as final recommendations. Actual implementation of a specific financing mechanism will be accomplished pursuant to proceedings as established by special districts, the County of San Diego, and relevant state and federal laws.

Table 13
Public Facilities Maintenance and Public Services Financing Mechanisms and Responsible Parties

Public Facility or Service	Financing Mechanism(s)	Responsible Party
Public Roads (Off-Site)	County General Fund	County
Parkways, Medians, and Pathways Improved by the Project (Off-Site)	County General Fund	County
Public Roads (On-Site)	County General Fund	County
Parkways, Medians, Swales, Pathways (On-Site)	HOA Dues/Maintenance CFD	HOA/County
New Storm Drain & Water Quality/Detention Basin Improvements (Off-Site)	Maintenance CFD	County
Drainage/SW Management (On-Site)-Cat. II	HOA Dues	HOA
Drainage/SW Management (On-Site)-Cat. III	Maintenance CFD	County
Water Facilities	User Fees	VWD
Wastewater Facilities	User Fees	VWD
Fuel Modification Zone 1 (Private Lot)	None	Private Homeowner/Property Owner
Fuel Modification Zone 1 (HOA Lot), Zone 2, and Special Management Areas	HOA Dues	HOA

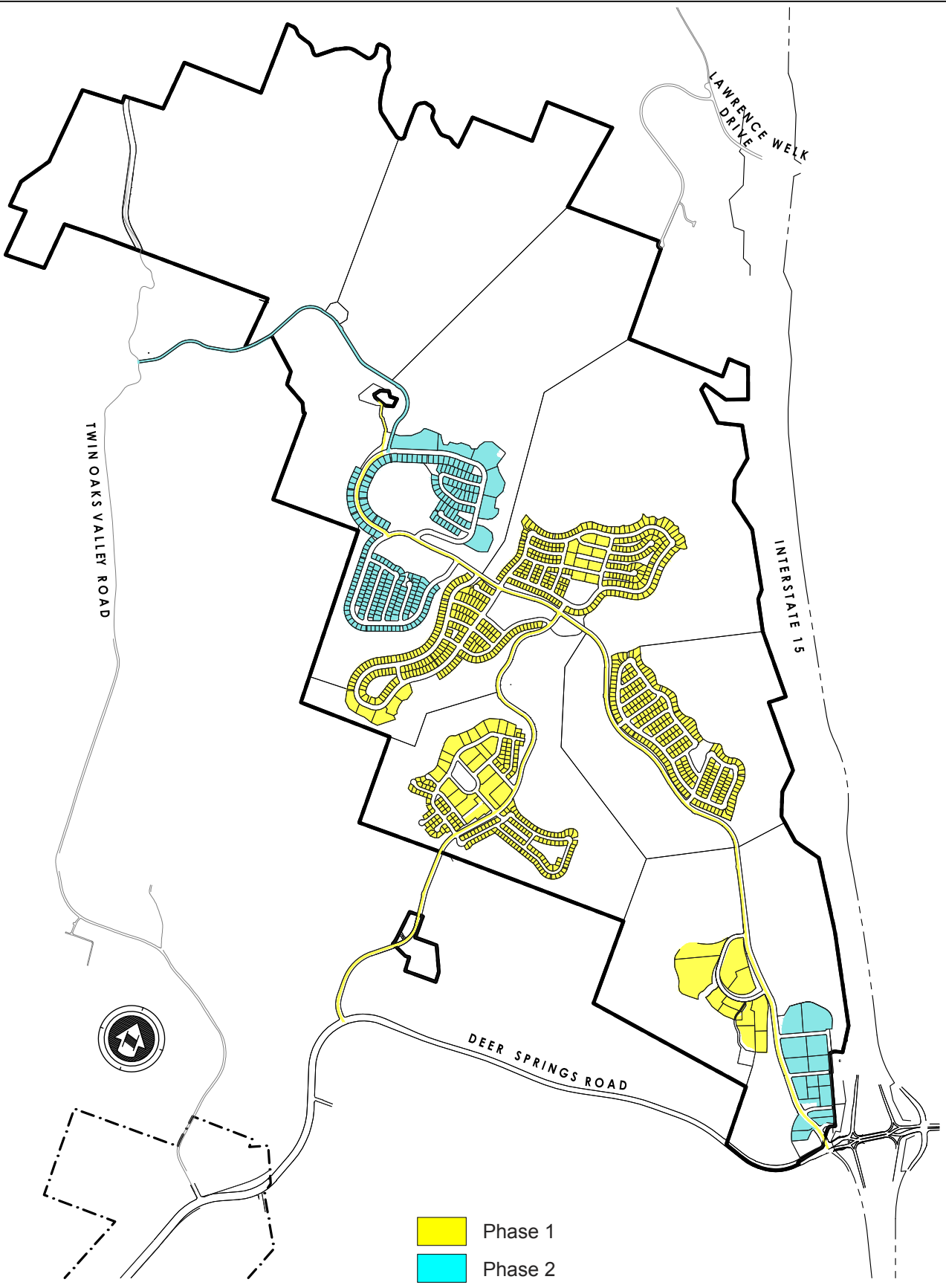
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Table 13
Public Facilities Maintenance and Public Services Financing Mechanisms and Responsible Parties

Public Facility or Service	Financing Mechanism(s)	Responsible Party
Fire Service*	Property Taxes, State Funding	Deer Springs Fire Protection District
Schools	Property Taxes, State Funding	SMUSD, EUSD, and EUHSD
Preserve Areas	Endowment or Maintenance CFD	Preserve Manager
Public Parks	HOA Dues or Maintenance CFD	County
Private Parks, Rec. Facilities, and Trails	HOA Dues	HOA

SW = stormwater; HOA = homeowner's association; VWD = Vallecitos Water District; SMUSD = San Marcos Unified School District
EUSD = Escondido Union School District; EUHSD = Escondido Union High School District; CFD = Community Facilities District

* Fire service to the Sierra Farms Park will be provided by San Marcos Fire Department.



SOURCE: FUSCOE 2016

FIGURE 84
Phasing Plan

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5 General Plan Conformance



5 GENERAL PLAN CONFORMANCE

5.1 San Diego County General Plan

The San Diego County General Plan contains six elements, each with a series of goals that are supported by policies that address how the goal is to be accomplished. These goals and policies flow from the Guiding Principles, which are stated in Chapter 2 of the General Plan (County of San Diego 2011a). A summary of how the project will comply with the Guiding Principles and each element of the General Plan is provided below.

5.1.1 Guiding Principles

5.1.1.1 Support a reasonable share of projected regional population growth

The project will provide a range of housing types to aid the County in meeting required regional housing needs for projected population growth. The amount and type of housing was assessed in the context of the County's Regional Housing Needs Assessment, housing sites inventory, and other housing projects within the County's jurisdiction.

5.1.1.2 Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development

The project's parks, recreational opportunities, commercial/retail uses, and school site; mix of housing types, including age-qualified and age-targeted (single-story) housing; walkable and bicycle-friendly neighborhoods; trails and pathways; large blocks of native habitat preserve and open space; a Community-sponsored electric bike-share program; and shuttle services within the project Site and to the Escondido Transit Center will make it a Community that promotes and enhances the health and sustainability of its residents, guests, employees, and patrons. The project Site is also well-situated to place a range of housing opportunities close to existing regional employment centers. The project will be served by existing and planned infrastructure and services, and will provide alternatives to driving both within and to/from its neighborhoods and nearby transit stations.

5.1.1.3 Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities

The project Site is located within the unincorporated portion of the County of San Diego predominantly within the North County Metropolitan Subregional Plan area with a small portion of the Site's northern most area within the Bonsall Community Plan area. The majority of the

Newland Sierra Specific Plan

Site is located in the community of Twin Oaks. The Town Center will create a town square in the planning area closest to Deer Springs Road. A neighborhood grocery store is anticipated at the Town Center to serve both Twin Oaks and the Community. On the north end of the Town Center, a school is planned to include a joint-use field open to the public during weekends and after school hours during weekdays. The Town Center will provide employment opportunities for future residents and the surrounding area. The Town Center will be compact and walkable, as well as visually appealing and compatible with surrounding development. The Town Center will be accessible by those in the surrounding community due to its location, reinforcing the local vitality and economy of the Twin Oaks community. The natural character and protected biological open space will be promoted as an amenity of the Community and be open to the general public. A Community-wide trail network will unite the various parks, creating a link to open space trails and promoting walkability throughout the Community. Spanning out from the Town Center planning area within the area designated as Village, the project's Semi-Rural areas will contain medium to lower density residential neighborhoods. Farther out, the neighborhoods will be surrounded by Rural Lands characterized by open space, native habitat conservation areas, recreation areas, and other uses associated with semi-rural areas.

To reinforce the vitality, local economy, and individual character of existing neighborhoods, communities, and surrounding land uses, the project will incorporate various elements of each. Like the newly planned communities discussed above and to reinforce natural elements of the area such as the chaparral-covered hills and open space, the project will use environmentally sensitive development patterns to preserve large blocks of native habitat, with nearly three-quarters of the project Site remaining in its natural condition. Like the surrounding communities, the project will provide a range of housing types and lot sizes. Like the more semi-rural areas, the project will incorporate limited agriculture along the perimeter of some of its neighborhoods. Like the more developed areas surrounding the project, the project will incorporate commercial/retail uses, including an anticipated neighborhood grocery store at the Town Center and a school site with a joint-use park. The Town Center will provide employment opportunities, and the mix of uses within the project will reinforce and enhance the vitality and local economy of existing communities and land uses around the project. Ultimately, the project will support more than 6,000 residents, a variety of local jobs within and as a result of the project, and a school site.

5.1.1.4 *Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance*

The project will preserve and permanently protect a wide-range of natural resources and sensitive native habitats that support wildlife habitat and movement, with connectivity between

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the project's preserve areas and existing, surrounding off-site open space areas supporting the same and similar habitat types.

The preserve design consists of two large, contiguous blocks of open space preserve situated within the project Site's northern and eastern areas, with a third large block of open space preserve located in the southern half of the project Site. The project's open space preserve areas will connect to open space located west, east, and south of the project Site.

In the context of environmental stewardship, the project's preserve areas will be managed by a preserve management entity in perpetuity. Preserve management responsibilities will include an array of maintenance and monitoring activities, including fencing, signage, trash removal, prevention of runoff and fugitive irrigation, weed and non-native vegetation abatement, and biological monitoring of sensitive species and habitat types found within the project's preserve areas.

In total, the project will preserve and result in the management of approximately 1,209 acres of onsite open space as native habitat. In addition to supporting native plants and animals and their habitats, the project's preserve areas will include a range of environmental features such as ridgetops, hill tops, chaparral-covered hills, and rocky outcrops. The majority of the project's preserve areas will consist of dense chaparral, riparian and oak woodland, and non-native grasslands, as well as a limited amount of coastal sage scrub, all habitat types supporting a wide range of native vegetation communities and species.

5.1.1.5 *Ensure that development accounts for physical constraints and the natural hazards of the land*

Key natural elements and constraints of the project Site influenced the design of the project's neighborhoods and road network, including the project's hills, ridgetops, boulder outcroppings, and sensitive native habitat areas; the surrounding offsite road network; and the wildfire risk posed to virtually all new development in San Diego County. The project design preserves many of the hills, ridgetops, boulder outcroppings, and large blocks of native habitat by concentrating development into the flatter, less-constrained areas of the project Site and by incorporating a network of internal roads connecting these neighborhoods that are planned around the project Site's key natural features.

To protect against wildfire risk, the project includes a Fire Protection Plan (Appendix N of the EIR) that identifies various project design requirements to protect people and property against wildlife risks, including 250 feet of fuel modification zones around the perimeter of the each of the project's neighborhoods, an additional 47.5 acres of Special Management Areas in the southwestern corner of the Site and adjacent to existing offsite homes, and other project design and construction methods and standards for new buildings meeting the highest levels of fire safe

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design required in the state (e.g., refer to Chapter 7A of the California Building Code). Periodically, new building safety standards are adopted or amended by the state or County. For example, the state now requires new construction to have an indoor fire sprinkler system. All construction within the project Site is required to comply with the latest effective standards in place at the time of building permit submittal. In this way, construction of new buildings in the project will remain in lockstep with the latest state and local codes.

In addition to building safety, the project's Fire Protection Plan identifies fuel modification requirements for the project's development areas where those areas interface with native habitat, restrictions on the types of plants and trees that can be planted within the Site, and requirements for access. For example, the project includes two primary access roads and a third access road, and a fuel modification strategy for all structures adjacent to native habitat. The project's Fire Protection Plan requires routine maintenance with periodic inspections by the Fire Marshall of the project's fuel modification zones for the life of the project.

The project is also required to address any geologic conditions or hazards that exist or arise through grading and development of the Site or any off-site improvements, and likewise to construct all roads, improvements, structures, and walls in accordance with the requirements as specified in the final geotechnical report(s) generated for these improvements. These grading and development-level reports, which will be generated during the construction phases, will contain detailed specifications and requirements for grading, road, utility, storm drain improvements, structures, and walls. These detailed specifications and requirements will be placed on grading and improvement plans to ensure compliance, and the Geotechnical Engineer of Record must sign improvement plans verifying that they comply with the detailed requirements. Grading and improvement plans will address issues such as site-specific soil conditions, remediation of any on-site geologic hazards or constraints in areas planned for development, and any seismic standards unique to the project Site.

5.1.1.6 Provide and support a multimodal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation

The project will provide and support a multimodal transportation network by serving as a multi-use Community with a mix of housing types and choices, commercial/retail uses, parks and recreation, and a school site. The Community will be supported by a TDM Program of mobility alternatives, including an internal network of pedestrian pathways, bicycle lanes and bicycle-friendly streets, multi-use trails, a Community-sponsored electric bike-share program with kiosks throughout the Community, support for ride-share and car-share programs, subsidized transit passes for the project's residents, shuttle services connecting the project's residential neighborhoods to its Town Center neighborhood and to the Escondido Transit Center, and marketing and educational services to

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residents and employees of the project's various mobility alternatives. The project is required to implement the TDM Program measures as conditions of development.

The project's TDM Program, particularly shuttle service within and around the project and to the Escondido Transit Center, a North County transit hub, will support a range of public transportation services operated by NCTD, including six Sprinter stations within 6 miles of the project Site and BREEZE bus and Flex shuttle routes providing access to and between various North County cities and unincorporated communities, as well as Camp Pendleton Marine Corps Base and the Fallbrook Naval Weapons Station. These transit services will also connect to the Coaster rail service, which provides access between the Oceanside Transit Center and the Santa Fe Depot train station in downtown San Diego. By providing shuttle service from the project Site to the Escondido Transit Center and space for a potential NCTD transit stop in its Town Center neighborhood, the project supports and reinforces the provision of public transportation in the North County Metropolitan Subregion.

In support of public transportation, in addition to providing shuttle services from the project Site to the Escondido Transit Center, the project includes a location in its Town Center neighborhood to accommodate a future transit stop for potential future NCTD BREEZE and/or other NCTD shuttle services to the project Site. The project applicant is also coordinating with Caltrans, SANDAG, and NCTD on a potential future expanded park-and-ride at the I-15/Deer Springs Road interchange. Presently, there are two park-and-ride lots at the interchange, one on the west side and one on the east side of the freeway. The project applicant has met with Caltrans, SANDAG, and NCTD about whether Caltrans plans to improve or expand the park-and-ride lots, either as stand-alone projects or as part of the process of improving the interchange. The project applicant supports and will advocate for the incorporation of alternative transportation modes such as electric vehicle charging stations, bicycle facilities, storage lockers for travelers, accommodations for ride-share and car-share services, and a possible future transit stop as part of any project to expand or improve park-and-ride facilities at the interchange.

With incorporation of these multimodal transportation solutions and a commitment to support and coordinate with public transportation agencies, the project supports a range of mobility alternatives to single-occupancy-vehicle trips.

5.1.1.7 Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change

The project will maintain an environmentally sustainable Community and reduce GHG emissions that contribute to climate change through a variety of project planning and design features and mitigation measures. The project will offset all of its GHG emissions to achieve and maintain carbon neutrality for the life of the project. This initiative makes the project the first

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large scale master planned community in San Diego County, and one of the first master-planned communities in the United States, to achieve a 100 percent reduction in the project's construction and operations greenhouse gas (GHG) emissions through the life of the project.

In terms of planning and design, the project will feature walkable and bicycle-friendly neighborhoods and streets; a balance of housing types and other land uses, including a school site and commercial/retail uses; integrated pocket, neighborhood, and community parks; and a network of trails and pedestrian pathways that interconnect the project's various neighborhoods to reduce GHG emissions. TDM measures, including a Community-sponsored electric bike-share program, shuttle services to connecting its residential neighborhoods to its Town Center neighborhood and to the Escondido Transit Center, a car-share program, a ride-share program, and transit fare passes for residents will also reduce GHG emissions from the project. These will combine with green construction practices, including water-efficient landscapes and buildings throughout the project; pre-plumbing of single-family homes for greywater systems; compliance with California Title 24 building and energy efficiency standards (e.g., the CalGreen Building Code and the California Energy Code); solar on all residential uses; solar-powered street lights; electric vehicle chargers in single-family garages; and other project design features to further reduce GHG emissions.

In terms of project objectives, the project locates new residents near existing and planned infrastructure, services, employment, and regional shopping centers in an environmentally sensitive, balanced development pattern while preserving large blocks of natural open space onsite that connect to offsite open space and preserve areas.

5.1.1.8 Preserve agriculture as an integral component of the region's economy, character, and open space network

The project Site does not support any agricultural uses; however, building on the North County Metropolitan Subregion's agricultural heritage, the project will include two types of neighborhood/Community-scale agriculture uses, community gardens, and grape vineyards. In so doing, the project will create agriculture uses on a site that does not presently support them, thereby contributing to the preservation of agriculture as an integral component of the region's economy, character, and open space network.

The project's community gardens will be integrated into individual neighborhoods to promote sustainable, Community-based agriculture. The project's residents and the general public will be allowed to reserve or rent garden plots within these community gardens, with first priority given to the project's residents. Additionally, on some of the project's more visible slopes within Fuel Modification Zone 1 areas along the edge of certain neighborhoods, productive grape vineyards will be planted and maintained. These productive landscapes will be maintained by the HOA and

will add to the aesthetic appeal of the project's individual neighborhoods. These vineyards will include a variety of species of grapes that are drought-tolerant, resistant to wildfire, and thrive in the local microclimate. The vineyards are expected to produce 3 to 4 tons of grapes per acre.

By including the community gardens and vineyards, the project will increase the amount of agriculture in the region and enhance the availability of locally grown food sources, thereby contributing to the preservation of agriculture as an integral component of the region's economy, character, and open space network.

5.1.1.9 Minimize public costs of infrastructure and services and correlate their timing with new development

The project will be conditioned to work with the County and public agencies to provide new and expanded infrastructure, facilities, and public services to and within the vicinity of the project Site. These new infrastructure, facilities, and services will be sized to serve the project and/or address existing impacted facilities such as roads, and will be in areas already planned for new and/or expanded infrastructure and facilities. The project's improvements will include road capacity, sewer and water infrastructure, public parks, fire service, undergrounding of utilities in on-site and off-site areas, and a school site. The project will be conditioned to require delivery, construction, and/or funding of these improvements, commensurate with the various phases of project development. The payment of impact fees or the equivalent may be required at the time of building permit issuance.

5.1.1.10 Recognize community and stakeholder interests while striving for consensus

The applicant held four private workshops and numerous meetings with interested stakeholders. The applicant also met with the Twin Oaks, Hidden Meadows, and Bonsall sponsor groups to solicit their input, and the County held a public scoping meeting to determine the scope of the environmental document. A CEQA-compliant 60-day public review period will also solicit public input as part of the County's environmental review process. Finally, the County will conduct public hearings as part of the approval process of the project.

5.2 Land Use Element

Project design promotes health and sustainability by focusing on a compact pattern of development. The project will integrate a range of housing types and densities while conserving open space and natural resources.

The project will include a General Plan Amendment that will allow a greater intensity of clustered development to implement the Community Development Model. The Site lies within

the North County Metropolitan Plan area and the Bonsall Community Plan area. The General Plan Land Use Element Regional Category for the project is Rural Lands in the Bonsall Community Plan area, and Village, Semi-Rural, and Rural Lands in the North County Metropolitan Plan area (County of San Diego 2011b). The General Plan Amendment will amend the Regional Land Use Element Map to change the regional category designation from Rural to Semi-Rural for a portion of the project Site in the North County Metropolitan Plan area. The boundary of the Village area in the North County Metropolitan Plan area will not be modified; the acreage designated as Village will remain unchanged. There will be no changes in regional category to the Bonsall Community Plan area.

The County of San Diego's General Plan emphasizes sustainable community design principles within its Goals and Policies (County of San Diego 2011a). By locating the project near existing and planned infrastructure, services, and jobs in a compact pattern of development while promoting health and sustainability among its residents, the project was designed to implement the guiding principles of the General Plan. Consistent with the County's Community Development Model, the densest neighborhood on the Site, the Town Center, will consist of a range of commercial uses that are supported by a dense network of local roads containing bicycle lanes and pathways linking the neighborhoods with parks, a school site, and public areas. The Town Center planning area is within the Village regional category. Spanning out from the Town Center planning area, the project's Semi-Rural areas will contain medium to lower density residential neighborhoods. Farther out, the neighborhoods will be surrounded by Rural Lands characterized by open space, native habitat conservation, recreation, and other uses associated with rural areas. Developing the project more compactly meets the critical objectives for compliance with the mandates of Assembly Bill 32 and Senate Bill 375. The project was designed to be consistent with the Guiding Principles and the individual Goals and Policies of the General Plan.

5.3 Mobility Element

As mentioned above, the project was designed to promote health and sustainability by focusing on a compact pattern of development. This compact pattern of development will allow for and support a multimodal transportation network that enhances connectivity and supports the project's development plan.

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 Twin Oaks Valley Road to the north. The primary access road at Mesa Rock Road will be a six-lane entry road with median that transitions into a four-lane undivided road farther into the project Site. On-site roadways will be constructed within and between the different planning areas where development will occur. These roadways will primarily consist of main roads with a pavement

width of 32 feet that mostly travel between the developed planning areas, residential streets that are approximately 32 to 40 feet wide and generally traverse within a planning area, and private paseo roads that typically end at smaller clusters of residential units within a planning area. An electric bike-share program is planned to further link the neighborhoods to one another and to reduce motorized vehicle trips. Additionally, the project will include bike lanes, an extensive trail system consisting of roadside pathways within the linear greenbelts, and multi-use trails. With incorporation of these internal circulation features, the project will provide residents the opportunity to access employment, education, recreational, and commercial uses via multiple modes of transportation.

5.4 Conservation and Open Space Element

The location and design of the planning areas will preserve natural areas and provide for wildlife movement and connectivity. The open space design consists of two large, continuous blocks of key biological resources situated within the northern half and along the eastern boundary of the project Site. In addition, a third block of open space in the center of the development will connect the abovementioned blocks of open space to open space located south and east of the project Site. In total, the project will preserve approximately 1,209 acres of on-site native habitat.

The majority of the on-site open space is located within the northern half of the project Site which has the greatest potential to support wildlife due to the east/west connection with the San Marcos Mountains. In addition, the northern half of the project Site is positioned to take maximum advantage of interconnected blocks of habitat. The northern portion of the open space design provides a diverse representation of the natural conditions that occur within the larger project area. Open space is also provided along the eastern boundary of the project Site adjacent to I-15, which serves as important habitat for coastal California gnatcatcher (*Polioptila californica californica*) and many other wildlife species. Open space will also be designated internal to the project Site to enhance connectivity to the south.

The open space design will include a diverse array of environmental features, including ridgetops, hilltops, and rocky outcrops. Although the majority of this area consists of dense chaparral, this area also incorporates a diverse representation of the vegetation communities that occur onsite and in the vicinity, including riparian forest and scrub, coastal sage scrub, non-native grassland, and oak woodland. The two largest riparian areas located within the project Site will be included in the open space: the South Fork of Gopher Canyon Creek and the South Fork of Moosa Canyon Creek. The South Fork of Gopher Canyon Creek, which is located along Twin Oaks Valley Road, holds water part of the year. The topography of the open space is highly diverse and includes elevations from approximately 700 feet above mean sea level to 1,750 feet above mean sea level.

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The entire open space area will contain representative populations of special-status plant and animal species observed onsite; existing dirt trails and canyon bottoms currently used by wildlife for movement across the Site; and the north/south-trending tributary to Gopher Canyon Creek along Twin Oaks Valley Road, which provides linkage opportunities to the San Marcos Mountains.

The project's open space design is in direct application with the General Plan's Goals and Policies for an inter-connected preserve system.

5.5 Housing Element

The project includes seven planning areas, each representing a unique neighborhood consisting of a variety of housing types, lot sizes, and suitable amenities to provide housing for a broad range of age groups, family formations, and income levels.

A consumer survey completed by the applicant vetted buyer preferences and demand by consumer life stage to inform the mix of residential products in each neighborhood. An average of 80 percent of consumers surveyed in each life stage indicated a preference for a traditional detached single-family home. However, there was a wide range of home sizes preferred, dependent on family make-up and income levels, as well as a wide range of lot sizes preferred depending on preferences related to yard sizes, outdoor space, and price range. Although a traditional detached single-family home appealed to most consumers, 37 percent of those surveyed indicated that they would consider an attached home, preferring multi-story townhomes to traditional condominiums.

In addition, there was a strong demand for age-qualified living, especially for those buyers over the age of 55, who indicated that, given the choice, they would prefer to live in an age-qualified community with dedicated amenities and access to recreation and services. Being close to everyday services like grocery stores was important to these buyers, as was living in a community with ample amounts of natural open space; walking and hiking trails; and other recreational opportunities.

The results from the buyer survey informed the project applicant's land planning, resulting in a mix of housing types. The broad range of lot sizes and housing types will provide options for buyers. Additionally, the project Site is located at the Deer Springs Road interchange with direct access to I-15, providing regional access to existing job centers in Rancho Bernardo, Escondido, and Poway. Lastly, the project Site is located in proximity to California State University San Marcos and Palomar College. Commuting options for residents of the project will be enhanced with proximity to six Sprinter stations within six miles of the project Site: Escondido Transit Center, Nordahl Road Station, Cal State San Marcos Station, San Marcos Civic Center Station, Palomar College Station, and Buena Creek Station.

5.6 Safety Element

The project was located, designed, and will be constructed to provide wildfire defensibility and to 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 such that the likelihood of wildfire spread and encroachment is minimized. An additional private access road (Camino Mayor) will provide residents and emergency access vehicles with sufficient access to the project Site. Fire department travel times to the project Site meet the County General Plan's standard of 5 minutes or less for all structures. Lastly, fuel modification zones have been conservatively sized at 250 feet on either side of development—almost 4 times the modeled flame length.

A Fire Protection Plan was prepared for the project. The Fire Protection Plan evaluates and identifies the potential fire risk associated with the project's land uses, and identifies requirements for water supply, fuel modification, defensible space, emergency access, building ignition and fire resistance, fire protection systems, and wildfire emergency pre-planning, among other pertinent fire protection criteria. The Fire Protection Plan 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 project meets or exceeds all applicable County Code requirements, with the exception of a minor fuel modification area adjacent to three lots where an alternative form of protection that provides the same protection level as fuel modification will be provided. The recommendations and conditions provided in the Fire Protection Plan are also consistent with the lessons learned from the May 2014 San Diego County Wildfires After Action Report (County of San Diego 2014b) from numerous fires occurring over the last 20 years, including the 2003 and 2007 San Diego County fires.

As determined during the analysis of its fire environment, the project Site in its current condition is considered to include characteristics that, under certain conditions, have the potential to facilitate fire spread. Under extreme conditions, wildfires on the project Site could burn erratically and aggressively and result in significant ember production. Once the project is constructed, 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 for fire personnel, and structures built to the latest ignition-resistant codes.

The fire safety requirements that will be implemented on this Site were integrated into the requirements based on the results of post-fire assessments, similar to the County's After Action Report. These include ignition-resistant construction standards, and requirements for water supply, fire apparatus access, fuel modification and defensible space, interior fire sprinklers, and 5-minute or less fire department travel times. When it became clear that specifics of how homes

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were built, how fire and embers ignited homes, what effects fuel modification had on structure ignition, how fast firefighters could respond, and how much (and how reliable) water was available, were all critically important to structure survivability, the County's fire and building codes were revised appropriately. DSFPD and San Diego County now boast some of the most restrictive codes for building within wildland/urban interface areas that focus on preventing structure ignition from heat, flame, and burning embers.

The entire project Site was designed with fire protection as a key objective. The improvements were designed to facilitate emergency apparatus and personnel access throughout the Site. Driveway and road improvements with fire engine turnouts and turnarounds will provide access to within 150 feet of all sides of every building. Water availability and flow will be consistent with DSFPD requirements, including fire flow and hydrant distribution. These features, along with the ignition resistance of all buildings, interior sprinklers, and the pre-planning, training/education, and awareness of the project's residents will assist responding firefighters through prevention, protection, and suppression capabilities.

Early evacuation for any type of wildfire emergency on the project Site is the preferred method of providing for resident safety, consistent with the DSFPD's current approach for other communities and neighborhoods. 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 the Site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and site uses during periods of fire weather extremes. In addition, an evacuation plan that includes a regional approach rather than a project-specific approach was prepared and dovetails with existing County evacuation plans, such that potential evacuation impacts from the project would be lessened and existing resident evacuation planning is enhanced.

5.7 Noise Element

Project design ensured that noise considerations were incorporated into the land use decision-making process. The quality of life for residents of the project and residents is of utmost importance to the project applicant, and a significant consideration in protecting that quality of life is ensuring that noise-generating uses such as traffic and construction were considered in project design. Construction of the project will be conducted in such a way that disturbance to adjacent sensitive receptors is minimized. Land uses associated with the project have been located in such a way that noise from adjacent roadways is minimized, and, where appropriate, sound-attenuating architectural design and building features have been incorporated.

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